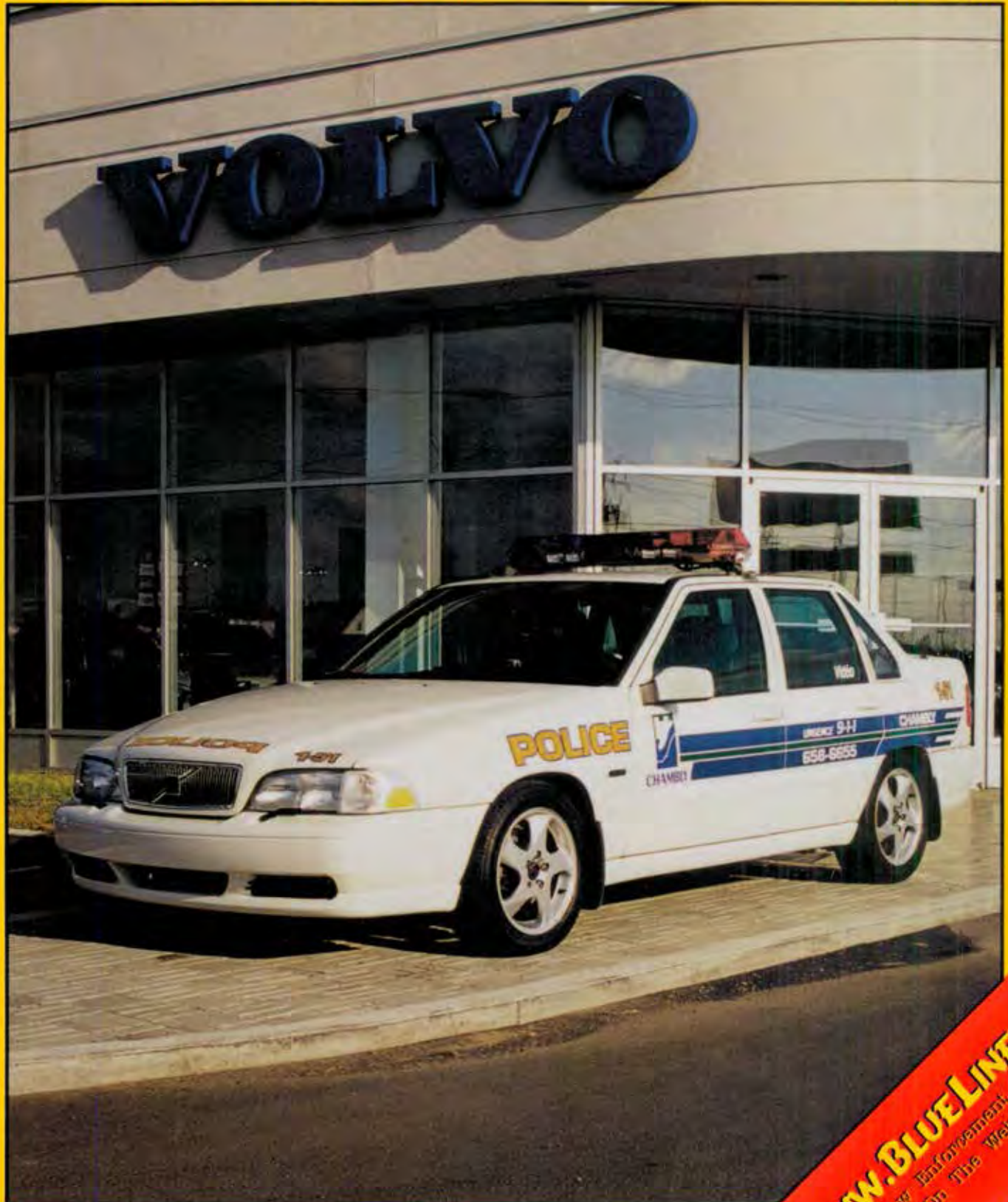


# BLUE LINE

Canada's National Law Enforcement Magazine

December 1998

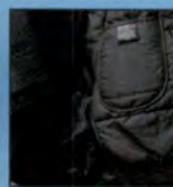


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# BLUE LINE

Canada's National Law Enforcement Magazine

December 1998



This month is our annual automotive edition and thanks to the people at VehiTech we have one of the more innovative police vehicles in Canada gracing our front cover.

When first introduced to the Canadian law enforcement community the European designed Volvo was seen as a curiosity piece. Due to the efforts of VehiTech this vehicle, well known for its style, durability and safety record, has now become an operationally functional state-of-the-art police vehicle.

Long recognized by police forces in Europe the Volvo is coming on strong in popularity with many Canadian and U.S. police agencies. This vehicle was presented for comparative testing at the Michigan State Police trials held outside Detroit last September and it surprised everyone with its results on the track. It was the only vehicle in its class that consistently came within the top two ratings of every category tested.

In this issue you will read more about the Volvo on page 6 and the patrol vehicle results of the Michigan State Police trials can be found on page 8.

All of us here at Blue Line Magazine would like to thank our readers for their loyal support over the past 10 years and we would like to wish you all a Merry Christmas and a Happy New Year.



# Let's make the time match the crime

by Morley Lymburner

Early release from prison is one of the things about the criminal justice system in Canada that I do not completely understand. I keep trying to get my head around the logic but the full impact as to what message I am to take away from it fails me. And thanks to Saskatchewan Judge Dennis Fenwick I no longer feel I am the only person perplexed and vexed by the system.

You see whenever a judge sentences someone to prison the sentence can be changed by the prison system using some formula that someone thought up somewhere in the dark recesses of some Ottawa Department of something-or-other. Connecting responsibility for the procedures is something akin to finding a needle in that haystack we call bureaucracy.

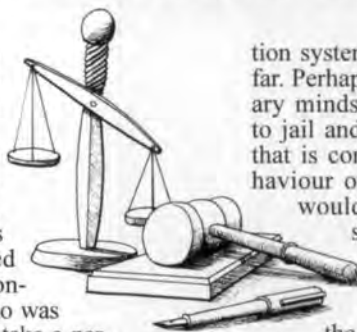
Prison officials advise that reductions in prison sentences are necessary as an incentive to ensure the prisoner behaves himself during his time in the joint. Probation/Parole people say it is a method by which they can re-integrate the offender into the community. Government bean-counters know that it saves money. Politicians know that saving money makes them look good. Judges simply say that they give out the sentence based on legal prec-

edence and leave it to some other people to interpret or do best what they do.

In a news story last month a courageous Judge Fenwick pulled no punches when he was reported to have had some concerns about a man who was released early only to take a person's life while out on parole. "If he had served his full sentence, then he would not have been free to kill," Fenwick concluded. In this particular matter the judge pointed out that the accused had a lengthy criminal record and at no time has he ever been expected to fill out his full term.

I have often marvelled at the lack of concern by many in our society regarding victims. It is as if those mystical powers that think up such things as parole and sentencing criteria simply feel that to lose a few citizens is the price we must pay to re-integrate violently anti-social persons into society. It appears to go along with a military attitude of "acceptable losses" in time of war.

The sentencing criteria is a chain reac-



tion system that appears to have gone too far. Perhaps it is time we re-tool the judiciary mindset to simply sentence a person to jail and let what they say be the mark that is considered the minimum. Bad behaviour on the part of the person jailed would simply add more time to the sentence imposed. I would even be happy if the judges simply dropped the sentences by a third in the first place but insist the full term be met. At least if I were a victim I would know for sure how long the offender will be out of circulation. It must be a real horror for a battered woman to find her assailant on her door step 66 per cent faster than she expected.

I really don't care what they say - all the jail time in the world is not going to make a person change their attitude unless they really want to. Unless the offender is a few grains short of a full charge s/he will eventually get the picture that s/he must re-adjust their attitude or keep coming back to serve the complete time as given. The focused energy at this stage may go into honest effort toward reform instead of learning to con the parole board. For violent offenders I don't think there is any other way.

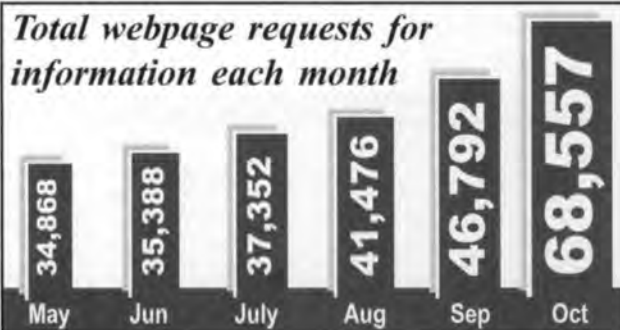
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## BLUE LINE

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# Integrated Police Vehicle Services

**At long last! A company that really wants your fleet business and is willing to back it up with service!**



by Christer Lundmark

VehiTech is no longer known solely as the "new kid on the block", it is already established as a viable alternative with an appealing new product available to Police Departments across Canada.

"We simply intend to become the leading force in designing, producing, installing and servicing a completely integrated law enforcement vehicle including all of its after market police equipment with the highest quality and best possible value to the law enforcement organizations in North America", said Pierre Drolet, founder and President of VehiTech.

"We are now in a position to produce and deliver" added Denis Marcel, responsible for production and product quality at VehiTech's new 33,000 square foot plant located in Longueuil, south of Montreal. By now many police agencies across Canada are aware of VehiTech's Volvo S70 and V70 police pack vehicles and their fully integrated after-market police equipment package. They have seen the product on display this year at trade shows held across the country. They also saw the vehicles put to the test for a second consecutive year at Michigan State Trials in September and again this October at the RCMP test track in Delta, British Columbia.

"The performance of the VehiTech Volvo met my expectations and the quality of the installation of police equipment set a new standard when compared to existing installations", said Sgt. Ted Emanuels - RCMP "E" Division, traffic training NCO from Vancouver.

A number of interested police forces have had an opportunity over the last few months to put VehiTech's products through a real life validation exercise. Chaudiere-Etchemin, a regional police force on the south shore of Quebec City has had seven VehiTech Volvos in service since the spring of this year. "The VehiTech product has exceeded my expectations in

the areas of safety, security, performance and handling. Operational efficiencies have been noteworthy. Even my taller officers, that have spent up to twelve hours in the car, are more than satisfied with the vehicle's seating comfort, and the VehiTech partition has not jeopardized space in the rear seating area," says Dominique Fortin, Chief of Police at Chaudiere-Etchemin.

Other forces such as the Montreal South Shore community of Chambly have had the VehiTech product in their fleet for some time now and have had an opportunity to witness first hand VehiTech's after sales service. "My experience with the technicians at VehiTech has been extremely gratifying," says Roger Bouthillier, Director of the Chambly Police Services. "Their people have worked with me to solve my equipment problems and have exceeded my expectations by clearly demonstrating to me that after sales customer service at

VehiTech is not an idle promise."

VehiTech is a vehicle technology integrator with a very specific objective in mind. "We want to adapt our product to an individual police force's specific needs," says Daniel Gelinas responsible for product engineering at VehiTech. "Those needs are changing and so is the available technology! We at VehiTech know and understand that, so we are continually trying to shape and evolve the police equipment packages we offer, so that they effectively fulfill those changing needs."

"Our recently renovated production & office facility is now complete. We are working to expand our sales force so that we can have the desired local presence in areas such as the Maritimes and Western Ontario" says Mike Desroches who is responsible for Sales and Marketing at VehiTech.

If your police force has not yet had an opportunity to see the VehiTech product first hand you may contact their toll free number at 1-888-468-3333. Or visit their new Web site: [www.vehitech.com](http://www.vehitech.com).

## Follow that car!

New optional innovations for police cars can now include such things as live-screen tracking of the location of all vehicles on patrol. A Canadian company, Mississauga based I.T.S. Consultants, reports that their technology can perform this very function and much more.

The Global Positioning System (GPS) consists of 24 satellites that are circling the earth, each sending a signal that is continuously beamed back to earth. These signals are picked up by a GPS receiver that compares distances between other satellites. GPS has the capability of identifying any equipped vehicle anywhere in the world.

I.T.S. integrates with GPS, cellular technology and street level mapping software and provides solutions for law enforcement requirements. Installation of such an option has obvious benefits which encompass such things as officer safety and rapid response. By checking historical data it can provide leaders and specialists with proper strategic analysis for future growth of the fleet.

I.T.S. advises they can be a complete turn-key supplier of this capability by supplying everything from service connection, hardware, software, installation and training. For further details call at 905 502-7610 or Fax 905 625-8506.

# IN-CAR PRODUCTS FOR WINTER 1998

## WHELEN FAST TRACK

At last, an unmarked vehicle marked to the rear. Integral, under roofline, rear facing spoiler warning systems for Ford Crown Victoria police cruisers.



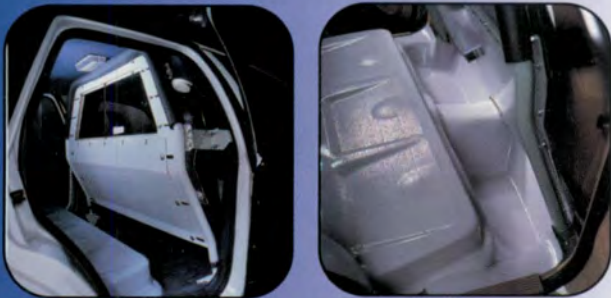
## HAVIS SHIELDS CONSOLES

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# Michigan State Police Tests 1999 Patrol Vehicles



Patrol vehicles are one of the most critical purchases that a law enforcement agency makes. For both large and small agencies, patrol vehicle purchases frequently represent the second largest expenditure, after personnel, in their annual operating budgets. The selection of the right vehicle that balances both the agencies' budgetary and performance requirements has become an increasingly challenging task for police fleet administrators. Many agencies are painfully aware of the consequences that result from being "penny wise and pound foolish. . . where vehicles with inadequate performance, such as regular production passenger vehicles not specifically designed for police service, are selected because they cost less than "police-package" vehicles. While some agencies have had limited success with non-traditional police vehicles, most agencies find that the increased maintenance costs resulting from such vehicles breaking down under the stress of police service quickly offsets any initial "savings."

For more than 20 years, the Michigan State Police (MSP) has conducted extensive evaluations of the performance capabilities of each new model year's police vehicles as part of its annual vehicle procurement process. Since 1981, the National Institute of Justice (NIJ), through its National Law Enforcement and Corrections Technology Center (NLECTC), has sponsored these tests through a partnership with MSP. By disseminating these results to state and local law enforcement agencies, NIJ helps these agencies select vehicles that maximize their budgets and ensures that evaluated vehicles provide reliable and safe performance under the increased demands of police service.

The 1999 model year patrol vehicles were evaluated from September 19 through 21, 1998. For 1999, several enhancements have been made to the test format and procedure. The braking evaluation has been made much more rigorous, requiring 12 measured panic stops. Instead of the 2 that

had been done in previous years. The average deceleration rate of all 12 stops is calculated and used as a final score.

Another major change for 1999 is the distinction between "police-package" and "special-service" vehicles. For the purposes of the MSP evaluation, "police-package" vehicles are those that are designed and manufactured for use in the full spectrum of law enforcement patrol service, including high-speed pursuits. A "special-service" vehicle is a vehicle that may be used by law enforcement agencies for general or specialized use (e.g., off-road, inclement weather, K-9, or commercial vehicle enforcement), but is not designed or manufactured to be used in pursuit situations. By creating this distinction, it is hoped that it will be easier for agencies to realistically assess the capabilities of each vehicle.

Each vehicle is subjected to six major tests and evaluations. The results are weighted to reflect the relative importance of each attribute as related to MSP operational requirements. Table 1 lists the tests and point scores. MSP scores each vehi-

Test	Points
Vehicle dynamics	30
Acceleration	20
Top speed	15
Braking	20
Ergonomics and communications	10
Fuel economy	-5
Total	100

cle's overall performance, reviews the manufacturer's bid price, and calculates a final score for each vehicle using a sophisticated formula that combines the overall performance score and the manufacturer's price.

Ten police-package vehicles and three special-service vehicles were submitted for evaluation. Table 2 provides a listing and description of each vehicle.

It should be noted that the MSP vehicle specifications, test categories, and scoring reflect MSP needs. If your department employs this or a similar method, consider your own needs carefully and alter the weighting factors accordingly.

