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ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS.

VOL. 24, No. 2

IPMBA BRT Training Expands

by **Maureen Becker**
Executive Director

Bicycle Response Teams are not new; however, they seem to be (finally) gaining momentum. The first IPMBA Bicycle Response Team (BRT) Training (then known as Bicycle Rapid Response Team Training) was offered at the 2002 IPMBA Conference in Ogden, Utah. Taught by members of the original LAPD Bicycle Rapid Response Team, including then-Board member Don Hudson, the course was based on tactics used and lessons learned during the 2000 RNC in Los Angeles. At that time, not many agencies were incorporating bikes into crowd management – Los Angeles, Philadelphia, Seattle, and perhaps a few others.

For the ensuing 10 years or so, IPMBA continued to offer BRT Training at the annual conference but found, perhaps not surprisingly, that this innovative concept was greeted with skepticism and proved a “hard sell” to police management. While bike officers typically wanted the training, they had to convince those who control the purse strings that it was not frivolous, which is too often an exercise in futility. In the meantime, a few cities continued to nurture their Bicycle Response Teams to their advantage.

In 2008, the tide started to change. The widely-reported success of the BRTs utilized during the RNC in Saint Paul and the DNC in Denver generated media “buzz”, but interest in the training remained tepid. Then came NATO Chicago 2012, when BRTs became media darlings. And still departments facing large-scale events did not clamor for training, or clamored for it a little too late. Meanwhile, back in Seattle, BRTs were proclaimed the “cutting edge of crowd control.”

In the tradition of our founders, who had to overcome skepticism and resistance to bike operations training, IPMBA persevered. Development continued on a BRT Training module destined for delivery by any active IPMBA Instructor who meets the requirements of having successfully completed the IPMBA BRT Training (or an approved substitute) and the BRT Instructor Seminar.

IPMBA is thrilled to announce that the goal has been achieved. In April 2015, the BRT Training curriculum documents – lecture outlines, PowerPoints®, skill stations, scenarios, testing and administrative documents, and more – were released to those instructors who meet the qualifications. Those instructors can be recognized by the “B” appended to their instructor numbers. Bicycle Response Team Trainings now appear on the online training calendar if submitted by the instructors.

Since the release, IPMBA BRT Training has been conducted to prepare personnel for the 1960 Saint Patrick’s Day Parade (Spring TX); the McDonald’s Annual Meeting (Oak Brook IL); and Pope Francis’ visit to Philadelphia for the World Meeting of Families.

Special thanks to IPMBA Education Director Mike Wear for his leadership in bringing this project to fruition, and to all the subject matter experts without whom this achievement would not have been possible.

Visit www.ipmba.org/training/calendar for a list of upcoming courses. The next BRT Instructor Seminar will be held during the 26th Annual IPMBA Conference, April 23-30, 2016, in Asheville, North Carolina.

Not Just for Swat Teams

The Importance of Training Officers in Tactical Emergency Medicine

by **Jimmy D. Pearce**

MPH, Pennsylvania State University, College of Medicine, EMT-T; Sergeant, Special Operations Bureau, Prince William County, Virginia, Police; and

by **Scott Goldstein**

DO, FACEP, FAAEM, EMT-T/HP, Einstein Medical Center; Director, Division of Tactical Medicine, Department of Emergency Medicine, Philadelphia, Pennsylvania

In order to maintain the readiness mind-set at all times, officers tell themselves there is nothing routine about police work, and they are quick to scold others when they use the “R word” in the context of police work. However, in truth, the vast majority of day-to-day police work can be construed as “routine.” It is the potential that lies in wait that most concerns law enforcement — thus the “High Risk, Low Frequency” from Gordon Graham’s Risk Management Paradigm.^[1]

All officers have heard the adage “prepare for the fight of your life” at some point in their career. Most people connect this saying to physical and mental preparation, but they rarely break it down and consider some of the other details of preparation.

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Where Do We Go From Here?



Over the last couple of years, I have watched with a profound sense of sadness as the relationship between citizens and police across the nation has rapidly deteriorated. I'm still hopeful that a majority of our citizens quietly remain supportive, but I fear that that majority are being influenced toward distrust by all that they see and hear in the media. I fondly remember the overwhelming outpouring of gratitude and even affection from the public in the dark and fearful days after 9/11. People waved

(with all their fingers) and smiled, went out of their way to say nice things, and wonderful baked goods mysteriously appeared so often it almost became routine. I knew it wouldn't last, and as the fear faded away, we returned to a more familiar relationship – one less affectionate and often less trusting.

During the 90's, we responded to the war on crime with better weapons, better tactics, more and better technology and the training to go with all of it. We flirted with community policing, problem-oriented policing, "broken windows", CompStat and national accreditation as well as the rise of innovative patrol methods like police cycling. While all of these innovations have had their ebbs and flows, the one that has not diminished is active use of investigative stops by officers in vehicles, on bikes and on foot. As crime rates declined and incarceration rates increased, that more active style of policing became more prevalent.

Then came the economic downturn of 2008, with the inevitable reduction of municipal budgets. One of the consequences of these budgetary shortfalls was the slashing of training budgets. While all forms of training have suffered, I believe that training that involves challenging topics, like scenario-based, real-time judgment training has taken the biggest hit. The manpower, equipment and expertise required to safely manage this type of training also makes it the most costly.

We neglect decision-making as a core training mission at our peril. The correlation seems clear between a lack of this type of training and the skepticism we now face with regard to the tactical decisions that result in high-level uses of force. Even when the force has been determined to be justifiable and reasonable, and no criminal charges are filed, we are seeing an alarming level of community backlash.

One important response, as I have previously suggested, is to dramatically improve and increase our community education efforts to foster a better understanding of the constitutional (Graham) standard for police use of force. Citizens empaneled on grand juries are educated on this Graham standard, apply it to the facts presented, and, in many of these cases, find no cause to indict the officers. The community, not having such an education, understandably fails to understand and protests what they perceive as an unfair finding.

The community, not having such an education, understandably fails to understand and protests what they perceive as an unfair finding.

We must also focus our decision-based training on the lawful standards that underpin that active policing style, especially on street stops. We must more clearly understand the authority to stop, investigate and conduct limited safety searches under *Terry v. Ohio*. Our officers must be able to clearly articulate their reasonable belief that the person they stopped has committed, is committing, or is about to commit a particular crime. Without this lawful authority under *Terry*, these street contacts become consensual, not compulsory, and any application of force to gain compliance is likely to be unlawful. Running away from a consensual contact far too often generates an automatic police response to pursue.

These decisions can lead to dire consequences for the public and the officer alike. We can and must improve our tactical judgment... and effective training is the path.

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Celebrating 25 Years of Excellence in Training

Twenty-five years ago, IPMBA did not exist. The modern era of bicycle policing was in its infancy. A group of police officers who happened to be instructors/members of the League of American Wheelmen decided to hold a meeting in Tucson, Arizona. It was dubbed the *First National Conference of Bicycle-Mounted Police* and was hosted by the University of Arizona Police Department and Parking & Transportation Services, the Tucson Police Department, the Tucson Chapter of the Greater Arizona Bicycling Association, and the Governor's Arizona Bicycle Task Force. IPMBA's founding fathers – some of whom traveled to Chandler to mark this occasion – did not know whether their experiment would succeed or fail. Succeed it did, and in 1992, at the second such conference, IPMBA was created.

Twenty-five years later, the IPMBA Conference still sets the standard for public safety cycling training. Participants select from multi-day training courses and a plethora of workshops. Many put their skills to the test in the obstacle course competition, which is never the same twice. One thing that never changes is the camaraderie that transcends geography, public safety category, generation, and rank, and marks IPMBA as a truly welcoming association. *Pages 5-15.*

The IPMBA board, staff, members, and conference attendees, would like to express their deepest appreciation to Chief Sean Duggan and the Chandler Police Department for hosting the 25th Annual IPMBA Conference. Twenty-five years is an important milestone, and we were honored to have achieved it in the City of Chandler. One always hopes that such occasions will be special and memorable, and it was clear from the beginning that it would be both.

IPMBA would like to recognize the members of the Command Staff, who stopped at nothing to ensure that attendees received a warm welcome, experienced

outstanding training, and enjoyed the benefits of a well-executed event. Their willingness to work long hours and go “above and beyond” speaks volumes about their commitment to the City, the department, IPMBA, and to excellence. The team – and they truly functioned as a team – of Sgt. Scott Picquet and Officers Blake Fairclough, Kyle Jordan, Paul Kultala, Scott Parr, Jason Sieczkowski, and Dave Sitz are to be commended for the manner in which they planned and implemented the event.

Of course, they could not do it without the support of people like Chris Keipert, who operated the hospitality/rehab with an experienced hand; John Somerville, Tami Gray, and their team of tireless Explorers in the Bike Check; Range Sgt. Jason Barnes, Officers Joshua Logan, Preston Pierce, Dan McQuillin, and the numerous other staff members and volunteers who contributed to the success of the event. Special thanks to Jim Schwalenberg and Jim Carreno for documenting the event in a most professional manner, and to the Chandler Police Honor Guard and the Chandler Fire Department Honor Guard and Pipes & Drum Corps for calling the Keynote Ceremony to order.

We are also grateful for the support of Chandler's partnering agencies. Our 2005 host, Scottsdale Police Department, perhaps remembering how much work the conference requires, donated the services of Officers Christian Bailey, Zack Fielding, Tara Ford, Steve

Negron, Daniel Safsten, and Paul Wein, all of whom easily became integral members of the host agency team. Tempe Police Department Sgts. Mike Carleton and Tony Miller, along with Officers Andrew Brooks, Blake Dunn, Freddy Jimenez, Luke Marchant, Anthony Nardini, and Matt Torres likewise pitched in to lend a helping hand whenever and wherever necessary. IPMBA Instructor Larry Fuchtman and Officer Nathan Thompson from Arizona State University also provided assistance and support.

Mesa Police Department provided access to their superb range facilities and the help of Sgt. Mark Njaa, while Phoenix Police Department hosted the Airport Police Bicycle Operations workshop at Phoenix Sky Harbor, coordinated by Sgt. Martin Nickel and escorted by Officer Nick Colavita.

We are grateful to the generous in-kind and financial support provided by the Downtown Chandler, the Chandler Chamber of Commerce, the Chandler Law Enforcement Association, the Chandler Lieutenants and Sergeants Association, 84 Lumber, Dilly's Deli, Firehouse Subs, Knights of Columbus, Pistol Parlour, Rigatony's, Serrano's, Smart Firearms, and our host bike shop, Global Bikes.

And, of course, we thank those who attended. We recognize that obstacles of staffing shortages, budget constraints, and travel restrictions must be overcome. We appreciate the priority you place on the quality training programs offered by IPMBA and are confident that the experience exceeded your expectations.

IPMBA returns east, to Asheville, North Carolina, for the 26th Annual Conference, April 23-30, 2016. See you there!



CHANDLER 2015



This page, clockwise from top left: PESC II Course; Matt Karnowski (*courtesy Matt Karnowski*); Murphy's Law (*courtesy Maureen Becker*); Stuck in a Rut (*courtesy Pat Hernandez*); BRT Smoke Drill (*courtesy Chandler Police*); Chris Polgar; Flosi Brynjolfsson; PESC II Scenario

Opposite page, Row 1: Jon Almas, Advanced Firearms; Jennifer Clemonds, Joe Kiff, Eric Barnes; Row 2: Instructor Course Road Ride (*courtesy Chandler Police*); PESC II EMS Defensive Measures; PESC II Police Scenario; Row 3: Off-Road at South Mountain Trails; Katie Fuchtman, Firearms for PSCs; Roger Pfister, BRT Scenario; Row 4: Jordan Smith, Firearms for PSCs; Advanced Off-Road (*courtesy Chandler Police*).



Photos by Scott Parr unless otherwise noted.



CHANDLER 2015



CHANDLER 2015



Competition 2015: Devious Design

by Mike Harris, PCI #1125
Mill Creek (WA) Police Department
IPMBA Treasurer

The 25th IPMBA Conference Competition was held at A. J. Chandler Park in beautiful downtown Chandler, Arizona.

The park is the centerpiece of the business district, which is home to many dining and shopping establishments as well as community events. The Chandler Art Walk was in full swing the evening of the competition, which brought some extra spectators.

potential of the site by incorporating fountains, bridges, swales, and sculptures into the design.

After the course was deemed safe and the customary walk-through and safety briefing was complete, the event got underway.

Competitors launched from the starting gate, first entering a winding cone course leading to a set of stairs. Not surprising due to the southwest desert climate, the drop from the stairs was onto a sandy surface, which is always a bit tricky.

