



IPMBA NEWS



Official Newsletter of The International Police Mountain Bike Association

Patrolling by Bicycle... A Citizen Approach

by Chip Dawson and Officer Laurie Fyles
Rochester Police Dept., NY

While police on bikes have become commonplace in cities and towns throughout the country, citizen patrols remain a rarity ... except in Rochester, NY.

Rochester has long been home to innovation...in cameras, copiers, and police services. Back in the 1970's, and well before community-oriented policing gained popularity, the Rochester Police Department had fielded a patrol program which teamed officers with citizens under the PAC-TAC banner. PAC-TAC (Police And Citizens, Together Against Crime) had the teams walking high-crime areas for crime deterrence.

During the 1980's, the walking teams became all-citizen with a neighborhood focus; but they continued to operate under the on-duty guidance of a police officer as a fully trained arm of the police department. The PAC-TAC teams wear distinctive yellow shirts, jackets, or reflective vests with Rochester Police PAC-TAC prominently displayed front and rear. They carry police

portable radios on the dispatch and car-to-car channels and are responsible for observing and reporting events and activities of concern. They do not confront, leaving that to the responding officers. Program membership remains at about 250 participants in this city of 230,000.

Today, a pilot program is putting teams of experienced PAC-TACers on bikes, effectively expanding the patrol district to several miles (rather than blocks). The result is a significantly higher level of crime deterrence, high member enthusiasm, and many of the community relations benefits experienced by police on bikes.

The civilian bicycle program really began three years ago in the downtown section of Rochester when a forward-thinking section commander allowed an avid mountain biker to bring his wheels on patrol. Soon, the department and the civilian were benchmarking with other cities and moving toward introduction of officers on bikes and an expansion of the civilian bike patrol.

Staffing limitations and a need to better understand the technology and tactics of police and civilians on bikes

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Minnesota Sticks It To Murphy, And You Can Too!

by Officer Kirby Beck, Coon Rapids P.D.
Coon Rapids, MN

Murphy's Law says, if it can happen it will happen. You are working at night and riding your department's mountain bike without its headlight as you carefully and stealthily approach a theft suspect. Suddenly, and without warning, a car approaches from the rear and strikes the back of your bike. The confused driver, age 70, tells investigators he didn't see any of your five reflectors, your reflectorized vest or your red LED flasher. You end up in the hospital and out of work for three months. You're then permanently assigned to a desk assignment with little chance of advancement or challenge. As a result of your injuries your police career, as you knew it, is over. Your only recourse is to hire a lawyer and sue the elderly motorist for damages.

The day of the trial has arrived and you are on the witness stand. The Defendant's attorney runs his fingers through his sparse but greasy hair, then eagerly rubs his hands together and continues questioning, "Officer, were you using a headlight at the time of the accident?" "No sir, I..." He then interrupts, "But Officer, doesn't state law require every bicyclist to use a headlight when riding on the street?" "Yes sir it does, but I..." "That will be all Officer, I have no further questions. By your own

admission you were violating the laws you are sworn to uphold. Had you obeyed those laws this unfortunate accident wouldn't have occurred and my client and I wouldn't be here today." A judge or jury can't help finding you at least partially at fault for the collision. Murphy's Law says, if it can happen it will happen.

As police officers there are times when we must operate in violation of the traffic codes in order to

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Editor's Notes

A Note on Gun Holsters

Officer Kris LaFond, of the California State Police Department, and I have been experimenting with a gun qualification course for bike patrol officers. Unfortunately, our first experience with this type of course was done in a downpour of rain. During the four hours that we shot approximately 100 rounds per person, it rained 1 1/2 inches. Even so, we developed over-the-handlebar and over-the-rear dismounts to the satisfaction of our range master.

The rain did alert us to a potentially fatal problem, though. Some of the officers in attendance were using leather holsters, while others had ballistic nylon holsters. Every officer using a leather holster experienced major problems drawing his weapon. It got to the point that some

officers had to use two hands to dislodge their weapon. The reason was that the leather swelled, making it difficult (if not impossible) to extract the weapon quickly. Leather holsters have no inside protection from the elements. Once water gets on the gun and it has been holstered and extracted a few times, the leather will begin to absorb moisture.