Table 2 Vehicles tested

Category	Vehicle	Engine
Police	Chevrolet Camaro (Automatic)	5.7L (350 cid) SPI
Police	Chevrolet Camaro (6-speed manual)	5.7L (350 cid) SPI
Police	Chevrolet Lumina	3.8L (231 cid) SPI
Police	Ford Police Interceptor	4.6L (281 cid) SPI
Police	Ford Police Interceptor (CNG)	4.6L (281 cid) SPI
Police	Volvo S-70 TS Sedan	2.3L (142 cid) PFI Turbo
Police	Volvo V-70 TS Wagon	2.3L (142 cid) PFI Turbo

cid = Cubic inch displacement CNG = Compressed natural gas  
PFI = Multiport fuel injection SPI = Sequential port fuel injection  
Turbo = Turbocharged

## What's New for 1999

**Chevrolet:** Chevrolet's lineup for 1999 remains basically unchanged from 1998, consisting of a Lumina four-door sedan and the Tahoe 2-wheel-drive, police-package vehicles. A special-service Camaro is also available. The new addition for 1999 is a 4-wheel-drive, special-service version of the Tahoe, which features a standard electronic 4-wheel-drive transfer case. Civilian 4-wheel-drive Tahoes have a manual transfer case and offer the electronic transfer case as an option.

**Ford:** Ford's Crown Victoria has undergone several cosmetic and mechanical changes for 1999. Now known as the Police Interceptor, it features the "Police Interceptor" name badges in place of "Crown Victoria." All-chrome trim components have been changed to black; however, a "Street Appearance Package" is available for administrative/undercover units, which restores the chrome trim and other retail exterior trim components.

Mechanically, a new 3.55 rear-axle ratio and an 11.25 inch torque converter have been added, which Ford claims will enhance acceleration from 0 to 60 mph. The Antilock Braking System (ABS) will still be available as an option; however, the Traction Control System will no longer be available. The "Speed Sensitive Variable Assist" has been deleted from the power steering system. As in previous years, the Police Interceptor will be offered in both a fuel injected gasoline and a compressed natural gas (CNG) version.

The Explorer special-service package is now offered with a 4.0L (245 cid) engine instead of the 5.0L, which was offered last year. The Explorer is available in a 4-wheel-drive version, but Ford elected not to submit it for testing.

The Expedition special-service package remains basically unchanged from 1998.

**Chrysler/Jeep:** For the 1999 Chrysler/Jeep Cherokee, which once again will be available in both a 2- and 4-wheel-drive version, air conditioning, previously available as an option, is now standard equipment. The braking system also has been upgraded, which Chrysler/Jeep anticipates will enhance braking performance.

**Volvo:** See accompany feature article in this issue.

continued page 11



# THE TORONTO POLICE ASSOCIATION IS PROUD TO HOST: THE PREMIERE INTERNATIONAL POLICE LABOUR CONFERENCE

June 9, 10, 11, 1999 - Toronto Colony Hotel

## President's Message



Craig Bromell

*On behalf of the members of the Toronto Police Association, it gives me great pleasure to welcome you to the Premiere International Police Labour Conference hosted by our Association.*

*The Police labour movement is facing challenges unthinkable just a few years ago. It is our aim to provide a forum where police association leaders can benefit from the experience and perspectives offered by our top calibre speakers and also learn and be strengthened by meeting and sharing ideas and strategies with other delegates.*

*So please enjoy the many attractions offered by our city and we hope that the knowledge you gain from your visit with us will be of use to you for years to come.*

*In solidarity,*

President, Toronto Police Association

## Conference Agenda

### WEDNESDAY, JUNE 9, 1999:

- 1:00 pm - 7:00 pm
  - 7:00 pm - 10:00 pm
- Check-in - Toronto Colony Hotel
  - Registration
  - Welcome Reception

### THURSDAY, JUNE 10, 1999:

- 7:00 am - 8:00 am
  - 8:00 am - 9:00 am
  - 9:15 am - 10:15 am
  - 10:15 am - 12:00 pm
  - 12:00 pm - 1:00 pm
  - 1:00 pm - 3:00 pm
  - 3:00 pm - 3:15 pm
  - 3:15 pm - 4:30 pm
  - 4:30 pm - 6:00 pm
- Breakfast/Late Registration
  - "The Impact of Critical Incident Stress - Police Shootings" - Grady Bray
  - "The Management of Critical Incident Stress"-Jaan Schaer
  - Exhibitors
  - Lunch
  - "Government Lobbying" - Michael Shannon
  - Break
  - "Media Relations" - Michael Shannon
  - Exhibitors

### FRIDAY, JUNE 11, 1999:

- 7:00 am - 9:00 am
  - 9:00 am - 10:30 am
  - 10:30 am - 10:45 am
  - 10:45 am - 11:30 am
  - 11:30 am - 12:30 pm
  - 12:30 pm - 2:00 pm
- Breakfast with Exhibitors
  - "Lessons of the Los Angeles Riots: Official Negligence and Media Neglect" - Lou Cannon
  - Break
  - "The Challenges to Police Oversight - Internal Affairs"- Gary Clewley
  - "The Challenges to Police Oversight - Special Investigations Unit (Civilian Oversight)" - Harry Black
  - Lunch and Closing Remarks

## Information

### FOR CONFERENCE INFORMATION:

Please contact our Conference Co-ordinator Mrs. Audrey Douglass, Toronto Police Association  
180 Yorkland Boulevard, Toronto, Ontario, Canada M2J 1R5  
Tel: 416-491-4301 Fax: 416-494-4948 E-Mail: [www.info@tpassn.com](mailto:www.info@tpassn.com)

### TO REGISTER:

Cost: \$375.00 CDN Funds/\$250.00 U.S. Funds, plus 7% Federal Sales Tax.

Registration cost includes welcome reception, two breakfasts and two lunches. We can only accommodate 200 delegates and in order to reserve your attendance, payment MUST be made prior to December 1, 1998.

Please make your cheque payable to: "Toronto Police Association, Labour Conference" and send it with your registration form to the address above.

### HOTEL ACCOMMODATION:

The Conference will be held at the Toronto Colony Hotel. Special Conference Room Rates are \$135 CDN per night for a single or double room, plus tax. To reserve your room, please call the hotel direct at 416-977-0707 or dial toll-free at 1-800-387-8687 and book under the "TPA - 1999" block.

Air Canada is the official Airline for the Labour Conference. Please quote #CV992043 when booking your flight.

## Vehicle dynamics testing

**Objective:** To determine high-speed pursuit handling characteristics. The 1.635-mile road racing course contains hills, curves, and corners; except for the absence of traffic, it simulates actual pursuit conditions. The evaluation measures each vehicle's blending of suspension components, acceleration capabilities, and braking characteristics.

**Methodology:** Each vehicle is driven at least 12 timed laps by at least three drivers. The final score is the average of the 9 fastest laps.

Table 3 shows the average results of the vehicle dynamics test.

Make/Model	Average*
Chevrolet Camaro (Automatic) 5.7L SFI	1:20.37
Chevrolet Camaro (6-speed manual) 5.7L SFI	1:21.65
Chevrolet Lumina 3.8L SFI	1:26.80
Ford Police Interceptor (CNG) 4.6L SFI	1:30.58
Volvo S-70 T5 Sedan 2.3L PFI Turbo	1:24.29
Volvo V-70 T5 Wagon 2.3L PFI Turbo	1:25.26

NOTE: Times are in minutes, seconds, and hundredths of a second. (i.e., 1:29.74 = 1 minute, 29 seconds, and 74/100 of a second.)

\* Average of the 9 fastest laps.

## Acceleration and top-speed testing

### Acceleration

**Qualification test objective:** To determine the ability of each vehicle to accelerate from a standing start to 60 mph within 10 seconds, 80 mph within 17.2 seconds, and 100 mph within 28.2 seconds.

**Competitive test objective:** To determine acceleration time to 100 mph.

**Methodology:** Using a Datron non-contact optical sensor in conjunction with a personal computer, each vehicle is driven through four acceleration sequences-two northbound and two southbound-to allow for wind direction. The average of the four is the score on the competitive test.

Table 4 Results of acceleration\* and top-speed testing

Speed (mph)	Chevrolet Camaro (Automatic) 5.7L SFI	Chevrolet Camaro (6-speed manual) 5.7L SFI	Chevrolet Lumina 3.8L SFI	Ford Police Interceptor (CNG) 4.6L SFI	Volvo S-70 T5 Sedan 2.3L PFI Turbo	Volvo V-70 T5 Wagon 2.3L PFI Turbo
0-20	1.64	1.72	2.15	1.73	2.59	2.58
0-30	2.58	2.60	3.38	2.90	4.48	3.86
0-40	3.57	3.54	4.85	4.56	6.44	5.23
0-50	4.61	4.60	6.67	6.24	8.56	6.62
0-60	6.32	6.17	9.32	8.55	12.40	8.99
0-70	7.95	7.81	12.10	11.39	16.17	11.73
0-80	9.80	9.65	15.69	14.96	20.85	13.67
0-90	12.26	11.75	20.65	19.27	27.41	17.96
0-100	15.18	14.46	26.71	25.33	36.21	22.37
Top Speed (in mph)	159	158	124	129	148	140

\* Figures represent the average of five runs.

### Top speed

**Qualification test objective:** To determine the vehicle's ability to reach 110 mph within 1 mile, and 120 mph within 2 miles.

**Competitive test objective:** To determine the actual top speed (up to 150 mph) attained within 14 miles from a standing start.

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**Methodology:** Following the fourth acceleration run, the vehicle continues to accelerate to the top speed attainable within 14 miles from the start of the run. The highest speed attained within the 14 miles is the vehicle's score on the competitive test. Table 4 summarizes the acceleration and top-speed test results.

## Braking testing

**Brake test objective:** To determine the deceleration rate attained by each test vehicle on 12, 60-to-0 mph impending skid (threshold) stops, with ABS in operation if the vehicle is so equipped. Each vehicle will be scored on the average deceleration rate it attains.

**Brake test methodology:** Each vehicle will make two decelerations at specific, predetermined points on the test road from 90-to-0 mph at 22 ft/sec<sup>2</sup>, with the driver using a decelerometer to maintain the deceleration rate. Immediately after these "heat-up" stops are completed, the vehicle will be turned around and will make six measured 60-to-0 mph impending skid (threshold) stops with ABS in operation, if the vehicle is so equipped, at specific, predetermined points. Following a 4-minute heat soak, the entire sequence will be repeated. The exact initial velocity at the beginning of each of the 60-to-0 mph decelerations and the exact distance required to make each stop will be recorded by means of a fifth wheel in con-

Table 5 Results of braking test

	Chevrolet Camaro (Automatic) 5.7L SFI	Chevrolet Lumina 3.8L SFI	Ford Police Interceptor (CNG) 4.6L SFI	Ford Police Interceptor 4.6L SFI	Volvo S-70 T5 Sedan 2.3L PFI Turbo	Volvo V-70 T5 Wagon 2.3L PFI Turbo
Phase I						
Avg. initial speed (mph)*	60.28	60.13	60.73	60.63	60.60	60.73
Avg. stopping distance (ft) <sup>†</sup>	142.9	164.8	143.2	147.2	159.5	161.9
Avg. deceleration rate* (ft/sec <sup>2</sup> )	27.43	23.62	27.73	26.85	24.75	24.47
Phase II						
Avg. initial speed (mph)*	60.53	60.43	60.28	60.55	60.58	60.40
Avg. stopping distance (ft) <sup>†</sup>	140.1	167.7	139.9	149.3	162.9	160.2
Avg. deceleration rate* (ft/sec <sup>2</sup> )	28.13	23.43	27.94	26.43	24.25	24.50
Average Deceleration Rate (ft/sec <sup>2</sup> )**	27.78	23.53	27.83	26.64	24.50	24.49
Projected stopping distance from 60 mph based on average deceleration rate (ft)	139.4	164.6	136.1	145.4	158.0	158.1

All vehicles have antilock braking systems.

\* Figures represent the average of six measured stops.

\*\* Calculated from the average deceleration rate (ft/sec<sup>2</sup>) of all 12 measured stops.

junction with electronic speed and distance metres. The data resulting from the 12 stops will be used to calculate the average deceleration rate, which is the vehicle's score for this test. Table 5 shows the results of the braking test.

## Ergonomics and Communications

**Objectives:** To rate the vehicle's ability to provide a suitable environment for patrol officers to perform their job. To accommodate the required communications and emergency warning equipment, and to assess the relative difficulty of installing the equipment.

**Methodology:** A minimum of four officers independently and individually score each vehicle on comfort and instrumentation. Personnel from the Vehicle and Travel Services Division who are responsible for new car preparation conduct the communications portion of the evaluation based on the relative difficulty of the necessary installations. Each factor is graded on a 1 to 10 scale, with 1 representing totally unacceptable and 10 representing superior. The scores are averaged to minimize personal prejudice. Table 6 shows the results of the ergonomics and communications test. (Only one of each model was tested since the interior dimensions are essentially the same.)

Table 6 Results of ergonomics and communications test

Vehicle	Score
Chevrolet Camaro	155.43
Chevrolet Lumina	189.79
Ford Police Interceptor (CNG)	215.23
Ford Police Interceptor	217.87
Volvo V-70 T5 Wagon	181.61
Volvo S-70 T5 Sedan	182.64

\*Scores are the total points the automobile received for each of 29 attributes the MSP considers important in determining the acceptability of the vehicle as a patrol car—for example, front seat adjustability, clarity of instrumentation, and front and back visibility. The higher the number, the better the vehicle scored.

## Fuel economy

**Objective:** To determine fuel economy potential. The scoring data are valid and reliable for comparison but may not necessarily be an accurate prediction of the car's actual fuel economy.

**Methodology:** The vehicles' scores are based on estimates of city fuel economy to the nearest one-tenth of a mile per gallon from data supplied by the vehicle manufacturers. Table 7 below shows the estimated Environmental Protection Agency (EPA) fuel economy.

Table 7 Fuel economy

Make/Model	City EPA miles per gallon
Chevrolet Camaro (Automatic) 5.7L (350 cid) SFI	**
Chevrolet Camaro (6-speed manual) 5.7L (350 cid) SFI	**
Chevrolet Lumina 3.8L (231 cid) SFI	**
Ford Police Interceptor 4.6L (281 cid) SFI	15.9
Ford Police Interceptor (CNG) 4.6L (281 cid) SFI*	14.3
Volvo S-70 T5 Sedan 2.3L (142 cid) PFI Turbo	18.4
Volvo V-70 T5 Wagon 2.3L (142 cid) PFI Turbo	18.4

\*EPA mileage estimate is in gasoline equivalent.

\*\*Information not available at press time.

If you would like a copy of the full report, call the National Law Enforcement and Corrections Technology Center, 800-248-2742, or 301-519-5060; or download it from JUSTNET, <http://www.nlectc.org>.

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# Instant City Just Add Rock Fans

Classic Rock Festival provides textbook example of good operational planning



by Dave Brown

*The population of the small town of Minnedosa, Manitoba enjoys the peace of a quiet river valley and the surrounding fields, but for one insane week in August, the town instantly grows in size to become the third largest city in Manitoba.*

The Classic Rock Festival is held north of the town on the shores of Lake Minnedosa. A natural amphitheater faces a large stage, and boisterous rock fans travel for hundreds and even thousands of miles to listen to the music of their youth. Normally, the Minnedosa RCMP Detachment patrols the town and the surrounding highways with ten officers, but during the Classic Rock week, they will have as many as 24 uniformed officers and an almost equal number of plainclothes officers and support staff. Sergeant Eric Davidson was in charge of the 1998 operation.

New to the Minnedosa area, Sgt. Davidson was involved in the planning long before he was physically transferred to the detachment. "First of all, you have to treat the concert as if you were policing

any other small town." That meant planning for everything from medical emergencies and riots to accidents and criminal activities. "Hope for the best . . . and plan for the worst," related Davidson, based on experience with both ends of the spectrum.

### Start planning early

Planning for a major attraction such as a rock concert begins even before the previous year's concert finished playing its last song. 1998 was the third annual Classic Rock Festival and this was seen as the "fine-tuning" year. Lessons learned from the previous two concerts were used to structure the latest operational plan. The first year, officers were not sure what to expect from the 15,000 rock fans who attended. The second year, they were almost overwhelmed when 30,000 showed up to party. 1998 saw anywhere from 20,000 to 30,000 people, depending on who you asked (and how long you had to wait in line for a washroom).

While Minnedosa is centrally located north of the City of Brandon and south of Riding Mountain National Park, it is still at least two hours drive from any major metropolitan area. The fans that came to party also came to stay. Four campgrounds ac-

commodated rows of campers in everything from tiny pup tents to lavish motorhomes, complete with hot tubs and patio decks.

The local detachment utilized summer students, auxiliary officers, extra administration staff and volunteer officers from other detachments. They also employed a dog team and a joint forces outlaw motorcycle gang unit.