The competitors continued to weave their way around cones and over a mini-bridge, up a ramp, along a sweeping curve in the grass, back down a ramp and once again over the mini-bridge. That mini-bridge was constructed over a fountain with a potentially difficult gap to navigate on both sides. Then, a seemingly innocuous tight serpentine lay in wait, ready to trip up even the most skilled riders, some of whom initially missed it and were compelled to follow the dreaded order to “go back!”

Several more sinuous cone sections, a figure eight, and a set of stairs led to the second half of the course. There, the builders had positioned a deviously designed ramp, the likes of which have never been seen in the IPMBA Competition.

At the top of the ramp was a table-top that gave the appearance of having a big drop to the ground, but at the end, the top dropped down like the second half of a teeter-totter to return the rider to the course.

Unofficially known as a “drop bridge”, it was promptly dubbed the “Workers’ Compensation



Photo courtesy Chandler Police

Pump Track

Memorial Bridge” by Allan Howard, one of the original board members serving as spotters to help ensure that no-one got hurt.

After the drop bridge, the competitors continued down a set of stairs into the other half of the course, where a mini pump track and teeter-totter lead back to the stairs and up to the finish.

As always, the competition was a fierce battle to the end. Much to everyone’s surprise, no-one under the age of 30 attempted the competition. What is up with that? Perhaps the fact that the older generation has taken top honors for the past few years caused some concern with the younger crowd. Hopefully in the future, we will see the under-30 crowd at least attempt to unseat the older riders in the group.

Not coincidentally, the top four riders in the public safety category were all over 30 years of age. This year’s first place winner was also a first time attendee and first time competition rider – **Jacob Coyle** (age 32;



Photo courtesy Chandler Police

Rebecca Carlile/Workers’ Compensation Memorial Bridge



Photo courtesy Chandler Police

Mitch Trujillo/Spotter Paul Kultala

After a short parade through downtown, the competitors arrived at a challenging and flowing course designed by the Chandler Police Department’s devious competition design team, headed by Officer Kyle Jordan.

The park provided the design team with a variety of visually interesting and challenging obstacles around which to construct the course. They maximized the



Photo courtesy Chandler Police

Mini-Bridge



Can you recognize yourself and/or your IPMBA Colleagues?

Match the “fun fact” to the rider!

- | | |
|--|----------------------|
| 1. 2014 IPMBA World Champion | A. Mitch Trujillo |
| 2. Just not right | B. Matthew Karnowski |
| 3. Former slave to the IPMBA Board of Directors, sets off metal detectors, and likes Cheetos | C. Bobby Sellers |
| 4. Door gunner on the space shuttle, moonlights as a superhero | D. Eddy Croissant |
| 5. Obstacle course racer and mime school instructor | E. Evan Coward |
| 6. Quiet, shy, reserved and full of feelings... mysteriously introverted | F. Joe Kiff |
| 7. I like to ride bikes | G. Eric Kackley |
| 8. Old enough to know better, young enough to make poor decisions | H. Eric Barnes |

Answers: 1: G; 2: D; 3: A; 4: H; 5: F; 6: C; 7: B; 8: E

Castle Rock CO Police), who had the winning time of 1:51.43. In second place was **Roger Pfister** (age 45; Kantonspolizei Bern, Switzerland) with a time of 1:53.01. In third place was **Evan Coward** (age 33; Asheville NC Police) with a time of 1:57.77. Rounding out fourth place was **Matthew Karnowski** (age 35; Saint Louis MO Metropolitan Police), at 2:03.87.

Rebecca Carlile (age 39; Cypress Creek TX EMS/Waller County Sheriff's Office), was the sole representative of women in public safety cycling. Despite some mechanical issues, she finished with a solid 3:36.06.

The team competition was as brutal as ever. Team “**Anteater**” took the first place ribbon with a time of 10:04.93. In second place was team “**Hypoxic**”, with a time of 10:51.07. Third place was captured by “**Three Cops and a Medic**”, with a time of 11:20.64.

In the open category, it was a race between the owner of Volcanic Bicycles, **Eric Kackley** (age 46), and new Volcanic employee **Robert Mooney** (age 38). Robert's time of 2:07.73 bested Eric's time of 2:18.08. Maybe not the best way to start one's employment...but

that serpentine may have had something to do with it.

Medals were awarded during the awards ceremony held at the Chandler City Hall Mezzanine. We were honored that founding board members Allan Howard,



Photo courtesy: Rameford Okada

Winner Jacob Coyle

Kirby Beck, Tom Woods, Joe Martin, Gary Gallinot, and Stu Bracken handed out the medals and that they each shared a story about the early days of IPMBA.

Congratulations to the riders who participated in the competition this year. We look forward to the 26th Annual IPMBA Conference Competition in Asheville, North Carolina.

Competition 2015 Results

INDIVIDUAL COMPETITION

Female 30+

Rebecca Carlile, *Cypress Creek (TX) EMS*: 3:36.06

Male 30-39

Jacob Coyle, *Castle Rock (CO) Police*: 01:51.53

****First Overall****

Evan Coward, *Asheville (NC) Police*: 1:57.77

Male 40-49

Roger Pfister, *Kantonspolizei Bern*: 1:53.01

****Second Overall****

Scott Bixby, *University of Buffalo (NY) Police*: 2:04.37

Male 50+

Mitch Trujillo, *Boulder (CO) Police*: 2:09.84

Eddy Croissant, *Tampa (FL) Police*: 2:11.55

TEAM COMPETITION

Anteater: 10:04.93

Matthew Karnowski, *Saint Louis (MO) Metropolitan Police*: 2:03.87

Mitch Trujillo, *Boulder (CO) Police*: 2:09.84

Clint Sandusky, *Riverside Community College (CA) Police*: 2:15.16

Rebecca Carlile, *Cypress Creek (TX) EMS*: 3:36.06

Hypoxic: 10:51.07

Jeff Taylor, *Cypress Creek (TX) EMS*: 2:09.86

Bobby Sellers, *Cypress Creek (TX) EMS*: 2:11.71

Eric Barnes, *Cypress Creek (TX) EMS*: 2:26.79

Joe Kiff, *Cypress Creek (TX) EMS*: 4:02.71

Three Cops and a Medic: 11:20.64

Mike Hudspeth, *Guilford County (NC) EMS*: 2:10.51

David Millican, *Denton (TX) Police*: 2:21.27

Clint Webb, *Denton (TX) Police*: 2:58.64

Donnie Carr, *Denton (TX) Police*: 3:50.22

OPEN CATEGORY

Robert Mooney, *Volcanic Bicycles*: 2:07.73

Eric Kackley, *Volcanic Bicycles*: 2:18.08



CHANDLER 2015



IPMBAAA Reunites

In celebration of the 25th Annual IPMBA Conference, founding board member Tom Woods took the initiative to organize a reunion of past board members, with a special emphasis on the founding members.

For those readers who may have missed the Winter 2015 issue of *IPMBA News* and are mystified by the title of this article, “IPMBAAA” is a term coined by former board member Joe Martin in reference to himself and his fellow former board members. “We who once led are now only sheep” is the slogan of this unofficial organization.

While some of the founding members have continued to attend and/or teach at the conferences since the early days, others have not been a part of an IPMBA event for many years.

IPMBA was honored to welcome the following founding members to the conference.

- Allan Howard, PCI #001
- Kirby Beck, PCI #002
- Stu Bracken, PCI #003
- Gary Gallinot, PCI #004
- Gary McLaughlin, PCI #005
- Joe Martin, PCI #006
- Tom Woods, PCI #010

We were also pleased that Shanda Woods, Athena Bracken, and Kathy Martin were able to join us for this special occasion.

In addition to the founding members, the following past board members were also in attendance, either as instructors or as guests.

- Artie Gonzales, PCI #141
- T.J. Richardson, PCI #139
- Mitch Trujillo, PCI #244
- Kathleen Vonk, PCI #042



Photo courtesy Chandler Police

Founding Board Members. Then (top, l-r): Stu Bracken, Gary Gallinot, Kirby Beck, Allan Howard, Gary McLaughlin, Joe Martin, Andy MacLellan, Tom Woods
Now (bottom, l-r): Stu, Joe, Allan, Gary Gallinot, Kirby, Tom

While most of the reunion time was spent in socializing, playing “golf”, gathering around the pool, and sampling the culinary delights of downtown Chandler, the founding members volunteered to assist as spotters and course marshals for the competition. Regrettably, they all declined to participate in their special category. In their role as spotters, however, they helped prevent the “Workers’ Compensation Memorial Bridge” from claiming any victims.

The founding members also participated in the Awards Ceremony, handing out medals to the winners and sharing stories about the uncertainty, excitement, challenges, and triumphs of championing police cycling and police cyclist training, and transforming the grand idea of IPMBA into reality.

CHANDLER 2015



Under the Big Top: The 2015 IPMBA Conference Exhibit Hall

From the outside, it just looked like a gigantic tent. But on the inside, it housed hundreds of bikes and an incredible array of products. The Crowne Plaza San Marcos Golf Resort referred to it as “the Pavilion.” IPMBA called it the “Bike Check” and “Exhibit Hall”.

One of the qualities public safety cyclists look for when seeking suppliers is longevity, and IPMBA is fortunate to have established long-term relationships with many vendors whose primary customer base is public safety.

Many of these vendors have been attending the conference for more than a decade. IPMBA was pleased to welcome back our “double-digit” exhibitors – **Bratwear, MOCEAN, Patrol Bike Systems, United Uniform** (now part of **Amwear Group**), and **Volcanic Bicycles**.

Bratwear, which recently announced a merger with **Olympic Uniform** to form **Sound Uniform Group**, which will maintain both the **Bratwear** and **Olympic** brands, outfitted the Command Staff in distinctive maroon and blue shirts and sponsored a keg at the Wednesday night reception.

MOCEAN kept the IPMBA Conference Instructors cool in light-colored shirts constructed of **X-STATIC®**, the **Silver Fiber™**, designed to wick away moisture and resist odor. **MOCEAN** also sponsored the popular mashed potato “martini” bar and other reception fare.

Volcanic Bicycles supplied lanyards and badgeholders in a new design, and provided on-site mechanical support in the bike check as well as a few loaner bicycles.

In the middle range of seniority, with between three and five years of attendance, could be found **Bern**

Unlimited, CycleSiren, Cygolite Bicycle Lighting Systems, ISM Saddles, Police Bike Store, and The Safariland Group.

Cygolite once again sponsored the *Nightlife District Operations & Tactics* workshop and other night operations, providing 16 demo units for use by attendees. **Bern Unlimited** facilitated a very special and serious message from Denver Officer John Adsit, who is alive today due to the quality of his personal protective equipment, including his **Bern** helmet.

Police Bike Store generously supplied pens for the welcome bags AND a 27.5” wheeled **Fuji Code 2.75 Police Bike** for the raffle. **Jennifer Clemonds** sure went home happy!

Rounding out the raffle prizes were a **Smith & Wesson M&P Shield**, provided at cost by **Pistol Parlour** and won by **Mike Hudspeth**, and a fully-supported mountain bike tour donated by **Sacred Rides**. No word yet on whether winner **Brad Stock** is heading to Moab, Fruita, British Columbia, or Newfoundland’s “The Rock.”

IPMBA is always excited to welcome new exhibitors to the fold, and this year was no exception.

Astra Radio Communications displayed their “Buy American”-compliant, innovative microphone accessories for two-way radios. Their products include **G Series Lapel Microphones, B Series Boom Microphones, S Series Remote Speaker Microphones, T Series Surveillance/Throat Microphones, and Listen Only Earpieces.**

Bar Mitts may have been out of their climate zone, but attendees who ride in colder temperatures appreciate the cold-weather, neoprene mitts that attach to the handlebars and keep hands warm in



Top: Exhibit Hall Reception; Middle: Keoki Hong, Steven Hamasaki of Cygolite; Bottom: MOCEAN “model” Eddy Croissant and Bill Levitt in the MOCEAN booth

Photos courtesy Chandler Police Department

the cold, rain, snow, and wind. Check out the review in the Fall 2014 issue of *IPMBA News* and watch the Edmonton Police video on IPMBA.org’s video page.

The expanding electric bicycle market was well-represented by **Bosch eBike**, the European market leader for eBike systems. Components ePowered by Bosch supply the “tailwind” that helps

(Continued on page 12)

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Top: Bill Levitt displays MOCEAN wear to Clint Webb and David Millican. Bottom: Colby Lalli takes a spin on the e-Cat.

Photos courtesy Chandler Police Department

Also new in the bicycle category was **Code 4 Bikes**, an offshoot of **Pedalwrench**, which specialized in maintaining patrol bikes. Originally designed to meet the needs of the Las Vegas casinos, their bikes, code name “Trigger”, are built to be strong and durable, but also affordable and easy to maintain.