All officers should test their holsters to make sure this is not going to be a problem for them. I would suggest contacting your armory to get a used holster. Together with the armorer, submerge the holster in a bucket of water and start to draw the weapon. I know this sounds like a drastic test, but from the problems we saw during our shoot, it is a necessary one. It was extremely scary

to watch officers dismount their bicycle and struggle with their weapon to get it out. Leather and leather holsters are not nearly as efficient for bike patrol use as is ballistic nylon.

I would be very interested to hear from other departments who have very rainy and snowy weather conditions on their beat to see if they have experienced similar problems or have developed unique solutions. Also, if you have done any testing of leather equipment, please let me know. I can't stress enough how unnerving it is to try to extract your weapon and find that you can't.

- Gary McLaughlin

Murphy—From Page 1

enhance our ability to arrest criminals or to help the citizens. In many states, including Minnesota, officers operating emergency vehicles are allowed to cautiously disregard stop signs, red lights and even drive without headlights. But police bicycles, by definition, are most often not a legal emergency vehicle. Emergency vehicles are required to have a siren and red or blue lights, as determined by statute. Only side show police bikes are equipped with emergency equipment. Real police bikes have neither.

In an attempt to prevent the predicament listed above, as well as to avoid having the police appear "above the law," a bill has been introduced in the Minnesota state legislature. The bill was authored by State Representative Charlie Weaver and Senator Gene Merriam. Their goal is to assist and protect bike officers around the state. Current

statute states, "Every person operating a bicycle shall have all the rights and responsibilities applicable to the operator of any other vehicle." The bill would add a provision immediately behind this clause stating, "Peace officers operating bicycles during the course of their duties are excluded from the provisions of this section." The bill is a non-controversial proposal that is expected to pass without opposition.

Being excluded from the provisions of the statute will allow bike officers to operate without headlights when necessary, ride on business district sidewalks, ride on both sides of cars on congested streets, and disregard stop signs when safe to do so. This does not, of course, relieve officers from the requirements of riding responsibly and prudently. But if an unforeseen collision does occur, officers operating outside normal traffic regulations should be less likely to be success-

fully sued. Officers should also be in a better position when suing drivers like the one in the illustration above.

Bike officers would be wise to check their state and local traffic codes to see if they are in legal danger when operating police bikes contrary to law. Don't expect common sense to prevail in court, especially in civil suits. Attorneys, judges, and juries are bound to follow the language the law provides. If a police bike isn't a legal emergency vehicle in the state where you work, don't operate it like one, thinking you are immune. Become familiar with your state's laws. Work to change them if necessary. A few simple but well-placed words in a statute and city ordinance can make a big difference in the way bike officers may legally operate. Officer survival may mean becoming an advocate. Don't wait for Murphy to "getcha." If it can't happen, it won't happen.

Letters to the Editor

Dear Gary:

I would like to share an idea with you and your readers, or at least those bike cop boys and gals out there using the extended mic systems.

I have found that having the mic attached to my uniform while riding is inconvenient, if not hazardous. There seems to always be some "bonehead" ready to step mindlessly out of an alley or doorway just as I've turned my head toward my mic.

To remedy this, I bought an eighteen inch piece of rubber automobile vacuum hose and a nine inch piece of bead chain (slightly larger than the inside diameter of the vacuum hose). I pushed three beads of each end of the chain into each end of the hose. The beads fit snugly in the hose and make a strong loop that will hold your mic loosely

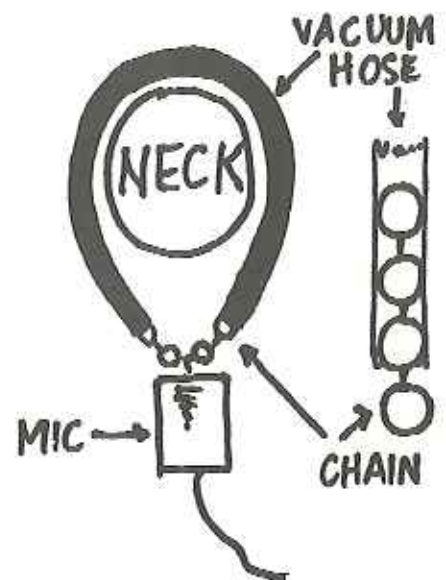
around your neck. The rubber hose is comfortable and will not chafe your uniform.