Part of the planning process was to first establish a good working relationship with the town, the Rural Municipality of Minto administrators, Classic Rock organizers, health and safety officials, liquor inspectors and highways officials.

### Plan for the worst

After a good understanding of the various needs and responsibilities became clear, the formulation of an operational plan began. It was not necessary to start from scratch as the RCMP utilized previous operational plans and examined how other agencies planned for similar events.

Any situation which could possibly occur in an average city of 30,000 was reasonably anticipated. While concert organizers paid the salaries and expenses of the extra officers, it was critical to decide up front who is responsible for doing what and how much policing the organizers were willing to pay for.

An example of the portioned responsibility was implementation of a traffic plan. It would be counterproductive to have RCMP officers directing traffic when this job could be accomplished as effectively (and cheaper) with on-site security. Brandon's Outdoor Box Office (OBO) security firm was tasked with both the overall safety of patrons on site and the control of traffic entering and leaving the concert grounds and camping areas.

### Use officers effectively

In addition to providing policing services for what was to become a small city, the RCMP had to employ its personnel in an efficient and effective manner. "We have an obligation as good corporate citizens to watch our own costs and to be as efficient as possible," reported Sgt. Davidson. While the private security firm patrolled the site, the RCMP detachment was responsible for all criminal activities as well as highway traffic control outside the site. They were also expected to provide their normal policing of the town of Minnedosa and the surrounding area. "We could not neglect our regular policing duties in the area. Rather than suffer because of the concert, residents actually received bonus coverage."

Officers worked twelve-hour shifts and they were catered meals at a central location rather than relying on the busy schedules of local restaurants. They utilized their

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meal times as briefing and debriefing sessions so that they were ready to adapt and respond to changing situations.

### **Be prepared to react as it happens**

Daily meetings were also scheduled with liquor inspectors, concert organizers and emergency medical personnel. Media relations were also seen as a priority and the Minnedosa detachment sent out daily press releases. Cst. Dave Libbey was appointed as a local media contact and spokesperson for the event.

An example of how cooperation among many parties can be crucial to safety, was a request from the local hotel bars to remain open one hour later than usual at night. This would have meant that the local beverage rooms would still be open after the beer gardens at the site several miles north of town were closed. With regard to the obvious potential traffic problems, the police did not approve the request. They did agree to a compromise which granted the hotels a special permit to open one hour earlier each day and on Sunday.

### **Results are more than just numbers**

A successful event is not just keeping everyone happy. It also means keeping them safe so that they will come back the next year. 1998 exercised the planning and training of officers in just about every aspect of police work.

An unfortunate tragedy on the concert site resulted in one death when a youth slipped and fell beneath the wheels of a tractor-pulled people-mover. Thankfully, there were few other injuries. While the RCMP recorded 62 liquor seizures and 62 highway traffic offences, there were only 7 impaired drivers charged and 4 drivers given 24-hour suspensions under Manitoba's tough drinking and driving legislation. Only 7 persons were detained for public intoxication; a remarkable number considering the amount of alcohol consumed by the tens of thousands of visitors. The local detachment had given residents and visitors advance warning that there would be a policy of zero-tolerance on liquor offenses off site and the publicity seemed to have an effect. Most of the fans wisely stayed to the camping areas and continued to party safely, if noisily, long after the music stopped.

Officers also investigated 5 assaults, 1 sexual assault, several break-and-enters and many assists to the general public; mostly to help locate wayward friends. There were drug seizures of everything from marijuana and magic mushrooms to cocaine and assorted drug paraphernalia.

A complication arose the last night when 3 inches of rain cut short the concert. This also left hundreds struggling to extricate themselves from fields of mud the next morning.

The "little" rain didn't seem to bother most of the rock fans. Those without good rain gear simply used the opportunity to strip to the waist and frolic in the mud.

The Classic Rock Festival always attracts a wide mix of fans, and parents were dancing side by side with their kids to the tunes of bands such as Alice Cooper, April Wine, Dr. Hook, Foreigner, Streetheart, REO Speedwagon, and Manitoba-grown perennial favourite Randy Bachman.

### **Planning for 1999 starts now!**

Next year will be an unusual year for organizers and RCMP officers. Minnedosa Beach will be used for the rowing competitions of the Pan-Am Games and the 1999 schedules of the two major events overlap. The Games will be shut down for the four days of the rock festival but security complications are already starting to arise. The Pan-Am Games will utilize its own international security contingent but the local RCMP will still deal with everyone outside the gates of the site.

Sgt. Davidson reports that the RCMP manpower commitment for the 1999 Classic Rock Festival will remain the same, but the challenges may be that much greater. Local officers will once again be asked to adjust their holiday time and leave for 1999.

Planning for next year has already started. "I am really looking forward to it," smiled Sgt. Davidson, knowing a solid operational plan will help deal with both the inevitable and the unexpected.

In addition to being Blue Line's Tactical firearms editor Dave Brown is also the Western Correspondent at large. If you have something happening give him a call at 204 774-2543.

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In this column Blue Line Magazine provides private industry an opportunity to speak about their products or services in their own words. Readers should be aware that although Blue Line supplied these companies with an editorial outline the following articles are written by the marketers of the subject material and Blue Line does not accept responsibility for the accuracy of claims made.

## **BMW Police Motorcycles**

*The officer's ultimate weapon when battling the streets*



Around the world, in over 125 countries, more than 70,000 BMW motorcycles are used to serve the public in an official capacity. For police and security operations, for emergency rescue and disaster relief and prestigious escort duties, BMW motorcycles epitomize speed, safety and mobility.

Currently, eleven police departments in Canada operate BMW motorcycles in their fleets. The most recent addition of those being the Delta City Police and their acquisition of two R1100RT-P authority motorcycles in August. The Montreal City Police Department also purchased 20 R1100RT-P authority motorcycles this past

summer, marking the largest single contract of BMW Canada's history. The motorcycles, purchased from Monette Sports of Laval, Quebec, were delivered to the Montreal City Police Department in June of 1998 and currently can be seen keeping the streets of Montreal safe.

The BMW R1100RT-P ("P" for Police) is based on the BMW R1100RT civilian model, but is equipped with features that tailor it specifically for official use. It is powered by BMW's modern two-cylinder, four-stroke Boxer engine which delivers 90 horsepower at 7,250 rpm. The rigid engine/transmission unit connects the front and rear frames in a structural concept that is space-

saving, torsionally rigid, and notable for its first class road holding and predictable handling. It is surprisingly nimble in dense city traffic while offering sporting performance on winding stretches of road.

Comfort and safety features include BMW's second generation anti-lock braking system which operates independently on both front and rear wheels (important in panic braking situations), an electrically adjustable windshield to allow riders to tailor wind flow to riding speed and body proportions, electrically heated handgrips, an adjustable shift lever, and front and rear protection bars. In addition to special lighting and siren systems, the BMW R1100RT-P also comes equipped with: auxiliary cooling fans that are essential for an engine that must be kept idling or running at low speeds for long periods without overheating, a second isolated battery for operating the police radio and lights with the engine shut off and a large 700 W alternator to keep the batteries charged during long duties.

The BMW R1100RT-P is undoubtedly a great ride. It offers the foremost in technology as well as comfort and safety. A multitude of individual measures have been taken to ensure that the motorcycle will perform in harmony with its rider. Most importantly, it serves as the officer's ultimate weapon when battling the streets.



For further information feel free to call 905 428-5076.

## Harley Davidson

*There is something undeniably right about a cop on a Harley-Davidson*



by Jon Syverson  
Manager Police & Fleet Sales

To trace the history of the police motorcycle is to trace the very history of Harley-Davidson Motor Company. The popular company, based in Milwaukee, Wisconsin, is where William Harley and Arthur, Walter and William Davidson built their first production motorcycle in 1903. The first motorcycle completed 100,000 miles for five owners, and over the next years Harley-Davidson motorcycles became known for their durability and performance. Police departments soon began to recognize the advantages that motorcycles have for police use.

Harley-Davidson police motorcycles are continually refined to meet the changing needs of law enforcement agencies in America and around the world. Today, features like low maintenance belt final drive and our reliable Twin Cam 88 police engines make them among the most inexpensive to operate in the industry. Low operating costs and high resale value are major assets for municipalities.

Harley-Davidson currently serves over 1,500 departments in North America and law enforcement agencies in more than 30 countries world wide. Through it all, some things haven't changed: The gleaming chrome; the pure Harley-Davidson design; the rumble of the engine. It's a combination that, for 90 years of police motorcycles, has been commanding a level of respect unequalled by anything else on the road. A motor officer shouldn't have to settle for anything less!

Since Harley-Davidson began making police motorcycles in 1903, sales to law en-

forcement agencies have provided invaluable brand name recognition and tacit endorsement from some of the hardest-riding motorcycle users in the world. Throughout this century, Harley-Davidson police motorcycles have been continually refined to meet the challenging needs of discerning domestic and international police users, while achieving additional incremental sales, and maintaining uncompromising profitability for its shareholders.

Harley-Davidson has introduced the new Twin Cam 88 engine for the 1999 model year. With the introduction of the first new engine in 15 years, the four and one half year project has produced one of the biggest changes to the "Big Twin" family. Durability, power, strength and stability are the improvements customers will notice on their 1999 police motorcycles powered by the new Twin Cam 88. The engine remains a 45 degree, air cooled V-Twin, push-rod mill, however has over 400 new component parts to provide a more powerful, durable, and reliable 1450 cc. Exhaust and intake ports have been re-worked to optimize emission and thermal characteristics. The new powertrain offers increased performance, quiet mechanics, better oil circulation, and increased durability.

For the first time in Harley-Davidson's history, the engine is designed for performance upgrades, complemented by high performance kits and individual performance parts released in conjunction with the engine's introduction. The new engine is utilized on the entire police line. The FLHP Road King features a carburetor engine, while both the FLHPI Road King and FLHPI Electra Glide are fuel injected.

Since 1903, Harley-Davidson police motorcycles have seen 90 years of duty along with millions of miles in service to law enforcement agencies around the world. From Toronto to Sao Paulo, from Seoul to New York City, our police motorcycles continue to build on their legendary reputation by providing superior performance and the reliability needed to withstand the rigors of everyday duty. There is something undeniably right about a cop on a Harley-Davidson.

Crowded roads are evident world wide and increasing population and motorists results in roadways filling to near capacity. In the face of such developing trends comes opportunity. The opportunity to employ motorcycles as an effective traffic law enforcement tool. The greatest benefit of the motorcycle is an ability to get from point A to B through the very worst traffic congestion, to be first responders when needed. Harley-Davidson police motorcycles are perfect for traffic management when deployed as part of a comprehensive plan. We are always one on one with the public and a positive tool employed in community oriented policing everyday. Crowded roads will lead to more traffic enforcement. Being part of the solution makes us proud indeed.

The legacy of Harley-Davidson is one of value-added services. With more than ninety years of service to law enforcement, Harley-Davidson has been a pioneer in the field of law enforcement. Towards the turn of this next century that trend continues.

For further information feel free to call  
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# Brantford Police Headquarters

## The utmost precision and efficiency

by Lori Chalmers Morrison

When most people think of a stealth bomber, they typically think of a flat, sleek machine - deft in its precision, efficient in its design, and dedicated to accomplishing its mission. For a select few, however, thoughts of a stealth bomber conjure up a different image: the Brantford Police Headquarters. The Brantford Police facility boasts the pointed nose and wide wing span of the jet, and the single-storey layout represents the utmost in precision and efficiency - the result of detailed, collaborative planning with an eye toward fulfilling a mission.

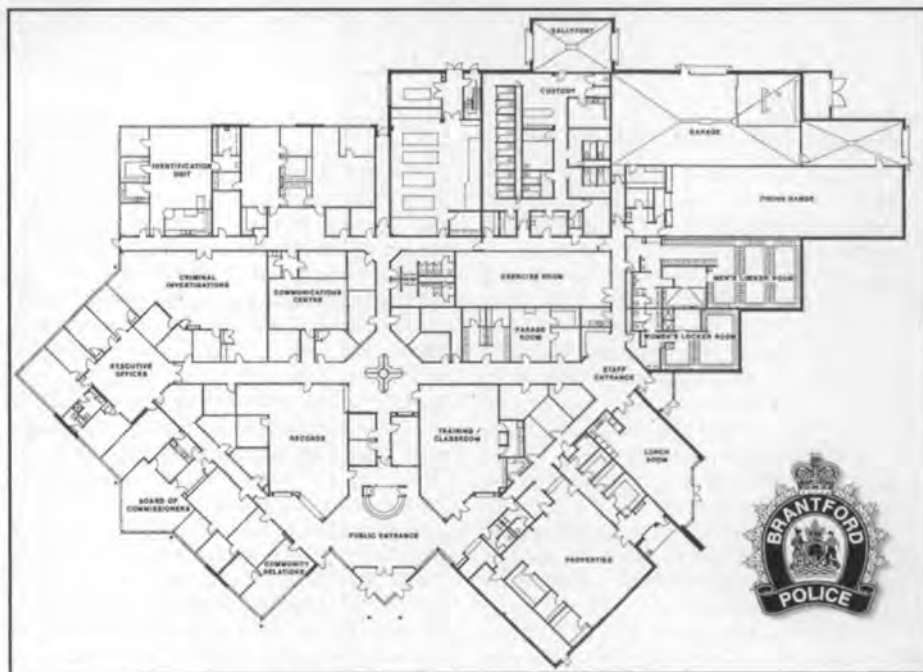
Military imagery aside, the 50,000 square foot police facility marks a significant change for the Brantford Police Service. When they moved from their multi-storey downtown building into the new facility in 1991, they also made a statement about community-based policing. The facility's personal scale and traditional building materials reflect the character of the Brantford community, and is accessible from both the highway and the new geographical area of Brantford.

After deciding to vacate their old facility, former Chief Al Barber worked closely with The Walter Fedy Partnership, a full-service architecture and engineering firm based in Kitchener Ontario to develop their new headquarters. The design process was intimate and collaborative. A process, according to architect Marina Huissoon, that flourished under the strong leadership of the former Chief, who was "instrumental in directing and guiding the design philosophy of the facility."

The Walter Fedy Partnership began the design process by working with a previously commissioned report on space requirements. They used the report to further research the police service's community-based policing needs. The architects then created data sheets for each room that would be required in the new facility and discussed the detailed requirements of these rooms with the people who would work in them. These specific needs were then translated into an intricate web of functional relationships, eliminating the constraints of the Brantford Police Service's previous multi-storey building, which discouraged staff interaction, and intimidated the public.

To ensure the success of the new facility, The Walter Fedy Partnership's designers worked closely with all levels of the Brantford Police Service to hear staff's ideas, and to determine the internal relationships between the different departments. According to Chief Bob Peeling, "The design process was inclusive, and created a sense of ownership in the facility among the staff."

Interacting with all levels of the police service to understand the intricacies of police work and the relationship between



functions enabled The Walter Fedy Partnership to meet the needs of the staff more efficiently than in their previous facility, by directly responding to the way officers work. For example, the parade room and the equipment room required a logistical arrangement that could only be identified by working with the staff members. As a result, the architects arranged the rooms to give the sergeant access to the equipment and the ability to meet one on one with staff. Similar examples are evident throughout the building: the licensing and court officers are in close proximity with a pass-through window between their offices; senior officers are close together; inspectors' offices are located strategically

in each wing; and property, storage, the fitness room, the training officer, the lockers and the lunchroom are all located close to the staff entrance. These arrangements are a change from Brantford's old facility, which often required inefficient travelling from floor to floor to work with others.

Another form of efficiency arrived with a bang at the new headquarters with the addition of the indoor firing range - the first of its kind. "It is a convenience to have the range at the station", explains Chief Peeling. "It saves the time and aggravation of renting facilities, and it is a state-of-the-art range that other police services use for training." The Walter Fedy Partnership's mechanical engineers designed



the range with the attention to detail necessary to handle firing by-products. They provided localized, high-speed ventilation to rapidly remove spent airborne powder (containing lead and carbon monoxide) at the shooting position, without affecting the flight of the bullets. In addition, they provided a hepafiltration system to clean contaminated air, along with energy efficient air filtration systems.



The station was also designed to be convenient in the future. The "hard" areas, such as the cellblock and the sally port are designed to accommodate the police service well into the next century, and the administration areas were designed to accommodate future expansion. Even after seven years, the quality of detailing has handsomely withstood the 24-hour a day use (and abuse) of building users.

While an efficient layout and convenient services are essential for police service's productivity, it is a layout that promotes communication among staff that ultimately enhances employee morale.

