

ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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

VOL. 28, NO. 2

You CAN Go “Home”... Again!

by Maureen Becker
Executive Director

The word “home” has different meanings at different times. When you are a child, it usually means the place that you reside. As an adult, it usually means not only the place that you reside, but also the place that you grew up. For some, it is not literally where they grew up or currently reside, but where they feel most safe and nurtured, perhaps with a relative or cherished friend. A house is just a structure, whereas a home – literal or figurative – is a place with which one has a personal and emotional relationship.

What has this to do with IPMBA? There is an article on page three of the 2006 IPMBA Conference Registration Packet entitled “IPMBA Goes ‘Home’”. The first paragraph of that article reads: “The birthplace of aviation is not technically the birthplace of IPMBA, but it is the home of a very important person in IPMBA’s history – Allan Howard, PCI #001.”

IPMBA
has
remained
true to its
roots

It goes on to say: “In Volume I, No. 1, of *IPMBA News*, Allan wrote: ‘There were 230 bicycle patrol officers from all over the U.S. and Canada, and 30 exhibitors displaying a variety of products for the bike officer...A lot of information was passed along at this conference, and I believe the interaction helped to create a strong network of officers who police by bicycle.’”

Why was that relevant? Because in 2006, the IPMBA Conference was held in Dayton, Ohio,

one of IPMBA’s “homes.” Three hundred and ten people came together from across the U.S. and Canada – and Australia, Ireland, Trinidad & Tobago, and the UK – to practice their skills, buy and sell products, exchange information, and build networks.

Why is it relevant now? Because in 2020, IPMBA will be going “home” again for our 30th Annual Conference, which continues to be known as the premier (and premiere!) training event for public safety cyclists. The setting will be different – The University of Dayton will host the conference as opposed to the Dayton Convention Center – but the sense of belonging will be the same.

As Allan alludes to in his article on page 37, IPMBA has remained true to its roots. We are fortunate to enjoy his continued involvement as well as that of several other founding members, including Tom Woods, who co-emceed the 2019 Awards Ceremony, and Kirby Beck, who will be presenting one of his favorite topics, *Youth Bicycle Safety Education*, in 2020.

IPMBA owes its continuing high standards of training to not just our founding members, but to each subsequent generation of members and instructors who hold true to the axiom “‘Good Enough’ is never good enough.”

**IPMBA 2020 | June 1-6, 2020 | Dayton, Ohio
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EMS Response to the Active Shooter

by Connie Pignataro
Oakland Park (FL) Fire Department

This article was posted on *Fire Engineering* (www.fireengineering.com) on February 1, 2019.

[Ed.’s Note: In the wake of shootings in Gilroy, California; El Paso, Texas; and Dayton, Ohio, IPMBA is examining the somewhat overlooked role of EMS response to active shooter and other mass casualty situations. Because such situations often arise during special events, it is likely that bike medics will already be on scene, as they were in Gilroy. Given that likelihood, EMS Bike Team members are encouraged to think about how their roles may suddenly shift from routine patrol to triage or delivery of medical service to victims and how best to prepare for that eventuality. Although written for an audience of fire-based EMS, the concepts are applicable to all categories of EMS providers. For a series of articles on this subject, visit JEMS at <https://tinyurl.com/EMSinASHE>]

Fire department emergency medical services (EMS) have had to evolve to better serve the community. We have added many life-saving treatments and medications to our toolbox, and paramedics are more highly skilled than in any time in our history. Greater demands continue to be placed on us by the public, creating an even

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The Evolving Role of EMS in Active Shooter Hostile Events



It is 2019, and America continues to experience Active Shooter Hostile Events (ASHE). Several of these incidents have occurred at special event venues. On October 1, 2017, the Las Vegas Route 91 Harvest Music Festival took place at the Las Vegas Village, located diagonally across from the Mandalay Bay Casino and Resort. A shooter used the high

vantage point of his hotel suite at the Mandalay Bay to fire remotely on a group of 22,000 festival attendees, making it the first ASHE of its kind. In all, 59 were killed, and 851 were wounded (422 by gunfire) during the attack before the shooter killed himself. On July 28, 2019, in Gilroy, CA, a shooter turned his gun on people attending the Gilroy Garlic Festival, at Christmas Hill Park, a 51-acre community park operated by the City of Gilroy, killing three and injuring thirteen others. It was a more typical ASHE, and law enforcement officers were able to quickly engage the shooter, striking him multiple times and nullifying the threat before the gunman turned his gun upon himself.

To stop the dying, emphasis must be placed on empowering those present at the crisis. Following the 2013 Sandy Hook School shooting, the American College of Surgeons convened the *Joint Committee to Create a National Policy to Enhance Survivability from Intentional Mass Casualty and Active Shooter Events*. The goal was to establish a protocol for national policy to enhance survivability from active shooter and intentional mass casualty events. The outcome was the Hartford Consensus.

The Hartford Consensus III: (1) states that uncontrolled bleeding is the most significant preventable cause of death in the pre-hospital environment; (2) directs all responders – civilian and professional – to have the education and necessary equipment for hemorrhage control; and (3) strongly endorses civilian bystanders to act as “immediate responders.”

Hartford III recommends public access to bleeding control bags that include pressure bandages, safe and effective hemostatic dressings, effective tourniquets, and personal protective gloves, and that that these resources be placed in locations that are widely accessible, readily visible, and available for use within three minutes of need. While efforts to isolate and stop the active shooter remain paramount, this early hemorrhage control is critical to improving survival.

The actions taken by immediate responders are the essential first steps towards the goal: Stop the Dying.

In both the incidents mentioned above, the events had on-site medical support provided by local EMS. These trained and equipped First Responders were force multipliers for the “immediate responders” present at the crises when they occurred. Given the more confined space of the Las Vegas incident, medical teams worked on foot, in golf carts and on UTVs. The perimeter of the venue was fenced, with limited controlled access and egress routes. The Gilroy layout was larger and more open, including the town streets, and local EMS had deployed their Bike Medics to support the event, which placed them in the role of “immediate responders”.

The cover story, reprinted from *FireEngineering* magazine, explains how demands on EMS are changing. Regarding ASHE incidents, it explores the integration of EMS with law enforcement using the Rapid Treatment Model (RTM) and/or Rescue Task Force (RTF) model; the need for medical personnel to add ballistic protective equipment to their Personal Protective Equipment (PPE) standards; and a culture change with respect to assessment and intervention strategies.

To stop the dying, emphasis must be placed on empowering those present at the crisis.

As you read the article, think about how these demands will affect the role of Bike Medics assigned to provide special event medical support at mass gatherings. It is your responsibility to yourself, your agency, and your community to prepare yourself for the day you have to respond to this type of incident. Unfortunately, it is not a matter of “if”, but “when”.

We hope to explore this topic in a future issue of *IPMBA News* and welcome input from IPMBA Bike Medics and Officers who have been on the scene of ASHE incidents. Please email info@ipmba.org if you would like to contribute to this body of knowledge.

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- Best Practice – In It for the Long Haul: Career Development in EMS
- The Vital Role of Community Paramedics in Managing the Opioid Epidemic
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April 7-13, 2019, saw the IPMBA Conference return to the Lone Star Republic for the third time, but the first time to Fort Worth. The last IPMBA Conference in Texas was held in San Antonio in 2004, a decade after the first one. 2019 marked a temporary return to a hotel-based conference as we took up residence in the Historic Hilton Downtown Tampa for the week. Built in 1920 as the Hotel Texas, this property was the first grand hotel in Fort Worth and hosted President John F. Kennedy the night before his fateful visit to Dallas. There is a JFK Suite on the 15th floor, but the Kennedys stayed in Suite 850, which, as a result of gutting and subsequent renovations, is now just Room 808. Perhaps an IPMBA member stayed there and dreamt of Camelot.

Because it is not a large hotel or one with an abundance of meeting space, the conference activities were spread out more than is typical. The Instructor Course was hosted by the Tarrant County College; the Maintenance Officer Course was held at nearby Sundance Square; the Bicycle Response Team Training took place at the FWPD Academy; and the Bike Check was in the Fort Worth Convention Center. The multiple training venues demanded an even greater level of coordination than usual due to the need to move equipment and people to more places more often.

Despite the additional logistics, the host agency team handled it with aplomb. They were challenged physically and intellectually at times, in part because the Main Street Arts Festival was scheduled the same week, but they were undaunted. Fort Worth Lieutenant Phil Latham, who has been coordinating special events for years, paid IPMBA the ultimate compliment when he said that the conference broke his routine, challenged his thinking, and reawakened his enthusiasm for his job. We would like to think that is what the IPMBA Conference does for everyone who attends. *Pages 5-20.*

IPMBA 2019: More than Worth It!

The IPMBA board, staff, members, and conference attendees extend their gratitude to the Fort Worth Police Department (FWPD) and the Tarrant County College Police Department (TCCPD) for co-hosting the 2019 IPMBA Conference.

The implementation of the conference was truly a team effort, bringing together personnel, training venues, and equipment from FWPD, TCCPD, Flower Mound Police Department (FMPD), Denton Police Department (DPD), and Tarrant County Sheriff's Office (TCSO).

Under the leadership of Lieutenant **Phil Latham** (FWPD) and Captain **Greg Bowen** (TCCPD), aided by TCCPD Lieutenant ("right-hand man") **Robert Macklin**, the members of the host agency team

proved time and again how adept they are at organizing and implementing special events. This was especially impressive given that many of them had not attended previous conferences and had no personal experience with the event logistics.

IPMBA Instructor **David Millican** of the Denton Police Department also served as a member of the Command Staff, often as liaison between IPMBA, the Command Staff, and the instructor cadre, giving him a unique perspective on the conference as he began his term on the IPMBA Board in the position of Education Coordinator.



Left to right, Greg Bowen, Phil Latham, and Robert Macklin.

The liaisons assigned to each course – FWPD Officers **Nicolas Guadarrama, Brian Hardin, Tony Maldonado, Marcus Mendoza, and Joseph Spragins** and TCCPD Officers **Johnny Holland and Tien Tran** – earned high praise from the

(Continued on page 6)

Thank You, Fort Worth



(Continued from page 5)

instructors for their preparedness, flexibility, and willingness to be of assistance.

Transportation team leaders FWPDP Sergeant **Mike Cagle** and TSCO Sergeant **Duane George** and team members Sergeant **Chandra Dell**, and Deputies **Robert Gallardo**, **Antonio Gamboa**, **Barry Hancock**, **Kari James**, **David McPherson**, **Calvin Palmer**, **Daniel Pereda**, **Amber Smith**, and **Jason Ware** made sure that equipment and people were delivered to the right places at the right times.

FWPDP Officer **J.P. Delahunty** coordinated equipment logistics from start to finish, while Officer **Bradley Herle** helped keep bikes running smoothly in the Bike Check, which was staffed primarily by volunteers from **Code Blue** under the leadership of **Warner Filley**.

Flower Mound Police Department sent its entire bike team, plus a volunteer, on a daily basis to assist and support the event in myriad ways.

We thank Sergeant **Jason Rachal**, Officers **James Augenstein**, **Landon Burns**, **Charles Chaple**, **Christopher Coots**, **Randy Posey**, and **Doug Smith**; and Citizens

Police Academy Volunteer **Rikki Boehmer** for “service with a smile”.

Other key personnel include TCCPD Sergeant **Jeffrey Lang** and Officer **Johnny Rosales**, TCSO Deputies **Moris Contreras**, **Robert Gallardo**, **David McPherson**, **Daniel Pereda**, and **Elijah Silas**; Officer **Danny Evans**; and Rangemaster **Craig Mankins**.

The conference activities were photographed and filmed by PIO **Raymond Cervantes**, who did a masterful job creating a “highlights reel” for the enjoyment of all who attended the awards dinner.

We are grateful to all the other officers, volunteers, civilian personnel, and community members – especially the **Fort Worth Police Bike Support Group** and **Anna Boulware**, **Trinity River Vision**, the **Bass Companies**, **Ben E. Keith Distributors**, **The Library Bar**, and the **Silver Leaf Cigar Lounge** – who are too

numerous to mention but who undoubtedly played a role in the success of our conference.

Finally, we thank everyone who participated as attendees, instructors, exhibitors, and sponsors. The IPMBA Conference has gained a reputation as the premier training event for public safety cyclists, and we appreciate those of you who challenge us to live up to that reputation.

See you in Dayton, Ohio, June 1-6, 2020, for the 30th Annual IPMBA Conference!

Photos by Raymond Cervantes/FWPDP.



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2019 Instructors & Presenters



The premier training event for public safety cyclists owes its reputation in no small part to the caliber of instructors and presenters who volunteer their time and talent to the benefit of those who attend. IPMBA is grateful to these individuals for sharing their skills and experience to help ensure their colleagues are well-equipped to safely and effectively serve and protect their communities

IPMBA Instructors

Jon Almasy, New Hanover County Sheriff's Office, Castle Hayne NC
Jason Bain, Saint Paul PD, Saint Paul MN
Scott Bixby, U. of Buffalo PD, Buffalo NY
Elizabeth Bouchard, U. of Guelph Campus Community Police, Guelph ON
Jeffrey Brown, Dayton PD, Dayton OH
Robert Collett, Jr., UC Health EMS, Fort Collins CO
Jacob Coyle, Castle Rock PD, Castle Rock CO
Edward T. Croissant, Tampa PD, Tampa FL
David Dager, U. of Pennsylvania PD, Philadelphia PA
Allen Daniels, Bowdoin College Office of Safety and Security, Brunswick ME
Dwight Edwards, Cabell County EMS, Huntington WV
James Englert, Arapahoe County Sheriff's Office, Centennial CO
Adam Gaby, Five Rivers Metroparks PD, Dayton OH

Brian Gillman, Cypress Creek EMS, Spring TX
Artie L. Gonzales, Topeka PD (ret.), Topeka KS
Jayne Green, Topeka PD, Topeka KS
Thomas Harris, East Baton Rouge EMS, Baton Rouge LA
George Andrew Humes, College Station PD, College Station TX
Mohamed Ibrahim, Metropolitan PD, Washington DC
Nathan Keenan, Omaha PD, Omaha NE
Josh Klamm, Topeka PD, Topeka KS
Craig Lepkowski, Lake Forest PD, Lake Forest IL
David Millican, Denton PD, Denton TX
Wren Nealy, Jr., Cypress Creek EMS/Waller Co. Sheriff's Office, Spring TX
Stephen Noftz, O'Bleness Hospital Safety & Security, Athens OH
Ranceford Okada, Westminster PD (ret.), Westminster CO
Matthew Paris, College Station PD, College Station TX
Erik Pearce, U. of Wisconsin-Madison PD, Madison WI

Murray Prust, Saint Paul PD, Saint Paul MN
Joe Ralston, Topeka PD, Topeka KS
Steven Ray, Fort Bend County EMS, Rosenberg TX
Juan Carlos Rodriguez, Cypress Creek EMS, Spring TX
Joshua Rymon, City of Bethlehem PD, Bethlehem PA
Stanley Sedillo, Auburn PD, Auburn WA
Bobby Sellers, Cypress Creek EMS, Spring TX
Patrick Shaker, Aurora PD, Aurora CO
Jeff Taylor, Waller County Precinct One Constables Office, Hempstead TX
Matt Tomlinson, Cypress Creek EMS, Spring TX
Mitch Trujillo, Boulder PD, Boulder CO
Scott Verdun, Kenner PD, Kenner LA
Michael A. Wear, Metropolitan PD, Washington DC
Matthew Worm, Omaha PD, Omaha NE
Thomas David Zermeno, Norman PD, Norman OK

Guest Presenters

Gail Boxrud, Krav Maga of Minneapolis, Minneapolis MN
Chip Howat, Howat Risk, Lawrence KS

Rick McIlwain, Metro Nashville Police Dept., Nashville TN
Dante Pastrano, Krav Maga of Minneapolis, Minneapolis MN

Clint Sandusky, Riverside Community College Police (Retired), Riverside CA
Austen Schlecht, Castle Rock PD, Castle Rock CO



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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:

June 1-5, 2020
Dayton, OH

*Other Dates
to Be Announced*

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Congratulations, New Instructors!