Most importantly, if it gets hung up or some other "bonehead" grabs it, it will break away immediately.

The loop or State Police Break-a-way mic lanyard (as we call it), will allow you to bring the mic to your car or mouth without compromising your head position.

Shawn Crady, Officer
California State Police
Bike Patrol, Sacramento

Editor's note: Thank you for sharing your idea with our readers. I hope this encourages others to send us their innovative ideas.



Uniform Needs of the Bike-Mounted Police Officer (part V)

by Sgt. Joe Martin, Haywood Police Dept.
Haywood, CA

Another great debate for your uniform committee is socks. How high? What color? Logo? Stripes? Our choice was quite simple. Cyclists wear ankle high white socks for a couple of good reasons: white cotton socks are generally healthier for athletic activities. Secondly, chain grease. Spending the money for knee high athletic socks with "police" especially embroidered on them, only to ruin them the first day with chain grease that could easily have been wiped off your leg, is not the way to go.

Black athletic shoes can be adapted to uniform use, but only by those who ride occasionally. Those who ride every day need mountain bike shoes to prevent foot injuries. Mountain bike shoes have stiff soles which help provide this protection. (Some agencies are experimenting with clipless pedal systems. I'm not yet convinced that they are the answer for patrol use. What is good for mountain bike racing may not be suited for the type of work we do, which involves perhaps as much time off the bike as on.) Most cobbler shops will dye your mountain bike shoes black if your agency has strong reservations against available colors.

In cold weather we wear black Nike athletic or Sportif riding pants which match our shorts, and

long sleeve uniform shirts. Our foul weather uniform is made by J. Marcel Company, of the same style worn by Seattle PD, but in black, with reflective piping. Rain gear is an item that I foresee will be embraced by mainstream patrol officers in the near future, as departments see how much more comfortable and better looking it is than the slickers most cops wear in the rain now.

In closing, one pitfall that some agencies fall into when designing bike patrol uniforms is a temptation to change the uniform drastically from their regular patrol officers, for no other reason than because somebody thinks it looks "cool." Communities expect a certain "professional" appearance from their law enforcement officers. In some areas of the country a sheriff's deputy wears all brown uniforms, in other areas tan or green is the usual attire, and so on. We all have a similar mental picture of National Park Rangers: "Smokey the Bear hat", gray shirt, a small gold shield and green trousers. Someone claiming to be a ranger dressed in a standard navy blue police uniform and hat would be greeted with understandable skepticism! Officers on motorcycles, horses, and with K 9's, have uniforms to meet operational

needs and restrictions. However, care is taken not to stray too far from community expectations of how a particular agency's officers will dress.

During the 1970's, several police departments experimented with nontraditional uniforms, such as blazers. The belief was this "softened" the image of the police. These "uniforms" were quickly abandoned. Police in Menlo Park, California, and the San Francisco Bay Rapid Transit Police were among those who tried and discarded the blazer concept. When called upon to do traditional tasks such as directing traffic, or arresting resistive suspects, people simply did not realize or believe that the officers were actually cops! It would not be too difficult to convince a jury that the defendant on trial for assaulting an officer simply believed that he was being accosted by a real estate agent, resplendent in shirt, tie, blazer, and slacks. In the end, it was the officers themselves who asked to be put back into "real" uniforms. The uniform can be one of the most significant tools you have available. Make certain any changes you make work and don't detract from the reasons you are wearing a uniform in the first place.

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Effective Dismounts (part 2 of 2)

by Kris LaFond, Cal State Police

At some point in your bike patrol career, you will find it necessary to get off your bike on the odd side. If your experiences are like mine, it will be fairly frequent. You have three basic choices in the matter. You can either stumble off, fall off, or project yourself off safely and expediently. There are really no secret tricks to odd side dismounts. The primary aspect is that you understand the necessity for them, "mind set," and that you practice occasionally.

As with common-side dismounts, your first consideration in any anticipated dismount must be to "flip-out" from your toe straps. Again, practice by setting the pedals at the three and nine o'clock position. Remove both feet simultaneously and then replant both feet on the opposite sides of the pedals. Suggestion: practice this maneuver often.