Although the departments that work together are all located within the facility, and administration and operations occupy different wings, the layout does not separate people. According to Chief Peeling, "People must travel North and South or East and West within the facility at least once a day. They often stop at the central 'intersection' (the focal point of the station containing staff mailboxes and flooded with light from the skylight) to talk. This area encourages interaction between the different departments." The wide hallways and extensive use of glass also creates feelings of openness and encourage communication while respecting the acoustic and functional separation required by operational areas. This openness presents a direct contrast to the rabbit warrens and cubbyholes of the old facility. While the staff entrance is on one "wing tip" and the chief's office on the other, there is a clear view of the chief's office from the staff entrance, making the chief readily accessible to the officers.

If the building layout and site design make the officers feel more comfortable than the old facility, it does wonders for the public. From a foreboding, institutionalized downtown building to an open, inviting facility, the new Brantford Police Headquarters reflects the essence of community-based policing. From the moment they drive up to the single-storey building, the public gains a sense of the open design. Upon entering the headquarters, a light, airy, comfortable atmosphere welcomes the public. Security within the facility is tight, yet subtle enough that the public feels as if they belong in the facility. All of the services nec-

essary to serve the public - such as traffic, community services and records - are located around the lobby. A community and training room further fosters a receptive relationship between the police service and the public. A variety of community groups use the room for meetings - and all of them tour the facility afterwards.

"We've had thousands of people touring the headquarters", says Chief Peeling, "It encourages the police to get to know the community, and lets people know they don't need to be nervous about entering a police facility."

Chief Peeling says the Brantford Police Service is very proud of their facility, "The cleanliness of the building speaks to how proud our police service is of our Headquarters - it is as clean and new as the day we moved in." Indeed, if you look closely, you can see the officers' smiles reflected in the shine of the hallway floors.

For further information contact Lori Chalmers Morrison, The Walter Fedy Partnership, Architects at (519) 576-2150



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**NEW**



# Videotaped re-enactments of Crimes

by Elliott Goldstein B.A., LL.B.

*The accused made two inconsistent statements to the police about the way in which his late wife met her untimely death at his hand. The inconsistencies caused confusion; should a charge of murder or manslaughter be laid? The police cleverly suggested videotaping the accused re-enacting the events leading up to the death. On advice of his lawyer, the accused consented to the videotape.*

One officer videotaped the scene while the other officer played the part of the accused's wife. The accused directed the action, telling the story of the incident and motioning to the officer how and where he should stand. The accused's lawyer was present at the re-enactment.

After viewing the videotaped re-enactment, the Crown laid the lesser charge of manslaughter. The videotape was admitted and shown at trial on consent of both Crown and defense counsel. All of the police officers involved in the re-enactment testified at trial. The officer in possession of the videotape testified at trial that there was no tampering with the videotape and that the safety tab on the cassette was removed so that the videotape could not be erased, edited, or otherwise tampered with.

The accused was convicted of manslaughter and sentenced to four years<sup>2</sup>.

Videotaped re-enactments of crimes have been admitted in numerous Canadian criminal cases. For example, in *R. v. Simeon*<sup>3</sup>, the accused, charged with the murder of his nephew, claimed that he was acting in self-defence when he killed his attacker. The accused agreed to re-enact the killing on videotape to support his defence. Prior to the re-enactment, the police gave the accused a Charter warning as well as a modified police warning encompassing the re-enactment wherein the accused was told that he need not participate in the re-enactment if he did not want to do so. The police videotape showed the accused acting out his movements and directing a police officer to move and react as did the victim. At Simeon's trial the videotape was admitted as part of a series of statements that formed the accused's confession.

Some videotaped re-enactments include a view of the crime scene. In *R. v. Duffy*<sup>4</sup>, the accused, charged with "dangerous driving" tendered a videotape that he prepared shortly before his trial. The videotape contained the accused's reconstruction of the events surrounding the motor vehicle accident. The videotape was admitted by the trial judge who commented, "when a witness testifies to past events, he is, in fact, describing those events as they appear pictorially in his memory. If those same events can be captured pictorially on a video tape, reflecting faithfully those pictures which the memory retains, then the former (i.e., the videotape), it seems to me, are but a physical extension of the latter (i.e., the memories)."

The trial judge was quick to caution that such videotape evidence "must be received only extremely cautiously. The Court must be satisfied that all that is illustrated in the pictorial reconstruction or seen in the video tape is a true and accurate representation of events as they are purported to have occurred, having regard particularly to speeds, distances, weather conditions, topographical peculiarities, to say nothing of season of the year, and all those other factors which bear on the event in question. Furthermore, such evidence cannot be considered as being conclusive of the events depicted, since it is merely a reflection thereof, just as is a viva voce memory recall."

It is extremely important that the accused be advised of his right to counsel [Charter section 10(b)] prior to the videotaping. This is well illustrated in the 1987 case of *R. v. Nugent*<sup>5</sup>. The accused was convicted, at trial, of second degree murder. At that trial, a videotape of an alleged re-enactment of the killing by Nugent was admitted into evidence. This videotape, prepared by the police, became the basis of the Crown's case against Nugent and, ultimately, the basis of his conviction.

On May 10, 1988, in a four-to-one decision, the Nova Scotia Court of Appeal allowed Nugent's appeal of his conviction, set the conviction aside, and entered an acquittal. The majority of the Appeal Division ruled that the video evidence was not obtained freely and voluntarily from Nugent, that it was obtained in violation of his right to counsel, and therefore, its admission into evidence brought the administration of justice into disrepute.

In conclusion, videotaped re-enactments are very effective tools for the prosecution for the following reasons:

1. The trier of fact (i.e., jury or judge, if sitting alone) is able to observe the accused and assess his or her demeanour as he or she discusses the crime.
2. The re-enactment may demonstrate the accused's complete recall of events and therefore, make it difficult for him or her to recant any part of his statement at a later date.
3. The re-enactment may show the methodical way in which the crime was committed and this includes the demonstration as to how the accused killed his or her victim.
4. The re-enactment may assist the prosecution's theory by showing the impossibility of some of the accused's claims when they are considered in light of other physical evidence.

Like other forms of videotape evidence, videotaped re-enactments are becoming more popular. Future articles will discuss other uses for videotape evidence including videotaped sobriety tests of suspected impaired drivers. Stay tuned!

### Foot Notes

2. See *R. v. Steen*, (June 6, 1984, New Brunswick Q.B.) unreported decision of Hoyt, J., briefed in *Visual Evidence: A Practitioner's Manual* (Toronto: Carswell, 1991), at 21-11.
3. *R. v. Simeon* (March 1986, Alta. Q.B.) unreported decision of O'Leary, J., appeal by Crown dismissed (1987), 75 A.R. 161 (Alta. C.A.).
4. (1987), 49 M.V.R. 214 (P.E.I. S.C.).
5. 63 C.R. (3d) 351, 84 N.S.R. (2d) 191, 213 A.P.R. 191, 42 C.C.C. (3d) 431.



Elliott Goldstein, B.A., LL.B. is a Toronto area lawyer who practices civil and commercial litigation and consults to the security industry.

Mr. Goldstein's latest book entitled *Visual Evidence: A Practitioner's Manual* was published in 1991

by Carswell Legal Publishers. It is now two volumes and contains chapters on the law of video surveillance of criminal suspects, casino surveillance, and video conferencing.

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# SURVEILLANCE



by Hal Cunningham  
Surveillance Consultants

## Radio Communication Skills

As a Surveillance operative and member of a team project, communication skills are essential to ensure trust and cooperation of all the members.

During my training sessions I have the students close their eyes while I give them the play, as being called over the radio:

"The target is north bound on Yonge Street in the curb lane with two shade approaching Charles Street and a fresh red. He is hung three back from the light and is now through, I'm through and Bloor Street is a fresh green. He is now through and over to the centre lane, 55 clicks (km's), I have him with three shade and he is through Davenport, Canadian Tire on the corner..."

If I am doing my job properly the entire team should be able to fully picture this movement without any questions or clarification required. The proper use of lights, landmarks, lane choice, speed, etc., are all essential for the timing and positioning of the other members of the crew following in a "caravan" or "parallel" method of support. The second or third surveillance vehicles should be comfortable enough to hide out of view behind shade and just listen as the movement progresses. If they are offsetting their lanes to take a peak, they are either insecure or you are not calling the play properly.

I refer to "exact word definition" to remove all terms that are non conclusive, vague or only mean something to you and maybe one other person. Terms not to use are, "he is over there - over here - coming to you - going this way - that way - turning, etc..." What is required is exact terminology which leaves little doubt as to the precise movements and timing. "He is driving off east bound NOW! - he is turning right and around NOW! east bound! - he is out of my sight NOW! - he has bypassed the ramp!" All of these are good examples.

Voice demeanour is a determining factor of whether control is maintained due to the actions of the person calling the play. We have all worked with that high pitched neurotic that can increase our adrenaline drip with loud, fast, excited calling when nothing exciting is really occurring. A professional monotone voice calling the details clearly will settle everyone down to the task at hand. "Agent Neurotic" can set us all off into a panic to try and regain control when it was not necessarily out of control at all.

"Dead Air" is Trouble with a capital "T". This is when everything with the play is progressing quite well when suddenly the agent on the moving "eye" has misplaced the target. When the team is not advising immediately as to what correc-



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tive measures each is taking, there is a long silence on the radio. This is DEAD AIR! No one knows what each is doing. There is no communication. Extremely valuable seconds are being lost as the target is driving away from this area quickly. The Road Boss should immediately request all members to advise what counter measures they are initiating.

A team that holds occasional debriefings can correct any problems with voice demeanour, exact word definition and dead air situations. This is where corrections to any weak links in the team are

addressed and corrective action is discussed.

The rolling dialogue should be maintained by the vehicle on the eye covering all the information required by the other members of the team. Of course your office will talk in a coded language but let your new members learn what to say in the proper manner before you re-teach them how to convert it into your language. The integrity of your code should be maintained. Hold anyone to task for the continual slip-ups that are giving away your units coded language.

When you are stick handling through traffic and trying to assess and time your movements, proper exact, and detailed communications by each and every member of the team is paramount to your success.

For further information you may call Hal Cunningham at 416 716-3107.  
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# An awareness program on wheels

by Blair McQuillan



Two Miramichi police officers were recognized on Sept. 17 at the New Brunswick Association of Chiefs of Police Conference for pioneering a unique community policing program.

"It's overwhelming," said Sgt. Bob Bruce who, along with Const. Arthur McLean, received a commendation signed by the Miramichi mayor, police committee chair and Chief Ron Cronkhite for founding the Zero Tolerance program. "We did this project because we wanted to, we weren't looking to reap any benefits ourselves."

Launched in 1996, Zero Tolerance is a youth oriented drug and alcohol awareness program with a hook. Unlike most awareness programs that rely on catch phrases or colourful logos to capture a young audience, Zero Tolerance uses a fully restored 1976 Corvette Stingray to grab their attention.

"We wanted something that would make the police more approachable," said McLean, a traffic officer with the Miramichi force. "By having the car, it entices the young people to come up and talk to you. "Normally, we'd set up in the mall during Police Week and kids would just walk by."

Now with the Stingray, which sports police decals, a lightbar and the name of the Miramichi force, about 95 per cent of the kids who used to ignore the display will approach the police, McLean said.

"It's worked out really well."

Of course, the vintage vehicle isn't limited to appearances at the local mall. This year, between April 16 and Sept. 17, the Zero Tolerance Corvette travelled to 15 community events across New Brunswick which included antique car shows, parades, festivals and speaking engagements at elementary and high schools.

"This whole project is done on a voluntary basis," said Bruce, a platoon sergeant with 15 years of policing experience. "We have a group of about 12 officers that have donated time to the project and they attend functions on their days off."

When the volunteers attend events to promote drug and alcohol awareness, they make sure their presence is known. The Zero Tolerance display, which takes about four hours to set up, includes a rotating stage where the spotless Corvette is featured.

All of the hard work officers have put into the visual aspects of the program hasn't gone unnoticed. The Zero Tolerance display was awarded the president's cup for the best booth at this summer's Miramichi Agricultural Exhibition.



In August, while at a county fair in Petitcodiac, N.B., the classic car took home the first place ribbon for best antique vehicle. A month later, it won the people's choice award as the most popular automobile at the New Brunswick Law Enforcement Emergency Vehicle Show in Miramichi.

"This is the most successful year we've ever had with the program," Bruce said.

But Bruce, 41, and McLean, 33, are used to success. They've enjoyed it ever since they first decided to use a car to draw attention to the Zero Tolerance program.

"We said we should start a PR project, something that was a little different," said McLean, a nine-year veteran. "Sgt. Bruce wanted to do an Austin Mini, I wanted to do a street rod, so we compromised on the Corvette."

Once the duo had agreed on the make and model, they then approached the police force with their idea. After they got approval from management, they made a presentation to the Miramichi city council for permission to launch a campaign for funding.

"The next step was to approach the business association and explain what our project was and what our goals were," Bruce said. "They quickly bought into the idea."

In March 1996, Bruce and McLean purchased the white Stingray from a used car dealer for \$6,000 through donations from local businesses. At the time, it was appraised at \$15,000.

Body work and mechanical repairs were completed by two businesses who were willing to donate their time and expertise. Bruce then concentrated on adding finishing touches like replacing the interior and re-doing the engine in chrome, while McLean continued to campaign for funding.

By the time the Corvette was ready to roll, the officers had spent close to 4,000 hours on the project.

"These two officers, Const. McLean and Sgt. Bruce, took this on themselves with very little involvement from the rest of the organization," said Deputy Chief Earl Campbell. "They've really made us proud with this project."

The force's pride in the Zero Tolerance program has turned into enthusiasm. There are so many officers willing to donate their time to the project that a 10-member Zero Tolerance committee, which was organized to help with fund raising and schedule events, has to draw names in a lotto to determine which officers get to go to program functions.

But the lucky winners don't get to drive the Stingray, which was recently appraised at \$38,000. Instead, they travel to functions in a 1986 Chevrolet one-ton pickup which tows a 28-foot enclosed trailer where the Zero Tolerance mascot is secured.

The truck and trailer, purchased through the Zero Tolerance fund, are worth about \$37,000.

Sponsors, who donate cash or services, have their names placed on the outside of the trailer. Every one of the close to 60 sponsors is given the same amount of space regardless of what they contribute. This is done because the program's founders and co-ordinators consider all donations to be of equal value.

"Without the community we wouldn't have this project," McLean said.

The money from the community helps to pay for things like repairs, maintenance and car polish, which is even applied when the car is being stored in a police service bay during the winter.

This year, while the Stingray is out of circulation, Bruce is planning to use some of the funding to complete interior work on the pickup and create a drug and alcohol display in the trailer.

"The trailer is big enough that we'd like to have a cabinet in it and actually show people (synthetic) samples of different drugs and also some of the drug paraphernalia that we've seized," he said. "There's a side entrance and a rear entrance and we could have it as part of a walk-through display."

While Zero Tolerance has expanded and gained popularity since its inception, McLean can remember a time not so long ago, when there were those who doubted the validity of the program. But those who vocally lashed out against the idea are now silenced by its success.

"One of the members in the department said it would never go anywhere," McLean said. I looked at him and said, 'In three years this will be the most popular car in eastern Canada.'

"It's exceeded all of our expectations."

For more information on the Zero Tolerance program contact the Miramichi Police Force by phone at (506) 623-2124, or Fax (506) 623-2122.

Congratulations on your "guts" to write what you did in the October editorial on lengthy investigations. (Volume 10 No.8 Page 5).

Over the years I have noted that most publishers have the "no see evil" on poor police work or tactics. I am glad to see you are NOT in that category.

Richard Arthur B.S., M.A., A.C.P.  
 Director  
 National Center of Polygraph Science  
 New York, NY

I have read Brad Fawcett's article "Exposed Risk" in your August/September edition. (Volume 10 No.7 Page 26). I must say that I have to take an opposing stand to his. Of course this is only the opinion of a grunt cop but I do speak from 14 years of sweating in soft body armour.

I first dabbled with vests (sorry, its more convenient than saying soft body armour) back when the force issued those white monsters that still adorn the weapon lockers in most detachments. After two shifts I decided that I really didn't expect to get shot. Besides it really didn't fit under the tapered shirts I sported in them days. In all seriousness I believe that the first note is really it. Just like the smokers in my troop justified smoking, ("it takes a real man to face cancer") many police don't think there's a bullet out there with their name on it. When Fawcett says "It is better to sweat than to bleed" he is just trotting out another tired cliché. The average cop sweats everyday in a vest, that's tangible. We feel it! But bullets - thankfully they are still reasonably rare.