Inviscid Design displayed their **Speedfil Hydration Systems**, hands-free drink systems that fit in any standard bicycle water bottle cage to enable easy hydration-on-the go, on- or off-duty, for all kinds of riding.

W&W Associates specializes in labels, tags, and heat transfers of all kinds – woven, leather, synthetics, rubber, elastic, trim, and more. They work with suppliers and manufacturers of all kinds of products as well as with the end user.

Law Enforcement Exploring was present to promote the 2016 National Law Enforcement Exploring Conference, which will take place July 11-16, 2016, at Northern Arizona University in Flagstaff, Arizona. IPMBA has been supporting the bike patrol portion of the competition for the past two conferences and is looking forward to once again introducing future officers to IPMBA.

Finally, representatives of the **National EMS Memorial Ride**, perhaps more commonly known as the **Muddy Angels**, were on hand to recruit both riders and volunteers for their East Coast (May 16-23), Kentucky (May 16-23), Colorado (June 24-26), and West Coast (September 21-26) rides.

Like IPMBA, these organizations rely heavily on volunteer support, so please consider getting involved.

Support for IPMBA extends beyond the Exhibit Hall.

iFORCE Patrol Bikes, **4Bike-Police.com**, and **NASRO** (National Association of School Resource Officers) had a virtual presence and provided products for the Product Showcase Silent Auction.

R&B Fabrications supplied the welcome bags, which were loaded with **CeraSport** electrolyte supplements, **NuGo** nutrition bars, **Police Bike Store** pens, **ProGold** bike lube, **SafeTec** muscle rub and sunscreen, **DripDrop** from **EMP**, and bright green **Whistles for Life**.

ProGold also provided supplies for the maintenance classes.

The Product Showcase Silent Auction is an important source of funding during the conference, and this year was no exception. Thanks to the following contributors, more than \$3500 was raised in support of IPMBA’s programs: **Abus Mobile Security**, **Bar Mitts**, **Bell Helmets**, **Bellwether**, **Benchmade Knife Co.**, **Bern Unlimited**, **Bicycle Centres Silverlake**, **Blackburn Design**, **Bratwear**, **Crowne Plaza San Marcos Golf Resort**, **Cycle Siren**, **Cygolite**, **Detours**, **Drifire**, **Duro Tire**, **Giordana**, **H&H Medical Corporation**, **Haix**, **Hero Kit**, **iFORCE Patrol Bikes**, **ISM Saddles**, **Jandd**, **Kroesens Uniforms**, **Kryptonite**, **Maxit-Inc.**, **Mill Creek Sports**, **New Mexico Law Enforcement Memorial Ride**, **NICA**, **Olympic Uniform**, **Police Bike Store**, **ProGold**, **Rudy Project USA**, **Sacred Rides**, **Stat Packs**, **Swagman**, **The Gravity Cartel**, and **Tifosi Eyewear**.

(Continued from page 11)

propel more than 50 leading European bike brands.

They were joined by **e-Cat Bike**, an Indianapolis-based company offering high-performance, alternative fuel vehicles for law enforcement professionals. **e-Cat’s** mission is to offer a high performance alternative to traditional gas fueled vehicles, while driving dramatic cost-savings for fiscally overwhelmed police departments. Both of these brands demonstrated the great strides that have been made in electric bike technology since their introduction in the early 2000’s.

CHANDLER 2015



Conference Exhibitors and Supporters

IPMBA thanks the vendors and other supporters of the 25th Annual IPMBA Conference. We appreciate those who were able to join us in the exhibit hall and those who provided sponsorships and in-kind contributions. Please support those who support you by patronizing them for ALL your bike patrol needs!



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Bratwear

Contact: Sally Swanson
Telephone: 253-625-7420
Email: sally@bratwear.com
Website: www.bratwear.com
Product/Service: Uniforms! High-performance uniforms for cops, paramedics, and security officers. Quality. Fit. Function.

Cygolite Bicycle Lighting Systems

Contact: Keoki Hong
Telephone: 949-297-4972
Email: patrol@cygolite.com
Website: www.cygolite.com
Product/Service: High brightness lighting systems for cycling, designed and built in California.

E-Cat Bikes

Contact: Alan Lewis
Telephone: 317-319-2558
Email: alfoam@me.com
Website: www.e-catbike.com
Product/Service: Electric bike made specifically for police and EMS.

MOCEAN

Contact: Bill Levitt
Telephone: 949-646-1701
Email: moceanbl@aol.com
Website: www.mocean.net
Product/Service: Manufacturers of Technical Law Enforcement and Bike Patrol Uniforms

Police Bike Store

Contact: Michael Espejo
Telephone: 973-366-5868
Email: info@policebikestore.com
Website: www.policebikestore.com
Product/Service: Fuji bicycles, C3 Sports Police Bike Lights and bags – and more – a complete Bike Supply company.

The Safariland Group

Contact: Sean Lackey
Telephone: 800-347-1200
Email: sean.lackey@safariland.com
Website: www.safariland.com
Product/Service: Law enforcement bicycles, duty gear, and bicycle accessories.

Volcanic Bicycles

Contact: Eric Kackley
Telephone: 509-427-8623
Email: info@volcanicbikes.com
Website: www.volcanicbikes.com
Product/Service: "The Toughest Patrol Bikes on Earth" – USA-made Patrol Bikes; Accessories, Lights, Eyewear, Tools, and More

EXHIBITORS

Astra Radio Communications

Contact: Larry Goodman
Telephone: 714-637-2828
Email: lgoodman@arcmics.com
Website: www.arcmics.com
Product/Service: Astra Radio Communications (ARC) is a "Buy American" compliant manufacturer of innovative microphone accessories for portable two-way radios.

Bar Mitts

Contact: Ward Graham
Telephone: 775-622-8048
Email: barmitts@charter.net
Website: www.barmitts.com
Product/Service: Handlebar Bicycle Mittens/Pogies: Cold weather neoprene bicycle accessory to keep hands warm in the cold, rain, snow, and wind.

Bern Unlimited

Contact: Jennifer Thorn
Telephone: 781-582-8125
Email: jthorn@bernunlimited.com
Website: www.bernunlimited.com
Product/Service: Helmets and Pads

Bosch eBike Systems

Contact: Rick Hoak
Telephone: 949-679-1526
Email: rick.hoak@us.bosch.com
Website: www.bosch-ebike.com
Product/Service: Bosch eBike-equipped eBike and support materials.

Code 4 Bikes/Pedalwrench LLC

Contact: David Perin
Telephone: 440-772-8474
Email: info@code4bikes.com
Website: www.code4bikes.com
Product/Service: Patrol Bicycles and Parts

Cycle Siren

Contact: Greg Bohning
Telephone: 877-477-4736
Email: sales@cyclesiren.com
Website: www.cyclesiren.com
Product/Service: Full-Featured Bicycle Siren/Lighting Systems for Law Enforcement and EMS

Inviscid Design

Contact: Jeff Smith
Telephone: 858-605-6654
Email: jeff@invisciddesign.com
Website: www.invisciddesign.com
Product/Service: Speedfil Hydration Systems. Hands free drink system that fits in any standard bicycle water bottle cage.

ISM Saddles

Contact: Laura Toll
Telephone: 813-909-1441
Email: laura@ismseat.com
Website: www.ismseat.com
Product/Service: ISM Saddles, nose-less, split design bicycle saddles, provide a comfortable, healthy ride every time.

Law Enforcement Exploring

Contact: William Taylor
Telephone: 972-580-2241
Email: btaylor@lflmail.org
Website: www.learningforlife.org
Product/Service: Law Enforcement Exploring provides educational training programs for young adults on the purposes, mission, and objectives of law enforcement.

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National EMS Memorial Bike Ride

Contact: Trish Jubinville
Telephone: 315-212-1589
Email: pio@muddyangels.org
Website: www.muddyangels.org
Product/Service: EMS Memorial Rides: East Coast, Kentucky, Colorado, Midwest, and West Coast

Patrol Bike Systems

Contact: Mark Eumurian
Telephone: 651-773-8763
Email: mark@patrolbike.com
Website: www.patrolbike.com
Product/Service: Biking accessories, tools, shoes, helmets, etc.

United Uniform (Amwear Group)

Contact: Kami Zinati
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Email: kami@uumfg.com
Website: www.uumfg.com
Product/Service: Law Enforcement, EMS and Security Uniforms and Gear

W&W Associates, Inc.

Contact: Mick Toben
Telephone: 847-719-1760
Email: mickt@wnwinc.com
Website: www.wnwinc.com
Product/Service: Labels, Hangtags, Heat Transfers, and Patches



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VIRTUAL BOOTHS

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National Association of School Resource Officers (NASRO)

Contact: Kerri Williamson
Telephone: 888-316-2776
Email: kerri.williamson@nasro.org
Website: www.nasro.org
Product/Service: NASRO is dedicated to providing the highest quality of training to school-based law enforcement officers in order to promote safer schools and safer kids.



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Website: www.emsworld.com
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Website: www.bellsports.com
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Website: www.bellwetherclothing.com
Product/Service: Bicycle Clothing, Uniforms

Benchmade Knife Co.

Website: www.benchmade.com
Product/Service: Knives and Accessories

Cera Products, Inc.

Website: www.ceraproductsinc.com
Product/Service: CeraSport - Electrolyte Beverage

Detours

Website: www.detours.us
Product/Service: Bike Bags

Dirt Rag/Bicycle Times

Website: www.dirtmag.com
Product/Service: Dirt Rag and Bicycle Times

DriFIRE

Website: www.drifire.com
Product/Service: Fire Retardant Clothing

Duro Tire

Website: www.durotire.com
Product/Service: Tires

EMP: Emergency Medical Products

Website: www.buyemp.com
Product/Service: Emergency Medical Products

H&H Medical Corporation

Website: www.gohandh.com
Product: Combat Proven Casualty Care Products

Haix North America

Website: www.haix.com
Product/Service: Footwear

Hero Kit

Website: www.herokit.com
Product/Service: Equipment Repair Kits

IXS/The Gravity Cartel

Website: www.thegravitycartel.com
Product: IXS Clothing, Accessories; Spank Bikes

Jandd Mountaineering

Website: www.jandd.com
Product/Service: EMS Panniers

Kryptonite

Website: www.kryptonitelock.com
Product/Service: Bicycle Security Devices

Maxit Designs

Website: www.maxit-inc.com, www.headgator.com
Product/Service: Performance Headwear

National Interscholastic Cycling Assn.

Website: www.nationalmtb.org
Product/Service: High school mountain biking programs

NuGo Nutrition

Website: www.nugonutrition.com
Product/Service: Nutrition/Energy Bars

Olympic Uniforms/J. Marcel

Website: www.olyuniforms.com
Product/Service: Uniforms

Police Magazine

Website: www.policemag.com
Product/Service: Police Magazine

ProGold Lubricants/ABC Compounding

Website: www.progoldmfr.com
Product: ProLink Chain Lube, ProGold Lubes, EPX

Rudy Project Eyewear

Website: www.e-rudy.com
Product/Service: Helmets, Sunglasses

Sacred Rides

Website: www.sacredrides.com
Product/Service: Mountain Bike Tours

SAFETEC

Website: www.safetec.com
Product: First Aid, Infection Control Products

Smart Firearms

Website: www.smartfirearms.us
Product/Service: Training Devices

Stat Packs

Website: www.statpacks.com
Product/Service: EMS Backpacks, Vests, Equipment Carriers

Swagman

Website: www.swagman.net
Product/Service: Bicycle Racks

Tifosi Optics

Website: www.tifosioptics.com
Product/Service: Eyewear

Whistles for Life

Website: www.whistlesforlife.com
Product: Safety Whistles

CHANDLER 2015



Instructors and Guest Instructors

The annual IPMBA Conference owes its reputation as the premier training event for public safety cyclists to the fine individuals who volunteer their time, talent, and expertise. IPMBA is grateful to the highly-qualified instructors and presenters who once again provided a safe, effective training environment and ensured the attendees went home with enhanced skills and knowledge.