You have two odd-side dismount choices: over-the-saddle and over-the-top tube. The big difference between common- and odd side dismounts is that there is no place to plant your left foot during odd side dismounting. As opposed to

common side dismounts where you are able to plant your right foot on the crankarm, you do not have the same luxury on the odd side due to the configuration of the bike. Your only option in this situation is to simply step off from the dismount in one of two ways. First, let's discuss the sequence of events.

Locate your dismount spot. Flip-out of your pedals. Prior to dismounting, apply initial braking if you choose. Do not get into the habit of braking while in the actual maneuver. For over-the-saddle dismounts, lift your left leg up and over the saddle, and again, do not brake during this maneuver. For over-the-top tube dismounts, lift your left leg up and over the top tube. Likewise, do not brake while doing this. Remember, lean back slightly during the top tube dismount, and thrust your left leg up and towards your chest. This should be one swift movement.

With both dismounts you will find it necessary to step off in one of two ways, either behind or in front of your right leg. After bringing your left leg over it will naturally be between the bike and your right leg. Hopefully, stepping off behind is practical, but, it is not as graceful, and can cause you

to skip during the step off. I prefer stepping off in front for faster dismounting, and stepping off behind for slower dismounts. Prior to stepping off, apply your final braking unless of course you intend to missile your bike. Hint: if you are going to couple your dismount with a "dump," beware of over use of the front brake which tends to be the case with odd-side, high-speed dismounting.

I would like to move along to discussing a quick mount which I have found very helpful. I forced myself to develop and practice this quick mount after multiple blunders of my own, and after watching other bike cops clumsily mount their bikes under urgent circumstances. First and foremost again, is mind-set. This mount is normally used under urgent circumstances in order to mount effectively. Gain control from the start. When the pressure is on, don't be too spontaneous. Apply these steps calmly and methodically.

Begin by determining what direction you intend to go. Pick a straight and unobstructed line from which you can take off. Pick up your bike and point it in the direction you will be going. Position yourself along the left side of your bike. Stand fairly close, near the saddle. Apply the front brake in order to keep the bike in position. With the right hand at the back of the saddle, lift the rear end of the bike up enough to allow the rear tire to clear the ground. At the same time carefully use your left leg to push the left pedal forward and into the three o'clock position (left crankarm parallel to the ground). Afterwards, lower the rear end to the ground. Release the front brake. Roll the bike slightly backwards. Apply both brakes firmly to keep the bike in this position. The flat side of the left pedal should be facing up and the toe straps, presuming you have them, should basically be facing down. Check your line, and make sure you still have a clear lane on which to take off. Firmly plant your left foot onto the left pedal while maintaining the brakes. Warning: do not attempt to put your foot into the toe strap yet. Simultaneously release the brake(s), apply your weight to the left pedal, and shove off with your right leg/foot. Lift your right leg up and over the saddle. Do not pedal yet. The momentum from your shove off will allow you to finish the mount off. Your right pedal should be in the 12 o'clock position. Immediately after bringing your right leg up and over the saddle, insert your right foot into the toe strap. Push the right pedal to the six o'clock position and no further. Now insert your left foot into the toe strap. You are now mounted. With some practice at proper stand-up shifting you should be able to take off like a rabbit.

The key to these maneuvers is practice. Practice them slowly and while on routine patrol. Soon they will become second nature. Take care, and "keep up the scourge purge."

IRON HORSE BICYCLE CLASSIC

This year the Iron Horse Bicycle Classic will include a Law Enforcement Division which will be open to all full-time certified law enforcement officers. The competition, which will be held May 29-31, 1993, is especially for mountain bike units, but will be open to any full-time certified officer. It will include team events and an individual cross-country race. The team events will be open to teams of four cyclists and will consist of a speed relay, an obstacle course relay, and a cross-country race. The cross-country race is also open to individual competitors. The individual with the best time will be crowned the NORBA Law Enforcement Off Road Champion. For further details and race information call the IHBC line at 303-259-4621.

TASMANIA POLICE, AUSTRALIA



Constables Mike Hoover, Virgil Rowe, Patrick Ryan, Charles Stingel, Bert Tyson, and Senior Constable Terry Reaney of the Tasmania, Australia Police Force.