Photo courtesy Fort Worth Police Department

Congratulations 2019 IPMBA Conference Instructor Course Graduates!

Carlos Aramayo, Dallas Fire Rescue Department, Dallas TX; **Felix Arena**, Port of Seattle Police Department, SeaTac WA; **Kelly Bagozzi**, Sacramento Police Department, Sacramento CA; **Christopher Brady**, Taunton Police Department, Taunton MA; **Mark T. Breidenbach**, Dallas Fire Rescue Department, Dallas TX; **John Canter**, Memphis Police Department, Memphis TN; **Calvin Charles**, Maryland National Capital Park Police - PG Div., Riverdale MD; **Jon Constantino**, Panama City Police Dept., Panama City FL; **Gregory Destasi**, University of Texas Police Department, Austin TX; **James Dykes**, Watauga Police Department, Watauga TX; **Alejandro Escobar**, Coral Gables Police Department, Coral Gables FL; **Sarah Euliss**, Guilford County EMS, Greensboro NC; **Gerardo Figueroa**, New Orleans EMS, New Orleans LA; **Mitch Fourrier**, Richardson Police Department, Richardson TX; **Chris Gravley**, Bentonville Police Department, Bentonville AR; **Christine Guidry**, New Orleans EMS, New Orleans LA; **Rusty Hammond**, Irving Fire Department, Irving TX; **Javier Ibarra**, San Antonio Independent School District Police, San Antonio TX; **Jake Jackson**, Yavapai College Police Department, Prescott AZ; **Kodi Kaiser**, Billings Police Department, Billings MT; **Carl Kallgren**, Guilford County EMS, Greensboro NC; **Steve Kaufman**, Knoxville Police Department, Knoxville TN; **Justin Loera**, Denver Health Paramedics, Denver CO; **Jacob Lopez**, Lee County Sheriff's Office, Fort Myers FL; **Robert Lucas**, US Federal Protective Services, Alexandria VA; **Scott Luckie**, Seattle Police Department, Seattle WA; **Kenneth Joseph Marckese**, Concord Police Department, Concord NC; **James Marsolek**, Rochester Police Department, Rochester MN; **Trevor Montero**, League City Police Department, League City TX; **Lepatrick Moore**, University of Texas Police Department, Austin TX; **Phillip Moya**, Albuquerque Police Department, Albuquerque NM; **Mark Pena**, Pasadena Police Department, Pasadena TX; **Matthew Pesta**, Garland Police Department, Garland TX; **James C. Phillips**, Little Rock Police Department, Little Rock AR; **Eric Phillips**, American Medical Response, Jackson MS; **Liam Pierce**, SMG New Orleans Public Safety, New Orleans LA; **Eric Place**, Albuquerque Police Department, Albuquerque NM; **Douglas Remling**, Rochester Police Department, Rochester MN; **Brian Shannon**, Albuquerque Police Department, Albuquerque NM; **Jared Shearer**, Kansas City Police Department, Kansas City KS; **Robby Shreves**, Garland Police Department, Garland TX; **Kevin Singleton**, SC Dept. of Public Safety/BPS, Columbia SC; **Bryon Stone**, Sacramento Police Department, Sacramento CA; **Joshua Storm**, Frisco Police Department, Frisco TX; **Thomas Turner**, Knoxville Police Department, Knoxville TN; **Lino Valencia**, San Luis Police Department, San Luis AZ; **Gustavo Vallejo**, Lee County Sheriff's Office, Fort Myers FL; **Van Watson**, Little Rock Police Department, Little Rock AR.



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Scott Parr



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Scott Parr



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Scott Parr



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Maureen Becker



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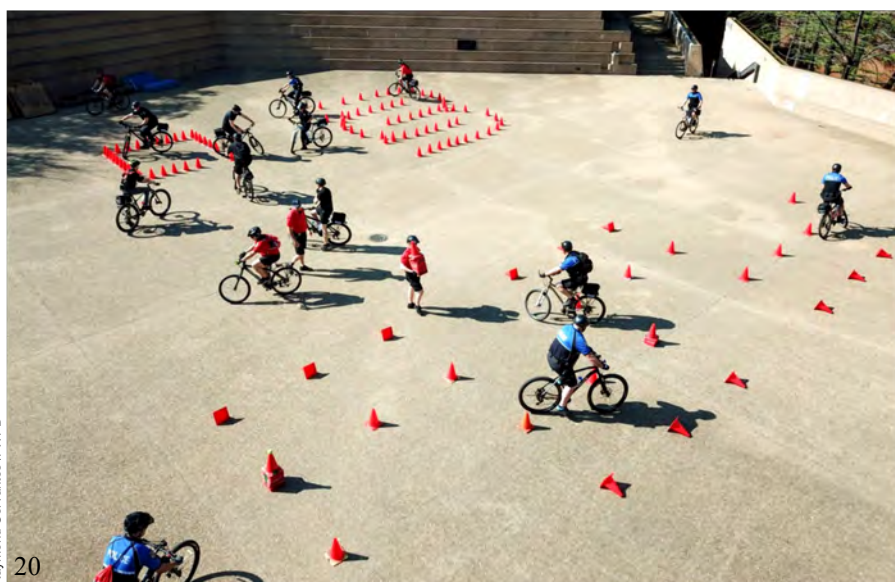
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Competition 2019: A Cooling

by Elizabeth Bouchard, PCI #905-B/EMSCI #213-B
 University of Guelph (ON) Campus Community Police
 IPMBA Treasurer

Dedicated in 1974, the 4.5-acre Water Gardens is an urban park that was a gift from the Amon G. Carter Foundation to the citizens of Fort Worth. It is a popular place for residents and visitors to gather and enjoy a respite from city life. Those who read the article, “The Great British Menu: It’s a Sinch for Lynch” in the final 2018 issue of *IPMBA News* might find it strangely coincidental that it was not only used in the filming of *Logan’s Run* (starring Tom Lynch’s crush, Jenny Agutter), it was also the site of the 2019 IPMBA competition.

Created by architect Philip Johnson, the Water Gardens is described by The Cultural Landscape Foundation (tclf.org) as: “angular, polygonal forms of concrete, water, and vegetation (that) shift and undulate across the park. The series of walkways, pools, terraces, and a central plaza create varied spaces that are open, closed, sunken, raised, private, and public. The three main pools celebrate different characteristics of water. The Quiet Pool features a sheet of water falling down into a still, sunken pool surrounded by bald cypress, while the Dancing Pool boasts forty aerating fountains. The highlight of the park is the Active Pool, where water rushes down steep, stone steps to a roaring gorge forty feet below.”

Alternatively, the park is described on Wikipedia.com as “a cooling oasis in the concrete jungle of downtown”. However, the packed field of 54 participants in this year’s competition might have a different take on the Fort Worth Water Gardens – grueling!

Being one of the lengthier courses in recent IPMBA history, it tested the competitors’ fitness along with their bike-handling skills. Designed by Dayton (OH) Police Department’s Jeff Brown and Saint Paul (MN) Police Department’s Jason Bain, the course made excellent use of Johnson’s “angular, polygonal forms of concrete, water and vegetation” as well as the “varied spaces that are open, closed, sunken, raised, private, and public”.

Spanning nearly the entire length of the park, the course wound around all three water features and was comprised of some tight technical lines while taking advantage of the park’s many, many, many sets of stairs!

Starting at the back side of the park’s concrete “Mountain”, competitors took off down a series of stairs, splitting cones along the way. Some tight corners warmed the competitors up for a hair-raising tight turn right at the top of the Active Pool, giving them a bird’s eye view of the waterfall as it plummeted forty feet to the chasm below.

Competitors then descended more stairs into the central plaza, where they were cheered on by the crowd as they tackled a tricky teeter-totter that claimed a few victims. A long pull up a ramp and then down yet another set of stairs led riders to the sunken Dancing Pool. There was little chance to enjoy the pool’s famed cooling mist as they were faced with more tight turns, a railroad tie obstacle, and a technical stair ascent.

After a sprint around the Quiet Pool’s cypress trees, competitors finished the course in the blazing Texas heat (“it’s a dry heat”) by climbing a series of stairs that led them back to the “Mountain”. It surely must have felt like they had climbed a real one as they crossed the finish line!

The top three competitors were the only individuals who came in under the 2:10 mark. **Jerry Profeta** of Frisco (TX) Police Department was the fastest this year with a blistering time of



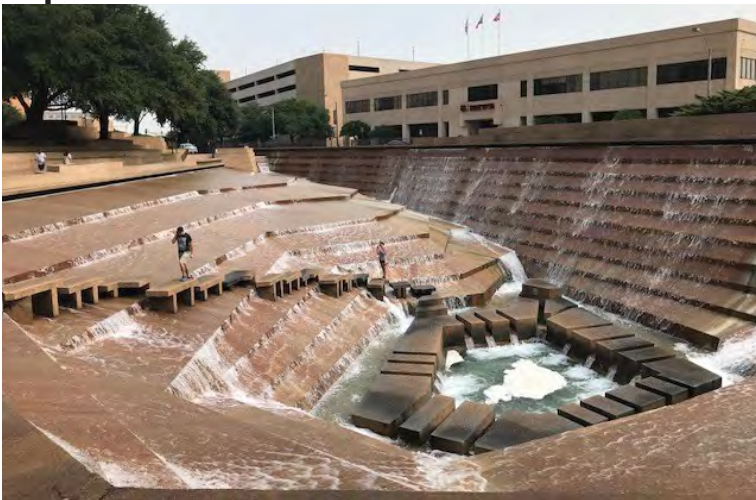
College Station Splits Cones



Stanley Newborn vs. the Teeter-Totter



Ryan Jones Ascends a Platform



Active Pool, Fort Worth Water Gardens



Parade to the Competition Site

(Continued on page 13)

Oasis in the Concrete Jungle



(Continued from page 12)

2:04:43. He was followed by **Brian Cantele** of West Hartford (CT) Police Department with a time of 2:08:07. Brian has only improved with age; last time he competed, in 2006, he was the top third finisher behind Jason Schiffer and – you guessed it – Tom Lynch.

Rounding out top three was **Jacob Coyle** of Castle Rock (CO) Police Department with a time of 2:09:31. Not coincidentally, Jerry and Jacob

Coming in third place was team *Goat Wives from Tennessee* with a time 10:49:09. The Goat Wives, who might have had the best team name of the year, were comprised of **John Canter** of Memphis (TN) Police Department, **Thomas Turner** of Knoxville (TN) Police Department as well as **Austen Schlecht** and **Jacob Coyle**, both of Castle Rock (CO) Police Department. Inquiring minds want to know: is the name inspired by the Tennessee fainting goats, or the acronym

G.O.A.T. (Greatest of All Time)?

This was the second year of the e-Bike Category, and the field increased to include three participants: **Romain Taupier** of Trek Bicycle Corporation and IPMBA e-Bike Task Force Members **Erik Pearce** of the University of Wisconsin-Madison, and **Clint Sandusky**, retired from the Riverside Community College (CA) Police Department. As Erik

remarked, “e-Bikes love stairs”, so perhaps the Water Gardens were the ideal venue to test the mettle of the e-Bikes being ridden by the contestants as well as the competitors’ e-Bike handling abilities.

Congratulations to all who participated! The IPMBA obstacle course competition, while designed to put public safety cycling skills to the test, is not just for the top-tier riders. Riders at all skill levels are encouraged and welcome to join the fun and vie for medals and bragging rights.

The competition would not have been a success without the efforts of the many volunteers who acted as course developers, marshals, time-keepers, and spotters – and of course, the always entertaining emcee, Bobby Sellers. Many thanks to you all!

Next year, the conference shifts to Jeff Brown’s home turf of Dayton, Ohio. He claims that 2020 will be his swan song for competition course design; while we certainly hope that’s not the case, we’re excited to see what emerges from his diabolical mind!

Photos by Raymond Cervantes/FWPD.



Christine Guidry vs. the Teeter-Totter

were the top two finishers in the age 30-39 bracket, while Brian clinched the top spot in the 40-49 age group.

On the women’s side, emergency medical services were well-represented, or was it vice-versa? The top competitors were: **Aimie Charron** of Cypress Creek (TX) EMS with a time of 3:30:03; **Rachel Ramos**, also of Cypress Creek EMS, with a time 4:19:30; and **Christine Guidry** of New Orleans (LA) EMS who finished in 4:21:33.

The fastest team time of 10:29:27 belonged to *Hint of Maple Syrup*, comprised of **Philip Moya**, **Brian Shannon**, and **Eric Place**, all of Albuquerque (NM) Police Department, and the mysterious hint of maple – **Mario Deschamps** of the University of Guelph (ON) Campus Community Police.

Ken Wang, **Dario Moreno**, **Joshua Storm**, and **Jerry Profeta** of Frisco (TX) Police Department comprised team *Frisco A*, who made a good show of things with a total time of 10:33:07.