Certified IPMBA Instructors

Kirby Beck, Coon Rapids Police (Retired), Coon Rapids MN
Rebecca Carlile, Cypress Creek EMS/Waller County SO, Spring TX
Edward Croissant, Tampa Police, Tampa FL
Doug Dillon, Houston Police, Houston TX
James Dymont, Seattle Police, Seattle WA
Dwight Edwards, Cabell County EMS, Huntington WV
James Engler, Arapahoe County SO, Centennial CO
Bruce Fowler, DFW Airport Department of Public Safety, DFW TX
Troy Gielish, Irvine Police, Irvine CA
Brian Gillman, Cypress Creek EMS, Spring TX
Artie Gonzales, Topeka Police (Retired), Topeka KS
Paul Guse, Peel Regional Police, Brampton ON
Tom Harris, East Baton Rouge EMS, Baton Rouge LA
Mike Harris, Mill Creek Police, Mill Creek WA
Robert Hatcher, Delaware Police, Delaware OH
Patrick Hernandez, Albuquerque Police, Albuquerque NM
Bernard Hogancamp, Homewood Police (Retired), Homewood IL
Mike Hudspeth, Guilford County EMS, Greensboro NC
Mohamed Ibrahim, Metropolitan Police, Washington DC

Eugene Johnson, Atlanta Police, Atlanta GA
Mike Johnston, Utah's Hogle Zoo/Univ. of Utah Public Safety, Salt Lake City UT
Matthew Karnowski, Saint Louis Metro Police/The City's Finest, Saint Louis MO
Craig Lepkowski, Lake Forest Police, Lake Forest IL
David Millican, Denton Police, Denton TX
Wren Nealy, Cypress Creek EMS/Waller County SO, Spring TX
Ranceford Okada, Westminster Police (Retired), Westminster CO
Sean Regan, Lynchburg Fire Department, Lynchburg VA
Bobby Sellers, Cypress Creek EMS/Montgomery County Pct. 3 Constable's Office, Spring TX
Jeff Taylor, Cypress Creek EMS/Waller County Precinct 1 Constable, Spring TX
Mitch Trujillo, Boulder Police, Boulder CO
Michael Wear, Metropolitan Police, Washington DC
Clinton Webb, Denton Police, Denton TX
Matthew Worm, Omaha Police, Omaha NE

Guest Instructors

Eric Barnes, Cypress Creek EMS, Spring TX
Tim Schurr, Talent OR



Photo courtesy Chandler Police

Congratulations New Instructors!

Skyler Baldock, Sacramento Police, Sacramento CA; **Christopher Birtch**, Port Moody Police, Port Moody BC; **David Boe**, Los Alamos Police, Los Alamos NM; **Donnie Carr**, Denton Police, Denton TX; **John Cassell**, Aurora Police, Aurora CO; **Jose Luis Diaz**, CUNY Department of Public Safety, Bronx NY; **Jeff Ekubor**, GO Transit/Metrolinx Security, Toronto ON; **Nicholas Frangoulis**, CUNY Department of Public Safety, New York NY; **Dale Frazier**, Oklahoma City Police, Oklahoma City OK; **Brandon Greenhill**, Bremerton Police, Bremerton WA; **Jamey**

Haltom, Topeka Police, Topeka KS; **George Humes**, College Station Police, College Station TX; **Angel Irizariz**, CUNY Dept. of Public Safety Headquarters, New York NY; **Andrew Johnson**, Boise Police, Boise ID; **Michelle Jones-Conner**, Eugene Police, Eugene OR; **Brian Kraus**, Seattle Police, Seattle WA; **Hector Luevano**, University of Texas at Austin Police, Austin TX; **Ian MacAyeal**, Aspen Police, Aspen CO; **Gregg Magnus**, Eugene Police, Eugene OR; **Seth Maile**, National Park Service - Santa Monica Mountains NRA, Thousand Oaks CA; **Jeremy Martinez**, Rio Rancho Fire Department, Rio Rancho NM; **Chris McCord**, Santa Fe Police, Santa Fe NM; **Paul Medeiros**, Bristol Police, Bristol RI; **Jason Rask**, University of Texas at Austin Police, Austin TX; **Jason Rentkowitz**, New Haven Police, New Haven CT; **Christopher M. Ross**, Los Alamos Police, Los Alamos NM; **Mike Salber**, Sanford Fire Department, Sanford FL; **Scott Sanders**, Montgomery County Hospital District EMS, Conroe TX; **Gerald Schmidt**, Milwaukee Police, Milwaukee WI; **Patrick Shaker**, Aurora Police, Aurora CO; **Gregory Silvia**, Bristol Police, Bristol RI; **Stephen Smith**, Oklahoma City Police, Oklahoma City OK; **Roberto Soberano**, Elgin Police, Elgin IL; **Pedro Soto**, CUNY Department of Public Safety, Bronx NY; **Tim Stngle**, Georgetown Police, Georgetown TX; **Greg Thompson**, NSA Police, Fort Meade MD; **Dave Zierk**, Elgin Police, Elgin IL.



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BioLogic FixKit Multi-Tool

INDUSTRY

by Jeff Britton, PCI #1205
Central Point (OR) Police Department



I have been using the BioLogic FixKit multi-tool for several months. When I opened up the package, I was extremely impressed with the high-quality aluminum and chrome material used in its construction. I was also impressed that 21 tools are included in such a compact multi-tool. The

FixKit is flat, compact and only weighs 5.6 ounces, so it doesn't take up much room in or add much weight to your duty bag or backpack.

The package comes with a list of the tools that comprise the FixKit. There is also a diagram on which the tools are labeled accordingly. This was useful when I first opened it up, since there are so many tools available. The diagram also shows how to pull out and attach the crescent wrench, chain tool, and 15mm wrench.

Tools include:

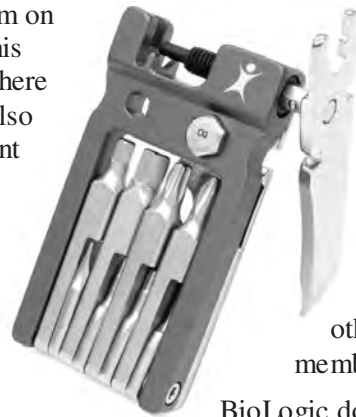
- ▶ 15mm wrench for gear hubs, pedals, and axle nuts
- ▶ Tire lever
- ▶ Chain tool
- ▶ 10mm and 15mm crescent wrenches
- ▶ 3.2, 3.45, and 4.0mm spoke wrenches
- ▶ 2.5mm to 8mm hex keys
- ▶ Phillips and flathead screwdrivers
- ▶ T-25 Torx screwdriver for brake discs
- ▶ A bottle opener for the off-duty beverage of your choice

All of this comes encased in a well-built, neoprene pouch that protects the tool as well as anything it might be next to when stored.

If you have spent much time on bike patrol, you know the bike usually breaks down at the furthest location from

the station and if you're like me, calling patrol for help is the last thing you want to do. Having a good tool available in your bag can save the day, and the FixKit has everything you would need to get you back on patrol again if something does break or needs adjustment.

I haven't had to use the FixKit on patrol, but I when I took it on a mountain bike ride with a large group, both the chain tool and tire lever were needed and worked well. We were able to get the bikes rolling again and finish the ride.



I highly recommend the FixKit as your patrol multi-tool. There are many styles and brands out there, but this is the best and most complete multi-tool I have used.

The FixKit Multi-Tool can be purchased for \$34.95 at www.thinkbiologic.com.

A variety of other innovative products are also available. Expect reviews from other Industry Relations Committee members in future issues.

BioLogic does not yet participate in the IPMBA Product Purchase Program.

Jeff Britton is a School Resource Officer with the Central Point Police Department in Central Point, Oregon. He has been with CPPD for 25 years and on bike patrol as bike team supervisor since 2004. Jeff is an IPMBA Instructor and active in community bicycle safety programs. He graduated from United Bicycle Institute basic bike repair school in nearby Ashland, Oregon. Jeff is always on his mountain bike and his favorite places to ride are Lake Tahoe, Whistler BC, and Oakridge OR. He can be reached at jeff.britton@centralpointoregon.gov.

Photos courtesy Jeff Britton



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Cool Stuff from Code 3 Sports

by James Englert, PCI #1081
Arapahoe County (CO) Sheriff's Office
IPMBA Industry Liaison

I recently bought two products from Code 3 Sports: the C3Sports Compact Police Bike Siren and Mini Pursuit Police Bike Light.

C3Sports Compact Police Bike Siren

The siren was easy to attach to my bike with the heavy-duty rubber band. The mounting only takes a couple of seconds. The siren part is made of aluminum and fits in the palm of your hand, measuring just 2.5" x 1.25".



The siren has a decibel level of 115+. It is hard to describe how high the decibel level of 115+ is, but a motor vehicle driver or another cyclist would definitely hear it. You need to follow the suggestions on the website about not using it in a

confined space. When I first tried it out, I was in my living room. I won't do that again.

It has a USB rechargeable battery with a magnetic battery connector to the side of the siren, pretty cool. The siren comes with 1 x USB charger cable that can be connected to a USB port. A wall charger/adaptor is available as an optional accessory.

The siren comes with a remote switch that is easily mounted with a heavy duty rubber band. The switch can be mounted near your thumb to make activation easy. The siren has two modes. When you just touch the switch, a two-second sound comes from the siren. Holding down the switch turns the siren on and off.

If you are looking for an easy to mount and easy to use siren, I would strongly suggest this siren. The retail price is \$59.99.

C3Sports Mini Pursuit Police Bike Light

If you are looking for a small police light, the Mini Pursuit Police Bike Light, measuring just 2" x 1.25", is a good option. It can be mounted easily with the o-ring mount system and is easy to use. Just a touch of the button on the top of the light turns it on to a rapid wig-wag mode.

The light comes with a handlebar mount and a seat post mount with an adjustable base. The light I bought has a red and blue LED, but it is also available with two red LED's or two blue LED's.

Just by looking at the light, you can't tell it's a police light. It is not until you turn the light on that you see the colors. The C3Sports website describes the light as featuring Cree LEDs with special lenses to make the light flash more intense and make the light more visible in daylight.

The light has an internal USB rechargeable battery with a built in battery indicator. The charging port is on the back of the light. The box says it has a runtime of nine hours! I'm assuming that is true; I've only used it for shorter times and there has been no indication the light is losing power.

The biggest drawback I found is that even though I put the light as close as I could to the bottom of the saddle, the trunk bag blocked the light. If you have a strap on the back on the trunk bag, you might be able to mount the light there but that would only be a temporarily option; I wouldn't ride with it there for too long.

For a small light that is easy to mount with tons of functions this is a very good options. The retail cost is \$39.99.

Check out the website site at www.c3sports.com for more information on the siren and light. C3Sports products are available from PoliceBikeStore.com, which offers 5-10% off web pricing to IPMBA members through the IPMBA Product Purchase Program.

James has been a Deputy with the Arapahoe County Sheriff's Office in Centennial, Colorado, for 16 years and is a School Resource Officer. He serves on the IPMBA board as the Industry Liaison and can be reached at industry@ipmba.org.



BIKE PATROL SIREN

CycleSiren Features:

- ✓ Sound modes are Wail, Yelp and Horn (Whistle sound available).
- ✓ Daylight viewing LED strobe lighting. Color options, Red/Blue, Red/White and All Blue.
- ✓ Powered by a 9.6-volt Ni-MH RC battery that fits into the Police rack or side gear pack.
- ✓ For Police & EMS Bike Patrol.

Accessories:

- LED Taillights: Blue/Amber, Red or Blue.
- Ultra-Bright White LED Patrol Light.



Please visit our Web site
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Or telephone us at
714-628-8935.



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Tifosi Dolomite 2.0 Tactical Sunglasses

by Jared Williams, PCI #1214
Tacoma (WA) Police Department
Industry Relations Committee

Since the start of my law enforcement career over 10 years ago, I have been a firm believer in Oakley's line of sunglasses, having owned the *Half Jacket*, *Flak Jacket*, and *M* frames. When I was sent the Tifosi Dolomites, it seemed like a good time to branch out and see what other quality lines of eyewear were out there, especially since my existing sunglasses had seen better days.

About the Dolomite 2.0

According to the Tifosi website, the Dolomite 2.0 tactical sunglasses are constructed of Grilamid TR-90, a homopolyamide nylon characterized by an extremely high alternative bending strength, low density, and high resistance to chemical and UV damage. They have hydrophilic rubber ear and nose pieces for a no-slip fit, and adjustable temples and nose pieces for custom fit. Both frame and lenses meet or exceed ANSI Z87.1 impact standards. The lenses meet or exceed ANSI Z87.1 standards for optical clarity and eye coverage. Clear lenses are ideal for indoor or low light conditions, high-contrast red for cloudy conditions and to boost contrast, and smoke for bright sunlight. The glasses measure 141mm wide and weigh 29 grams.

Performance

The Dolomites are light, weighing in at just over an ounce. I was hopeful they would be hardly noticeable when I wore them, but that wasn't initially the case. The nose piece sits higher on my nose than I was used to and I found it a bit uncomfortable. After wearing the Dolomites for a few days, I did get accustomed to them, though I always seemed to notice they were there. I had to occasionally adjust the nose pads to maintain a comfortable fit. The ear pieces were comfortable and never seemed to bother me. Overall, the Dolomites were comfortable to wear for long periods of time.