The bottom line is this. I have seen more members of my police force wearing vests since the inception of external carriers. As noted I faithfully wore mine after I got in the habit on my Highway Patrol stint in '84. But I was the exception for those of my time. While it is obvious who wears them now I know a lot of them never wore them under their shirts.

So let's be thankful that more members are utilizing them. Yes they look a little aggressive and maybe some bad guy will have the presence of mind to aim his shot away from centre mass (and increase his chances of missing). But if external carriers mean more police wear them then maybe Fawcett should count his blessings and get on with his control tactics training. Maybe our American friends can learn something from us for a change.

Gord Cave  
 Devon, Alberta

I would like to point out that I have been receiving and reading your magazine both at the detachment and at home, for many years. I feel it is a very good publication, with many informative and worthwhile articles. I have been a police officer for 12

years with the "OPP", and having said all this found it disturbing that you found it necessary to comment in the November 1998 issue about the acronym "OPP".

In this commentary you speak of an incident where two OPP officers were creeping around a landowners property, and the owner took a couple of pot shots at them. Then, to my amazement, you make some suggestion that this was at least partly due to the fact that nowhere on our uniforms does it say the word "police".

I find it hard to believe that someone as yourself, who has been a police officer for many years as well, would even consider that anyone reading your article would accept such a ridiculous suggestion. In fact it is an insult to the policing profession in general that you would blame the criminal actions of an obviously off-side, and trigger happy property owner, on the fact that our uniform lacks a 1 inch word "police".

These tragedies have happened before, and not only with OPP officers. Putting "police" on our shoulder flash is not going to make one bit of difference given these circumstances. Suggesting that it will, is absurd. We don't have to wait for the lawyer to bring up these bizarre suggestions, now we are doing it ourselves!

I do not recall a single incident where an OPP officer was mistaken for anything but a police officer, simply because the

person didn't see "police" on the uniform. It matters not whether you come from Toronto, Quebec, England, or Cambodia. It should be obvious to anyone living or visiting in this province that a person standing there with a sidearm, shoulder flashes, stripes on their pants, and driving a car with decals and roof lights, is probably a police officer. If they have mistaken the above description for anything else, its not likely to make any difference if the word police is anywhere to be seen. I realize that the word police is spelled the same in many languages, but certainly not all of them. How big of a shoulder flash do you suggest we wear to cover all of the bases?

You suggest that the OPP is having an identity crisis? I would like to point out that we, and the people of this province, are proud of the OPP and what it stands for. That's a fact! OPP is an icon, in and out of the policing world. Mention those three letters to anyone, especially from Canada, and they will tell you exactly what it stands for. Even the Beatles and Kim Mitchell seem to know what it stood for when they used it on the covers of their music albums.

No identity crisis going on here. How about there?

J.T. Kummer  
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by Paul Henry Danylewicz

# A hard look at drug induced sexual assault

Janet, a 20 year old college student decides to attend a weekend campus party with some other friends from school. She is a quiet and shy girl by nature, and has decided to try harder to make new friends. She awakes the following day in the late afternoon. Janet has a terrible headache and can't seem to remember anything. She finds herself undressed and alone in a cheap motel room. She realizes that she has been the victim of a sexual assault, but cannot remember anything about the prior evening. Scared and confused, she is further traumatized by imagining the worst. She has no idea of who the perpetrator might have been, and what actually happened to her. Janet considers reporting the crime to the police, but declines. She feels that she would appear silly, not being able to recall any aspects of the incident. The frightened 20 year freshman begins to wonder if she has been exposed to HIV and other diseases.

What happened to Janet is not that uncommon. Sexual assault among college students especially at social functions and parties often involves drug or alcohol consumption by both the victim (forced or voluntary) and the offender. The obvious impact this has results in an impairment of judgement for both the victim and the offender.

Janet met two male students that she had recognized from one of her classes. She thought they were "nice guys". As they spoke about school and other issues, one of them slipped a sedative substance into her drink. Janet's friends left the party, but did not tell her. They thought that she probably would not have wanted to leave with them so early in the evening, since it looked like she was having a good time. Janet left the party believing the two young men were driving her back to her residence. The drugs began to take affect about 20 minutes later, while she was in the offender's vehicle. Finally, Janet lost consciousness and was raped at a secondary crime scene.

Recently there has been an increase in the number of substance related sexual assaults throughout the United States. Many experts suggest this may pose a new dilemma in Canada within the near future.

Offenders use drugs and alcohol to sedate their victims. A wide variety of substances are being used to aid in the commission of these crimes. Many Canadian and American law enforcement officials are unaware of this newly emerging threat to public safety.

Two substances that are frequently used in substance related sexual assault include Gamma Hydroxybutyrate (also referred to as GHB) and Rohypnol ("Roofies"), the trade name for flunitrazepam. Recent media attention has focused on these two sedating substances. However, it is important to note that many sedating substances have been



used to accomplish the same goal in the past such as alcohol, common cold pills, other sedatives and various illegal narcotics. We may recall that Paul Bernardo used a substance called Halcion to sedate Tammy Homolka and sexually assault her before she aspired and died in the early morning hours of Christmas Eve 1990.

## Gamma Hydroxybutyrate

GHB is a central nervous system depressant used to treat narcolepsy and alcoholism developed by Dr Henry Laborit of France in 1961. It is still available in some European countries as a prescription drug. GHB was sold in U.S. health stores in the 1980's. There had been controversial claims that the drug stimulated human growth hormones, as well as aided in fat reduction. This made it an extremely popular commodity for body builders. In fact, it is still popular among many athletes who use it to improve their quality of sleep.

Recently GHB has experienced renewed popularity as a recreational drug, offering a quick "alcohol like" high, without the hangover effect. There have also been unsubstantiated claims linking it to improved and enhanced sexual performance.

In 1990, the U.S. Food and Drug Administration (FDA) banned the over the counter sale of GHB in the United States. It is currently illegal to manufacture or sell the substance commercially. However, according to sources, it is still legal to make and possess for personal use in many states.

Recipes for producing GHB can be found

on the internet. All that is needed are a kitchen stove, a pot big enough to hold 2 quarts of liquid and some pH paper. The chemicals used to make the drug can be easily obtained: Gamma Butyrol Lactone (an ingredient usually found in wood cleaner) and Sodium Hydroxide NaOH (caustic soda). Also known as 'Liquid Ecstasy', "Easy Lay", "Soap" or "Grievous Bodily Harm", GHB often appears in an odourless clear liquid form often carried and sold in clear plastic "spring water" bottles or small vials. Sometimes, depending on the mix, the substance may appear thicker than water. There have been reported cases where suppliers have added food colouring to change its colour.

If tasted, the substance would be extremely salty and can be easily slipped into someone's drink.

The drug may be unknowingly slipped into a sweet tasting beverage so that its salty taste can be masked. Patrons who frequent "rave parties" or night clubs may voluntarily pay \$10 - \$20 per "cap", not really knowing what they are ingesting. This refers to the cap of the bottle which is filled and ingested orally, similar to a shot of whisky.

In lower doses individuals may experience amnesia, hypnotic effects, drowsiness, disinhibition or impaired judgement. Higher doses may cause lack of consciousness, slowed heart beat, seizure-like activity, decreased respiratory effort, vomiting or coma. When the drug is mixed with other substances or alcohol it is likely that these effects will be more severe. Withdrawal symptoms may include tremors and audio-

visual hallucinations.

It is clear that the majority of young victims that experiment with this drug have no idea of what the actual consequences may be. There is no quality control for GHB which is often produced in makeshift kitchen laboratories according to recipes found on the internet. Dosage strengths and actual ingredients will vary greatly from supplier to supplier. Furthermore, the drug's effects will also be determined in relation to the user's body weight.

Effects of the drug should take place approximately 15 to 30 minutes after ingestion, producing a high for between 1 to 3 hours. The drug is traceable in blood from between two to four hours after ingestion, and in urine until excreted. Unfortunately, most standard urine tests do not screen for GHB. It has only been since 1994 that researchers discovered a screening method for this drug. As a result, police officials in many southern states express certain frustration since it is very difficult to detect. This is further compounded by the fact that in many U.S. states, as stated, possession is not illegal.



### Rohypnol

Rohypnol is primarily used as a prescription sleeping medication legally available in over 80 countries, mostly in South America and Europe. It is also used in certain countries as a pre-anaesthetic before surgery or other medical procedures. The drug is illegal in the United States. Rohypnol is not marketed or sold in Canada. It is manufactured by the Swiss-based pharmaceutical company, F. Hoffmann-La Roche Ltd. It is a white tablet that contains the name "Roche" and an encircled "1" or "2" on one side, plus a single or cross score on the other. The drug is often sold in its original bubble wrap pharmaceutical packaging. When slipped into someone's drink, it cannot be detected by taste, sight or smell.

Symptoms of Rohypnol intoxication may include the following\*:

- Impaired judgement;
- Impaired motor skills;
- Dis-inhibition;
- Amnesia;
- Drowsiness;
- Dizziness;
- Confusion;
- Excitability and perhaps aggression in some users;

\*(Source: Hoffmann-La Roche)

These symptoms may be intensified when the drug is taken with other drugs or alcohol. Symptoms of an overdose may include the following\*:

### Mild overdose

- Drowsiness;
  - Mental confusion; and,
  - Lethargy
- ### Serious overdose
- Poor coordination;
  - Reduced reflexes;
  - Very low blood pressure; and
  - Coma, or Death(rare)

\*(Source: Hoffmann-La Roche)

Rohypnol essentially causes an anti-anxiety, sedative, or hypnotic action. Similar to a number of other classic benzodiazepines (Valium, Centrax), when this drug is mixed with beer or alcohol, it offers a cheap but long-lasting high. This high would have a sedative and forgetful effect. When combined with alcohol, it enhances uninhibited effects. This development often leads to a loss of memory, loss of inhibition, impaired motor coordination, may severely alter mental judgement. Under the influence of the drug, a victim will be conscious, yet confused. Higher doses will render the victim unconscious.

Termed by many as the date rape drug, Rohypnol has been used to aid in the commission of various types of sexual assaults. Drug rape victims most often include middle school, high school, college students, night club patrons, street gang members and drug abusers. Young women and gay men are in higher risk group. This type of crime is not restricted to the context of a dating relationship. The aggressors may be a stranger or an acquaintance of the victim.

Actual incidents have been successfully prosecuted in south Florida courts. One case (state of Florida vs. Mark Perez) involved the defendant who claimed to have used Rohypnol to rape over 20 women. In a second case (state of Florida vs. J. Hamilton, L. Nieves & E. Pedro), three juveniles were convicted as adults of a brutal gang rape of a 14 year old girl who they had incapacitated using Rohypnol. Girls as young as 12 years old have been victims of predators using Rohypnol. Officials in south Florida are beginning to witness the misuse of this drug in the commission of other crimes such as robbery, theft and D.W.I. as well.

Carolyn R. Glynn, Vice President of Public Affairs at Hoffmann-La Roche in Nutley, New Jersey mentions that poly-drug abuse and criminal violence are pervasive societal problems, and points out that Rohypnol is only one substance that is being misused in this way. Glynn also states that other substances including alcohol, scopolamine and GHB (Gamma Hydroxybutyrate) have also been reported as being used to commit sexual assault. She quotes a recent ongoing study conducted by ElSohly Laboratories, an independent, federally (United States) certified toxicology lab who has conducted urine testing for rape victims who believe they were drugged. Since July 1996 to February 1998, 658 laboratory tests were conducted on rape survivors' urine samples at the request of law enforcement officials.

Only five cases were shown to have  
*continued next page*

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been Rohypnol, while 32 contained other controlled substances. Unfortunately, such a study may not accurately reflect the facts. First, it should be noted that typically only 14 per cent of sexual assaults are actually reported to police. Furthermore, rape survivors under such odd circumstances of being unable to recall the rape would even be less likely to report it to police. Therefore, no absolute conclusions can be made based on the urine sample study.

However, law enforcement officials in the state of Florida see Rohypnol as a much greater threat. In fact, it has become the fastest growing abused drug in southern Florida. Imported by illegal drug traffickers from South America, "Roofies" is sold on the street for between \$3 to \$5 per pill. In 1995, Rohypnol seizures by Drug Enforcement Agency (D.E.A.) officials in Miami totalled 42,269. In 1996, Miami D.E.A. seizures increased to 136,107. Recently the United States Senate introduced legislation through Senator Bidden to reschedule flunitrazepam from a schedule IV drug to a schedule I drug under the Federal Controlled Substance Act. A schedule I drug classification defines the substance as having a high potential for abuse, and having no current medical use in the United States. Oklahoma State Statutes were amended in July 1995 to reschedule flunitrazepam from a schedule IV to a schedule I drug. Florida is also attempting to reschedule the drug as well to a schedule I (House Bill 49, Senate Bill 414). Although Hoffmann La Roche maintains that there have been no actual seizure of the product in Canada for criminal activity.

Steve Lintop of the Centre for Forensic Science in Toronto, Ontario reports one case of Rohypnol in Canada. In addition, Constable Robert Moore and Constable Mark Michalowsky of the Durham Regional Police Service in Oshawa, Ontario seized what they thought was a vial of hash oil from a vagrant on the streets of their

city. The confiscated liquid that was sent in for testing showed traces of Rohypnol. However, it is not certain that the drug was used or intended to be used in the commission of sexual assault in either case.

Part of the dilemma that Canadian law enforcement officials currently face is that unlike in the United States, Rohypnol is not yet considered an illegal narcotic. Hoffmann-La Roche makes available a free drug testing service for cases of sexual assault in which a sedative substance is believed to be involved in the United States. These tests are able to detect Rohypnol in the victims urine for up to 72 hours after ingestion, with best results within 36 hours after ingestion.

In Canada, victims receive a free urine test which is covered by provincial health care insurance. However, many Canadian hospitals are not set up to test specifically for Rohypnol. A victim who has been drugged with Rohypnol in Canada is likely to have a general benzodiazepine screen urine test performed. This test is likely to detect a sedative substance (a benzodiazepine), but will not be able to identify Rohypnol, specifically, without special lab equipment.

A victim who thinks they have been drugged, should request that a hospital, rape crisis centre or police service run a urine test as soon as possible testing for flunitrazepam, Gamma Hydroxybutyrate (GHB), barbiturates, benzodiazepines and other sedating substances. A 2 mg dose after ingestion would incapacitate an average female for between eight to twelve hours, with the strongest effects lasting from one to two hours after ingestion. The drug begins to take full effect about 20 to 30 minutes after ingestion. An individual that has been drugged may appear disproportionately inebriated in relation to the amount of alcohol they have consumed. A victim might have experienced a black-out period where she is unable to recall certain events.

### Prevention Strategies

- Make certain to keep your drink with you at all times
- Do not take drinks from strangers other than a bartender or waiter
- At parties do not accept open container drinks
- College-high school guidance counsellors and administrators should be briefed on this issue by police crime prevention or juvenile division officers.

Community crime prevention officials need to mobilize their resources and provide public education workshops for students, teachers, police officers and health care officials. Numerous drug rape survivors experience frustration when they do step forward and their case is not taken seriously by health and law enforcement officials. The reality is that sedative related sexual assaults are increasing and community agencies must provide a pro-active approach to this new dilemma.

Anyone who claims they have consumed a sedative like substance in such a situation should be taken to a hospital emergency room as soon as possible. A request for a urine test which tests for the presence of sedating substances should be performed as quickly as possible. Chances of collecting evidence is best when the sample is obtained soon after it has been ingested.

The inability to recall certain fundamental facts of a sexual assault may bring skepticism from law enforcement officers unfamiliar or inexperienced in dealing with this issue, sensitivity and caution is needed.

### Hoffmann La Roche has taken action

The drug company has taken the 2 mg pill off the market, leaving only the 1 mg pill. Roche has reduced the number of distributors authorized to carry Rohypnol worldwide. In October 1997, the drug company announced the addition of a blue dye to the tablets making them easier to identify. Roche has also changed the formulation of the tablet so that it does not dissolve quickly in liquid. When it does dissolve in a drink, chunks of residue will float at the top of the beverage. Once the new formula is in production, however, it may take some time before the new changes are actually made since the drug company needs to seek regulatory approvals in all countries where it is currently being sold.