2019 Competition Results

Individual Competition

Female Under 30

Rachel Ramos, Cypress Creek (TX) EMS: 4:19.30
Sarah Euliss, Guilford County (NC) EMS: 4:29.03

Female 30+

Amie Charron, Cypress Creek (TX) EMS: 3:30.03
Christine Guidry, New Orleans (LA) EMS: 4:21.33

Male Under 30

Nathan Becker, College Station (TX) PD: 2:17.09
Kyle Fisher, Lehigh University (PA) PD: 2:25.53

Male 30-39

Jerry Profeta, Frisco (TX) PD: 2:04.43
****First Overall****

Jacob Coyle, Castle Rock (CO) PD: 2:09.31
****Third Overall****

Male 40-49

Brian Cantele, West Hartford (CT) PD: 2:08.07
****Second Overall****

Allen Daniels, Bowdoin College (ME) Office of Safety and Security: 2:12.18

Male 50-59

Mario Deschamps, University of Guelph (ON) Campus Community Police: 2:35.02
Eddy Croissant, Tampa (FL) PD: 2:49.10

Male 60 Plus

Rance Okada, Westminster (CO) PD (ret.): 2:53.13

Team Competition

Hint of Maple Syrup: 10:29:27

Mario Deschamps, University of Guelph (ON) Campus Community Police: 2:35.02
Philip Moya, Albuquerque (NM) PD: 2:26.02
Eric Place, Albuquerque (NM) PD: 2:53.22
Brian Shannon, Albuquerque (NM) PD: 2:35.01

Frisco A: 10:33:07

Dario Moreno, Frisco (TX) PD: 2:57.00
Jerry Profeta, Frisco (TX) PD: 2:04.43
Joshua Storm, Frisco (TX) PD: 2:18.28
Ken Wang, Frisco (TX) PD: 3:12.56

Goat Wives from Tennessee: 10:49:09

John Canter, Memphis (TN) PD: 3:26.07
Jacob Coyle, Castle Rock (CO) PD: 2:09.31
Thomas Turner, Knoxville (TN) PD: 2:48.03
Austen Schlecht, Castle Rock (CO) PD: 2:25.28

Open Category

Eric Kackley, Volcanic Bicycles: 2:22.42
Mark Eumurian, Patrol Bike Systems: 2:57.18

e-Bike Category

Romain Taupier, Trek Bikes: 2:24.56
Erik Pearce, U. of Wisconsin-Madison PD: 3:05.21

Barbecue and Awards at “The Shack”

by **Maureen Becker**
Executive Director

In accordance with tradition (since 2003), the “grand finale” was the awards ceremony and dinner. Never a formal affair, it is a chance to relax, celebrate a week of solid training, networking, and the forging of friendships new and renewed. It is also a time to raise a glass to the hard-working, self-sacrificing men and women of the host agency and instructor cadre.

This being Texas, it was no big surprise that the buffet comprised barbecue and all the “fixin’s”, catered by Risky’s Barbeque. What was a surprise was the venue, an unassuming, barn-like structure known simply as “The Shack.” The Shack was once the car barn for the M&O Subway, which carried passengers and shoppers from the parking lot on what is now known as Panther Island to the Leonard’s Department Store, a multi-block, “one-stop shopping center”. The subway operated from 1963 until 2002, by which time the store has been sold first to Tandy and then to Dillard’s.

Today it is still possible to see the tracks which carried the subway cars into the barn, which add to the historic atmosphere that imbues the place. On the night of April 12, it was filled with IPMBA Conference attendees who had been shuttled through the Main Street Arts Festival traffic by a wide variety of vehicles, ranging from police department SUVs to the TCSO prison bus – just about everything BUT the M&O Subway cars! Those disembarking the prison bus made it a point to march off as if in handcuffs.

The adjacent beer garden served its purpose well, as attendees enjoyed local brews and barbecue while engaging in lively games of cornhole. Inside, the talented members of the Badge 110 Band entertained those who preferred to relax at one of the 36 picnic tables stretched end-to-end.

The Badge 110 Band was formed by Jacksboro Officer Ricky Spradlin for a National Night Out event. His badge number was 110; hence the name. Band members are Karen Spradlin, lead singer and 32-year law enforcement veteran; lead guitarist LD Hill; drummer Dick Dunn; bass player Aram Doroff; Scott Jenkins, steel guitar and retired police officer; and Ricky Spradlin, now retired and the “hardest-working member of the band” – singer, rhythm guitarist, sound, and set-up guy.

After everyone had enjoyed some barbecue and beverages, the band yielded the stage to co-emcees and IPMBA founding members **Allan Howard** and **Tom Woods**. Allan and Tom presented plaques to representatives of the host agencies – **Phil Latham**, Fort Worth Police, and **Greg Bowen** and **Robert Macklin**, Tarrant County College Police – as well as outgoing board member **Tom Harris** and introduced the members of the current board of directors. **Eddy Croissant** (Tampa Police Department) was recognized for his role in updating the Maintenance Officer Course curriculum with an autographed copy of Calvin Jones’ *Park Tool Big Blue Book of Bike Repair* (and a handy “multi-tool”). Much to his surprise and delight, after a day of thinking no-one had remembered, all in attendance sang “Happy Birthday” to IPMBA Vice President **Mike Wear**.

After the Instructor-Trainers had distributed the medals to the competition finalists, the real winners claimed their prizes. The Fuji Code 2 Max Police Bike, donated by Police Bike Store, will find a new home with **Calvin Charles** of the MNCPP (MD) Police, and the Smith & Wesson M&P 9 M2.0, donated by Nation’s Best Sports, went to **Mike Johnston** of the South County Metro (WA) Fire Department.



The Shack



Party on the Prison Bus



One Big Barbecue!



Karen Spradlin Pulls the Winning Ticket



Tom the Elder and Tom the Younger



Eddy and the Big Blue Book



Allan Howard and Mike Wear

Cowtown Underground:

M&O Subway gone, but Spooky Tunnel Remains

by Gordon Dickson

Fort Worth Star-Telegram, April 1, 2015

Forty-two feet below street level in downtown Fort Worth is a forgotten tunnel.

The passageway once housed a tiny but extremely popular transit system. From 1963 to 2002, the M&O Subway ferried shoppers from a remote parking lot on the north end of downtown to Leonard's Department Store and later the Tandy Center mall at RadioShack's headquarters.

But the tunnel has been nearly untouched in the 13 years since the subway was shut down. Today, one entrance is buried under the Tarrant County College Trinity River Campus, and the other end is secured by a padlocked chain-link fence that stretches across an archway in a limited-access high-rise office building at 300 Throckmorton St.

"If I was going to shoot horror movies and have zombies, and they were coming out of the center of the Earth, that is exactly the type of scene I imagine they'd be living in down there," said Ryan Johnson, asset manager for Spire Realty Group, which owns the tunnel. "I think even our maintenance people think it's a little bit spooky and creepy, so they try to stay out."

Scary or not, the roughly 1,000-foot tunnel tells an important story — the tale of Fort Worth in the 20th century as it grew from a cattle and railroad town into a modern retail and forward-thinking destination.

With RadioShack now mired in bankruptcy and hot summer weather on the way, the *Star-Telegram* longed for a chance to visit the cool confines of the old tunnel, to experience the spookiness and perhaps search for artifacts or other memorabilia beneath the slick structures of downtown.

So Johnson agreed to give the newspaper a one-hour tour on a recent morning, with members of the Leonard family tagging along. A few security guards also joined the team of urban explorers to look at the tunnel and help carry enough hand-held lighting to make the visit possible.

Left on its own since August 30, 2002, the tunnel — which runs under Taylor Street — has briefly housed a colony of bats and an occasional cockroach. On its far north end, where the portal was buried by Tarrant County College construction, the tunnel makes a gentle dogleg west and ends with a concrete wall.

There, it is practically absent of light.

Perhaps the most surprising feature is a bizarre and beautiful form of natural art that has taken shape over the years along parts of the tunnel's corrugated metal ceiling and concrete walls and flooring: stalactites and stalagmites, or at least mineral deposits resembling them.

Because the walls have constantly oozed condensation over the years, smooth layers of mineral deposits have gradually been left on them, creating formations that resemble off-white curtains.

For members of the Leonard family, visiting the M&O Subway tunnel was a chance to briefly relive the past — or for those too young to remember the famous department store, at least to get a taste of it.

Leonard's was a one-stop shopping destination that stretched across several blocks downtown. In the days before American cities were dotted with Wal-Mart Supercenters and Super Targets, shoppers could go to Leonard's for fashion, automotive parts, groceries, toys, farm feed and much more.

The store, which opened in 1918, was sold to Tandy Corp. in 1967. It continued to operate under the Leonard's name until being sold to Dillard's in 1974.

Lauren Leonard, 32, is the great-granddaughter of Obie Leonard, one of the famous Leonard brothers who founded the store nearly a century ago. She is now curator of the Leonard's Museum at 200 Carroll St. in west Fort Worth, where visitors can check out hundreds of artifacts, newspaper clippings and filmed footage of the store.



For her, the tunnel visit was a chance to walk the rails, which still appear to be in good enough shape to support subway cars. She also got to throw a railroad switch, which was surprisingly well-oiled. An old-fashioned spouted oil can was still perched next to the turnout's gears.

She and a cousin, Marty Leonard, daughter of founder Marvin Leonard, used a permanent marker to sign their names on the concrete wall at the north end of the tunnel.

"Remember the M&O," Marty Leonard wrote, adding her signature and the date.

The Tandy Center was renovated after RadioShack moved its headquarters a few blocks north in 2005. Now, Spire Realty Group is seeking retail and office uses for the City Place development but has no plans for the tunnel, Johnson said.

Lauren Leonard said: "I think I got a little emotional when we reached the very end. I guess it was kind of symbolism — like it's over and it's not going to run anymore."

Watch the video: <https://www.star-telegram.com/news/local/community/fort-worth/article17124035.html>.

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“E”-xcitement in the Exhibit Hall



by **Maureen Becker**
Executive Director

2019 was not the first time electric-assist bicycles made an appearance in the IPMBA Exhibit Hall, but it was definitely a record-setting year. Nearly half the exhibitors were marketing an e-Bike, and for awhile, it seemed as if e-Bike companies were going to be riding circles around the rest of the exhibitors.

While the adoption rate of e-Bikes by public safety agencies is still low relative to the number of agencies, it is safe to say that the number of agencies that have added or are considering integrating e-Bikes into their operations has been increasing. It seems nary a day goes by without a news item involving public

simply changing out the front wheel. Long-time supporter and Corporate Member **Police Bike Store** has added the iZip E3 Dash and the Raleigh Lore IE electric police bicycle to its inventory. **Trek Bicycle Corporation**, which recently renewed as a Corporate Member after a hiatus of several years, showed off the Bosch-equipped Police Powerfly, while **Volcanic Bikes** has whet the appetite of its fans with promises of an e-Bike “erupting” in the near future.

In 2011, a century after its founding in 1911 as a motorcycle manufacturer, **Benelli** launched a line of e-Bikes, which has grown to include a rear hub drive model for law enforcement. They must have impressed a few agencies, including Cypress Creek EMS, which purchased five within three months of the conference.

Austin-based **MOD BIKES**, inspired by the mod designs of the 1960’s, made the relatively short trip to demonstrate and display their customizable, high-performance, full-suspension e-Bikes. They also sell a variety of accessories, such as an e-Bike transport rack built to withstand the additional weight.

Pedego Electric Bikes Fort Worth had an even shorter trip; Vicki could have easily pedaled the Ridge Rider Patroller across town if she didn’t also have to bring all the accessories it comes with – lights, sirens, kickstand, rack bag, and everything else a well-equipped public safety bike needs.

Regardless of whether you ride an e-Bike or a conventional, strictly pedal-powered vehicle, the quality of the clothing, equipment and accessories you wear and carry can make all the difference over the course of a long shift.

IPMBA prides itself on the quality of the goods and services provided by our partnering companies, like **ISM Saddles**, offering a unique saddle design that is “changing the culture of cycling”. Steve Toll, one of the company founders, is a former Tampa bike cop, so he (along with his wife, Laura) knows what public safety personnel need. ISM also provided nifty, custom pens sporting the Fort Worth and ISM logos for the welcome bags.

MOCEAN Tactical, manufacturers of bike patrol and technical law enforcement uniforms – in addition to sponsoring the opening reception – continued the tradition of outfitting the Instructor cadre shirts featuring the conference logo and “Instructor” embroidery. In a reversal of

roles, this time the instructors wore red while the Command Staff wore blue. **Sound Uniform Solutions (Bratwear and Olympic Uniforms)** were the source of those sharp-looking shirts that continued the patriotic color scheme associated with not just the US flag, but also the Texas one.

Police Bike Store donated their excellent water bottles, sponsored the PESC/IC Night Operations, and provided a Fuji Code 2 Police Mountain Bike as a raffle prize. **Volcanic Bicycles’** bright blue lanyards were embellished with a red longhorn; a real standout! And, of course, Eric Kackley provided hours of mechanical support, helped by FWPD Officer and Bike Mechanic Bradley Herle.

It was great to welcome **4Bike-Police.com** back to the exhibit hall. Mark Leonard recently converted to a mobile operation, so he has been roaming the towns and cities of the US, bringing a wide array of bike patrol products and repair services directly to departments’ front doors, including “On-Duty” CBD Oil and similar things that “make you go hmmm”.

And, of course, Mark Eumurian of **Patrol Bike Systems** brought just about every Park Tool a cyclist ever coveted, and then some. We are so grateful for Mark for procuring the 6th Edition of the *Big Blue Book of Bike Repair* right at release for the Maintenance Officer Course students. And for having Calvin Jones autograph the one presented to Eddy Croissant in recognition of his work updating the course curriculum.

As the use of Bicycle Response Teams continues to increase, we were thrilled to welcome two “tactical” companies to the exhibit hall. **Haven Gear** manufactures riot equipment, gear and accessories, and protective equipment. They worked with the Palm Beach County (FL) Sheriff’s Office to develop lightweight gear suitable for use by bike officers that has desirable features that recreational riding gear lacks, such as stab, blunt force, and fire resistance; integrated cooling and hydration; and MOLLE and body camera attachments.

On the subject of attachments, **BLAC-RAC** offers a truly unique one: a “revolutionary weapons mount for bike patrol units”. The INADO™ Law Enforcement Bicycle Mounting Platform works in conjunction with a lightweight, aluminum bracket which attaches to the

(Continued on page 18)



Photo courtesy REX EMS

safety and e-Bikes. In response, IPMBA has released a position statement, created an e-Bike resource page, and is developing a training module to help ease the transition of skills from conventional to e-Bike.

So it was fitting that a number of e-Bike companies should choose to exhibit their wares at the IPMBA Conference. The Exhibit Hall was situated in the Crystal Ballroom of the Historic Hilton Hotel, the room in which President Kennedy delivered his last speech.