*By Sgt. Paul Grady, Seattle Police Department
Seattle, WA*

Tasmania is one of six states in Australia and is located off the south coast of the continent. The officers shown in this photo patrol in Launceston, the 2nd largest city in the state of Tasmania, with a population of about 80,000. The Tasmania Police force has 220 officers patrolling in Launceston. In December of 1992, the Tasmania Police began the first police mountain bike unit in the state. There are six officers who patrol the city on a variety of shifts. According to Senior Constable Terry Reaney, the patrol works a 1400-2200 shift on Tuesdays and Wednesdays, which are their "Public Relations" days, interacting with the public at busy shopping malls in the suburbs. Thursday, Friday, and Saturday they work 1900-0300 shift and concentrate on trouble in the central business district. Their primary objectives during these shifts are the detection of criminal activity including drunken offenses, hotel brawls, drug busts, traffic work, and assisting the Criminal Investigation Bureau with searches in relation to armed robberies.

The mountain bike unit in Tasmania uses a combination of bikes and a prisoner van to patrol. Four officers ride bikes while two officers drive a van and are used as back-up or to transport persons arrested by the bike squad. I had the pleasure to meet three officers from Tasmania who were visiting Seattle last year. After several "barley pops," I was finally convinced that there is such a creature in existence as the "Tasmanian Devil." It is actually a very vicious, carnivorous animal with large teeth. (Honest, they sent me a photo to prove it!).

The public in Launceston, like most cities around the world, became firm supporters of the

mountain bike squad the day it was introduced. Bikes and equipment have been donated to the patrol and talk of expanding the unit full time and to other cities is progressing. If you have never thought of visiting Tasmania, think again. Tasmania is a popular tourist attraction offering coast and beach lined areas, bush and mountain ranges, and Cataract Gorge is minutes from the city where the 1992 World Canoeing Championships took place. Quiet country living is only half an hour away from the city, offering excellent meals and attractions and gambling at the Country Club Casino with some of the best night life at local pubs and night clubs.

Mountain Bikes: Malvern Star, 18 speed.

Uniforms: Regulation summer shirt, navy shorts, black shoes.

Notice, instead of trunk bags, they are wearing back-packs on patrol to carry the necessary equipment.

Descents

by Allan Howard, Dayton Police Dept.
Dayton, OH

Definitions:

Descend - 1. To move from a higher to a lower place. 2. To slope, extend, or incline downward.
Debike - 1. To be rapidly separated from one's bicycle after making a series of mistakes. Note: The more difficult the task or terrain becomes, the fewer mistakes it takes for debiking to occur.

Riding down a slope that's too steep to walk down, or a set of stairs that looks steep and long enough to be Satan's office entrance, is part physical and part psychological. Just because psychology is a big part of descending doesn't mean it's the most important aspect, so I will address the physical aspect first. All the positive thinking in the world can't shield you from the ground after you've made a series of mistakes.

The proper body position for panic braking is as follows:

1. Pedals at three and nine o'clock positions.
2. Buttocks extended past the saddle towards the rear of the bike.
3. Index and middle fingers on both brake levers.
4. Knees and elbows bent to absorb shock.

This is the exact same position you should use when descending steep slopes or stairs. If you have good body position on the bike, you can easily overcome previously unforeseen conditions without debiking. If you compound poor body position with one or more terrain surprises you may well have a recipe for failure:

As stated above, the more difficult the task or terrain becomes, the fewer mistakes it takes for debiking to occur. The bad part is, when the task becomes so critical that one mistake can put you down, the potential for serious injury is very high. For this reason, training and practice in proper descending techniques is mandatory.

Visually inspecting a descent before going over it is important. You need to look at four things prior to going over the edge of any descent.

1. The Grade of the Descent. This is probably the single most important factor, you have to know your limitations.
2. The Terrain. You need to know what kind of surface you are dealing with. You must also search for obstacles that may give you problems, holes, rocks, etc.
3. The Lip. Look for an area at the top of the descent that will allow you to go over the edge smoothly.
4. The Bottom. Inspect the area where the descent meets level ground. If the two connect at a steep angle you must control your speed while descend-

ing, so you won't go over the bars at the bottom.