The optics of all three lens sets are on par with new Oakley lenses. I found the optics to be clear and crisp, with no noticeable haziness or change of vision throughout the lens curve. The biggest thing I noticed about these glasses was the full frame. I typically wear open-bottom lenses, so that took a little getting used to. The bottom of the lens frame sat close enough to my cheek that it didn't impede my field of vision.

The smoke lenses provided adequate tinting even in the brightest environments. The clear lenses were optimal for low-light environments and overcast days when the sun never broke through the clouds. I've never been a fan of wearing lenses that change the color of my environment, such as the red lenses



included in this kit. The high-contrast red lenses provided some tinting in sunny conditions, enough to take the edge off, but I likely wouldn't wear them regularly. Furthermore, the red lenses detract from the natural landscape and beauty of the Pacific Northwest. Even on overcast days, for which the red lenses are designed, I still preferred the clear or smoke lenses as they did not significantly alter the color palette I was viewing. If you don't mind the color alteration, the red lenses perform adequately on overcast days.

Swapping out the lenses seemed a bit tricky at first. Of course, once I actually read the directions, it wasn't terribly difficult. Even after multiple lens swaps, the lenses all stay very securely in the frame. I have not noticed any damage or wear to the lenses or frames even after numerous swaps. I actually can't say that about my Oakley's, which often wear out the lens and/or the frames with frequent lens swaps.

The Dolomites seem very durable. The frame material and construction are sound, and as I said, the lenses swap out

fairly easily with no noticeable wear. Overall, I would say they are a bit more durable than any of the Oakley's I have owned.

The Dolomites provide good coverage over the eyes, which is adequate for general use and slow speed riding. However, at higher speeds, I noted they didn't block the wind as much as I would have liked. This is likely due to the gap between my eyebrows and the top of the sunglasses, and the fact that the frames sit a touch further off of my face than I prefer.

Tifosi makes numerous lens shades to fit the Dolomite 2.0, including polarized versions. However, none except the three in this kit have earned the ANSI Z87.1 rating. Tifosi also has "Fototec" technology available with some of their lenses.

Fototec is a photo-chromatic technology that changes the level of tint in the lens based on the amount of light. I am attempting to secure a set of these lenses for further testing, and may offer a review at a later time.

Overall, the Tifosi Dolomite 2.0 Tactical is a decent set of sunglasses at a reasonable price. Retail is \$69.95 for the set, with replacement lenses available starting at around \$15. Tifosi also offers a wide line-up of styles and color choices if you are looking for something other than "tactical black."

Tifosi participates in the IPMBA Product Purchase Program, offering 40% off MSRP.

Email Maureen@tifosioptics.com for a discount code and ordering instructions to be used on www.sibasports.com.

Visit www.tifosioptics.com to browse their selection of products.

Jared is currently a Police Patrol Officer for the Tacoma Police Department. He loves to tinker, and can often be found obsessing of the mechanical state of his bicycles. Jared is the owner and operator of Piggies On Wheels, LLC, which exists for the purpose of public safety bicycle education. To learn more, go to <https://www.facebook.com/PiggiesOnWheels>. Jared can be reached at jared.williams@ci.tacoma.wa.us.

Bell Super 2R: Tackle Challenges

by Pat Hernandez, PCI #834T/EMSCI #161T
Albuquerque (NM) Police Department (Retired)

The Bell Super2R helmet was designed for and marketed to enduro racers and big-mountain riders, but other user groups might enjoy and benefit from it, including beginners, anyone looking for a little extra protection, or perhaps even Bicycle Rapid Response teams. The Super 2R not only provides the required helmet protection but can also easily convert to a full-face helmet, providing immediate added protection when the situation dictates, without having to remove the helmet.

At its core, the new Super 2R uses Bell's highly popular Super 2 helmet, but adds a chin guard that clamps securely in place with three metal clasps. The three clasps work similarly to ski boot bindings; the



buckles are not only inspired by ski bindings, they are actually made in a factory that makes ski bindings. One binding on the rear along with two on the sides that use sliding hook-style clasps that affix tightly into the helmet give it a secure feel. The chin guard pushes into the 2R's vents on the side of the helmet,

making for a solid connection. The chin bar is easy to install and remove. In fact, I've found it is easier to operate with the helmet on, although the side bindings can be tough to feel for when wearing full-finger gloves.

After three months of riding with the Super 2R, one of the highlights I noticed was the over-brow ventilation. The helmet was designed to allow air under the brow, which works exceptionally well and seems to dry up the excess sweat that would usually be dripping in my eyes. The rear retention system is easy to operate and helps keep the helmet securely in place, without any bobbling or shifting around, even on rough trails. The helmet is also ICEdot-compatible.

ICEdot (www.icedot.org) is an emergency notification system that can activate a user's health information using a code PIN sticker located on the helmet. As long as you register the PIN, complete your profile, and wear your helmet, EMS personnel can access your health data in case of an emergency. Other features include adjustable-thickness cheek pads and a breakaway camera mount.

The helmet can be used effectively in public safety cyclist applications ranging from normal police patrol to bicycle response teams and EMS. I have spoken with several public safety officers who are interested in using the Bell Super 2R for its unique features that provides an extra layer of safety. I am also aware of at least one agency that is currently issuing the helmet to their cyclists.

The cost of the Super 2R is \$200 (or \$229 for the MIPS-equipped version), but as Officer John Adsit reminded us in his video message during the IPMBA Conference Keynote Address, one can't put a price tag on officer safety.

Learn about Bell's real-world testing dynamics on You Tube: Bell Super 2R Helmet Impact Testing (<https://youtu.be/XWH13HUz4mg>).

Visit www.bellhelmets.com for more information, to purchase, or to locate a dealer. Bell does not currently participate in the IPMBA Product Purchase Program.

Pat retired in 2014 with 20 years law enforcement experience. He completed the IPMBA Police Cyclist Course in 2003 and was certified as an IPMBA Instructor in 2005. He chaired the 2009 IPMBA Conference in Albuquerque and won first place in the 2007 and 2008 IPMBA Competitions. He attained IT status in 2013. He obtained the IMBA Level 2 Certification in November 2011. He developed the New Mexico Memorial Ride, honoring the state's fallen officers - a metric century from Albuquerque to Santa Fe - that benefits the APD Chaplains' Unit. He can be reached at path3394@gmail.com.



Bike Cops: A Dick Kramer Print

IPMBA is thrilled to announce that Dick Kramer, well-known for his SWAT, Military, and Tactical art, has completed one of his original works of art celebrating Bike Cops. The idea was hatched years ago and has finally come to fruition.

We are grateful to IPMBA member and photographer Scott Parr and IPMBA members and "models" Jason Sieczkowski, Blake Fairclough, and Tara Ford for volunteering their time, talents, and images to make this possible.

Call 571-291-2583, email kramerstudios@earthlink.net, or visit http://www.dickkramer.com/Bike-Cops_p_240.html to order.

Make sure your print is extra-special by asking Dick to sign and personalize it, and tell him IPMBA sent you!





Support our Corporate Members!

IPMBA is thrilled to welcome **e-Cat Bikes** as an IPMBA Corporate Member. E-Cat made its IPMBA debut at the 2015 Conference in Chandler and, after several years of intense R&D, is looking forward to a widespread launch of the **e-Cat** public safety e-bike.

IPMBA is also excited to announce that **Cygolite Bicycle Lighting Systems**, **iFORCE Patrol Bicycles**, and **Bratwear** have renewed their Corporate Memberships. **Cygolite** produces high-intensity lighting systems, designed and built in the USA. **iFORCE** patrol bikes, which feature integrated racks and lighting, are also designed and built in the USA. In keeping with the "Made in the USA" theme, **Bratwear** has announced a merger with Seattle-based **Olympic Uniforms** to create the **Sound Uniform Group**, which will manufacture both the Bratwear and Olympic brands in the Seattle-Tacoma area.



Bicycle Patrol Outfitters
Product: Bike Patrol Products
Phone: 951-318-7341
Website: www.police-bikes.com



Jones & Bartlett Learning
Product: Educational Materials,
Complete Guide to Public Safety Cycling
Phone: 800-832-0034
Website: www.jblearning.com



Bratwear
Product: High-performance uniforms for cops, paramedics, and security officers
Phone: 253-625-7420
Website: www.bratwear.com



Mocean
Product: Technical Bike Patrol Uniforms
Phone: 949-646-1701/877-662-3680
Website: www.mocean.net



Cygolite Bicycle Lighting Systems
Product: High-intensity lighting systems, designed and built in the USA
Phone: 949-297-4972
Website: www.cygolite.com



Police Bike Store
Product: Complete line of police bikes & accessories
Phone: 973-366-5868
Website: www.policebikestore.com



eCat Bikes
Product: High-performance, electric, pedal-assist bikes
Phone: 317-319-2558
Website: www.e-catbike.com



R & B Fabrications
Product: Panniers & Safety Vests
Phone: 800-553-1911
Website: www.rbfab.com



EMS World
Product: Leading EMS Magazine, Website, and Expo
Phone: 800-547-7377
Website: www.emsworld.com



The Safariland Group
Product: Patrol Bikes and Accessories, Body Armor, Duty Gear, Firearms Accessories
Phone: 909-923-7300
Website: www.safariland.com



iFORCE Patrol Bicycles
Product: iForce Patrol Bicycles and Accessories
Phone: 412-215-2983
Website: www.iforcebikes.com



Volcanic Bicycles
Product: Patrol Bicycles, Hand-Built in the USA
Phone: 509-427-8623
Website: www.volcanicbikes.com

New Corporate Member Profile: e-Cat Bikes



e-Cat specializes in high performance, electric, pedal assist bicycles uniquely designed for law enforcement and emergency responder communities. This innovative technology is inspired from months of pilots and correspondence with leading police departments from across the country, and validated from decades of automotive and electric power supply experience. The resulting product is a purpose-built, fully integrated new class of two wheel vehicle, unlike any other electric bikes on the market.

Our bikes combine unparalleled speed and agility, with financial and environmental advantages of alternative fuels. Quiet, cost efficient, and amazingly effective, our fleet is able to bridge the gap between squad car and foot patrol better than anything else available today. With quicker response times and more efficient neighborhood policing, e-Cat bikes will also achieve the dual goals of cost savings and environmental stewardship for fiscally overwhelmed police departments.

For those of you who don't know me, my name is James Englert. I am a Deputy with the Arapahoe County Sheriff's Office in Centennial, Colorado. I've been a Deputy for 16 years and a School Resource Officer for 10 years. I've been on the IPMBA board since 2012. For the last couple years, I have been the Industry Liaison.

When I took over this position in 2013, I knew I couldn't do it alone. I am responsible for a lot of tasks. About two years ago, I put out an announcement in the *IPMBA News* asking for Industry Relations Committee (IRC) members. I got a lot of responses from a variety of police/EMS/security cyclists. These people were and are very helpful.

It has been two years since I put out the announcement, and I am frequently asked by members about how to get involved with the industry side of things, and this is your chance.

If you are already an IRC member and would like to continue as a member, send me an e-mail letting me know you are still interested.

If you would like to be an IRC member, please submit a letter of interest and a resume detailing your job experience, both on- and off-bike. Include information about your agency, your bike unit, and any other information you consider pertinent. Most importantly,

include the reasons why you are interested in one of the positions, as well as why you think you should be chosen for the committee.

Sounds fun and easy, yeah right! IRC members **MUST** have the time and motivation to be able to work on projects, both alone and in teams. The IRC is responsible for the Product Purchase Program, maintaining relationships, recruiting new participants, and keeping the list up-to-date. Committee members are also responsible for reviewing products and writing articles describing their experiences with the products for the *IPMBA News* and the IPMBA website.

The mission of the Industry Relations Committee is three-fold. We strive to develop positive working relationships with industry professionals, advance the development of products and technologies for public safety cyclists, and educate the public safety community about products that will have positive impact on their daily duties.

The deadline for resumes is August 15, 2015. Committee member will be selected and notified by September 1, 2015. Members will serve at least a one-year term.

If you have any questions, contact me via cell phone 303-913-4545, or by e-mail to industry@ipmba.org. I look forward to working with you. Ride Safely!

About the IRC

Mission: The mission of the Industry Relations Committee is to develop positive working relationships with industry professionals, advance the development of products and technologies for public safety cyclists, and educate the public safety community about products that will have a positive impact on their daily duties.

Goals & Objectives: The primary goal of the Industry Relations Committee is to expand the relationship between members of the industry and public safety cyclists by improving communication and interaction through leadership, education, and training. This goal can be obtained by concentrating on three specific objectives:

- 🚲 **Develop Industry Relations:** Develop and maintain strong, working partnerships with members of the cycling and public safety industries.
- 🚲 **Advance Products and Technologies for Public Safety Cyclists:** Work with members of the cycling and public safety industries to improve current products and to create new ones that will meet the needs of the public safety cyclist.
- 🚲 **Educate the Public Safety Cycling Community:** Provide IPMBA members with information about both new and established products and technologies that will positively impact their ability to perform their duties.