GeoOrbital, one of IPMBA’s newest Corporate Members, traveled from New England to demonstrate and display their GeoOrbital Electric Wheel, which transforms any bicycle into an e-Bike by

"E"-xcitement in the Exhibit Hall

(Continued from page 17)

handlebars, creating a bike-mounted weapons retention system for bicycle patrol officers.

Enough about law enforcement; EMS providers are at least as important, and it was a delight to have not just one, but two, well-respected distributors of EMS supplies and equipment available. In addition to a wide array of EMS supplies, **Boundtree Medical** offers EMS panniers and AED backpacks. They were also displaying the RexONE Rapid Extraction Mobile Stretcher, complete with a bicycle towing attachment. **Philips Healthcare** provides, among many other products and services, a full range of defibrillators and AEDs for use by medical professionals as well as the public at large.

Last, but not least, IPMBA welcomed two very important non-profits to the exhibit hall: the **Code Green Campaign** and the **Fort Worth Police Bike Support Group**. The **Code Green Campaign's** mission is "to bring awareness to the high rates of mental health issues in first responders and reduce them, eliminate the stigma that prevents people from admitting these issues and asking for help, and educating first responders on self- and peer-care and to advocate for systemic change in how mental health issues are addressed by first responder agencies.

The **Fort Worth Police Bike Support Group**, through donations from citizens and companies, provides equipment, uniforms, specialized training, and recognition for members of the Fort Worth Police Bike Unit. As an extension, they also provided financial support and human power for the IPMBA Conference, to include the barbecue from Risky's!

Although they were not present, **Cycolite Bicycle Lighting Systems** once again sponsored the Nightlife District Operations & Tactics workshop, providing demo units for the attendees to test during the hours of darkness. **iFORCE Patrol Bicycles** similarly maintained a virtual presence via the online exhibit hall page.

Speaking of support, we thank the companies and members who contributed products for the annual Silent Auction, which raised almost \$4000 in support of IPMBA programs:

4Bike-Police, Arkel, Barmitts, Bellwether Clothing, Borealis Fat Bikes, Boundtree Medical, Cateye, Cygolite, David Millican, Elizabeth Bouchard, Framed Bikes, GeoOrbital, Haven Gear, Hero Kit, HGNR/Dumond Tech, IPMBA, ISM Saddles, Kenda Tire, Legacy Safety & Security, Light & Motion, Maureen Becker, Pedaling Innovations, Pedego Electric Bikes Fort Worth, Police Bike Store, Primal Wear, ProGold, R&B Fabrications, Rance Okada, Showers Pass, Sigma Sport, SKS-USA, Sound Uniform Solutions, Stat Packs, Street Crimes Seminars, and Visit Fort Worth.

The top three items (and highest bidders) were the **Visit Fort Worth Gift Basket** (Craig Lepkowski), the **R&B Fabrications Rack Bag & Pannier Set** (Harry Ford) and the **Police Bike Store C3Sports MaxPatrol-600 DLX Light System** (Liam Pierce).

The welcome bags from **R&B Fabrications** would not be as welcoming without **Cera Products, EMS World, HGNR/Dumonde Tech, Highland Village Police Department, NuGo Nutrition, and Police** magazine.

IPMBA thanks all of our industry partners for their support both during and in addition to the conference. We urge you to show your appreciation for their willingness to serve this niche market by patronizing these companies whenever possible for your on- and off-duty needs.

See you in Dayton!



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2019 Conference Highlights

ipmba news

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS. VOL. 28, NO. 2

Newsletter of the
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IPMBA Membership is \$60.00 per year.

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 Email Maureen@ipmba.org for information.

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IPMBA thanks the exhibitors and other supporters of the 29th Annual IPMBA Conference. We appreciate those who were able to join us in Fort Worth and those who provided sponsorships and in-kind contributions. Please support those who support you by patronizing them for ALL your public safety cycling needs!

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- Fort Worth Police Bike Support Group**
Contact: Anna Boulware
Telephone: 817-501-2026
Email: anna@m-pakinc.com
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Contact: Shane Gregory
Telephone: 800-453-6860
Email: shane.gregory@philips.com
Website: www.usa.philips.com
Product/Service: Philips offers a full range of defibrillators and AEDs.

(Continued on page 20)

Virtual Booth

iFORCE Patrol Bikes

Contact: Skip Jones
 Telephone: 724-431-2335
 Email: sjones@iforcebikes.com
 Website: www.iforcebikes.com
 Product/Service: U.S.-made, CUSTOM patrol bicycles and vehicle-grade light/siren kits

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Website: www.emsworld.com
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R & B Fabrications

Website: www.rbfab.com
 Product/Service: Panniers, Equipment Bags & Safety Vests

Arkel

Website: www.arkel-od.com
 Product/Service: Bicycle Panniers, Trunk Bags, Racks

Bar Mitts, Inc.

Website: www.barmitts.com
 Product/Service: Bar-Mounted Mitts

Bellwether Clothing

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

Borealis Fat Bikes

Website: www.fatbike.com
 Product/Service: Fat Bikes

Cateye Bicycle Electronics

Website: www.cateye.com
 Product/Service: Computers, Heart Rate Monitors, Lighting Systems, Safety Lights

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Website: www.framedbikes.com
 Product/Service: Bicycles, Parts, Accessories

Hero Kit

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

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Website: www.hgnr.com
 Product/Service: Dumonde Tech Racing Oils

Kenda USA

Website: http://shop.kendatire.com
 Product/Service: Tires, Tubes, & Accessories

Legacy Safety & Security

Website: www.legacysafetyandsecurity.com
 Product/Service: Armored Vests, Shirts, Helmets, Panels, Backpacks

Light and Motion

Website: www.lightandmotion.com
 Product/Service: Bike Lights

NuGo Nutrition

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

Officer Media Group

Website: www.officer.com
 Product/Service: Law Enforcement Product News, Law Enforcement Technology, Officer.com

Pedaling Innovations

Website: www.pedalinginnovations.com
 Product/Service: Pedals

Police Magazine

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

Primal Wear

Website: www.primalwear.com
 Product/Service: Cycling Wear

ProGold Lubricants/ABC Compounding

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

Showers Pass

Website: www.showerspass.com
 Product/Service: Waterproof apparel and bags

Sigma Sport

Website: www.sigmasport.com
 Product/Service: Lighting Systems, Bike Computers, Heart Rate Monitors

SKS USA

Website: www.sks-germany.com
 Product/Service: Pumps, Tools, Bottle Cages, Bags, Mudguards, Chainguards

Stat Packs

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

Street Crimes Training

Website: www.streetcrimes.com
 Product/Service: Street Crimes Training

Contributing Members

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INDUSTRY



IPMBA thanks **Bicycle Patrol Outfitters, Cygolite Bicycle Lighting Systems, iForce Patrol Bicycles, Sound Uniform Solutions, and Volcanic Bicycles** for their continued participation in the Corporate Membership Program, and welcomes **Electric Spokes Corporation!** These new and renewing Corporate Members have made a commitment to IPMBA and public safety cyclists, and we urge you to patronize them and all Corporate Members whenever possible.



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ISM Saddles
Product: ISM Bike Seats
Phone: 813-909-1441
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Trek Bicycle Corporation
Phone: 920-478-2191
Product: Electric and Standard Patrol Bikes



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

PPP Updates

Visit <http://ipmba.org/membership/product-purchase-program> for the full IPMBA Product Purchase Program listings.

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Phone: 203-627-2616
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Website: www.bernhelmets.com
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HGNR/Dumonde Tech

Product: Chain Lube, Grease, Freehub Oil and Grease, Bike Cleaner
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Contact Name: Maria Schur
Phone: 888-609-4467
Email: maria@hgnr.com
Website: www.dumondetech.com/standard-bicycle-lubricants/
Notes: Contact directly to provide your member number and place your order. Credit cards only.

Sigma Sport

Due to the closure of the North American operations, Sigma Sport is no longer participating in the IPMBA Product Purchase Program.

Expert Voice

IPMBA's Experticity Code has been renewed. To join or renew, visit the Expert Voice website and enter EDFE-E5CE-ADEA-C4D5. This code is for IPMBA members only; do not share it with non-members.

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Electric Spokes Corporation/Voltaire Cycles

Electric Spokes Corporation was founded in 2014 with the idea of designing, building, and importing exciting new technologies in the personal electric mobility industry. It began around electric-wheelchairs.

The vision for our company crystallized when we attended the New Jersey Abilities Expo, which featured many of the technologies that were being used by people with disabilities. We spoke with dozens of vendors and watched demonstrations by many participants. Afterwards, we discussed how Personal Electric Vehicles (PEVs) were not only a practical solution for the disabled, but also how some of these solutions could be commercially successful to a broader audience. It was a matter of pulling those PEVs together and showing how innovation was making quantum advancements and how these advancements might benefit us all.

We opened the shop in 2015, featuring a selection of PEVs. These included electric scooters, electric wheelchairs, electric skateboards, hoverboards, solowheels, electric bicycles, electric trikes, and electric recumbents. Our shop motto became "Ride Far, Ride Free, Ride Green!"

There has been such a surge of interest around e-bikes that they have become our dominant product group. More electric bikes are currently sold each year than any other electric vehicle. These personal electric vehicles are already finding a foothold in municipal departments such as police departments and parks and recreation departments; cleaning companies, health groups, recreational riders, and on many public roads. The economic, health, and sustainability benefits are too valuable today to think that the future of PEVs is short-lived. We know there is a lot more to come.

Electric Spokes Corporation sells a wide range of e-bike makes and models as well as a variety of police-specific accessories.



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RexONE Mobile Extraction Device

INDUSTRY

by Robert Dunivin, EMSCI #205
Los Angeles (CA) Fire Department

The concept of being able to use a bicycle to move a patient to either an awaiting ambulance or aid station has great merit. Rather than navigating a gas-powered or electric med cart through crowded areas and tight spaces, the idea of a collapsible trailer towed by a bicycle is very intriguing and could be a practical solution in a variety of situations.

About a decade ago, I saw the development of the “EMSled Patient Transporter” by a member of my department. The EMSled from Rescue U Disaster Services was a wheeled litter designed to be towed behind a bicycle for patient transport.

Though Rescue U Disaster Services is no longer in business, the original design for a bicycle-based transport device (developed in conjunction with the Captain who founded the Los Angeles Fire Department’s Bike Medic Team) has now been improved and transformed into the RexONE Mobile Extraction Device.

Now owned by REX EMS, LLC., the RexONE Mobile Extraction Device is a ruggedly designed, mobile stretcher that enables a single responder to rapidly move the injured through the toughest conditions. The aerodynamic frame and unique wheel system support up to 400 pounds while providing a 360-degree turn radius for precision handling and stability. The multi-function, adjustable design does the work of a stretcher, gurney, and decent chair all in one system.

In brief, REX EMS has taken the basic concept and improved it into a multi-platform patient transport device. As a result, this device is now a more versatile tool for EMS agencies. This one device can be carried in MCI caches, on ambulances, and/or used by the Bike Medic Team.

Because of its design and materials, it is easy to decon and would work well in the hazardous materials environment for moving non-ambulatory, contaminated patients through a Decon Corridor. With its large wheels, the RexONE is ideal for moving patients out of a Hazmat Hot Zone as well as an Active Shooter Hot or Warm Zone. The Rex One can be configured to put the patient in a seated, flat, or shock position with just a few adjustments.

The RexONE frame consists of a patented, tri-panel system comprising a head panel, a center panel, and a foot panel. Each panel is framed by tubular T-6 aircraft aluminum and welded support panels with circular vents to provide increased structural strength while maintaining a lightweight and sleek profile.

Articulating high-strength steel hinge joints connect the three panels and enable them to be adjusted to multiple transport positions. These transport positions can be changed quickly by pulling release cables, which are located between both the head panel and the foot panel.

The head and foot kickstands can be extended to transform the RexONE into a patient treatment cot or folded under the head or foot panels to deploy it as a

mobile stretcher. There is a telescoping pull handle that folds under the foot panel for this purpose. The wheel fenders protect patients from contact with the tires and prevent road debris from shooting off tires.

With a quick change from the handle to the bike hitch, it can be towed behind the bike. With the older designs, it would have had to be brand-specific. Chris Guerrero at REX EMS felt there was a better way to make the hitch design and really put together the ideal setup comprising a bike tow hitch and tow bar. The bike tow hitch attaches to the rear wheel via a quick-release axle. This results in a stronger connection that is easily adjustable to multiple brands and frame sizes; ideal for a team that has bikes of various makes, models, and sizes.

The RexONE tows very easily, with or without patients, but you do need to be mindful that it is trailing behind you. It can be folded up for a smaller footprint when not being used for transport, but I could see someone cutting behind the bike, not paying attention, and tripping over it.

The RexONE is definitely more maneuverable than an electric or gas med cart; however, the device does affect the overall maneuverability of the bike. Just for fun, we took the RexONE through the IPMBA cone courses. Even the most skilled instructor managed to sweep half of the cones on the Lock-to-Lock and failed the Offset Serpentine miserably. He didn’t even bother with the Box. But how well would a med cart do?

While I really like the versatility of the RexONE, I don’t think it’s the “be-all and end-all” for every bike team. You have to really examine your team’s operations, starting with asking some basic questions. Do you have the need to transport to aid stations, or are you moving patients from inside a venue to an awaiting ambulance? Do you deploy in remote areas with limited vehicle access, like a trail system?

While it works for some of our deployments, for many others, it isn’t practical. When our team deployed to the music raves, it worked very well for us; however, since the City of Los Angeles banned raves in favor of more calm music festivals, our needs as a bike team have changed, so we don’t use them as much, but we still do use them during some events.

(Continued on page 26)



RexONE Mobile Extraction Device

(Continued from page 25)

From a bike standpoint, I would not recommend the RexONE for a ALOC patient, combative person, or in a situation in which you need to manage an airway or provide constant treatment. It is great for the BLS patient, but the best application(s) will be determined by the type of deployment and department protocols.

My main suggestion to improve the RexONE for bike team use is to increase its visibility. Adding reflective striping and lighting (emergency and/or standard taillights) would make pedestrians more aware of the bike's expanded profile.

What I really like the most is that this one device has multiple uses, which makes it an easier sell to a fire department or EMS agency. If you purchase the RexONE, it doesn't just have to sit in the cabinet and only go out with the Bike Team. It has potential beyond just a bike team patient transport tool, and by recognizing the many uses, your investment will be maximized.

Rex EMS has developed the original EMSled concept into a high-quality, versatile device. The RexOne definitely has a place in EMS, and EMS cycling; it is just up to you and your agency to determine how to use to maximize its effectiveness.



My best recommendation is to have them out and give it an honest trial on your own.

Visit www.rapidextraction.com for more information and contact Linda Morin at linda@rapidextraction.com or 714-595-9392 to request a demo unit.