Paul Henry Danylewich is the director of *White Tiger Street Defense*, a professional security consulting firm that specializes in personal safety issues for women and children. He holds degrees in Sociology and Education. He was just recently certified as "crime prevention specialist" by the New York State Crime Prevention Coalition. His first book on personal safety entitled *FEARLESS: The Complete Personal Safety Guide for Women and Children* is to be published by University of Toronto Press next fall. Danylewich gives presentations on various personal safety issues to police officers, health care professionals and students. He can be reached at (451) 978-9945 or at wtiger@openface.ca

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**Tremeer's Criminal Code 1997**  
**PART VIII - OFFENCES AGAINST THE PERSON**  
**ADMINISTERING NOXIOUS THING**

245. [229] Every one who administers or causes to be administered to any person or causes any person to take poison or any other destructive or noxious thing is guilty of an indictable offence and liable

- (a) to imprisonment for a term not exceeding fourteen years, if he intends thereby to endanger the life of or to cause bodily harm to that person; or
- (b) to imprisonment for a term not exceeding two years, if he intends thereby to aggrieve or annoy that person.

R.S., c. C-34, s. 229.

**Commentary**

The external circumstances require proof that the defendant administered, caused to be administered or caused anyone to take poison, or any other destructive or noxious thing. It would seem necessary that the drug be noxious in the quantity administered.

The description of the offence itself makes no reference to any specific or ulterior mental element. Under paras. (a) and (b), however, the nature of the specific or ulterior mental element proven determines the maximum punishment for the offence.

**Case Law**

*R. v. Burkholder (1977), 34 C.C.C. (2d) 214 (Alta. C.A.)* Prosecution must prove that the substance administered by the defendant was a noxious thing, as administered, and that the defendant intended to cause bodily harm thereby. The prosecution need not prove that the defendant knew the substance was noxious.

**Related Provisions**

"Poison", "destructive thing" and "noxious thing" are not defined in nor for the purposes of the section. "Bodily harm" is defined in s. 2.

Section 246 creates the offence of overcoming resistance to the commission of an indictable offence. Unlawfully causing bodily harm is an offence under S. 269. Assault causing bodily harm is an offence under S. 267(1)(b), and aggravated assault is defined in S. 268(1). The supply of noxious things with knowledge of their intended use or employment to procure a miscarriage is prohibited by S. 288. Other related offences are found in 55. 212(1)(i) (procuring) and 287(1) (procuring miscarriage).

Where death ensues from the administration of poison or any other destructive or noxious thing, the defendant may have committed culpable homicide under S. 222(5)(a) or (b). Culpable homicide is either murder, manslaughter or infanticide.

The offences of the section permit the defendant to elect mode of trial under S. 536(2).

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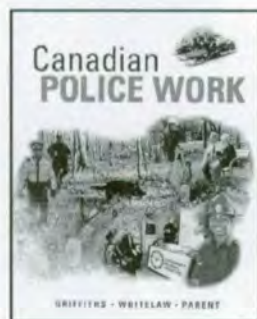
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**Title: Canadian Police Work**

Authors: Griffiths, Whitelaw, Parent

Publisher: ITP Nelson

Reviewer: Morley Lymburner



A police college lives between the covers of this book. When you simply read the table of contents of *Canadian Police Work* there is no doubt it is an invaluable tool to every law enforcement

instructor in Canada.

I found it both educational and captivating. Once started I could not put it down. There just seemed to be too many things that captured my attention. The authors not only have a clear understanding of the profession but an equal understanding on how to communicate with them.

The back cover of the book is quite

accurate when it states that this title is the "first introductory text to effectively bridge both the theoretical and practical aspects of police work."

*Canadian Police Work* uses current research to examine the operation, structure and issues facing policing both today and into the next century.

This book was researched and written by three authors. Richard Parent is a member of the Delta Police Department and has been a former instructor at the Justice Institute of British Columbia Police Academy. Brian Whitelaw has been with the Calgary Police Service for 12 years and has been a sessional instructor at Mount Royal College and the University of Calgary. Curt Griffiths is a professor at the School of Ciminology at Simon Fraser University and a nationally respected author of several texts on Canadian criminal justice.

Some of the many subjects discussed and studied include: a step-by-step process of recruitment and training; a central focus on community policing; an examination of the concepts of restorative justice;

an interwoven discussion of cultural and gender issues and the impact these have on contemporary policing.

Many collegial type text books tend to "stick to the facts" and tend to stream out copy in a rationalized mechanical fashion. You know! The type that treats the reader like an empty vessel that has to be filled up with facts, figures and information as fast as possible. *Canadian Police Work* is not even remotely like this. The layout and information is presented in a fashion that encourages the reader to keep going. A good example is the numerous grey boxes that give the reader a good example of the subject being spoken about. The boxes could contain good sidebar information or simply a news clip that emphasizes the point being made.

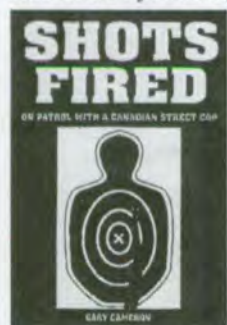
*Canadian Police Work... it's Canadian, captivating and creative. Canadian Police Work... get it... read it... keep it. Do not loan it to anyone. It won't be coming back if you do.*

To order see page 39 of this edition.

**Title: Shots Fired**

Author: Gary Cameron

Reviewed by: Morley Lymburner



When you see a police car speeding by with its emergency lights and siren on, are you curious about where it's headed? *Shots Fired* takes you along for the ride as a 12-year veteran of the Vancouver Police Department (1975-1987) describes some of his most interesting calls.

Join a high-speed pursuit of two armed robbers through rush hour traffic as they shoot at every police officer they see. Watch what happens when the author and his partner discover they are being targeted by a mentally-disturbed sniper armed with a high-powered rifle.

Experience the chaos and danger as the author is stalked, then stabbed during the arrest of a deranged assault suspect. Learn the true story of what happens behind the scenes after a police officer must use deadly force to save his own life.

Every call the police handle is unique. These stories will help you understand what it's like to work the high-crime areas of Vancouver as a street cop. *Shots Fired* allows you access to a frightening world most people never experience.

This is a story that could only be told by someone who has been there.

To order see page 39 of this edition.

## Watt's Manual of Criminal Evidence

Author: Hon. David Watt

Reviewed by: Morley Lymburner

The law surrounding the admissibility of evidence in criminal prosecutions is in a constant state of flux. Recent decisions of the Supreme Court of Canada, and provincial appellate courts, in addition to the Charter of Rights and Freedoms, mean that police officers can no longer rely on what they were taught when last attending a Police College course.

The circumstances surrounding, and the manner in which evidence was obtained often dictates its admissibility or exclusion at trial. It is, therefore, of vital importance that police officers, both uniform and investigative, have an up-to-date understanding of the law of criminal evidence.

*Watt's Manual of Criminal Evidence*, written by The Honourable Mister Justice David Watt, of the Ontario Court (General Division), and published by Carswell, is an excellent method for police officers to stay current with the law of criminal evidence. The publication, while aimed at the criminal lawyer, is of equal use and importance to the police officer.

The Manual is practical, authoritative and easy to use. It includes both the common law and statute law of criminal evidence and follows the general format of Treameer's Annotated Criminal Code, also published by Carswell, and edited by Mr. Justice Watt and his wife, Ms. Michelle Fuerst.

In the Manual each evidentiary issue begins with an easily understood and con-

cise statement of the law, and the principles underpinning it. The issue, broken down into sub-headings, is examined by reference to the leading cases, both Canadian and English, on the point. Any related provisions and principles applicable to the issue are also given.

The Related Statutes section of the Manual lists all sections of the Criminal Code, Young Offenders Act, the Canada Evidence Act, and drug legislation which contain evidentiary issues. The section of the statute is provided, followed by, under relevant sub-headings, the leading case law interpreting it, and the application of Charter considerations.

Just as *Watt's Manual of Criminal Evidence* will become an invaluable part of the criminal lawyer's arsenal, it is suggested that it should be of equal importance to the police officer. The Manual, which will be published yearly, and will include periodic supplements, provides an excellent source to stay current with the law of criminal evidence.

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See page 39 for a list of fine books available for Christmas gift giving. Place orders by phone 905 640-3048 or fax your order with your credit card and expiry date to 1-800-563-1792.

# A mobile partnership



by Blair McQuillan



Const. Karl Zorn is a busy man.

On an average day the Guelph, Ont., police officer will travel to three of the city's 37 elementary schools as the coordinator for the Values, Influences and Peers program. Then it's off to one of six high schools where he acts as the Adopt-A-Cop liaison officer or a High School Accident Reduction Program representative.

With a schedule like that, Zorn really gets around. But he does it in the comfort of a brand new 1999 Plymouth Voyager Minivan.

The van is part of a partnership between the Guelph Police Service and Royal City Plymouth Chrysler Jeep, a local car dealership. Since 1997, Royal City has donated a new vehicle to the force for the period of one year for use in community policing initiatives, special events and the RIDE program.

"The benefit to (the police) is that we don't have to pay for a vehicle," said Zorn, a 16-year police veteran. "If we were to lease that type of vehicle our cost would probably be about \$3,000 a year. So over the years we're saving the police service and the tax payers some money."

In return for saving the police force some cash, Royal City owner Chris Stogios, simply asks to be allowed to print his dealership's name on the side windows of the vehicle he donates. But while Stogios is glad his dealership is gaining some publicity, it's the opportunity to give something back to the community that he's really proud of.

"It's been great," Stogios said of the project. "Everybody needs help for different things and I'm willing to help wherever I can. I'm in the car business so I can help by supplying vehicles."

And the police help Royal City by putting its product in full view of the pub-

lic. When Zorn wasn't using last year's van, a '98 Voyager, to travel to local schools, it was used during 11 community events.

"There's a whole list of different events that the vehicle was involved in," Zorn said. "For example, last year during Police Week we brought the van into the local mall and it was on display. It was also used in the Christmas parade."

The Voyager was the force's flagship vehicle for the RIDE program as well. It was on the roadside during more than 20 RIDE days held on long weekends and throughout the month of December last year.

"We operated RIDE in the city on 23 occasions," Zorn said. "Over 16,500 vehicles went through RIDE stops and the vehicle was used to advertise the program."

The partnership between Royal City and the Guelph force began over a year ago when Zorn was looking for a new community policing vehicle.

"The Kiwanis club of Guelph had donated a vehicle in 1990," the constable said. "It had served its purpose, but it was aging and needed to be replaced. However, there was no money in the police budget at that time to replace the vehicle."

Zorn decided to approach dealerships in an attempt to have them donate one. When Stogios learned of the project, he was eager to get involved. The two have now formed a partnership which both say is long term and beneficial to everyone involved.

In September, Zorn picked up the keys to his new minivan complete with the Royal City name on the side. He then had the Guelph police stripes, RIDE insignia and a lightbar added.

The Kiwanis club paid for their logo to be placed on the vehicle along with the logos for the Adopt-A-Cop, V.I.P. and H.A.R.P. programs.

Zorn says the van is a symbol of commitment that helps tie the project partners together.

"It's just a good all around program that ties in corporations, institutions such as education, service clubs, the police and it's all towards a worthwhile cause that benefits the community and youth."



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Michaels of Oregon has announced a specialized set of neoprene gloves intended for law enforcement that double as sport gloves suited to many outdoor activities. Neoprene Gloves from Michaels of Oregon are constructed of a thin, moisture resistant fabric made of neoprene that is lined with nylon both inside and out. Lycra panels between the fingers let gloves flex and breathe without bulking up, while syn-

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ATI Canada Ltd., the country's leader and pioneer in the field of leasing police vehicles, has announced a merger with Farmbro Inc of Mississauga. Farmbro is one of the largest upfitters in Canada handling all types of vehicles, with major ties to Ford Motor Company of Canada and General Motors of Canada. The merger and the addition of Mr. Tom Stevens, recently retired police vehicle engineer and technical specialist from Ford Motor Company in Dearborn, Michigan, can only increase the service level to the law enforcement community across Canada.

For further details contact: Bill MacKenzie, ATI Canada Ltd 800 276-0445.

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# RCMP takes largest delivery of natural gas vehicles



Ford Motor Company of Canada and the Royal Canadian Mounted Police (RCMP) completed the largest single delivery of natural gas-powered vehicles in North America to date, when "E"

Division of the Royal Canadian Mounted Police took delivery of 40 natural gas-powered Crown Victoria police sedans at *HMCS DISCOVERY* in Vancouver.

Ford of Canada Vice President, Government Relations and General Counsel, Norman Stewart, presented the keys to the 40 Crown Victorias to RCMP Assistant Commissioner and "E" Division Commanding officer, Murray Johnston during the historic ceremony.

"Ford has been producing the natural gas powered Crown Victoria since 1996 and knows that it can have a positive impact on the environment. The commitment by the RCMP to purchase 40 natural gas vehicles, shows that our customers recognize the environmental benefits of natural gas and that is a good business decision," said Norman Stewart. "It just needed someone to make the commitment to change," added Stewart.

Ford has a long history with natural gas vehicles (NGVs). Beginning in 1984, Ford launched a test fleet of 27 natural gas-powered Ranger pickup trucks. These vehicles logged over one million miles in five years of service.



In 1992, Ford started a three-year evaluation program with 41 dedicated natural gas Crown Victoria sedans being placed into service with fleet customers and utilities throughout North America.

When the 1996 Crown Victoria NGV began production at the St. Thomas, Ontario, Assembly Plant, it had the distinction of being the first factory-produced, dedicated, natural gas passenger car and the cleanest internal combustion car ever certified for sale in North America. Today it is still among the cleanest, meeting stringent U.S. federal and California emission standards. The car emits significantly lower levels of carbon monoxide, reactive carbons and nitrogen oxide. In general, the Crown Victoria NGV emits 84 percent less smog-forming hydrocarbon emissions than most vehicles in its class.

The Crown Victoria has been optimized for performance on natural gas. Special features on the engine include an increased

compression ratio of 10:1; fine-wire platinum, nickel-plated spark plugs; and premium valve seat materials.

The natural gas option also includes a heavy-duty frame and body mounts, a heavy-duty brake system, a heavy-duty battery and Natural Gas Type 2 tanks with internal solenoid shut-off valves for added safety.

In addition to natural gas, Ford currently offers medium and light duty trucks powered by propane, an electric Ranger, and a Taurus flexible-fuel vehicle capable of operating on a blend of ethanol known as E85, unleaded gasoline, or a combination of the two in the same tank.

Later this year, Ford will produce a limited number of a natural gas version of its popular Expedition - becoming the first automaker to build a full-size sport utility vehicle powered by natural gas.

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## Up-Coming Events

January 24 - 30, 1999

### Canadian Police Alpine Games Mtn. Vernon - B.C.

The Canadian Organization of Police Skiers is the host organization for the Canadian Police Alpine Games. This is an event for law enforcement personnel from around the world. The 13th annual, week long event is designed to be a fun race for all levels of skiers. For information contact Jerome Malysz at (604) 264-2371.

February 11 - 12, 1999

### Third Annual Conference on Child Abuse Issues Niagara Falls - Ontario

The Niagara Regional Police Service's Child Abuse Unit hosts this informative conference geared to

law enforcement agencies, child welfare services and any other persons involved in the field of child abuse. This year's conference will focus on the issue of young children being susceptible to the effects of suggestive interviewing techniques. For further details contact Lianne Daley at (905) 688-4111 ext. 5100.

April 20 - 21, 1999

### RESPONSE 99

#### Markham - Ontario

Blue Line Magazine's third annual trade show is directed at those involved in law enforcement. This is an opportunity to check out the latest products and services available in an atmosphere designed to encourage both understanding and acquisition. A variety of seminars will also be available to those in attendance. For more information con-

tact Blue Line Magazine at (905) 640-3048 or fax (905) 650-7547.

June 27 - 30, 1999

### 48th Annual Ontario Association of Chiefs of Police Conference

#### Thunder Bay - Ontario

The Thunder Bay Police are hosting this year's conference. The theme for the four-day event will be "Yesterday, Today, Tomorrow, Policing in Ontario". For further details contact Staff Sgt. Terry Walls at (807) 684-1217.

June 28 - July 1, 1999

### Canadian Identification Society's 22nd Annual Conference and Training Seminar

#### Fredericton, New Brunswick

This conference is open to law enforcement officers as well as members of the armed forces, security, hospital and government agencies. The conference is being organized by forensic identification technicians from the Fredericton City Police Department and the Royal Canadian Mounted Police. For more information call Bert Hudon at (506) 452-3495.

August 22 - 25, 1999

### 94th Annual Canadian Association of Chiefs of Police Conference

#### Hamilton - Ontario

This year's four-day annual event will be hosted by the Hamilton-Wentworth

Regional Police Service. For further information contact Staff Sgt. Paul Morrison at (905) 540-5200.