Product Purchase Program Updates

Find the full IPMBA Product Purchase Program listings under the "Membership" tab at www.ipmba.org.

Bern Unlimited

Product: Helmets

Discount/Cost to Members: 40% off MSRP

Contact Name: Jen Thorn

Phone: 781-582-8125

Email: jthorn@bernunlimited.com

Website: www.bernunlimited.com

Notes: Order online at www.bernunlimited.com using promo code IPMBA40 at checkout.

Dual Eyewear

Product: Eyewear

Discount/Cost to Members: 40% off Retail (not applicable to already discounted items)

Contact Name: Kyle Gulla

Phone: 720-235-1112

Email: customer@dualeyewear.com

Website: www.dualeyewear.com

Notes: Online: Enter your membership number in the fax field on the checkout page and enter IPMBA-2015 in the discount code field in the shopping cart. Your membership status will be verified prior to order fulfillment.

ISM Saddles/Tampa Bay Recreation

Product: ISM Bicycle Saddles

Discount/Cost to Members: 50% off Retail + shipping

Contact Name: Laura Toll

Phone: 813-909-1441

Email: orders@ismseat.com

Website: www.ismseat.com

Notes: Call, fax, or email and identify yourself as an IPMBA member.

26th Annual IPMBA Conference Call for Instructors and Workshop Proposals

The 26th Annual IPMBA Conference will be held Saturday, April 23-Saturday, April 30, in Asheville, North Carolina. Pre-conference courses will be scheduled April 23-27, and the conference workshops will take place April 28-30.

If you are an active, IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you must submit a **Call for Instructors and Workshops** form, which is available online and from the IPMBA office .

You will be asked to outline your bicycling, work, and teaching experience, *including non-bicycling-related expertise and/or instructor certifications.*

It's easy – just follow these steps

Instructors will be selected for the pre-conference training courses as well as the core conference workshops.

Step One: *Contact IPMBA HQ at Maureen@ipmba.org or 410-744-2400* to request a “Call for Instructors and Workshop Proposals” form, or download one from the conference page at www.ipmba.org.

Step Two: *Select a Topic.* Stop hoarding your in-service training ideas.

Step Three: *Write your Proposal.* Follow the guidelines carefully.

Step Four: *Submit your proposal to IPMBA HQ by **July 20, 2015.***

Step Five: You will be notified of the Education Committee’s decision in early fall.

Note: *Even if your workshop has been offered at past conferences, you must still submit the form. Past inclusion does not guarantee future acceptance. If you wish to teach at the conference or pre-conference you **must** submit a form, even if you have done so in the past. No exceptions!*

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Customer comment



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» Visit www.policebikestore.com/maxpatrol for more information and video demonstrations

Dust Off & Polish: Teach a Refresher

by Mitch Trujillo, PCI #244T/EMSCI #248T
Boulder (CO) Police Department

If you've been instructing bike classes, it is possible you've been approached to provide in-service or refresher training for bike skills, either in-house or for other agencies. Maybe you've already performed

Communication, Rules of Group Riding, and Transitioning Rules.

Have your students dismount and stand in a single-file line away from their bikes. Tell them to imagine they're riding in the right one-third of their traffic lane, but that they will complete the transitions on foot,

moving from single- to double-file and back as if they were actually riding.

Cover the same material in the skill station on foot, and then have the students mount their bikes, as per *Skill Station 16*, and practice in the parking lot before entering traffic. This

simplifies the learning process and minimizes the penalties for mistakes.

Lane Change Merge Drill

The second drill involves group lane change merges. The drill is based on a technique borrowed from Commute Orlando (<http://commuteorlando.com/wordpress/animations/group-riding/>). Check out the video and animations as a reference (special recognition to Keri Caffrey, founder of CyclingSavvy and American Bicycle Education Association, for the excellent animations).

This lane change technique has been adopted as a standard vehicular cycling method for executing group lane changes and merging into lanes during the IPMBA Instructor Course.

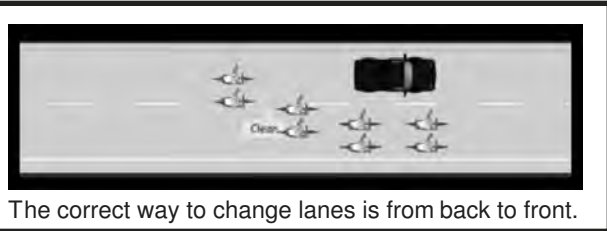
As with the *Transitioning Drill*, the movements should be practiced on foot and on bike in the parking lot prior to entering traffic.

Simulate two parallel traffic lanes using traffic crayon or chalk in your parking lot. When in double-file as above in the *Transitioning Drill*, the lead "rider" (who is on foot) starts the lane change by calling out the change and pointing to the destination lane. The lead rider waits for the rear rider to rear scan (clear the move) and initiate the lane change before the lead rider moves. Initiating the group's move this way allows the rear rider to ensure no cars are trapped or cut off by the group.

These drills are preventive in nature. The techniques found in the drills should be used in all classes, even ones with just a few students. By taking the time to implement the drills into your course, you benefit from their economy of words and simplicity of directions, and being able to set clear expectations for the group before moving into traffic.

Hope this is helpful. Ride safe, and as a certain IT once declared, "When you're through learning, you're through!"

Mitch is an IPMBA Instructor Trainer, former Education Director and IPMBA Board Member, IMBA National Mountain Bike Patroller, and is the director of MTB Responder, LLC. He can be reached at 1x1mitch@gmail.com.



The correct way to change lanes is from back to front.

this type of training for students to maintain or improve their skills. Or possibly, you've purposely planned in-service or refresher training in order to help generate positive recognition and enhance the perceived value of your bike unit.

Whoever or whatever is driving the need, everyone can benefit from the methods and materials available through IPMBA's programs.

In this segment, I'd like to cover two useful drills: the *Transitioning Drill* and the *Lane Change Merge Drill*. These may be implemented as in-service or refresher training, and can also be incorporated into the basic courses.

We can all appreciate how vital it is to get everyone in a class to ride safely from one area to another. These are two simple drills that I have found useful over the years. Both drills can be performed in conjunction with the required skill stations, and will help promote safe group behaviors during vehicular cycling rides.

Should you decide to use them, both drills should be conducted prior to taking the class out into traffic.

Transitioning Drill

I learned this drill a long time ago, and still use it in my classes with great results. The purpose of this drill is to simplify the teaching of group transitions, from single- to double-file and back. It supplements *ITK Skill Station 16: Transitioning*. Aside from a classroom visual, this seems to be the most accepted method used for enhancing the instructional process, and involves the students more.

Use the same type of parking lot training facility as described in *Skill Station 16*. Cover the "Teaching Points" for *Skill Station 16* with the students, including

Become an IPMBA Instructor



Join the ranks of more than 1,400 of your fellow public safety bicyclists by becoming an IPMBA Instructor.

Call 410-744-2400 or email info@ipmba.org for an instructor application packet. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, be approved, then register for and attend one of the Instructor Courses.

Upcoming courses:

Houston TX (November 16-20, 2015)

Asheville NC (April 23-27, 2016)

"I applaud IPMBA for upholding a strong standard for participating in the IC."
"This is the best instructor course I have ever been involved in."

"Challenging and rewarding...a hard-earned certificate!"

2015 FLETC Long Ride

by **Jim Pierce, PCI #885**
Miami Dade (FL) School Police (Retired)

Many people are familiar with the various memorial bike rides held each year during Police Week to pay tribute to fallen officers and raise funds for various related causes.

One that may be less familiar is known as the FLETC Long Ride. A division of the Law Enforcement United (LEU) ride, the FLETC Long Ride originates at the Federal Law Enforcement Training Center (FLETC) in Brunswick, Georgia, and ends approximately 800 miles later in Washington DC.

Begun in 2005, the FLETC Long Ride attracts a small group of dedicated riders who are willing and able to brave daily distances ranging from 90 to 125 miles per day over the course of eight days. The cycling and weather conditions they face are varied and challenging at times, but these cyclists are sustained by the interactions they have with the family, friends, and department members of those whom they honor.

On May 1, 2015, 30 intrepid cyclists rode through the front gate of FLETC en route to Chesapeake, Virginia, where they were scheduled to meet the Virginia Division of Law Enforcement United. Thirty more riders joined the ride in Raleigh, North Carolina. On the tenth day, nearly 400 riders departed Chesapeake for the final stretch. Three days and some 250 miles later, the group rode into the Nation's Capital to participate in the Police Week activities. There, they converged with LEU riders from the Pennsylvania Division, which begins in Reading, Pennsylvania.

2015 Police Bike Race Against Child Abuse

by **James Intia**
Keller (TX) Police Department

On Saturday, April 11, 2015, twenty-four officers from seven different law enforcement agencies assembled at the Shannon Brewing Company in Keller, Texas, to participate in the *2015 Police Bike Race Against Child Abuse*. The host agency, Keller Police Department, invited members of other departments to engage in a friendly competition to see which agency was the fastest but, more importantly, to raise awareness and hopefully some monetary assistance for the Alliance for Children.

Alliance for Children (AFC) is a non-profit organization whose mission is to protect Tarrant County children from child abuse through teamed investigations, healing services, and community education. The AFC helps child abuse victims start the healing process after suffering trauma and works hand-in-hand with law enforcement agencies and the District Attorney's office to help build solid cases against child abusers.

The competing officers rode in full uniform through the streets of Keller on a challenging, 3.35-mile course. The course was approximately two-thirds hills, and in the final quarter-mile, riders had to negotiate a grassy, muddy, and rock-filled stretch before the finish line. Some officers had to walk their bicycles up this section and remount their bikes to finish.

Teams from the North Richland Hills Police Department took both gold and silver, and the team from Denton Police Department scored the bronze. All three individual times were captured by members of the team from North Richland Hills. The gold went to Officer John Harding, the silver to Hardin, and the bronze to Jon Richardson. To say North Richland Hills dominated would be an understatement. Regardless of their placement, all the officers seemed to enjoy themselves.

The real winner was the Alliance for Children, which was presented with a check for \$2,200. This, combined with the 2009 and 2010 races, brings to the total raised by the *Police Bike Race Against Child Abuse* to more than \$10,000. The participants in this year's race have vowed to spread the word and will be ready to take on new challengers at the 2016 Police Bike Race, April 9, 2016. Are YOU ready for their challenge?

For more information about the *2016 Police Race Against Child Abuse*, contact Officer James Intia at jintia@cityofkeller.com or 817-743-4533.



Photos courtesy FLETC



Photo courtesy James Intia

“Hangs Up” his “T”

Long time IPMBA Instructor/Instructor Trainer Kirby Beck, retired from Coon Rapids (MN) Police Department, announced his retirement from teaching IPMBA Instructor Courses at the 2015 IPMBA Conference.

Kirby served on the IPMBA Board of Directors from 1993 to 2001 and as President from 1998-2001. He was a founding member and a primary author of the original Police Cyclist Course and the *Complete Guide to Police Cycling*, as well as a key contributor to the *Complete Guide to Public Safety Cycling*, the current Instructor Course, and just about every other IPMBA program. He has authored many articles throughout the years, both for IPMBA News and for various national law enforcement publications. Many of his articles appear on the Resources pages at www.ipmba.org.

During his tenure as an Instructor-Trainer, Kirby was an instructor for 38 PCIDs and ICs attended by nearly 1000 students – well over half the IPMBA Instructors certified to date. His first was at the 1995 IPMBA Conference in Milwaukee, Wisconsin, and his last was at the 2015 IPMBA Conference in Chandler, Arizona.

Kirby’s mentorship extends to students who attended the following courses. Although he is putting his “T” to rest, Kirby intends to continue teaching IPMBA Police, EMS, and Security Courses for the foreseeable future.

IPMBA is indebted to Kirby for his long-term contributions to the professionalism of IPMBA’s training courses and hopes he will continue to share his knowledge and experience for years to come.

In 20 years, Kirby has taught Instructor Courses in the following cities.