Bob holds the rank of Engineer with the Los Angeles Fire Department and has been a member of the Los Angeles Fire Department Bike Medic Team since 2004. He has been an IPMBA Instructor since 2008. He can be reached at rdunivin@gmail.com.

Photos courtesy Bob Dunivin.

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C3 Sports MaxPatrol 600 DLX Patrol Light/Tail Light

Simple But Highly Functional

by Jon Constantino, PCI #1872
Panama City (FL) Police Department

I am a police officer with the Panama City Police Department with 14 years law enforcement experience. Half of that time has been on a patrol bicycle. I have had experience using various different lighting systems, and the MaxPatrol 600 is by far the best system I have used. In this review, I will share my thoughts, describe its functions, and list some pros and cons of the unit.

Installation of the unit was a breeze; the front light has a standard tool-less tightening mechanism with a sturdy tightening bolt. The side lights can be affixed to the top tube, bottom tube, and/or either the seat stay or chain stay. The side lights use a sturdy rubberized latching system. The rear taillight has three screws that attach to just about any bag/rack support system.

The wired remote switch also mounts to most handlebars with a sturdy rubberized latching system. The function of the light control device is very simple, and it provides easy access in any mounting option for quick controls. The controls are simple: a headlight/taillight button and a pursuit button. The "light-on" button, identified by a single circle, activates the front CREE LED, 600-lumen light and the strobing rear taillight. A second press of the light-on button dims the front light to 240 lumens. The taillight can be switched off by simultaneously depressing both the light-on button and pursuit button.

The pursuit button is identified by three circles. A single press of the pursuit button activates pursuit mode, which on my MaxPatrol 600 DLX is a red/blue wig-wag. The device also offers an optional rapid-pursuit mode when the pursuit button is held down for two seconds. Rapid pursuit mode allows for 3x red and 3x blue flashes per second. The optional side-mounted pursuit lights, which are rated at 400 lumens, add extra visibility for both day and night operations.

The MaxPatrol 600 DLX is powered by a 7800mAh lithium ion rechargeable battery. The battery comes in a waterproof cover and attaches to either the bottom tube or, in my case, the rear mounting bracket for my patrol bag. In my experience, the battery lasted a week of intermittent use, which is a huge plus. The battery indicator is built into the buttons and is color-coded for battery charge indication.

I used the lighting system for approximately two months, both day and night patrol. At night, the pursuit package enabled me to not only conduct effective traffic enforcement, but also to be seen by other officers when conducting field investigations or when backup was needed. The lighting system, including the side lights and tail light, is highly durable and maintained its

function even during foul weather conditions. On the down side, the lights did develop some condensation inside of the clear plastic housing. This was easily fixed by using a Phillips head screwdriver to remove the clear cover, which allowed me to clean it with ease.

The only other notable problem I experienced was with the wired splitter that connects the battery pack to the rear tail and

side lights. The wire uses a split plug-in system to separate and disperse the power between the front and back lights. The plug from the rear and side lights has a gasket or o-ring that is supposed to keep the plug secure. During the first week of strenuous use, I noticed that rear and side lights were inactive due to the gasket moving, which caused the plug to become unsecure. Eventually the gasket fell completely out of the plug housing. Even with this minor issue, and without the gasket, the system worked perfectly without it. In fact, the plug was more secure during my use without the gasket.

There are many reasons why the gasket could have come loose and fallen off completely. During my patrol shift, which is twelve hours, my bicycle is often secured to the back of my vehicle on a rack. The rack straps were close, if not up against, the plug splitter. This could have dislodged the gasket prior to riding, after which the riding caused it to eventually work its way off.

The MaxPatrol 600 DLX gets a 9.5 out of 10 in my book. It is easy to use, made out of solid CNC'd aluminum, offers up to 600 lumens of lighting power, and enhances the public safety cyclists ability to operate their bicycles effectively while being highly visible. I recommend this system for any agency that has a proactive bike unit or bicycle patrol.

C3Sports lighting systems are available from IPMBA Corporate Member Police Bike Store, which offers discounts to IPMBA Members. Visit www.policebikestore.com, email info@policebikestore.com, or call 973-366-5658 for more information or to place an order.

Jon began his law enforcement career in 2004 as a Special Police Officer 1 in Seaside Heights, New Jersey, and was appointed as a bicycle patrol officer. In 2006, he was hired by the Point Pleasant Beach (NJ) Police Department as a Special Officer 2 and was hand-selected for their Bike Unit. In 2011, he moved to Florida and the Panama City Police Department. He was

appointed to the Community Patrol Unit and conducted bicycle patrol. In 2016, he transferred to the Philadelphia (PA) Police Department, as a patrol officer. In 2018, he returned to the Panama City Police Department, where he conducts bicycle patrol during his shift with the promise of a bike unit in the near future. He can be reached at jconstantino@pcgov.org.

Photos courtesy Jon Constantino.



by Michael Campbell, *EMSCI #180*
Williamson Medical Center (TN) EMS

The Helmet: Bontrager Quantum MIPS

I received the Quantum from Trek for a demo and review on December 15, 2018. It was a bit like an early Christmas gift. The first thing I noticed after removing the helmet from the packaging was its construction. This was my first look at anything other than a Giro helmet since 1999, and, I have to say that I really like the overall look of this helmet. The design of the MIPS system is very well thought out, and the rear "ratcheting system" is super-easy to use. This helmet has a lower profile than my current one, and, I must admit, it is more comfortable. I even forgot it was on my head after a few minutes. There are fewer vents in this helmet than in my Giro, and I was concerned that I would be hotter when riding. My concerns about the vents proved to be psychological; I was no "hotter" in this helmet than in my Giro.

I think that if you give this helmet a try, you will like it.

The Pedals: Bontrager Line Pro

As an IPMBA EMS Cyclist Instructor, I have been riding my mountain bikes with the cage-and-strap retention on my pedals for the last 19 years. I purchased a Fuji Tahoe 27.5 a year ago. It came equipped with flat pedals. I went straight out and rode my favorite mountain bike trails with those foreign pedals. The ride started out great. I was a little concerned that I would have problems with the different pedals, but on the smooth and minor rough areas, I experienced no difference between the new flat pedals and my pedals with the retention straps. As I progressed through the route, and my confidence increased, I started to ride harder and faster. As the terrain became rocky and hilly, I found myself slipping off the pedals. The climbs were not too bad, but I had a couple of "mishaps", where my feet slid on the pedals, causing me to brake or change my line to compensate for my mistakes. The real problems arose on the descents; I had multiple incidents when my foot/feet slid or came completely off the pedals. One caused a particularly gnarly endo into a tree.

Bruised, and with a plethora of abrasions ranging from minor to me needing to get out my first aid kit, I mounted my "new bike" and finished the trail at a much slower and cautious speed. I swore I was

changing out those da%on pedals as soon as I got home. I replaced those flat pedals with my tried-and-true cages and straps and vowed to never ride with flat pedals again. Well, as I researched the differences in flat pedals, I concluded that the ones that tried to "kill me" were the lowest-rated, poorest quality, and least expensive flat pedals on the market. I guess you could say ignorance is bliss.

So, breaking my vow with some apprehension, I installed the Line Pro flat pedals on my bike and rode some of the "trails" in my neighborhood. There are no real technical sections here and, as expected, I had no problems. I then ventured out to my favorite trails and found the Line Pro's behavior extraordinary. I felt like my feet were glued to the pedals, there was so little slip. After riding about six miles, I noticed I was able to shift my feet/shoes on the pedals without slipping. The more I rode with them, the more I liked them. Having logged about 60 miles of off-road use, I have concluded the shoe/pedal pairing is superb. I have no plans to switch back to my other retention.

These pedals are lightweight and have a substantial number of pins for gripping. Besides the material used in construction of the Line Pro flat pedal and the ability to customize the height of each pin, they don't **appear** to be much different than the "killer" ones. But those seemingly tiny differences made my confidence in my ability to ride harder soar, which led to a fantastic mountain biking experience.

The price of the Bontrager Line Pro is what I consider average, around \$100.00.

The Shoes: Bontrager Flatline Mountain

The third and final product I was sent was the Bontrager Flatline Mountain shoe. These shoes look like what a skateboarder or BMX rider would wear. They are constructed of man-made "leather" uppers with natural rubber soles.

I wore them casually for a few days and found them to be very comfortable. They



go well with jeans and shorts, and no-one questioned my fashion taste.

The first time I wore the shoes while riding, it was during an IPMBA class. There was no off-road riding, but they performed very well. I experienced no discomfort, and although they are less stiff in the sole than my regular shoes, I did not notice any pedal stroke loss or ineffectiveness. I feel like these shoes are great for patrol in EMS.

I rode the flat pedal and shoe combo on a couple of the local parks and found them to work together very well. I had no issues after "learning" the feel of the pedal through the shoe. I was very pleased with these products and feel they make a great team!

Mike is an EMT with the Williamson Medical Center EMS in Franklin, Tennessee. He was certified as an IPMBA EMS Cyclist in 2000 and an IPMBA Instructor in 2006. He attended many conferences and was a frequent competition medalist. He also provided EMS support for various courses and workshops. He has helped staff the IPMBA booth at EMS World two times, and his photo graced the cover of the May/June 2006 issue of Emergency Medical Product News. He can be reached at bikemedic1282@yahoo.com.

Photo courtesy Mike Campbell.

The Most Annoying Sound, Part 1: Disc Brakes

You know the sound as soon as you hear it: the sound of the brake rotor on your bike hitting the pads. With each revolution of the wheel it hits again. It's like an audio version of the Chinese Water Torture. There is no escaping it.

If you have mechanical disc brakes, you might be able to back off the adjusters to stop the scraping noise, but you're left with having to pull the brake level almost clear to the handlebar to get any kind of braking power. If you have hydraulic brakes, you just have to grin and bear it. Well, maybe just bear it. Fixing the scrape, though, is really not very difficult.

The most likely cause of the scraping is that the rotor has become out-of-true or is bent. Before doing anything else, the first thing I do is take a Sharpie and number the spokes of the rotor. Most rotors have eight spokes and you just number them 1 through 8, but clearly this method will work with any number of spokes. If you prefer, you can use Roman numerals, I – VIII. The reason for marking the rotor is to keep track of where the rotor is scraping, as it is very easy to lose track of the guilty section when you spin the wheel in an attempt to discover the source of the sound.

Before truing the rotor, first check to make sure all the bolts that hold the rotor down are properly tightened and have equal torque. Most rotors mounted on bicycles come from the factory with Loctite on the threads, and are usually pretty evenly torqued. Stranger things have happened, though. Most rotors use the star type bolt (a Torx bit), but you can use a smaller diameter Allen bit to check the bolt's torque.

Assuming all the bolts are tight and properly torqued, the next task is to check the true of the rotors. While it is far easier to do this with the bike mounted on a repair stand, it can be done either with the help of a friend, or by yourself, with a bit of juggling. Position yourself so you can see the rotor going through the brake caliper. Spin the wheel slowly. Be sure to keep your hands and fingers away from the rotors and calipers – they will eat your

fingers, which is definitely not a comfortable feeling! Odds are you will see a slight warping of the rotor when it makes contact with the caliper. Remember those numbers you put on the brake rotor spokes? Observe which number spoke corresponds to the brake rub.

A disc brake rotor tool, like the Park Tool DT-2, makes this job a lot easier. Basically, the tool is a piece of metal with two slots cut into it, one for larger corrections and one for finer corrections. It is definitely a worthwhile investment, but if you don't have one, a small adjustable wrench will work instead. I use an antique "box" style adjustable wrench. Fasten the wrench to the spoke you identified as causing the rub. Here comes the tricky part: very slowly apply pressure to the wrench, pushing it away if the outer caliper is being rubbed, or pulling it towards you if the inner caliper is being rubbed. Keep in mind that you only need to move the rotor a millimeter or two to clear the calipers. It is very easy to get over-enthusiastic and bend the rotor too far, which will cause it to rub the opposite caliper. Remove the wrench and spin the wheel. If the brake rub is gone, congratulations! You may now continue with your ride. If it still rubs, repeat the process, again taking care not to over-correct.

You may find that even after correcting the rub, the rotor may eventually start rubbing again. This is because metal has "memory", and it might head back to where it was used to being. Just repeat the process. If your rub lasts for more than a third of the travel of the rotor, the problem could be that a caliper adjustment is needed, not a truing of the rotor. That topic will be covered in future *Gears and Gadgets* column.

Of course, "The Most Annoying Sound" is not exclusive to disc brakes. Bikes equipped with rim brakes can also fall victim to this ailment. We will cover "The Most Annoying Sound, Part 2: Rim Brakes" in the next *Gears and Gadgets*.

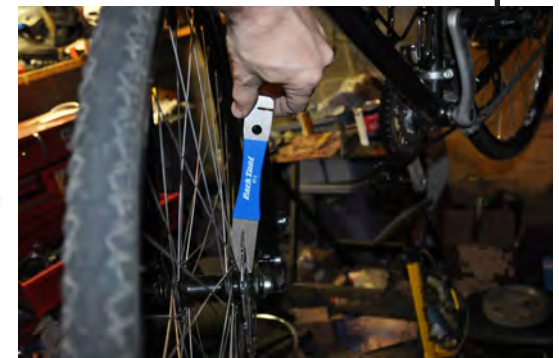
Until next time, keep those pedals cranking and be safe out there!



Numbering the Spokes



Disc Brake Rotor Tool



Adjusting the Brake

David is a 12 year volunteer with the Maryland National Capital Park Police. When he isn't riding or tinkering with bicycles, David can be found tinkering with vintage cars or World War II airplanes. An avid historian, David enjoys researching and writing as well. He can be reached at onyx@sax@aol.com.

Photos courtesy David Cohen.

IPMBA 2020 | DAYTON

The Most Annoying Sound, Part 2: Rim Brakes

by David Cohen

Maryland National Capital Park Police Reserve Unit

In the last G&G column, I detailed how to fix a rubbing disc brake. Fixing a rubbing rim brake is no more difficult, although the process is a bit different.

Rim brakes and mechanical disc brakes are similar in that they both use a cable actuated by the brake lever to engage and release the brake. Some minor rim brake rubs can be solved simply by using the adjusters on the brake levers. On road bikes with drop bars, the adjusters are often located on the brake unit itself. Turning the adjusters counter-clockwise will allow for more slack in the cable, which, in turn, will cause the brake shoes to back off. The object is to not back the adjusters off so much that the brake levers have less than an inch of space between the lever and the handlebar when fully engaged. That is the bare minimum. I prefer a quicker engagement of the brakes, so I would set mine so there is more space when the brakes are fully engaged – usually between 1 ½ to 2 inches, depending on the bike.