Oct. 30 - Nov. 4, 1999

### 106th Annual International Association of Chiefs of Police Conference

#### Charlotte - North Carolina

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# TEN-SEVEN

Law Enforcement News From Blue Line Magazine

## National homicide rate at 30-year low

### Drop in Canadian death rate is nothing new, professor says

The homicide rate in Canada has dropped to its lowest in 30 years, Statistics Canada reported in October.

The rate fell nine per cent in 1997 from the year prior to its lowest point since 1969. The decline is part of a North American trend that has resulted in a 30-year low in a number of large American cities, including New York.

However, while Canada's 581 recorded homicides in 1997 were 54 fewer than in 1996, the country still has one of the highest rates in the industrialized world.

The 1997 rate of 1.92 homicides per 100,000 people was a third of the 6.7 per 100,000 that the United States recorded, but it's still higher than rates in Europe. For example, England and Wales had a rate of one per 100,000 people and France recorded a rate of 1.66.

The homicide rate, which includes everything from manslaughter to premeditated murder, peaked in the late 1960s and early 1970s, but has been declining since.

Neil Boyd, a criminology professor at

### Homicide offences by legal type

	1992	1993	1994	1995	1996
homicides					
Homicide	732	627	596	588	633
Murder	654	551	541	536	572
Manslaughter	77	73	49	50	60
Infanticide	1	3	6	2	1
rate per 100,000 population					
Homicide	2.56	2.17	2.01	1.99	2.11
Murder	2.29	1.90	1.83	1.81	1.91
Manslaughter	0.270	0.250	0.170	0.170	0.20
Infanticide	0.00	0.010	0.020	0.010	0.00

Simon Fraser University, believes the decline is partly due to an aging population and the fact that there is a smaller percentage of young men.

He also said that people shouldn't get too excited about the latest statistics, because the homicide rate has been dropping since 1975.

"I'd be reluctant to conclude that anything dramatic is going on," he was quoted as saying.

The homicide rate for spouses has also dropped in recent years, according to statistics. In the early part of this decade more than 100 people were killed by their spouses each year. That declined to 75 by 1997.

However, facts continue to indicate that most homicides are committed by someone

the victim knows. Only 13 per cent of all homicides were committed by strangers.

Justice Minister Anne McLellan said that while the drop in homicides is good news, there is no reason to abandon tougher gun legislation which required firearms owners to start registering their weapons on Dec. 1.

"Yes, there's been a decrease in the homicide rate, but close to 600 people in this country out of 30 million people are losing their lives every year," McLellan was quoted as saying.

"We have much work left to do, and as I've indicated, I believe that our gun licensing and registration program will help create a culture of safety and security surrounding firearms in this country that will reduce homicides by firearms."

## Minister looks for new ways to review convictions

Several high-profile wrongful convictions in recent years has prompted Justice Minister Anne McLellan to look at different ways of dealing with appeals.

Suggested changes to Section 690 of the Criminal Code, which gives the minister the power to request a new trial or send a suspicious case to an appeal court, were made in an October report.

The report was created to promote debate on how to deal with questionable convictions. The current process is slow and can take years to reach a conclusion.

Some of the questions surrounding changes include:



McLellan

- Should an independent body be established to investigate all allegations of wrongful conviction?

- Should appeal courts have broader jurisdictions to give them the power to grant appeals in cases where lurking doubt exists?

- Should appeal courts rules on introducing fresh evidence be relaxed?

"Through this careful review and public consultation, I want to seek the views of all Canadians as to how we might strengthen the process for responding to cases of wrongful conviction in Canada," McLellan was quoted as saying.

The review was sparked by wrongful convictions including that of David Milgaard who was imprisoned for 23 years for a murder he

didn't commit.

In 1993, the Department of Justice conducted an internal review and made changes to enhance the process. Timelines for conviction reviews were introduced, procedures for reviewing applications were designed and a group dedicated to reviewing the applications of Section 690 was established.

"We have made significant improvements over the past five years to the conviction review process," McLellan said. "However, given the importance of this matter to society as a whole and to individual applicants, it is important to make every effort to improve the process as much as possible. For some, Section 690 can mean the difference between freedom and a lifetime in prison."

## Runciman calls for a level playing field in bids for municipal policing contracts

The Ontario Provincial Police will no longer be taking municipal politicians on casino trips or giving them free meals in an attempt to get policing contracts, Solicitor General Bob Runciman said.

"The question of the Casino Rama reception and those sorts of issues have been dealt with," Runciman is quoted as saying.

A competition for contracts has developed because about 525 of Ontario's 750 municipalities that had been getting free policing services are now required to pay and are looking to sign with the OPP or a local municipal force.

In addition, about 40 communities with municipal forces are reassessing their police service following restructuring in which many municipalities merged together.

Runciman said measures would be taken to ensure municipal and provincial police compete for contracts in a fair manner.

While at least one bus-load of municipal officials, politicians and media were taken on a tour by the provincial police, a second offered to Brant County officials was cancelled at the



**Runciman**

suggestion of government officials.

An Oct. 9 letter to Brant County from the OPP invited officials to take part in a bus tour of local provincial police facilities and their headquarters in Orillia.

Lunch and dinner at Casino Rama near Orillia was to be included. Participants were encouraged to inspect the force's casino unit and tour the casino itself.

While the Brant County trip was cancelled at least one other involving Hastings County officials has already taken place, said David Griffin, the administrator for the Police Association of Ontario, which represents municipal police unions.

Griffin also said the provincial police service has been distributing glossy brochures, attending municipal conventions and displaying its helicopter at fall fairs in communities which happen to be reassessing their policing options.

Marilyn Murray, an OPP spokeswoman, denied allegations that the force is wining and dining municipal officials. She said the bus tours cost the force very little but have stopped the practise to ensure there are no hard feelings between the provincial and municipal forces.

## Repeat drunk drivers target of new program



Police in Windsor, Ont., have launched a unique new program aimed at getting tough motorists who repeatedly drive while

impaired.

The initiative, dubbed The Second Time Offenders Program, will target about 60 people police consider to be chronic drunk drivers.

Police officers will be given a list of repeat impaired drivers, along with licence plate numbers and a description of the driver's vehicle.

The information will allow police to watch for the listed drivers and check bar parking lots. They may even go so far as to place the person's home under surveillance.

"We're not going to be going out and sitting at Joe's bar waiting for someone to come out," Staff Sgt. Dave Rossell was quoted as saying.

"On the other hand, if we know that a repeat offender always goes to Joe's bar and they keep serving him until he's drunk, then that's a different story."

Rossell said police have checked with the Crown attorney and determined the program doesn't violate the Charter of Rights.

Const. Gary Ouellette created the program after a Windsor couple was killed by a drunk driver.

Tony and Ruth Anne Simone were fatally injured when they were rammed by Joseph Brant in January 1996.

Brant, who was impaired, was being chased by police and driving a stolen car. He already had 39 criminal convictions, including dangerous and impaired driving.

"(The Simones) were two people minding their own business when they were killed by a guy who had absolutely no respect for the law," Ouellette was quoted as saying.

**SWHAT**  
by Steffon Sepa

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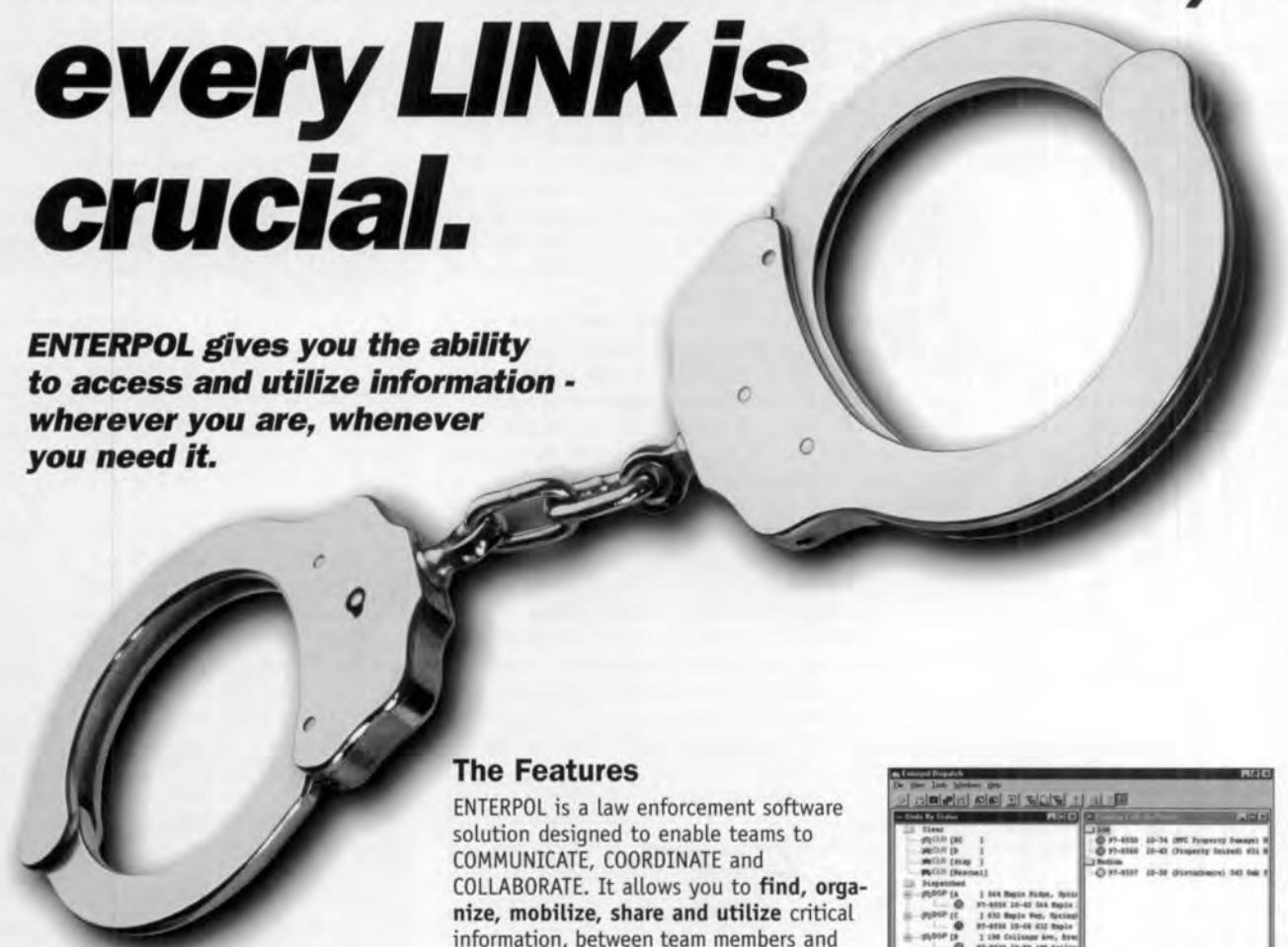
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## Alberta Mountie cleared in reserve shooting deaths

An RCMP officer was cleared in October of any wrongdoing in the fatal shooting of an Alberta aboriginal woman and her young son.

An inquiry conducted by British Columbia's attorney general's office found Cpl. Dave Voller shouldn't be charged in the deaths of 37-year-old Connie Jacobs and her nine-year-old son Ty. The report was released by the Alberta government, which had asked B.C. for an independent review into the incident.

Voller, who was a constable at the time of the shooting, said he thinks about it every day.

"I'd be lying if I said there was not a day that went by that I didn't think about it to some degree," he was quoted as saying. "I've known Hardy Jacobs (Connie's husband) for a number of years and what he went through that night, no father should ever have to go through.

"And what I went through that night, no policeman should ever have to go through."

Connie and Ty Jacobs died after the RCMP responded last March to a domestic complaint on the Tsuu T'ina reserve, southwest of Calgary.

Voller was called to the home after a band social worker and tribal police officer said Connie had threatened them with a rifle. They had planned to remove her four children and two grandchildren from the condemned house

where they lived following a fight between Jacobs and her husband.

Hardy Jacobs had left the house to seek medical treatment before the social worker and police arrived.

Voller says Connie Jacobs shot at him and he returned fire in self-defence.

The report, which relied heavily on information from an RCMP internal review of the shooting, supported the officer's self-defence claim.

"At the moment he fired his shotgun at Ms. Jacobs, the circumstances support the reasonableness of his belief it was necessary to protect himself from death or grievous bodily harm," Ernie Quantz, an assistant deputy attorney general with the B.C. government wrote in the report.

"After carefully reflecting on all the circumstances and the law, including the issue of potential (racial) bias, we reached the conclusion there's not a reasonable likelihood that Voller would be convicted of any criminal offence for causing the deaths of Connie and Ty Jacobs."

A provincial fatality inquiry and a separate inquiry by the Assembly of First Nations will look into the incident. Both inquiries will proceed now that the decision surrounding the possibility of laying charges has been made.



## RCMP forced to close training depot in wake of budget cuts

The RCMP will temporarily close the doors to their training depot in Regina as a result of the force's projected deficit.

In October, the Mounties announced they won't accept any more cadets after the current five troops have been trained. Each troop has 24 members.

The RCMP, which has an annual operating budget of \$1.8 billion, is facing a potential shortfall of \$10 to \$13 million just six months into its fiscal year.

The training depot itself is on track to meet its current budget, said Supt. Robert Castonguay, acting commanding officer at the depot.

Brian Cook, a training depot spokesman, said similar closures have happened in the past.

"This occurred in 1984. This occurred in 1994," Cook was quoted as saying. "In 1994 when we shutdown, we were going to use that time to revise the training program."

However, Cook said the depot had to bring in more instructors just a few months after they shut down because the base went from training one troop to 16.

**"This occurred in 1984. In 1994 when we shut down, we were going to use that time to revise the training program."**

**- Brian Cook**

During this closure, instructors are going to use the time to review training material. None of the instructors will lose their jobs as a result of the shutdown, Castonguay said.

Depot officials won't know how many troops will be able to train at the base until the budget for the next fiscal year, which begins on April 1, is released.

The depot closure isn't expected to affect the RCMP which currently has a surplus of officers.

The decision to put training on hold was made by the force's senior executive committee, comprised of high-ranking Mounties.

## Review board exonerates Halifax officer



A Halifax police officer who drew his gun on a 10-year-old boy during a school yard chase two years ago was cleared of any wrongdoing by the Nova Scotia Police

Review Board in October.

"Leaving aside the fact that the subject was a 10-year-old boy ... the drawing of the weapon was completely in compliance with Const. Mason's training and was appropriate," the board said in its unanimous ruling.

Const. Greg Mason was called to Duc d'Anville School on May 14, 1996 after dispatchers were informed that the boy was heading to the school to stab someone and was probably armed with a knife.

During an ensuing foot chase in front of the school, Mason pulled his gun and ordered the boy to stop. The boy, whose name can't be published, immediately stopped, dropped to the ground and was handcuffed.

His weapon turned out to be nail clippers, but the board said Mason followed proper procedures given the information he was provided with.

The board said the eight-year veteran drew his firearm under "precisely controlled circumstances" and never placed his finger on the trigger.

"While other options may have been available, the method chosen was clearly designed to achieve maximum compliance at minimum risk, both to the officer and to the subject," the board said.

A request by the boy's lawyers for a review of police training methods was turned down by the review board. Instead, it recommended that police begin filing non-lethal-force reports in each officer's personal file. The reports could be used to alert the police service to any abnormal pattern of use of force by an officer.

The recommendation will be reviewed by Chief David McKinnon, said Halifax police spokesman Const. Gary Martin.

The boy's lawyer said the board's decision leaves unanswered question about how police are trained to handle youths.

Mason was exonerated by an internal police review and a provincial police commission investigation into the incident, but an appeal by the boy's family led to the review board hearing.

# Law Enforcement News From Blue Line Magazine

## Gideons make Bible presentations to police

Two special police presentations were made in conjunction with the 87th annual Gideon non in Caronport, Sask.

The first took place on July 8, 1998, in Moose Jaw, SK. Canadian Gideon President Elmer Bartel, along with Executive Director Graham Sawyer and local Gideon Milbert Schock presented New Testaments to the officers of Moose Jaw Police Services.

Bartel gave a brief history of the Gideon association, described the Scripture distribution work and the overseas ministry. In Canada, he said, over 5,000 men and women are active in the Gideon association and auxiliary.

He told the officers present that the answers to many of society's problems are found in the Word of God. Sawyer explained in brief the help found in the Testament and the special pages at the back, outlining God's plan for each of us.