When approaching a descent you should use the most perpendicular approach possible. Starting a descent at an angle puts you at an immediate disadvantage because usually the best line is straight down. Many novices feel "safer" when they descend diagonally. Diagonal descending only feels safer; in reality there are several reasons why it's more dangerous. First, the additional time spent on the descent increases the opportunity for something to happen. Second, there is a loss of traction, which includes diminished steering and braking capacity. And third, a fall to the side towards the bottom of the descent could be catastrophic, and unavoidable once it's started.

Prior to approaching any descent that may be humpy, roll the chain onto the big ring in the front. This will take up the slack in the chain and will keep it from being bounced off. When you get close to the lip of the descent, put your body into the proper descending position and concentrate on keeping the front wheel straight. The lip is really the most critical part of any descent; if you make a mistake here it's a long way down. You want to have enough speed to carry you over the lip without turning the front wheel back and forth to balance, but, you don't want to be going so fast that you launch yourself.

Once your front wheel drops over the lip of the descent apply both the front and rear brakes to modulate your speed. Applying the brakes before your front wheel drops over the lip will cut your speed and cause you to turn the front wheel back and forth to balance. This will probably result in going over the lip with the front wheel cocked to the left or right. If this happens, you'll be out of control from the start, and you'll probably go down.

Don't be afraid of the front brake, it is the most effective tool you have for slowing your descent rate. Keep your knees and elbows bent to absorb shock and concentrate on keeping your weight over the rear wheel. On longer descents gravity will try to pull your body forward, so it's paramount that you maintain good body position during the entire descent. Here's a summary of good descending techniques:

1. Visually inspect the descent and pick the safest line possible before committing to it.
2. Put the chain on the big ring up front and the number two cog in the back. This will keep the chain from falling off during the descent.
3. Approach the descent with a perpendicular path.
4. Place your body into descending position (described above).
5. Keep your front wheel straight when going over

the lip of the descent.

6. Don't apply the brakes until the front wheel has dropped over the lip of the descent.
7. Apply both the front and rear brakes to control your descent rate, **DO NOT ALLOW GRAVITY TO DETERMINE YOUR DESCENT SPEED.**

The psychological aspect of descending should not be ignored. Fear is a useful emotion when it's controlled. When it's not controlled it can turn your attention away from what you're doing and cause you to make mistakes. Before you attempt any type of obstacle you must visualize yourself making it. If you envision yourself failing, you probably will. Keep a mental file cabinet of obstacles and descents that you have successfully cleared in the past. This will allow you to compare new obstacles to ones you have already done and give you the confidence to attack new challenges. Until next time, don't let the pavement magnet or the bad guys get ya'. Allan

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Memorial

OFFICER DARRIN KIMO CAYETANO HONOLULU POLICE DEPARTMENT

Twenty-six-year-old Darrin Cayetano, a 3 year veteran of the Honolulu Police Department, was killed in early January of this year by a DWI driver. Officer Cayetano was a member of Honolulu's first mountain bike patrol that was started in 1992 and patrolled the Caho island. Windward Police district in the cities of Kailua and Kaneohe. I had the pleasure of meeting Darrin in December of 1991 while training 10 members of the Honolulu Police Department's mountain bike unit.

Darrin was an expert BMX bicycle racer ranked in the top 10 in Hawaii. Darrin could do things with his patrol bike that would make your head spin. He had the personality to match his enthusiasm in the sport and was often donating his time to attend local schools around the Island where he entertained children with bunny hops, power slides and incredible jumping maneuvers. It was clear that Darrin loved his job and went out of his way to provide service to the people of his community.

Darrin was killed while off-duty on his motorcycle when a DWI driver in a pickup truck swerved onto the shoulder striking him from behind. Seeing the swerving driver behind him, Officer Cayetano pulled off the road. The intoxi-



cated driver found him anyway, striking him on his motorcycle on Hawaii's H-3 highway. Darrin died of multiple injuries at Queen's Medical Center.

Darrin was single and his girlfriend was with him on the motorcycle when he was killed. He is

survived by his mother, Alice Cayetano who said of her son "He was a very free-spirited person and he was loved by everyone". The citizens of Hawaii, the Honolulu Police Department, and the police profession have truly lost one of the best. He will be missed by everyone.

- Sgt. Paul Grady

Citizen - From Page 1

slowed the pace, but by the summer of 1992, bikes on patrol became more evident.