Before making adjustments, conduct a quick check of the rim surfaces and braking surfaces. Rim brakes by their nature are more susceptible to picking up dirt, grime and other debris than their disc brake counterparts. They also leave a buildup of brake material on the rims themselves. A quick wipe around with a cloth or paper towel is usually sufficient, but cleaning the rim with rubbing alcohol should be a monthly task. To check the braking surfaces, release them as if you were changing the tire and for any extraneous debris on the brake shoes. Usually a check with your hand is sufficient.

If you've gone through these steps and your brakes are still rubbing, odds are the rim is out of true. Most of us don't carry a wheel truing stand with us, so doing a full true of the wheel really isn't practical, but you can use your spoke wrench to get the rim to clear the brake shoe.

With the wheel in the air, give it a spin. Stop the wheel when it gets to the rub. The rubbing area should be in the 12 o'clock to 1 o'clock position, or fairly close to it. From the top, find the spoke that is closest to the rub.

The corrective action needed depends on which of the brake shoes are rubbing.

Looking down at the top of the tire with the rub at the 12 o'clock or 1 o'clock position:

Left Shoe Rubbing: Turn the left-side spoke counter-clockwise; turn right-side spoke clockwise.

Right Shoe Rubbing: Turn the left-side spoke clockwise; turn the right side spoke counter-clockwise.

This may seem counter-intuitive, but the spokes are reverse-thread. Always adjust spokes in pairs or in threes, and only make adjustments in quarter-turn increments.

If the rubbing is prolonged or the level of distortion in the true can't be resolved after more than two full turns of the spoke wrench, then the wheel has other issues and should be looked at by an expert.

Hopefully this little tidbit will ensure long miles of quiet riding.

Next G&G we'll discuss daytime running lights (DRLs) for bicycles.

David Cohen is a 12 year volunteer with the Maryland-National Capital Park Police. When he isn't riding or tinkering with bicycles, David can be found tinkering with vintage cars or World War II airplanes. An avid historian, David enjoys researching and writing as well. He can be reached at onyx@sax@aol.com.

Photos courtesy David Cohen.



Statewide Bicycle Response Team Cooperation Produces Positive Results

by Gordon Cairns, PCI #1686-B
Dayton (OH) Police Department

On Saturday, May 25th 2019, 720 law enforcement officers from around the State of Ohio were called upon to assist the Dayton Police Department with a planned protest that would occur later in the day. The KKK had obtained a permit to speak on Courthouse Square. There were multiple counter-protests planned at various locations around the city. Out of those law enforcement officers, 111 comprised the Bicycle Response Teams. Cleveland, Columbus, and Cincinnati were just three of the departments that sent their BRT officers to supplement the Dayton Police Department and Five Rivers Metro Parks Ranger teams.

During the preparation for this event, one of the first things discussed was the use of BRT's. After seeing the success of BRT's in Cleveland during the Republican National Convention, along with that of Dayton's BRT's during local festivals, it was immediately apparent that deploying a BRT would be crucial to the operation. Officers from the Dayton Regional Crowd Management Team (Mobile Field Force) and BRT had already been training with Columbus, building a rapport with their team. Likewise, the Dayton BRT and Five Rivers Metro Parks BRT conducted joint training prior to the protests, ensuring the teams could work together while at the same time brushing up on their tactics.

Once the day-of-event briefings were complete, the teams reported to their posts. Three teams consisting of two squads – about 60 officers – covered Courthouse Square. Another team, comprising two squads, was assigned to Riverscape MetroParks,

while a single strike team went to Macintosh Park. Counter-protests were planned at these two parks, and there was concern they would move to the city center and join with the larger protests.

The crowds began to assemble at all three locations. Multiple groups consisting of Antifa, the Black Panther party, and Black Block, to name a few, arrived to protest. Multiple armed people expressing their Second Amendment rights arrived. Members of these groups were equipped with gasmasks, helmets and first aid kits. It appeared they were prepared for the worst.

The BRT's moved among the crowds and maintained fixed posts, using stationary lines to control pedestrian movement. At the end of the day, none of the anticipated violent behavior had occurred. There was plenty of national attention on Dayton to see how we would handle this potentially volatile situation. From news agencies to online vloggers and bloggers, most agreed that the Dayton Police's preparation prevented any major issues and that the use of BRT was instrumental in helping keep the peace. The cooperation from multiple agencies across the state for BRT-related functions is something that will be counted on in the future.

Gordon attended the IPMBA Police Cyclist Course in 2006 and was certified as an IPMBA Instructor in 2017. He attended the IPMBA Bicycle Response Team Training in 2017 and the Bicycle Response Team Instructor Seminar in 2018. He is the chair of the 2020 IPMBA Conference Committee, preparing for Dayton to host the 30th Annual IPMBA Conference, June 1-6, 2020. He can be reached at Gordon.cairns@daytonohio.gov.

Photos courtesy Gordon Cairns.



He Does It From the Heart

MPD's Mike Kirchen Named Minnesota Police Officer Of The Year

by Reg Chapman

June 11, 2019, WCCO CBS Minneapolis



MINNEAPOLIS (WCCO) — The Minnesota Police and Peace Officers Association honored a Minneapolis cop with its highest award: Police Officer of the Year.

Officer Mike Kirchen is known by many as the “bike cop,” but he does so much more.

He earned the award because of his outreach and recognition around the country as someone who links officers with the communities they serve.

Kirchen has been an officer in Minneapolis for 27 years, the last 10 years spent on the street, on a bike, interacting with kids and members of communities that have strained relationships with law enforcement.

“We run into kids all the time on our bikes and they love to see us, and that’s a good thing if they can trust, trust the police,” Kirchen said. “If they trust me, then they’ll trust another cop.”

Kirchen speaks to kids at schools and in the community. He also gives away thousands of bike helmets, and hundreds of bikes.

“He goes to scenes where we have homicides, grief, and tries to

bring some normalcy to families who experience trauma,” said Deputy Chief Art Knight.

Kirchen say the award is truly an honor.

“It’s something that I don’t take lightly,” Kirchen said. “I know in my mind, in my personal opinion, there are so many other officers in Minneapolis, Saint Paul, and around the state that could have easily won that award.”

Kirchen is known for building bridges every day he puts on the uniform. He works hard to infuse the mission of Bike Cops for Kids into MPD culture.

“We wanted to get these footballs so that other cops can grab these at the precinct, throw them in their squad car, and then some time during the course of their shift just get out of the squad car, time permitting, throw a football around with a kid and then let them keep the football,” Kirchen said.

He was also recognized for spreading Bike Cops for Kids, the program he and another officer began in Minneapolis, to other cities across the country.

Chief Knight says MPD is proud to have the state’s top cop in its ranks.

“He’s a nice resource, and he does it from the heart,” Knight said.

Kirchen tells stories of the good things officers are doing across the city on his weekly blog. He says he would not be able to do what he does without community partners. Kirchen thanks Children’s Minnesota Hospital and the American Academy of Neurology for providing helmets.

Oklahoma Law Enforcement Officers Unity Bicycle Tour 2019

by David Dickinson

Moore (OK) Police Department

On May 10, 2019, twenty-seven officers from twelve different Oklahoma law enforcement agencies took part in the 5th Annual Oklahoma Law Enforcement Officers Unity Bicycle Tour Ride. Officers rode 12.5 miles in forty-degree weather, against a stiff wind, from the Moore Police Department to the Oklahoma Law Enforcement Memorial in Oklahoma City.

The primary purpose of the Unity Tour Ride is to raise awareness of Law Enforcement Officers who have died in the line of duty. The secondary purpose is to raise funds for the Oklahoma Law Enforcement Memorial. The Oklahoma Law Enforcement Memorial honors the sacrifices made by fallen officers and is dedicated to the service of all law enforcement officers and their families in that service. It honors all officers who served in or died in what is now the state of Oklahoma.

This year, we were able to raise \$790 dollars through the funds raised by the bicycle ride and a Police Week chili cook-off.

Watch the arrival video here: <https://youtu.be/56t7yMboVxw>.

Photos courtesy David Dickinson.



IPMBA Members on the Move

David Boe, Los Alamos (NM) Police
retired, now with San Marino (CA) Police

Scott Fogel, Quakertown (PA) Police
no longer on bike duty after 20 years

Drew Hadley, Adams County (CO) Sheriff's Office
now with Commerce City (CO) Police

Scott Hickey, Fort Lauderdale (FL) Police
retired, working for a private K9 company and teaching bikes

Corey Jacobsen, Laramie County (WY) Sheriff's Office
retired, now with Wyoming State Parks

Eugene Johnson, Atlanta (GA) Police
retired

Jonathan Ley, Norwich (CT) Police
retired, now with Putnam (CT) Police

Kenneth Mullen, Illinois State Police
retired

Patrick Orrick, Lawrence (KS) Police
retired, now with Children's Mercy Hospital

Michael Wear, Metropolitan (DC) Police
retired (again), back with Kiernan Group Holdings

IPMBA Remembers Kevin Hegyi

MINNEAPOLIS (WCCO)

There were heavy hearts Friday in Brooklyn Park as friends and family remembered Detective Kevin Hegyi, a Hopkins police officer.

The 45-year-old father of three died after he was hit by an SUV while riding his bicycle early Sunday morning (August 4, 2019). Authorities say Hegyi was struck by a vehicle around 12:14 a.m. in the 22600 block of Industrial Boulevard. Hegyi was pronounced dead at the scene just after 1 a.m. According to investigators, both Hegyi and the driver of the vehicle were traveling in the westbound lane of Industrial Boulevard when the crash occurred. The driver is cooperating with the investigation.

On Friday, August 9, Hegyi's family and officers from law enforcement agencies across the state turned out to celebrate his life. "It's just odd when you realize, 'I'm never going to talk to him again,'" said Sgt. Mike Glassberg with Hopkins Police.

"He's just one of those guys when he walks in the room you feel at ease and comfortable with him," Sgt. Glassberg said.

Glassberg remembers Hegyi as a fun-loving, active guy with a sense of humor. He said Hegyi worked in the construction business before making a career change to law enforcement, and his colleagues said he could fit in with anyone, anywhere.

A 7-year member of the force, he was a SWAT team leader and his remains were escorted to the church by fellow officers. Detective Hegyi's sons carried his urn, his badge and an American flag. During

the service, people held blue roses. Afterward, Detective Hegyi was taken to his final resting place at Mound Cemetery in Brooklyn Center.



Kevin attended the IPMBA Police Cyclist Course held April 30-May 3, 2013, in Hopkins, Minnesota. His instructor was Micheal Johnson, PCI #1288. He was an IPMBA member for a period of one year.

A fund to provide support for Kevin's sons has been established by "Backing the Blue Line". To contribute, visit <https://www.facebook.com/donate/818581815204552/>.

Photo courtesy Hopkins Police Department; content excerpted from *Funeral Held for Hopkins Detective Kevin Hegyi*, by John Lauristen, WCCO Minneapolis, August 9, 2019.

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Donald Erb, Lancaster (PA) Police (ret.)

Larry & Katie Fuchtmann,
Arizona State University Police

Brian Gillman, Cypress Creek EMS (TX)

Bernie Hogancamp, Homewood (IL) Police (ret.)

Martin Martinez, Albuquerque (NM) School Police

Mark Pritchard, University of Rochester (NY) DPS

Alberto Santiago, Rochester (NY) Police

Jason Schiffer, Lehigh University (PA) Police

Gary Strang, London (ON) Police (ret.)

Richard Sulfsted, Cincinnati (OH) Police

Nancy Surace, Westport (CT) EMS

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by Carol A. Clark

Los Alamos Daily Post, April 15, 2019

"It's been the best job I've ever had ... by a long shot..." – Cpl. David Boe

Cpl. David Boe wraps up his nearly eight-year service today with the Los Alamos Police Department.

"It's been the best job I've ever had ... by a long shot," Cpl. David Boe told the Los Alamos Daily Post. "This is a bittersweet day. It's sad because I'm not going to be serving here in Los Alamos anymore where I've thoroughly enjoyed it – but happy because I'm going to start a new adventure in a new place."



Cpl. David Boe, during an interview Thursday, April 11, at the Los Alamos Daily Post, spoke about his local police service and how much he will miss the community.

Los Alamos Police Chief Dino Sgambellone commended Cpl. Boe.

"I've really enjoyed knowing and working with David. He embodies the community policing philosophy,"

Sgambellone said. "I know he will be missed in the department and the community. I thank him for his service and wish him and his family all the best."

The San Marino Police Department in California has hired Cpl. Boe and he begins his service there later this month. His wife Cindy obtained consultant work in the area in 2016 and Boe has been traveling back and forth so is looking forward to moving out there permanently, he said.

"Dave has really enjoyed working in Los Alamos and will miss the friends he has made in the community ... but family comes first and we haven't lived in the same state for three years, so it is time for him to start a new adventure in California," Cindy said.

The City of San Marino is similar in size to Los Alamos and its police department has about 28 sworn officers, similar to LAPD, he said.

"It's a nice community with a low crime rate and everyone I've met so far has been friendly and welcoming," he said.

Community Bids Farewell to Cpl. David Boe

Cpl. Boe is going to be missed. He is arguably one of the most personable officers on the local police force and a particular favorite among the small business community as well as the community at large.

"Cpl. Boe excelled at many things but the one thing that I will remember the most is how well he treated the public," Cmdr. Oliver Morris said. "He embodied many of the characteristics that we try and instill in our employees as it relates to community policing."

Boe spoke about his best day on the job and his most challenging.

"The best day on the job was the day I was hired to work here because it was a dream come true," he said. "But that was short-lived because within a few days I had to go to the police academy and then into field training, and that was a challenge."

Boe explained that at 52 years of age, he was a "bit" older than most recruits. He had served four years in the United States Air Force, six years in private security and 18 years in the executive protection unit at U.S. Bank. He retired to be a stay-at-home dad. He began to look for work outside the home again once his children were older and his wife went to work at Los Alamos National Laboratory.

With all that experience, he said he had a need to learn the reasons behind the various protocols and asked a lot of questions.

"It was really a challenge but once I got out on my own, I loved it," he said.

Boe said he owes his getting hired at LAPD to an officer he met one day while visiting the HR department at the County.

"We began talking and I mentioned how I had always wanted to be a cop and he suggested that I give it a shot ... 'the worse they can do is say no' ... so, I did," Boe said. "What I do is community policing – talking to people. I believe law enforcement is a calling and you really need to talk to people and treat them with respect even when you arrest them."

Boe and his wife Cindy have been married for 31 years. They have two children, Kyle, 22, and Jaymes, 20.