He included an interesting story from a prison in Argentina.



**Canadian Gideon President Elmer Bartel presents a Bible to RCMP Assistant Commissioner Brian Watt at the 87th Annual Gideon Conference in Caronport, Sask.**

One prisoner took a Gideon Testament and used the pages to roll cigarettes.

He agreed, however, to read

each page before he smoked it. He smoked Matthew, Mark, Luke and got up to John 3. At that point, the Holy Spirit convicted him and he

gave his life to Christ.

After this, the Gideons gave Testaments to Chief Terry Coleman, Inspectors Ken Hagerty and Dwight Bearchell and all other officers present. They left copies for those who were absent.

The second presentation was made to Assistant Commissioner Brian G. Watt of the RCMP at the Gideon banquet on July 11. President Elmer Bartel presented Watt with a specially inscribed Bible commemorating the 125th anniversary of the RCMP. Accompanying Watt was RCMP chaplain, Allan Higgs.

Gideons distribute New Testaments to the RCMP and other police forces across Canada and around the world. In fact almost every police officer has been exposed to a Gideon Bible at one time or another. It is available at almost every swearing in ceremony and each time an officer picks up a Bible to give testimony it is most likely a Gideon Bible.

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## Winnipeg's top cop retires

Winnipeg Chief David Cassels retired in October after 30 months as head of the force.

"I'm most proud of our community policing initiatives," Cassels was quoted as saying.

Cassels, who said he'd crack-down on youth gangs and rid the city of its crime-ridden reputation, opened six neighbourhood police stations, reinstated foot patrols in several areas and held 12 public forums to discuss the police service's performance.

During his term as chief, Cassels also got tough on graffiti artists and doubled the size of the force's anti-biker unit. Summer shorts and turtlenecks became part of police attire thanks to the former chief.

His initiatives were backed by the support of a number of front-line officers.

"He opened a door to a side of police work we weren't doing," the media quoted Const. Rick Kirton, a beat officer in downtown Winnipeg, as saying.



**Cassels**

Former Winnipeg Mayor Susan Thompson, who left office after a recent civic election, said Cassels restored public confidence in the police service.

In June, the former Edmonton deputy chief announced he was cutting his term short to move back to Alberta to be closer to his children.

Cassels said he will take a few months off before seeking a part-time job to promote his pro-gun control stance or work with the National Parole Board.

Jack Ewatski, the former deputy chief, took over as head of the force on Nov. 2.

Ewatski is a 25-year veteran who has spent the majority of his career as a criminal investigator. He is a graduate of the Canadian Police College and the Federal Bureau of Investigation's National Academy.

A new deputy will be appointed at a later date.

## Montreal homicide investigator retires



**Lachapelle**

A veteran homicide investigator retired in December from the Montreal police force.

Lt.-Det. Claude Lachapelle, 57, investigated more than 1,500 deaths during his 35 years with the Montreal police service. His most famous case was the 1989 Polytechnique murders, which involved 14 young women

who were shot and killed in an engineering school by a man who later committed suicide.

The veteran officer says it wasn't the dead bodies that bothered him during his career, but the affect the deaths had on those who were close to the victims and offenders.

Lt.-Det. Jean-Francois Martin, Lachapelle's partner for the past four years, said the investigator was a dedicated police officer who demanded the same from those who worked under his command.

"He worked hard and he loved his job," Martin said. "He could make a (crime) scene talk."

Lachapelle left the force on Dec. 3.

## Canada's worst drivers ranked

The country's worst drivers can be found in Toronto, Montreal, Quebec City, Ottawa and Vancouver respectively, according to Reader's Digest.

An article in the November issue of the magazine ranked the cities according to information from long-haul truckers, police and safety officials and a reporter who travelled across Canada to witness motorists in action.

While Toronto topped the list as the road rage capital of Canada, police in the city maintain the magazine's survey wasn't fair.

"We have the busiest highways in North America," the media quoted Supt. Bill Currie, who heads the Ontario Provincial Police traffic enforcement section for the Greater Toronto Area, as saying. "Just because of the sheer volume, you're going to see more bad driving."


Toronto police Staff Sgt. Graham Whitehead says driving habits on the city's streets aren't really getting worse, but the terminology has changed.

"It used to be referred to as 'that idiot driver' but now it's road rage," Whitehead said.

He added that the public has a heightened awareness of road rage issues and running red lights due to extensive media coverage.

But Whitehead says more hostility is resulting from bad driving.

"Now more people want to stop and have a confrontation over it," he was quoted as saying.



## ABDUCTED

This is a monthly column supplied by the Royal Canadian Mounted Police Missing Children's Registry in cooperation with Blue Line Magazine.

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<p><b>Suspect Information</b></p> <p>Ahmed Ali HAMZE, 35, is 5'5" (165 cm) tall and weighs 162 lbs. (73 kg). He is of Lebanese descent, has black hair and brown eyes. He has a heavy Lebanese accent, a moustache and a heart tattoo on his left bicep. He often travels between Canada, USA and Lebanon.</p> <p>Suspect may be driving a 1991 Mazda CGT. 4 door, white. Ontario plate 890 XZH. The vehicle belongs to a relative.</p> <p>A photograph of the suspect is not available.</p>		<p>Name of Child: <b>Cathy Faye HAMZE</b></p> <p>Sex: <b>Female</b></p>	
	<p>Date of Birth: <b>13 Sept. 1988</b></p> <p>Race: <b>Lebanese descent</b></p>	<p>Height: <b>Unknown</b></p> <p>Weight: <b>Unknown</b></p> <p>Hair: <b>Dark Brown</b></p> <p>Eyes: <b>Brown</b></p>	<p>Date Last Seen: <b>17 February 1994</b></p> <p>Missing From: <b>Edmonton, Alberta.</b></p>
<p>Suspect may be driving a 1991 Mazda CGT. 4 door, white. Ontario plate 890 XZH. The vehicle belongs to a relative.</p> <p>A photograph of the suspect is not available.</p>		<p>Name of Child: <b>Rose Marie HAMZE</b></p> <p>Sex: <b>Female</b></p>	
	<p>Date of Birth: <b>07 March 1987</b></p> <p>Race: <b>Lebanese descent</b></p>	<p>Height: <b>Unknown</b></p> <p>Weight: <b>Unknown</b></p> <p>Hair: <b>Brown</b></p> <p>Eyes: <b>Brown</b></p>	<p>Date Last Seen: <b>17 February 1994</b></p> <p>Missing From: <b>Edmonton, Alberta.</b></p>

## Young girls recruited to sell crack for drug dealers



Drug dealers are luring girls as young as 11 into the narcotics trade, New Westminster police say.

During a three-day stretch in October, police picked up 10 girls between

the ages of 11 and 15 who were allegedly selling crack cocaine.

Police said the girls were carrying as many as 30 plastic-wrapped rocks of crack in their mouths and selling them for \$10 each.

Police believe the surge in juvenile traffickers may have resulted from a round-up of more than 70 street-level drug dealers in the Vancouver area.

The dealers know officers will stop them if they are seen in downtown New Westminster, so they are recruiting youths to sell for them, said Sgt. Daryl Tottenham, a police spokesman.

The girls apprehended in October came from a number of different municipalities including Vancouver, Burnaby and Surrey.

Police said they believe the youths are being recruited at places where young people gather like convenience stores, fast food restaurants and malls.

Tottenham said the juvenile dealers are taught to carry the crack in their mouths, swallow it if an officer approaches them, then later regurgitate the drugs and continue to sell.

Some youths are allowed to keep half of the proceeds, which means they can make about \$150 from 30 rocks of crack, the spokesman said.

Of the 10 girls arrested in October, at least one 15-year-old was charged with possession of crack cocaine for the purpose of trafficking, another is under investigation. The remainder have been turned over to their parents or the children's ministry.

"The 11 and 12-year-olds are obviously being told that even if the police catch you with the drugs, with the cash, you can't be charged so it's a no-lose proposition," Tottenham was quoted as saying.

## Judge tosses drug case because police violated accused's rights

A B.C. judge dismissed cultivation and marijuana possession charges against a man in October because police destroyed his growing equipment prior to the start of his trial.

Defence lawyer Stanley Tessmer argued that only a judge has the power to order growing equipment to be disposed of and only in the event the accused is found guilty.

"(Police) have a warrant to search and seize, not slash and smash," Tessmer said. "Hydroponics are legal, as long as you're not growing dope."

The destruction of the growing equipment was a violation of Wayne Hiney's constitutional right to be free from unreasonable search and seizure, Judge R.C. Graham ruled.

Hiney was busted by police for growing 300 hydroponic plants using equipment that included fans, hoses, shades and grow lights.

His crop, garden hoses and equipment were all destroyed.



**"(Police) have a warrant to search and seize, not slash and smash. Hydroponics are legal, as long as you're not growing dope."**

**- Stanley Tessmer**

Police said they don't have enough available storage space to keep the grow equipment as evidence. In the past, they have destroyed the equipment to make sure no one continued to use it.

"It's like destroying a still when you're busting a moonshine operation," RCMP spokesman Garth Letcher was quoted as saying. "You don't leave the still and take the moonshine."

Letcher said police will now have to find another way of handling seized grow equipment.

## MOST WANTED

**NAME: Kevin Louis VERMETTE**

**WANTED FOR: Murder**

**DATE OF BIRTH:**  
18 November 1954

**RACE:**  
White

**SEX:**  
Male

**HEIGHT:**  
5'9"  
(175 cm)

**WEIGHT:**  
162 lbs.  
(73 kg)

**HAIR:**  
Short  
Brown

**EYES:**  
Blue



### CASE DETAILS

**IDENTIFYING MARKS:** Clean shaven (at time of disappearance), and wears silver rimmed glasses. Tattoo of "Cat" on upper right arm, with "Lucky" inscribed below. Left upper arm "Coyote and Moon" and "Dagger through Red Rose".

**OCCUPATION:** Carpenter, Mechanical Knowledge, Truck Driver, Prefers Temporary Employment

**INTERESTS:** Classic Automobiles, Highly Trained Dogs, Guns, Fitness, Photography, Outdoors

**HABITS:** Meticulous, Likes Organization, Clean, Well Dressed, Loner, Private, Anti-Social, Late Riser, Non Smoker, Non Drinker, Hot Tempered

**OTHER DETAILS:** A Canada Wide Warrant is outstanding for the above subject. He is believed responsible for the '97 July 12 triple shotgun murder of three innocent 20-year-old youths which occurred in the northern community of Kitimat, British Columbia, Canada. He abandoned his vehicle at his motel residence and fled on foot into the mountain wilderness with his black lab dog. He may not be traveling with his dog at this time as he has a tendency to get rid of his dogs if they become undisciplined.

# CRIMINALLY FUNNY

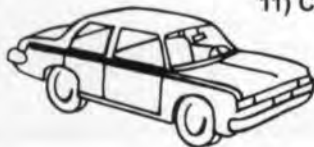
*Humorous tales of laughable oddities from both sides of the thin blue line*



## Humorous bumper stickers

The following are samples of some of the hilarious bumper stickers that have been spotted by drivers on North American roads.

- 1) I want to die in my sleep like my grandfather. . . not screaming and yelling like the passengers in his car.
- 2) Hang up and drive.
- 3) Cover me. I'm changing lanes.
- 4) Caution! Driver's applying make-up.
- 5) Forget about world peace. . . visualize using your turn signal.
- 6) I don't lie, cheat or steal unnecessarily.
- 7) Go on speeding, we'll cut you out of your car — Your Local Fire Dept.
- 8) No radio. Already stolen.
- 9) If you love your life as much as I love my car then you won't steal it.
- 11) Car will explode upon impact.
- 12) Mafia staff car.
- 13) This is not an abandoned vehicle.
- 14) Keep honking while I reload.



## Drug dealer sells to well-known officer



Const. Anne Drennan, a spokeswoman with the Vancouver Police Department, went undercover in October to buy crack cocaine to prove how aggressive traffickers have become.

Drennan, who is often quoted and seen in local newspapers and on television, purchased a rock of crack for \$10 despite being recognized by citizens on the street.

An undercover officer accompanied Drennan, who estimated it took less than five minutes for the deal to be completed and the trafficker arrested.

"People all around me are going: 'Hey, hey Anne Drennan,' and he still sold to me," she was quoted as saying. "Our point is that there are so many dealers out there, and the level of dealing is so intense right now, that these people will approach anyone."

Drennan made the buy a week after police arrested more than 70 suspected street-level drug dealers in one of the largest mass round-ups in the city's history.

## Officer acts as cabbie in gunman's arrest



Alert Ottawa-Carleton tactical team officers managed to trick a rifle-toting man into believing that a member of their unit was just an average cab driver.

The June incident began when a man pointed the barrel of his .303 at the head of an actual cabbie after the driver wanted him to prove he had enough money to pay for his fare. The cabbie fled the scene and dialed 911.

The man, who still needed a taxi, went back into a residence with a friend and called for another cab.

As the tactical unit responded to the emergency call, they intercepted the second cab responding to the call for a ride. Police explained the situation to the driver, then replaced him with a tactical officer.

While the officer drove to the scene, the remaining members were deployed in the neighbourhood.

The officer soon arrived at the residence and engaged the suspect in conversation. As the man went to get into the taxi, the tactical team sprung into action and arrested the him at gunpoint.

No one was injured during the incident and no shots were fired.

## MURPH'S WORLD

By Steffon Sepa



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THIS YEAR!

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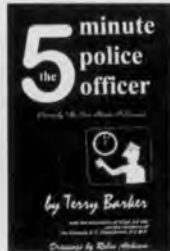
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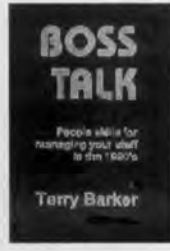
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**6** \$17.95

Written by the author of *The Five Minute Police Officer*, this book is a must read for anyone looking toward a managerial level career. This book has been evaluated by college training staff and psychologists around the world.



**12** \$20.00

This book is a comprehensive study of Canada's drinking driver laws. Excellent resource for police officers, prosecutors or anyone interested in the administration of laws toward drinking drivers.



**19** \$58.95

The main concepts of Tactics for Criminal Patrol states that "vehicle stops are golden opportunities for unique field investigations which ... can lead to major felony arrests." For officers who want to stop smugglers in transit.



**21** \$35.00

Communication is a powerful tool. Learn about and improve your skills in this area and recognize how you feel in order to control situations for your purpose. This book will help you understand in a new way.



**23** \$29.95

Police officers are seekers of truth and facts. This book will help officers to interview people with the ultimate goal being to identify the guilty party in an effective manner, consistent with the requirements of any tribunal or court.



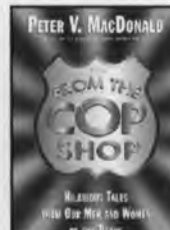
**24** \$24.95

This book covers the first decade in the history of the North West Mounted Police, 1873-1883, a decisive period in the history of Western Canada. The book examines the beginning of the force and the difficulties it faced.



**25** \$27.95

William McCormack, a former Toronto police chief, relates some of the city's most famous murder cases. The reader is taken directly into the inner circle of each investigation, where the murderer's steps are traced.



**26** \$16.95

From the author of the *Court Jesters* series comes a hilarious collection of real-life tales from those who battle crime. Stupid crooks, cops with a sense of humour, incidents gone wrong - this book has it all.



**27** \$24.95

The sequel to *A Double Duty*, this book covers the 1885 North-West Rebellion. The role of the Mounties has been down-played by historians, but this doesn't do justice to the officers who battled at Duke Lake, Loon Lake and more.



**30** \$14.95

This book takes you along for the ride as a 12-year veteran of the Vancouver Police Department describes some of his most interesting calls. The stories will help you understand what it's like to work Vancouver's high-crime areas.



**28** \$24.95

From legendary Sam Steele to Nelson Eddy in Rose Marie. From the Great March West to the Musical Ride, the Mountie shines as an image of strength, courage and the Canadian way. A must read for RCMP members of those interested in the force.

This book effectively bridges both the theoretical and practical aspects of police work. It surveys current research and policy to examine the structure, operation and issues facing policing in the 1990s and the approaching millennium.



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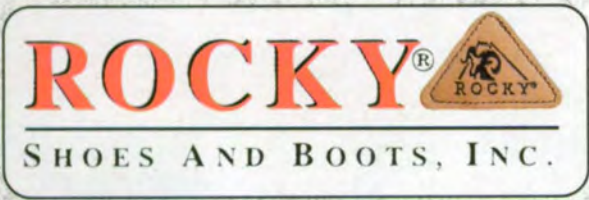
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