- | | | |
|----------------------|------------------------|------------------------------------|
| 1995: Milwaukee WI | 2004: San Antonio TX; | 2009: Albuquerque NM |
| 1996: Rochester NY | Indianapolis IN | 2010: Chesterfield-Saint Louis MO; |
| 1997: Nashville TN | 2005: Scottsdale AZ; | Tacoma WA |
| 1998: Tacoma WA | Washington DC; | |
| 1999: Chicago IL; | El Paso TX | 2011: Richmond VA; |
| Orlando FL | | Boulder CO |
| 2000: Tucson AZ; | 2006: Dayton OH; | |
| Evanston IL; New | Southampton UK; | 2012: Saint Paul MN |
| Orleans LA | Tacoma WA | 2013: Baton Rouge LA |
| 2001: Cincinnati OH; | 2007: Baton Rouge LA; | 2014: Tampa FL; |
| Minneapolis MN | Minneapolis MN; | Appleton WI |
| | London UK | 2015: Chandler AZ |
| 2002: Ogden UT | 2008: Indianapolis IN; | |
| 2003: Charleston WV; | New Britain CT; | |
| Madison WI | Tacoma WA | |



Photo by Steven Angolillo

Boulder 2011



Photo courtesy Kirby Beck

The early days



Photo courtesy Tom Woods

El Paso 2005

Moore (OK) Officer Ride to Remember



Photo courtesy David Dickinson

by David Dickinson
Moore (OK) Police Department

On May 12, 2015, as part of Police Week, members of the Moore Police Department rode their bicycles 12.5 miles from the police department to the Oklahoma Law Enforcement Memorial (OLEM). They rode to raise awareness for fallen officers and as a fundraiser for the OLEM.

Through the crowd-funding site “GoFundMe”, the ride raised \$840. The team also received \$500 from their Fraternal Order of Police and \$200 from John Ireland Funeral Home. The total, \$1,540, represents one-quarter of the memorial’s annual budget.

Sgt. David Dickinson (Bike Team Member), Sgt. Becky Miller (Bike Team Member), Detective Carlos Robinson, and Detective Jason Landrum at the Oklahoma Law Enforcement Memorial

DONATE TODAY IPMBA NEEDS YOU!

Please remember IPMBA in your giving.

Your support helps us develop world-class training and resources for public safety cyclists.

When it comes to police, EMS, and security cycling, IPMBA’s got your back!

I support IPMBA’s efforts to keep world-class public safety cyclist training accessible and affordable.

My tax-deductible contribution is enclosed:
\$100 \$75 \$50 \$25 \$ _____

— We Thank —

- Scott Anderson,**
Los Angeles (CA) Fire
- Arthur Chatman, Jr.,**
Armed Security on Bikes (TX)
- Jeffrey Cosgrove,**
Framingham (MA) Aux. Police
- Alan Friedland,**
Moline (IL) Police
- George Garcia,**
Dallas ISD (TX) Police
- Tom Harris,**
East Baton Rouge (LA) EMS
- Eric Lemke,**
Hartford (CT) Police
- Wren Nealy,**
Cypress Creek (TX) EMS
- Al Santiago,**
Rochester (NY) Police
- Jason Schiffer,**
Bethlehem (PA) Police (retired)
- Nat Turner,**
Cypress Creek (TX) EMS

Name _____

Membership Number _____

Address _____

Email _____

Phone Number (____) _____ Amount of contribution: \$ _____

My check is enclosed (*payable to Police on Bikes, Inc.*).

Charge my MC/Visa:

_____ | _____ | _____ | _____

EXP ___/___ CVV Code: _____

Mail to: INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION
583 FREDERICK RD., SUITE 5B, BALTIMORE MD 21228

Donate online at www.ipmba.org.

It's All about the Mindset

by Matt Swartz

New York State Police Capitol Division

In 1990, I enlisted in the New York Air National Guard as a Law Enforcement Specialist. It was here that I was exposed not only to police work, but also to policing on bicycles as some deployments were in remote areas in which we used bikes to get around. While completing my enlistment a few years later, I landed my dream job as a civilian police officer in my small hometown in upstate New York.

Although I was only a part-time officer, after about a year on patrol, I was asked by the Chief of Police to come up with some ideas for "community policing" which, in 1995, was "all the rage". Some of the more common crimes occurring in town at that time were burglaries and disorderly youths, and my research led me to write a proposal for the department and the Village Board to start a police bicycle patrol. It was approved, and a very small budget was allowed for purchase of a bike and a few rudimentary items. I was off and away, with the program being highly regarded by the public and hated by the criminals. I went to my police cyclist school in October 1995, which was conducted by Patrolman John Fox in Poughkeepsie, NY.

After about a year, I took up a full-time job with the City of Johnstown Police Department. There, I was the patrolman assigned to bike patrol on the midnight shift. Many great stories and neat things happened over the years I worked for this department. A few years later, I tested and was accepted into the New York State Police as a Trooper assigned to patrol in the same area I was from and had already worked. Unfortunately, as a member of a large, full-service police agency serving the citizens of New York State, bike patrol was no longer an option for me.

My time as a Trooper was great until November 8, 2004, when I was involved in a very serious automobile crash while off-duty. A young kid not paying attention to his driving hit me broadside and sent me on a very different path. I awoke from a coma about a month later with severe traumatic brain injury, broken bones, and an amputated left leg.

While I was out of work, many of my therapy sessions would have rivaled the workouts of Rocky Balboa battling for the championship. Since running was tough in those early days, I found myself swimming when I could and, oddly enough, I was drawn toward the bicycle again. There was no doubt that some adjustments and considerations were needed for me to ride a bike as a leg amputee, but I was able to do it.

After almost a year of doctors' appointments and physical therapy, I once again realized a dream and returned to my job as a State Trooper.

Fast forward a few years to March 2014, when I transferred to a different station for work. I transferred into the State Capitol Station in Albany for a patrol assignment. Since much of the post assignment is inside, including state office building and grounds, the bike patrol is an important part of the patrol activities. A few months ago, I was chatting with the Sergeant in charge of the bike patrol group and told him of my

experience and with IPMBA and bike patrol. He said, "Why don't you join up with us?" Needless to say, I dug out my old certificates and after a short skills test, I was approved for bike patrol. Manpower was a bit short around the holidays, so I was relegated back to car or foot depending on the assignment for the day, but I have since spent quite a few days on the bike again and I must say I miss it when I am on foot in or in the car.

When I arrived at the day I was eligible for retirement, I joked about it and said that I am only coming to work for the fun of it now. I was happy that I was able to do a little more than a month on the bike again but am not sure how much more I will be able to do before I officially pull the plug.

But I will say that it seems like a nice capstone to a wonderful career. Twenty years ago, when I started out as a rookie on the bike seems to be a strange contrast to the twenty-year veteran riding a bike for patrol minus a leg now.

Thank you for taking time to read my story. I will remain an active member with the Association and support the group in any way possible to help promote this unique and effective way of providing police and emergency services to the community.

On November 8, 2004, Trooper Matthew Swartz sustained skull fractures, a brain injury, a broken right arm, a crushed left foot, and a severed artery in his left leg. He was in a coma for five weeks and emerged to find that his left leg had been amputated below his knee. He persevered through physical therapy and learning to use a prosthetic leg, returning to full duty as a NYS Trooper on October 10, 2005.

Matt was presented with the New York State Senate's Achievers' Award on May 23, 2006. This prestigious award recognizes an individual's ability to overcome personal physical challenges and honors his or her accomplishments. On June 8, 2006, he received the New York State Assembly Excelsior Award. Matt has also served as a Peer Support Visitor for the Amputee Coalition of America; participated in the Wounded Warrior Project, assisting amputee soldiers learn how to water ski; and volunteered with the Windham Adaptive Sports Foundation's summer programs for handicapped children.

To read more about Matt's inspiring return to full duty, turn to page 32.



Photos courtesy Matt Swartz

First Amputee NY State Trooper

by Sherry Metzger, MS
The O&P Edge, September 2006

With the added challenges of a missing limb and possible legal battles, some are hesitant to return to the field. "Sometimes all it takes is a broken arm and that's the straw that breaks the camel's back," explains amputee police trooper Matt Swartz. "They just get tired of all the bull we deal with on a daily basis and decide they don't want to go back."

But Swartz says he always knew his main goal would be to return to his job. "It was not a conscious decision, I just wanted to get back to life as I knew it; get back to being me," he remembers. "The conscious decision was more about how do I do that." Swartz was thrown from his truck when an oncoming vehicle struck his truck in 2004. He suffered three skull fractures, causing damage to his left temporal lobe, brain swelling, and cranial nerve damage. In addition, his arm was broken and his left leg was crushed. Always a fighter, Swartz was told later that he struggled with rescuers at the accident scene. "My survival instinct and training as a cop made me want to get up, get things done," he says. "I even tried to tell the [air rescue] pilot how to fly." When he awoke six weeks later from a drug-induced coma, his first memory is of trying to stand--on one leg. "That's when I realized they'd had to amputate my leg, when I fell out of my hospital bed," he says. "I thought, leg or no leg, how do I get out of here?"

"I wanted to prove that I am able to do my job, that I am not disabled or handicapped"

His wife, who was an uninjured passenger in the crash, placed his wedding band back on his finger and told him she'd worn it over her own while he was in a coma. He lost his strength those weeks in the hospital, but not his courage. "The first year was pure determination," he says. "The first time I ran outside on my prosthetic leg was July 4, 2005, and it was a symbol of my freedom." He gained strength by swimming and

running (Swartz can run a nine-minute mile), even as his bosses tried to convince him to stay home and take his disability leave. Every step of the way he photographed and filmed himself doing various things such as running, climbing a fence, standing in water, and walking backwards. "I wanted to prove that I am able to do my job, that I am not disabled or handicapped," he says. "I thought I'd have to fight for my job. The toughest part of my [rehabilitation] was not knowing if I'd have a job to return to."

On October 10, 2005, Swartz returned to work with no restrictions and became the first amputee New York state trooper. After his therapist and doctor said Swartz was ready to return to work, he completed a two-page checklist, including such tasks as quickly entering and exiting a patrol vehicle and rapidly pursuing a suspect. The state police doctor then wrote that Swartz was cleared to return to "full and strenuous duty."

"Since I've been back to work, I can honestly say that I've done everything from fighting bad guys, to chasing criminals through the woods, to directing traffic in a snowstorm, and my leg is not an issue," he says. "I'm very proud to be back to work, but I don't want to just settle for that. There are six steps to amputee rehab; the fifth is get back to normal and the sixth is to thrive. It's time for me to repay and help others who need it."

His co-workers, who continued to visit him throughout his recovery period, were thrilled to have him back. "It was sort of like I was gone but not forgotten," he says. "They came to check on me. Their support was worth its weight in gold and it made all the difference for me." Police and fire departments rallied around him, holding fundraisers such as pancake breakfasts and bowling tournaments to help offset his medical expenses. They even came together to help complete construction on his log cabin home.

His amputee prosthetist was another motivating factor in his rehabilitation. She knew just when to push him, telling him to "quit whining" or when he needed to be told to slow down. Though his insurance only covered 60 days of therapy and his prosthetic leg at first caused sores on his residual limb, Swartz continued to press his workout to the limit.

Swartz also was encouraged by a quote on the Otto Bock website by President Bush, who said, "Americans would be surprised to learn that a grievous injury such as the loss of a limb no longer means forced discharge. In other words, the medical care is so good and the recovery process is so technologically advanced that people are no longer forced out of the military."

Swartz read that and thought, "If those guys can return to the military, then I can return to police work. **It's all about the mindset.**"



Newsletter of the
**International Police Mountain
Bike Association**

583 Frederick Road, Suite 5B
Baltimore, MD 21228
PH: 410-744-2400 ~ FX: 410-744-5504
E-mail: info@ipmba.org
Website: www.ipmba.org

Bernie Hogancamp

IPMBA President

Maureen Becker

Executive Director; Managing Editor

Jennifer Horan

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The International Police Mountain Bike Association
promotes the use of bikes for public safety,
provides resources and networking opportunities,
and offers the best, most complete training for
public safety cyclists.

IPMBA Membership is \$55.00 per year.

**Interested in submitting an article?
Interested in advertising in IPMBA News?
Email Maureen@ipmba.org for information.**

President

Bernie Hogancamp, PCI #498
Homewood Police Department (retired);
Homewood IL
Email: president@ipmba.org
Number of Years in Public Safety: 35
Number of Years on Bike Duty: 20
IPMBA Member Since: 1993
IPMBA Instructor Since: 2001
Number of Bikes in Personal Fleet: Six
Favorite Place to Ride: Chicago
Lakeshore Drive Trail
IPMBA Mentor(s): Tom Woods and
Kirby Beck
#1 Priority for IPMBA: Provide the best,
most current training to public safety
cyclists and strive to evolve to meet the
challenges of changing times and
missions.

Vice President

Wren Nealy, Jr., EMSCI#154/PCI#860
Cypress Creek EMS / Waller County
Sheriff's Office, Spring TX
Email: vp@ipmba.org
Number of Years in Public Safety: 25
Number of Years on Bike Duty: 15
IPMBA Member Since: 2000
IPMBA Instructor Since: 2005
Number of Bikes in Personal Fleet: Two
(Trek and Cannondale)
Favorite Place to Ride: In the
neighborhood with my kids
IPMBA Mentor(s): T.J. Richardson.
#1 Priority for IPMBA: To promote the
growth and development of the association
and continue to increase the number of
training courses that promote an integrated
police and EMS response.