[Ed.'s Note: David attended the IPMBA Police Cyclist Course held in April 2014, in Albuquerque, New Mexico. He was certified as an IPMBA Instructor at the 2015 IPMBA Conference in Chandler, Arizona. He hopes to have the opportunity to conduct IPMBA training for San Marino Police Department and the surrounding agencies. He can be reached at djboe21@gmail.com.]

Photo by Carol A. Clark, Los Alamos Daily Post.

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CONGRATULATIONS, NEW INSTRUCTORS!

IPMBA Instructor Course | August 26-30, 2019 | Grand Rapids, Michigan

Humzah Abdullah, Milwaukee Fire Department, Milwaukee WI; **Daniel Brown**, North Bergen Police Department, North Bergen NJ; **Jacob Bubolz**, Milwaukee Fire Department, Milwaukee WI; **Michael Hernandez Gomez**, Sanford Police Department, Sanford FL; **Marvin Kelley**, Las Cruces Police Department, Las Cruces NM; **Brian Klimeck**, Las Cruces Police Department, Las Cruces NM; **Scott Malloy**, Central Michigan University Police Department, Stanwood MI; **Russell Mandel**, Arlington Heights Police Department, Arlington Heights IL; **Nicholas Pendell**, Michigan State Police, Lansing MI; **Alejandro Rodriguez**, Las Cruces Police Department, Las Cruces NM; **Rossmann Shaffer**, Temple University Police Department, Philadelphia PA; **Nicholas Smith**, Sandy Springs Police Department, Sandy Springs GA; **Paul Smith**, Grand Rapids Police Department, Grand Rapids MI.

And welcome new Instructor-Trainer, Thomas Zermeno, Norman (OK) Police Department!



Photo courtesy Grand Rapids Police Department



Photo courtesy John Koelsch

The City of Emporia, the State of Kansas, and John Koelsch Celebrate 25 Years of IPMBA

On April 15, 2019, ten students commenced an IPMBA Police Cyclist Course held in Emporia, Kansas, hosted by the Lyon County Sheriff's Office. They represented Emporia State University, Hays, Ottawa, and Goddard Police Departments as well as the Lyon County Sheriff's Office. They may or may not know that the class represented a significant milestone for both IPMBA Instructor John Koelsch and Emporia.

The 2019 IPMBA Police Cyclist Course marked the 25th year of IPMBA training in Emporia as well as the state of Kansas, not to mention PCI #068, John Koelsch. In 1993, John was assigned to Emporia Police Department's pilot bicycle patrol. In April 1994, he attended the IPMBA Police Cyclist Course held in Omaha, Nebraska, taught by Lowell Petersen, PCI #057.

He completed his practice teach in May 1994 and was subsequently certified as an IPMBA Instructor, the first in the state of Kansas. He went on to take the Police Cyclist Instructor Development Course at the 1995 IPMBA Conference in Milwaukee. He has continued to teach the IPMBA Police Cyclist Course even as he moved from the Emporia Police Department to the Lyon County Sheriff's Office.

We congratulate John on this achievement and welcome the students from his milestone class to the ranks of IPMBA.

BOARD PROFILES

President

Wren Nealy, PCI #860-B/EMSCI #154-B
Cypress Creek EMS/Waller County Sheriff's Office, Spring TX
Email: president@ipmba.org
IPMBA Member Since: 2000
IPMBA Instructor Since: 2002
Number of Bikes in Department Fleet: 30, I think. That's Gillman's job!
Number of Bikes in Personal Fleet: Two
Fondest Conference Memory: Scottsdale AZ 2005. Instructor school, the hills and stairs, trying to "hang" with a group of Aussies, riding in my first competition when you were required to wear all of your duty gear and EMS had to carry weighted panniers.
Most Rewarding Moment on Bike Duty: After nearly being run over by a drunk driver, initiating a pursuit that went seven miles. Using IPMBA Police tactics to keep the vehicle in view, paralleling the driver until patrol units stopped him. Telling him, "You can't outrun Motorola!"

Vice President

Michael A. Wear, PCI #516T-B/EMSCI #059T-B
Metropolitan Police Department, Washington DC
Email: vp@ipmba.org
IPMBA Member Since: 1998
IPMBA Instructor Since: 2001
Number of Bikes in Department Fleet: Approximately 500
Number of Bikes in Personal Fleet: Five
Fondest Conference Memory: Ogden UT 2002. Riding Porcupine Rim Ride, unbelievable blast of adrenaline with a touch of humility towards actual level of bike handling skills. Elevated respect for the training IPMBA offers our membership.
Most Rewarding Moment on Bike Duty: The ability to respond quickly to the Washington Navy Yard Active Shooter.



Secretary

Craig Lepkowski, PCI #1180-B/EMSCI #272-B
Lake Forest Police Department, Lake Forest IL
Email: secretary@ipmba.org
IPMBA Member Since: 2009
IPMBA Instructor Since: 2010
Number of Bikes in Department Fleet: Eight
Number of Bikes in Personal Fleet: One
Fondest Conference Memory: Tampa FL 2014. Translating David Millican's Police Cyclist Course into Spanish for two Argentinian bike cops. And the Special Forces scenario over the bay was outstanding.
Most Rewarding Moment on Bike Duty: All the great public contact during our annual Lake Forest Day parade.

Treasurer

Elizabeth Bouchard, PCI #905-B/EMSCI #214-B
University of Guelph Campus Community Police, Guelph ON
Email: treasurer@ipmba.org
IPMBA Member Since: 2006
IPMBA Instructor Since: 2006

Education Coordinator

David Millican, PCI #1006T/EMSCI #343T
Denton Police Department, Denton TX
Email: education@ipmba.org
IPMBA Member Since: 2006
IPMBA Instructor Since: 2007
Number of Bikes in Department Fleet: No one really knows!
Number of Bikes in Personal Fleet: Four
Fondest Conference Memory: Tampa FL 2014. Ybor City, Devil Rays game, dinner with family, three students who didn't speak English and a huge U.S. Special Forces Hostage/Rescue Scenario over the Bay. Need I say more?
Most Rewarding Moment on Bike Duty: It was Halloween night. I rode up on a drug transaction between a pedestrian and a passenger in a car, who still had the drugs in his lap. Guess who said, "Trick or Treat"?

EMS Coordinator

Position Open

Membership Coordinator

James Englert, PCI #1081
Arapahoe County Sheriff's Office, Centennial CO
Email: membership@ipmba.org
IPMBA Member Since: 2006
IPMBA Instructor Since: 2008
Number of Bikes in Department Fleet: 16
Number of Bikes in Personal Fleet: 6
Fondest Conference Memory: Seeing all my friends and other bike officers from previous years.
Most Rewarding Moment on Bike Duty: When a child or young person notices we are police on bikes and we are able to stop and talk. It usually turns into a positive interaction.

Conference Coordinator

Brian Gillman, EMSCI#189T-B
Cypress Creek EMS, Spring TX
Email: conferences@ipmba.org
IPMBA Member Since: 2005
IPMBA Instructor Since: 2007
Number of Bikes in Department Fleet: 40
Number of Bikes in Personal Fleet: Two
Fondest Conference Memory: Working the MMR Clinic
Most Rewarding Moment on Bike Duty: Every day on bike duty is a good day.

Industry Liaison

Jason Bain, PCI #1046-B/EMSCI #278-B
Saint Paul Police Department, Saint Paul MN
Email: industry@ipmba.org
IPMBA Member Since: 2007
IPMBA Instructor Since: 2007
Number of Bikes in Department Fleet: Who knows?
Number of Bikes in Personal Fleet: 4
Fondest Conference Memory: Baton Rouge LA 2007. First conference hosted by an EMS agency. Loved the pirogue filled with crawfish!
Most Rewarding Moment on Bike Duty: Creating our Bike Cops for Kids unit, which is focused on connecting with children, providing them with helmets, and teaching them about bike safety.

Be the Real Thing

by Allan Howard, PCI #001
Dayton (OH) Police Department (Ret.)

The 2019 IPMBA Conference, held in Fort Worth, Texas, is in the bag, and it was a great success. I can't thank the host agencies and personnel enough; you really set the bar high. Seeing the organization come together every year is quite special for me. Quite literally, sitting on my desk as I type this, is my original printing of the *Complete Guide to Police Cycling*, inscribed with notes from my fellow founding members. It is truly one of my most valuable material possessions. Even so, its value pales in comparison to the camaraderie of our members and the life-saving work we do by educating and training public safety personnel. THAT is the goal, even more so today, when everyone is on the front line. Merely having lunch in a public place can put anyone, especially public safety personnel, in a position to act in the face of danger and to put the lives of others in front of their own. IPMBA's mission is clear: to be at the epicenter of all things pertaining to our specialized job function(s). There are no secrets, no untold information that could save the life of a civilian or a public safety provider.

I look at what we have today and I believe no organization in history reflects that mission like IPMBA. One of the reasons I believe we hold such stature is because "Good Enough" was never good enough. From the very beginning, we knew we needed specialized training and testing, and qualified people to teach. The IPMBA Police, EMS, and Security Cyclist and the Instructor Courses have never been easy. They are doable and attainable, but they are not "easy". I hope they never are, especially the Instructor Course.

These days, a good chunk of professional training is "fluff". You can often get certified in a subject in a single day, and after an additional day, become an "Instructor". Despite that, IPMBA holds true to the high standards we set in the beginning, because when things get tight, "fluff" or "paper tiger" certifications don't get it done. You can't prepare for a tough task by taking it easy. Real training costs money because it takes longer, incurs higher travel and lodging expenses, and in some cases, requires expensive equipment. That's the reality, but a lack of training and/or "fluff" training ultimately cost more.

Those of us in this business we know that human life and suffering have no price. However, juries put a price on it every week, and somebody pays for it. At this moment, I'm speaking directly to those of you who are administrators and anyone who has the ear of one.

Don't be penny-wise and pound-foolish, thinking you'll save money by skipping good training. Lawsuit judgments aside, the personal cost of losing someone in your charge is an ache that never, ever goes away.

Speaking of instructors, I always like to see the new instructors on their last day of training, and this conference was no different. My friend/brother-in-arms Tom Woods and I spoke to the graduating class in Fort Worth. Aside from the history, I try to convey two main themes. One: be the real thing; and two: always be looking for your replacement.

What I mean by "be the real thing" is to be so good at your craft that it is clear to anyone that you can do what you're asking of your students. When I say "be good at it", I mean be as flawless as a human can be. At the beginning of training, students are often apprehensive and unsure of themselves. What gives them confidence is seeing you demonstrate your abilities and hearing your assurance that they, too, will be able to perform the required skills in four more days.

... "Good Enough" was never good enough. From the very beginning, we knew we needed specialized training and testing, and qualified people to teach.

Just as important is the ability – and willingness – to teach someone else to be as good as you are, or even better. That comes from holding nothing back. Don't let your ego tempt you into keeping something in reserve so you're always one up on the student. Give them everything you know and have. My greatest successes as an instructor have always been when I have made someone better than I am; it is gratifying beyond belief.

Those students will transform in four or five days; not just physically, but mentally as well. On day one, they can't begin to conceive of what they'll be capable of in forty more training hours. Witnessing that change and knowing I was a part of it still gets me excited, and it makes me want to become even better.

I encourage each of you, as instructors, to always be on the lookout for your replacements. Find, encourage and mentor them. The joy of helping someone else achieve their goals and seeing them help others do the same is indescribable. This "business model" has been the very foundation of IPMBA from the beginning; without it we will no longer serve our primary goals.

I apologize for being so long-winded. No story is ever short, especially when I am so passionate about the subject.

See you in Dayton, June 1-6, 2020, for the 30th Annual IPMBA Conference, as we once again prepare the next generation of public safety cyclists and instructors for success.

– Allan

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Instructor Tips for Successful Paperwork Submission

The class is over...nothing left to do except the dreaded paperwork. The least favorite task associated with teaching an IPMBA class, it is usually delegated to the "most organized" instructor in the cadre, who may or may not embrace the assignment with open arms.

Unfortunately, as is the case with all public safety job functions, paperwork is part of the job. How you approach it can either earn you praise or damnation.

Here are a few tips to help guide you into the praise category.

Check for legibility. Penmanship is taking a turn for the worse, and on certification applications, sloppy handwriting can result in misspellings and incorrect addresses.

Canadians: please make sure your students include their postal codes! There is not enough room on the form to list "postal code" ("zip" is so much shorter!), but unless Canada Post has suddenly made postal codes optional, this information is essential to ensure timely delivery of membership materials.

Make sure the certification application you are using is current. It is amazing that some instructors continue to use forms from up to two generations ago. The current form is dated 2016 and the fee for certified membership is \$75. Using the incorrect form

causes confusion, and people get a little annoyed when they are informed that the instructor gave them the wrong form and they have to pay more than anticipated.

Complete the course information on the certification applications in advance and then print or copy them for distribution. This will ensure this section is not left blank or entered incorrectly. Not having to research course instructors, dates, and/or locations helps speed processing.

If the course tuition IS the certification fee (\$75), rather than having the students apply online in advance, require them to bring a check, money order, or credit card to the class, or pay the host agency in advance. When a person enrolls in advance and the class is cancelled or they do not attend (or pass) the class, complications ensue. Alternatively, if your agency collects tuition, submit a single check or provide a MC/Visa for all participants at the end of the class.

Submit the following items: Course record/roster, waiver/liability release, evaluations, incident reports (if applicable), certification applications (if submitting, with payment, on behalf of the students).

Newer instructors using the downloadable ITK: You must download the folder(s)

containing the materials for the courses you are certified to teach AND the folder called "Additional Resources". The record/roster, evaluations, waiver, incident report, and other essential items are found within that folder.

Do not submit applications without payment. They will be shredded unless accompanied by clear instructions as to when and how the payment will be submitted and the payment is submitted promptly.

If you are submitting multiple applications to be charged to a single credit card: You may write a memo to that effect and provide the payment details in the memo rather than write the number on each application, which will save you (or your administrative staff) time and aggravation.

If the class is large and the applications are from members of different agencies, take a moment to group them together; that's a big time-saver when it comes to processing.

Submit paperwork only once, and at once, via mail, email (info@ipmba.org), or fax (410-744-5504). Do not submit it via multiple media, and do not submit it piecemeal.

Thank you in advance for helping speed and simplify the processing of course paperwork and certification applications!

How you approach [paperwork] can either earn you praise or damnation.



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more challenging and perilous working environment.

compel the public to ask, “Why?” We in the fire service need to be asking ourselves, “How?” How are we going

active shooters as quickly as possible. Although the new program has not been easy to implement, it has been proven that this new approach saves lives.