For the PAC-TAC civilians, a park, running for several miles through the heart of the city and along the banks of the Genesee River, proved to be the perfect site for the pilot project. High crime areas immediately adjacent to the river trail and assaults on the trail focused new community concerns about public safety. Bike patrols were clearly the answer.

The police department crime prevention officer responsible for PAC-TAC coordination in that part of the city sold the concept to command and pulled the one experienced civilian into the effort to design and conduct training. With the 2nd Annual Police on Bikes Conference and IPMBA membership to support him, program development moved along quickly.

While modifications have been made as the pilot progressed, the basic approach has been fairly comprehensive with a clear focus on safety. Classroom instruction lasts about two hours and deals with the value of bikes on law enforcement, bike and equipment selection and maintenance,

bicycle law, riding techniques, and civilian tactics. Course materials include a full set of overhead transparencies, several handouts on program elements, and a copy of the video tape *Bicycle Safety First* by Tim Kneeland.

Following class, trainees take to the street in formation for street riding, a timed obstacle course, and a scored field evaluation. The session ends back in the classroom with a multiple-choice knowledge test on the material taught.

It is important to remember two key factors: first, these are experienced civilian patrollers who are adapting a new tool to their work; and second, the rules of the program stress risk avoidance! For this reason, approach tactics, take-downs, stair descents and high-profile exits of the bike are not taught. Weapons use isn't covered because PAC-TACers do not carry weapons of any kind.

The program DOES deal with street survival skills, lane positioning, turns, signaling and communications, and safety tactics for crimes in progress.

Patrollers are required to wear helmets at all times. Reflective vests are standard. Portable radio cases are worn on belts with microphone

extensions fixed high on the chest (for easy use without having to take eyes off the road as is the case with shoulder mounted microphones). While mountain bikes are encouraged, many patrollers continue to use road bikes...acceptable because virtually all patrolling is done on pavement. Members provide their own bikes.

At present, nearly a dozen teams are active in the park and near-by neighborhoods during evenings. Another team continues to work the downtown area. As additional officers on bikes come on-line, PAC-TAC civilians may once again work low-risk details and events with them.

The pilot received a full evaluation over the winter, and by the spring of 1993, plans call for city-wide PAC-TAC bicycle patrols as an option for those who can meet training and participation standards. But already, the bicycle in the hands of committed and capable civilians is making the difference and pumping energy into community-oriented policing.

New ASTM Helmet Standard

A new helmet standard was approved in December by the American Society for Testing and Materials (ASTM). The helmet industry is eager to develop a system to certify the testing labs, as ASTM is a standard-setting organization and does not certify. The new ASTM standard is similar to ANSI's and has an advantage over Snell because ASTM is an open organization, allowing for more public input at its regular meetings.

Giant Warns of Possible Stem Failure

The handlebar stem binder bolts on some models of Giant bicycles should be inspected immediately. A production problem affecting a limited number of these bolts could result in the bolts breaking while being ridden or tightened. The bolts can be identified by an "I" stamped on the bolt's base and can be found on the following models: 1993 Rincon, Yukon, Acapulco, Iguana, Farrago, Nurta, Innova.

Cape Town, South Africa

The International part of IPMBA is becoming a reality. We recently received a letter inquiring about our organization from a bike patrolman in Cape Town, South Africa.

Accompanying the letter was an article, written in Afrikaans, that appeared in the S.A. Police Magazine "Servamus." Fortunately, it had been translated into English. The article stated that eight members of the S.A. Police at Verwoedburg, Pretoria police station were issued specially designed police bicycles on an experimental basis.

From day one, the bike patrol has had positive effects on the public. The patrolmen say they enjoy working on the visible bicycle patrol and the public often encourages them with cold drinks and ice cream. We hope that we will be hearing from them soon.

Writers, Photographers, Contributors Needed

Aside from joining IPMBA, there are many ways in which you can get involved:

- Write articles for IPMBA News, the bimonthly newsletter featuring articles of interest to bike officers: training tips, patrol tactics, unique funding, community involvement with bike patrols, etc.
- Send photographs or slides of your bike unit in action (either patrolling or engaged in community service work) for use in the newsletter.
- Let us know about new units that are starting up.
- Send newspaper clippings and articles about your bike patrol unit to be included in our scrapbook.
- Submit proposals for future conference workshops.

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