Secretary

Craig Lepkowski, PCI #1180/EMSCI #272
Lake Forest Police Department,
Lake Forest IL
Email: secretary@ipmba.org
Number of Years in Public Safety: 22
Number of Years on Bike Duty: 9
IPMBA Member Since: 2009
IPMBA Instructor Since: 2010
Number of Bikes in Personal Fleet: One
personally owned Trek police bike
Favorite Place to Ride: Open Lands area
in Lake Forest to the Botanic Gardens in
Glencoe
IPMBA Mentor(s): Bernie Hogancamp
#1 Priority for IPMBA: Involving the
membership by increasing awareness of
the benefits of IPMBA.

Treasurer

Mike Harris, PCI #1125
Mill Creek Police Department,
Mill Creek WA
Email: treasurer@ipmba.org
Number of Years in Public Safety: 27
Number of Years on Bike Duty: 23
IPMBA Member Since: 1992
IPMBA Instructor Since: 2008
**Number of Bikes in Personal
Fleet:** Three
Favorite Place to Ride: Any trail I'm on,
as long as the rubber side is down!
IPMBA Mentor(s): Tom Woods and
Kirby Beck
#1 Priority for IPMBA: To provide the
best possible training and promote the
valuable benefits of being a public safety
cyclist.

Education Director

Michael A. Wear, PCI #516/EMSCI
#059T
Metropolitan Police Department,
Washington DC
Email: education@ipmba.org
Number of Years in Public Safety: 27
Number of Years on Bike Duty: 23
IPMBA Member Since: 1998
IPMBA Instructor Since: 2001
Number of Bikes in Personal Fleet: Five
Favorite Place to Ride: C&O Canal
Towpath
IPMBA Mentor(s): Mike Goetz, Al
Simpson, Kirby Beck, Tom Harris
#1 Priority for IPMBA: Be Progressive,
Be Passionate, Be a Leader. Always Strive
for Excellence. Never stop being a
Student. Ride Hard, Ride Safe.

Conference Coordinator

Tom Harris, PCI #861T/EMSCI #030T
East Baton Rouge Parish EMS/Livingston
Parish Sheriff's Department,
Baton Rouge LA
Email: conferences@ipmba.org
Number of Years in Public Safety: 38
Number of Years on Bike Duty: 19
IPMBA Member Since: 1996
IPMBA Instructor Since: 1999
Number of Bikes in Personal Fleet: Two
(a 26" and a 29er, both Volcanics)
Favorite Place to Ride: Rails to Trails
IPMBA Mentor(s): Kirby Beck, Bernie
Hogancamp
#1 Priority for IPMBA: To provide the
best possible training for public safety
cyclists.

Industry Liaison

James Englert, PCI #1081
Arapahoe County Sheriff's Office,
Centennial CO
Email: industry@ipmba.org
Number of Years in Public Safety: 16
Number of Years on Bike Duty: 9
IPMBA Member Since: 2006
IPMBA Instructor Since: 2008
**Number of Bikes in Personal
Fleet:** Three (one mountain, one road, one
single-speed road)
Favorite Place to Ride: Buffalo Creek
Wilderness
IPMBA Mentor(s): Mitch Trujillo
#1 Priority for IPMBA: Provide the best
suggestions for products and increase
membership.

EMS Coordinator

Brian Gillman, EMSCI #189
Cypress Creek Emergency Medical
Services, Spring TX
Email: emsc@ipmba.org
Number of Years in Public Safety: 20
Number of Years on Bike Duty: 11
IPMBA Member Since: 2005
IPMBA Instructor Since: 2007
Number of Bikes in Personal Fleet: One
Favorite Place to Ride: Our local
singletrack trail system
IPMBA Mentor(s): Jeff Taylor, Wren
Nealy, and Tom Harris
#1 Priority for IPMBA: To increase EMS
involvement and increase membership to
further our mission of providing superior
public safety training.

Membership Director

Gary Strang, PCI #1457
London Police Service, London ON
Number of Years in Public Safety: 32
Number of Years on Bike Duty: 3
IPMBA Member Since: 2013
IPMBA Instructor Since: 2014
Number of Bikes in Personal Fleet: Five
(two mountain, three road racers)
Favorite Place to Ride: Anywhere early
in the morning, watching the sun burn off
the morning mist.
IPMBA Mentor(s): Bob Hatcher
#1 Priority for IPMBA: Provide the
membership with value added service and
continued training for safe public safety
cycling.

Not Just for Swat Teams

(Continued from page 1)

In the last decade, active community violence situations have brought much to light in the way law enforcement responds to and mitigates mass violence incidents.

One particular area that warrants attention and consideration is how medical care will be provided to victims during the initial phases of a law enforcement response. Typically, the first emergency personnel on the scene are the police, and, depending on scene safety, they may be the only respondents. As the first on the scene, police officers should be capable of providing self-aid, buddy-aid, and aid to other injured first responders, as well as civilians.

While the exact science behind the change in statistics from year to year may never be entirely known, there are measures that can save the lives of more officers and members of the public. Certainly, any correlation between the increase in medically trained and equipped officers and the decrease in casualty rates should be noted as policing continues into the future.

Although emergency medical service (EMS) teams are often part of the response to critical incidents, most EMS will not enter the scene until it is secure, instead staging several blocks down the road. Although this does little good for critically injured officers and civilians, the

EMS decision to wait for a secure scene is necessary. Most EMS providers are not trained or equipped to go into an environment that involves a violent, unstable, or dangerous person or situation.

While the scene remains dangerous,

injured officers or civilians who need emergency medical care may be pinned down by gunfire or simply unable to self-extricate and thus unable to access or be transported to EMS.

This unfortunate reality has occurred a number of times in the past, at such incidents as the North Hollywood Police/Bank Robbery Shootout (Los Angeles, California) in 1997; the Tucson, Arizona, shooting at a constituent meeting for U.S. Representative Gabrielle Giffords in 2011; and the Aurora, Colorado, movie theater shooting in 2012. It is at these critical situations that medically trained law enforcement personnel can be an invaluable resource that can and have saved lives.

The U.S. military has determined the following to be the top three preventable

causes of death on the battlefield, and it's clear that these can also be applied to the situations faced by police.^[4]

1. Exsanguination (bleeding out from extremity wounds)
2. Tension pneumothorax (penetrating/blunt injuries to chest)
3. Suffocation (airway blockage from the tongue or fluids)

These three types of traumas account for a significant portion of battlefield fatalities, and they are common causes of law enforcement fatalities as well. These injuries can be managed and treated in the field if officers have the appropriate equipment and training.

In addition to these types of trauma, shock is a common condition faced in the law enforcement realm. Personnel should be trained to recognize and treat shock until the injured officer or civilian can be extracted and transferred to a more definitive care setting. It has been demonstrated that time is always of the essence when dealing with preventable deaths, and officers cannot hope that they, their partners, or citizens will simply "hang on" until the ambulance arrives.

Of those who experience one of the three preventable causes of death, 25 percent will die within five minutes and 15 percent will succumb to their injuries within 30 minutes. Without treatment, injured persons with serious uncontrolled bleeding will generally bleed out in 1-3 minutes; a compromised airway leading to inadequate oxygenation usually leads to death in 4-5 minutes; and if a penetrating injury to the chest that causes a tension pneumothorax goes untreated for more than 10 minutes, it will typically result in death as well.^[5] As short as these timeframes are, effective lifesaving measures can be taken during these first minutes after the injury.^[6]

As soon as possible, the priority should be getting the injured person to definitive care, which may involve getting through various barriers (e.g., warm zone, onlookers, media). Police agencies should have a plan in place to call for a medevac as well. Definitive care for these types of injuries is often rapid surgical intervention; therefore, if a medevac is

(Continued on page 35)



LTC (Dr.) Robert Mabry delivers the keynote address.

Therefore, the decision to implement a tactical medical program is an important consideration that should be on the forefront of police planning and training. History and research have consistently shown that having medical providers at the side of a downed officer within seconds of being injured provides the best chances of survival.^[2]

According to the National Law Enforcement Officers Memorial Fund, as of April 9, 2015, there had been 33 U.S. line-of-duty deaths. (Ed.'s note: the number had increased to 50 as of May 29, 2015.) In 2014, 117 law enforcement line-of-duty deaths occurred in the United States, which is up from 107 in 2013. In 2013, there were also 51,625 reported assaults on law enforcement personnel, 14,857 of which resulted in injuries.^[3]

(Continued from page 34)

called only after EMS accesses and evaluates the injured officer or civilian, it may be too late. Law enforcement personnel are able to recognize severe injuries; an understanding should be in place for special circumstances in which law enforcement may call for medevac response prior to the casualty being evaluated by a non-law enforcement EMS provider. Many agencies have recognized this significant and potentially life-altering paradigm shift in policing and have begun providing basic training and medical kits that allow for self-aid/buddy aid, along with teaching officers skills such as chest needle decompression for tension pneumothorax. However, at times, a more advanced level of tactical medical care will be needed.

Another area where law enforcement medics or officers with medical training can be utilized is in the special operations realm. While there is a high propensity for injury during tactical team operations, there is also a high risk for injuries or illnesses during police dive operations, search and rescue operations, civil disturbance operations, and marine enforcement operations. Many of these situations are such that it is neither safe nor practical for fire services or EMS to position themselves for rapid aid, should it be needed. In these instances, cross-trained law enforcement medical personnel are able to provide an invaluable service.

Establishing protocols, training, and support of law enforcement personnel who can double as emergency medical technicians or medics is an important element in policing. Endorsing such a program and equipping these persons to provide medical care prior to the arrival of EMS should be one of the next “big trends” in law enforcement — it is time for agencies to implement this relatively straightforward measure to protect and support their officers when they need it most. Departments in the United States are beginning to embrace the need for tactical medical intervention and are

emergency medical care during tactical situations. Knowledge and training are keys to being prepared for that “fight of your life.” In order to best be prepared, it is each agency’s and officer’s obligation to work toward being one step ahead in every aspect, especially when intervention may make the difference between life and death.

Notes:

¹ “Measuring the Risk in High-Low Frequency Tasks,” *Security Magazine*, August 13, 2012, <http://www.securitymagazine.com/articles/83398-measuring-the-risk-in-high-low-frequency-tasks> (accessed April 15, 2015).

² Ronald F. Bellamy, “Combat Trauma Overview,” in *Textbook of Military Medicine, Anesthesia and Perioperative Care of the Combat Casualty*, eds. Russ Zajtchuk and Christopher M. Grande (Falls Church, VA: Office of the Surgeon General, United States Army, 1995), 1-42.

³ National Law Enforcement Officers Memorial Fund, “Law Enforcement Facts,” <http://www.nleomf.org/facts/enforcement> (accessed April 16, 2015, and May 29, 2015).

⁴ Wound Data and Munitions Effectiveness Team, *The WDMET Study [1970 Original data are in the possession of the Uniformed Services, University of the Health Sciences, Bethesda, MD]*.

⁵ Ronald F. Bellamy, “The Causes of Death in Conventional Land Warfare: Implications for Combat Casualty Care Research,” *Military Medicine* 149, no. 2 (February 1984): 55-62.

⁶ *Ibid.*; Bellamy, “The Causes of Death in Conventional Land Warfare.”

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Photo courtesy Eric Barnes

Eric Barnes displays a tourniquet in LEFR training.

training staff in the use of trauma equipment such as tourniquets, hemostatic gauze, compressing dressings, chest seals, and so forth. This is a positive first step, but law enforcement needs to be proficient with all issued tools and stay abreast of current trends and training. Officers must constantly learn as much as they can about anything related to policing, including

Read More About Tactical Medicine

Alexander L. Eastman and Jeffrey C. Metzger, “Saving Our Own: The Ultimate Officer Safety Program,” *The Police Chief* 77 (June 2010): 18-20.

Matthew D. Sztajnkrzyer, Roger L. Peterson, and Sarah L. Clayton, “Medical Tactics for Law Enforcement: Development of the Rochester, Minnesota, Police Department Basic Tactical Casualty Care (BTCC) Course,” *The Police Chief* 77 (December 2010): 92-101.

Fabrice Czarnecki and David Q. McArdle, “A Synopsis of Some Featured Departments Providing Medical Support to Police Field Operations,” *The Police Chief* 79 (December 2012): 70-75.

David Flory, “Saving Lives with SABA: The Value of Training Officers in Immediate Traumatic Wound Treatment,” *Officer Safety Corner, The Police Chief* 81 (December 2014): 14-15.

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