Scene safety has been ingrained in our minds as the number-one priority for fire EMS. Most fire departments have a policy on staging for EMS calls that could pose a threat to personnel such as domestic violence calls, 911 hang-ups, suicide threats or attempts, overdoses, and sometimes even unknown medical calls.

With that in mind, fire EMS is being called on to evolve its handling of active shooter incidents. Just as law enforcement has developed new approaches to save more lives, fire departments are also transitioning to adapt to the changing environment. We can no longer stage for law enforcement to fully secure the scene when responding to an active shooter incident.

People are dying when they could otherwise be saved. This became evident during the active shooter event at Columbine when Coach Dave Sanders lay bleeding from a gunshot wound. He was shot at 11:26 a.m. Paramedics finally reached him at 3:24 p.m. Unfortunately, he was already dead.

The military has proven that getting to the injured more quickly dramatically saves lives. They found that from World War I to the War on Terror, survivability of our injured soldiers greatly increased from 30 percent to 98 percent because of quicker initial care and rapid transport to definitive care.

Fire Service Supports Transition

Fire department leadership is supporting this transition. In a 2014 position statement regarding active shooter events, the International Association of Fire Fighters (IAFF) stated, “Fire and

police departments, regardless of size or capacity, must find ways to marshal appropriate and effective responses to these events.” This position was also

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Food Booths at the Gilroy Garlic Festival

One example of a current challenge is the size of our patients. Obesity is at an all-time high, with nearly 40 percent of adults and 19 percent of children classified as obese. Many times, EMS is required to lift, move, and carry these patients, increasing our risk for back, shoulder, and knee injuries. To meet the needs of this population, EMS has responded with special bariatric equipment, stretchers, and transport units to facilitate caring for these patients.

Another area of increased risk for fire EMS is responding to motor vehicle accidents. Vehicle crashes are on the rise; there were nearly 6.3 million in 2015. Fire departments are working under more dangerous conditions on a daily basis because of impaired and distracted drivers. Nearly 25,000 people died in crashes attributed to distraction or impairment. In 2017, 13 firefighters died after being struck by a vehicle while working an incident. The number of injuries and near misses is far greater.

ACTIVE SHOOTER INCIDENTS

Recent tragedies are adding new challenges to fire departments across the country. The mention of Columbine, Fort Hood, Sandy Hook, Pulse Nightclub, Las Vegas, Ft. Lauderdale International Airport, and Parkland brings to mind devastating tragedies that

to respond to an active shooter incident that lands in our jurisdiction?

Active shooter incidents are on the rise. Between 2000 and 2016, there were 220 active shooter incidents in which 661 people were killed and 825 injured. From open spaces to places of business, no location, area, or town is immune to an active shooter incident.

In 1999, after the Columbine High School massacre in Colorado, law enforcement (LE) realized that its current policies regarding active shooters no longer served the public. At the time of this tragedy, it was the policy of responding agencies to wait for Special Weapons and Tactics (SWAT). Thirteen people were killed and 24 were injured while waiting for

SWAT to arrive and confront the Columbine shooter. It was apparent something more had to be done. LE agencies nationwide developed a new approach and training to respond to

We can no longer stage for law enforcement to fully secure the scene when responding to an active shooter incident. People are dying when they could otherwise be saved.

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adopted by the International Association of Fire Chiefs (IAFC).

Elected officials, city managers, and fire chiefs must embrace this international support at the local level. Departments large and small, career, volunteer or combination, have a heavy burden to plan, prepare, and train for these events. This can be an overwhelming task for any agency. Where do we start? We start where we always do — with a plan.

In June 2016, the National Fire Protection Association (NFPA) felt it was time to begin drafting a policy. With active shooter incidents on the rise, it knew it needed to move quickly. In April 2018, NFPA 3000, *Standard for an Active Shooter/Hostile Event Response (ASHER)*, Program was released.

“NFPA 3000 empowers communities to plan, respond, and recover from (active shooter) events in a unified, coordinated manner,” says John Montes, the NFPA’s emergency services specialist. “No one can develop a plan in a vacuum. It takes an entire community working together. All have a role to play.”

LE, fire, and EMS must agree that an active shooter incident is not just an LE event but a multiresponder, coordinated event.

According to Jeff Gurske, division chief of training with the Hillsboro (OR) Fire Department and co-developer of The Rapid Treatment Model (RTM), “It is our ethical responsibility for law enforcement and fire EMS to work together to protect and save lives. The Rapid Treatment Model allows EMS to safely provide life-saving treatment while law enforcement simultaneously secures the scene.”

This concept of going into the scene before we receive an “all clear” from LE is new to the fire service, but once we understand active shooter events and how they unfold, we will realize that fire EMS participation in these events is low risk and critical to saving lives.

The average active shooter incident lasts 12 minutes; 37 percent last less than five minutes. Ninety-eight percent of the time, the offender is a single

shooter; 43 percent of the time, the crime is over before police arrive. In 57 percent of the shootings, an officer arrives while the shooting is still underway, and the shooter often stops when he sees or hears LE.

Getting access to the critically injured victims as quickly as possible will save more lives. In its paper on active shooter response for fire EMS, the U.S. Fire Administration reports that our number-one focus must be on hemorrhage control, which will improve survival.

THE THREAT ACRONYM

The critical actions that must take place in a coordinated effort by fire EMS and LE follow the acronym THREAT.

T = Threat Suppression

It is the sole responsibility of LE. It occurs in the hot zone, which is the area of direct threat where the active shooter can engage people. During the initial stages of the incident, the entire building is considered a hot zone. This is similar to a hazmat hot zone where only personnel trained to handle the

contact with the injured in the hot zone. Although some LE personnel engage in threat suppression, others will quickly apply tourniquets to those with extremity injuries and move the most severely injured to a casualty collection point (CCP) designated by LE. The CCP should be located with the quickest and most effective ingress and egress in mind along with enough room to triage and treat the patients. LE will escort fire and EMS to the CCP so that fire EMS can triage and quickly treat the patients and prepare them to be moved to the transport area.

“[The RTM] allows fire EMS to just come in and perform their operations,” says Gurske. “It requires no additional gear and very minimal training to be effective.”

The Rescue Task Force (RTF) is another school of thought for treating patients. Although this method requires more training, many jurisdictions are using it. The RTF was developed by the Arlington (VA) Fire Department and is recommended by public safety leaders across the country.



Emergency personnel stand outside Gilroy High School following a deadly shooting at the Gilroy Garlic Festival in Gilroy, Calif., on Sunday, July 28, 2019.

hazard can enter the zone. LE’s focus is on locating, containing, and eliminating the threat.

H = Hemorrhage Control

There are two schools of thought regarding this component. The RTM teaches that LE will be the largest resource on scene and the first to make

The RTF is a group of EMS members who enter the warm zone, also known as the operational zone, under the protection of armed LE to provide basic, rapid, life-saving medical care to victims as they are encountered. There may be multiple RTFs in an incident.

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Rick McClure/LAFD

LAFD Bike Medics On Duty at the 2006 Chinese New Year Parade

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Under this system, the warm zone has been cleared by LE but not secured; risk is minimal because LE has isolated the threat from the part of the building where the RTF will be working.

All jurisdictions can use the RTF and can adapt the concept to their local resources. The RTF concept allows for LE and fire EMS to focus on what they do best. The ratio of LE officers to fire EMS personnel on the RTF teams and their tactical deployment are based on resources.

Before deployment of these mixed asset teams, the agencies must make an initial commitment and engage in education, planning, and training that will enable them to be effective and for all involved to be as safe as possible.

Ballistic Protection. An active shooter incident is dynamic, and the warm zone can quickly become the hot zone, but the chances of this happening are statistically low. To be prepared, EMS members on the RTF must wear ballistic protection. NFPA 3000 states that the ballistic vest provided by the jurisdiction shall be rated at least a level III-A. Per the National Institute of Justice (NIJ), this level will provide protection from the largest handguns. The vest must also be NIJ certified and on the NIJ compliant products list. The

vest must be identified with the jurisdiction's name or the role of the responder. The NFPA standard also suggests a ballistic helmet, a flashlight, and communication equipment.

Supplies and Equipment. Fire EMS must be prepared with supplies and equipment to triage and treat injuries. Common injuries found at an active shooter incident are extremity hemorrhage, tension pneumothorax, and airway obstruction. Although these life-threatening wounds are treatable with minimal supplies, they must be treated quickly to improve survivability.

The priority for fire EMS is rapid hemorrhage control and has been placed ahead of airway control since victims can bleed to death faster than they would die from a compromised airway. Two types of hemorrhage control — extremity wounds and neck/torso/groin wounds — will generally present at an active shooter incident. To treat extremity injuries, fire EMS must have multiple tactical tourniquets and pressure dressing supplies in their rescue packs. The tourniquet is a quick and easy piece of equipment for stabilizing an extremity hemorrhage if bleeding cannot be controlled with a pressure dressing. To stop the hemorrhage, place the tourniquet above the wound, ensuring that it is visible, and tighten until bleeding stops. Do not place the tourniquet over a joint. Write

on the tourniquet the time it was applied.

Once thought to be a cause of limb loss because of ischemia, the tourniquet has been proven to be a life saver and can be kept on for up to two hours without causing permanent ischemic injury to the limb. Avoid periodically loosening the tourniquet to try to reduce limb ischemia; doing this could lead to a fatal loss of blood. Leave the tourniquet in place until the patient reaches definitive care.

A few different tactical tourniquets are available. A recent study on three of them concluded that their capacity for hemorrhage control is similar. However, the Combat Application Tourniquet® (CAT), used by the military, applied more pressure and was able to be secured faster.

A hemostatic dressing is used for injuries in areas where tourniquets cannot be used, like the neck, torso, and groin. These dressings fall into three categories based on their mechanism of action: factor concentrators, mucoadhesive agents, and procoagulant supplementors.

Factor concentrators quickly absorb the water content of blood; this concentration results in clot formation. Mucoadhesive agents adhere to the tissues and physically block bleeding. Procoagulant supplementors deliver procoagulant factors to the wound. An example of this category is dry fibrin sealant dressing.

Each has its benefits and drawbacks. Some produce an exothermic reaction that generates enough heat to burn the surrounding tissue. Some are easier to apply; others are not as effective for larger wounds. Some were found to be difficult, if not impossible, to remove at the time of surgery, while others were relatively easy to remove. A perfect hemostatic dressing has not yet been developed, and jurisdictions must research the products available to decide which product is best for their needs.

Airway management will be limited to the basics during an active shooter incident. If the patient is conscious and can follow commands, have the patient assume a position of comfort. Do not

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force a patient to lie down. For those who are unconscious or unable to follow commands, it is recommended you clear the mouth of any foreign material. Perform a quick jaw thrust or chin lift and use nasopharyngeal airways, if appropriate. Place the patient in the recovery position (left lateral recumbent) to keep the airway open. A variety of sizes of nasopharyngeal airways should be carried in the rescue pack to manage patients without maxillofacial or neck injuries if needed. For those with injuries to the neck and face, a “sit up and lean forward” posture will help to open the airway if this positioning is possible.

Open or sucking chest wounds need to be treated immediately to lessen the chances of a tension pneumothorax developing. A small study conducted on five Food and Drug Administration-approved chest seals found a wide range of difference in performance. Two were 100 percent successful in keeping intrapleural pressure and oxygenation near normal, preventing a tension pneumothorax from developing. Both are semiocclusive and allowed blood to escape. Two of the others tested were 67 percent successful and 25 percent successful, and one was not effective at all. The rescue pack should also contain some chest seals.



Alexandra Wimley / Chicago Tribune

Festivalgoers walk away from the Bud Light stage after the end of Migos' set on the first day of Lollapalooza in Chicago's Grant Park on August 3, 2017.

If a tension pneumothorax is suspected, needle decompression must be performed with a minimum of a 14-gauge needle/catheter, 3.25 inches in length. Keeping a few of these needle/catheters in the rescue packs is a must.

The rescue pack needs to be big enough to hold the medical supplies and yet small enough to not hamper movement. The jurisdiction must also select a pack

that is easy to use and well-labeled for when fine motor skills are compromised.

As with any mass-casualty incident, cardiopulmonary resuscitation will likely not be successful, as resources will be too limited to work a trauma code. Victims who are pulseless and apneic with severe injuries will be considered deceased and will not receive treatment.

RE = Rapid Extrication to Safety

After life-saving measures have been performed, the next priority is to remove victims; the plan for doing this will vary at every incident.

Those who can walk without assistance, injured or not, may be directed to evacuate on their own through a cleared area under LE protection. For those who are too injured to evacuate on their own, an RTF may play a role in their evacuation at one level or another.

According to Julie Downey, chief of Davie (FL) Fire Rescue and an NFPA 3000 committee member, “Each agency is a little different. Usually, the RTF will work with LE to move the victims to a CCP; then, an extraction team or litter bearers can be escorted in to move the victims to a treatment area or to awaiting rescue units.”

Downey suggests that in addition to the medical supplies mentioned above, a small, compact patient mover be included with the rescue pack to move patients from one area to another.

A = Assessment by Medical Providers

This takes place from the moment an EMS provider begins to treat the patient and throughout the entire process prior to transport. This step should not delay rapid transport, especially for those most severely wounded.

T = Transporting All Patients to Definitive Care

To do this, a victim may be moved to a few locations prior to transport.

The departments doing nothing must at least begin a dialogue with their local LE to begin to develop a coordinated response strategy.

Depending on the incident, command may set up an internal and an external CCP. Casualties will need to be grouped into priority levels in each CCP for effective evacuation and transport. Some may choose to use triage ribbons or tags; others may find this to be too cumbersome, depending on the incident. Whatever triage method is chosen, getting the patients into the cold zone and prepared for transport is the highest priority. Transport those most critically injured first because they can tolerate very little delay. The golden hour still applies. Increased delay will mean a higher mortality rate for these patients.

The current fire EMS response ranges from departments doing nothing because of a lack of desire or funding, to departments with fully trained personnel to perform tactical EMS. The departments doing nothing must at least begin a dialogue with their local LE to begin to develop a coordinated response strategy. Changing with the times is not a new concept for the fire service. We must adopt new tactics and strategies to better serve our communities when an active shooter event lands in our jurisdiction.

References

Due to space constraints, the references have been omitted. Visit <https://www.fireengineering.com/articles/print/volume-172/issue-2/departments/fireems/ems-response-to-the-active-shooter.html> for the full article and photos.

Connie Pignataro is a lieutenant for Oakland Park (FL) Fire Rescue. She has a bachelor of applied science degree in public safety administration. She was introduced to the field of fire rescue as a volunteer CERT member in 1998. Based on her experience, she changed careers and went back to school. In 2002, she was hired by Oakland Park Fire Rescue.

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