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NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

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

VOL. 26, No. 3

Meet Me in Saint Louis

by Maureen Becker
Executive Director

As 2017 yields to 2018, planning for the 28th Annual IPMBA Conference is shifting into a higher gear. In 2017, IPMBA introduced a new format, one designed to enable all attendees to participate more fully in all conference activities. Following from the successful debut, 2018 attendees will also select from one of two formats: five-and-a-half day, which combines a certificate course with workshops; and two-and-a-half day, which is a workshop-only option.

The 2018 Conference will take place on the campus of Washington University (WashU) in Saint Louis, Missouri. The stunning WashU campus is a veritable playground for bicyclists and is located just across the street from another playground: Forest Park, one of the nation's finest and largest urban parks, once home to the 1904 World's Fair and now a world-class attraction for visitors and residents alike. WashU is also adjacent to the Delmar Loop, one of the "Ten Great Streets in America": six blocks of shops, restaurants, bars, art, music, and more!

Thanks to the talented cadre of IPMBA Instructors, the conference offerings continue to evolve and excite. This year, they bring you such workshops as *eMTBs: To Use or Not to Use for Public Safety?*, *Riding Outside the Box*, *DIRT Devo for the IPMBA Instructor*, *Bike*

Fit Clinic, *Bicycle Response Team Roundtable*, *Mastering Stairs and Steep Descents*, and *Planning Large-Scale Bicycle Crowd Management Events*. These join such stalwarts as *Bike Maintenance*, *Technical/Off-Road Skill Building*, *Defensive Tactics*, *Firearms and Street Survival*, *Krav Maga*, *Nightlife District Ops & Tactics*, *Search and Rescue*, and more.

The eBike session comes as IPMBA explores the implications of the modern, burgeoning eBike market on public safety cycling operations. Technological advancements resulting in lighter weight, longer battery life, and lower prices have catapulted eBikes into the forefront of the cycling press, transforming non-cyclists into cyclists. As more agencies experiment with and/or adopt eBikes, they may experience a similar phenomenon. This may make the "purists" in the ranks cringe, but IPMBA must remain a leader and advocate for the state-of-the-art with respect to innovations that will advance and encourage bike patrol.

It also comes at a time at which IPMBA has broadened the description of a public safety bicycle to include any bicycle that can be safely and effectively employed in the training and operational environments. This will create new challenges and opportunities for instructors and practitioners alike. Please see page 32 for the full text of the position statement and be prepared to embrace the changes.

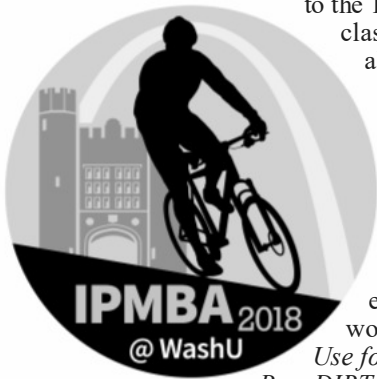
Meet IPMBA in Saint Louis, June 4-8, 2018. Training Matters!

Associação Internacional de Bicicletas de Montanha da Polícia em Belo Horizonte, Brasil

by Craig Lepkowski, PCI #1180-B/EMSCI #272-B
Lake Forest (IL) Police Department
IPMBA Secretary

In May of 2017, I was afforded the opportunity to teach an IPMBA Police Cyclist class in Brazil. Although I do not speak Portuguese, I am fluent in Spanish and took one semester of Portuguese my senior year in college – 25 years ago! I readily accepted and made contact with the Police Commander from Belo Horizonte, Brazil, Hismar Davi De Souza. Hismar and I communicated via email for a while (thank you, Google Translate!) as we worked out the particulars for me to conduct the four-day class for five officers. We chose a date in September because that fit my schedules and allowed me time to obtain a visa to enter Brazil. Since Hismar did not speak any English, he assured me a translator would be provided so that I would not have to struggle with Spanish, broken and poorly pronounced Portuguese, and sign language. My translator, Junior Salvatore, was a godsend! He reached out to me almost immediately, introducing me to WhatsApp (which everyone in Brazil uses to save on data usage for domestic and international communications), and his love of all things American. His English was near-perfect, and I was amazed to

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Failure to Train Applies to Bike Medics, Too



In October 2017, I exhibited at the EMS WORLD EXPO and fielded lots of questions about EMS bike teams and how we use bike medics at Cypress Creek EMS. Board Member Tom Harris

was there working the IPMBA booth, and he had a similar experience. We were both taken aback at the number of agencies that apparently do NOT provide formal bike training for their personnel. I cannot tell you how many times I heard people say they were just given the bike and uniform and told to ride. According to the attendees, when they asked to attend formal training, they were told it was not necessary because everyone knows how to ride a bike.

Canton v. Harris is a landmark Supreme Court case that should make every public safety training coordinator and administrator cringe. It was originally used in a law enforcement case but is now being applied to medical cases. It has two parts that work hand-in-hand: Failure to Train and Deliberate Indifference.

***City of Canton v. Harris*, 489 U.S. 378 (1989)**

Geraldine Harris was brought to the Canton (OH) Police Department after having been pulled over for speeding. During the traffic stop, Ms. Harris became uncooperative and was arrested. She was transported to the police department in a police wagon. When they arrived, she was sitting on the floor of the wagon. She looked unsteady on her feet, and officers asked if she required medical assistance, to which she gave an unintelligible answer.

While the officers were processing her, she slumped to the floor twice. The second time, the officers left her on the floor to keep her from falling again and injuring herself. It took about an hour to process her in, during which time no medical assistance was acquired for her. Police then released her from custody to a hospital, and she was transported there via ambulance. Ms. Harris was diagnosed with emotional issues and admitted to the hospital for a week. She subsequently received therapy for her issue for a year.

Later, Ms. Harris filed a §1983 action against the police department, stating that her Fourteenth Amendment rights were

violated, specifically the due process clause, because the police department did not seek immediate medical care.

Applying this to Bike Medics

Can medics ride bikes at a special event without any problems? The answer is, "maybe, maybe not!" The risk of injury and the liability an administrator assumes are HUGE! It is a roll of the dice every time, even when those personnel are highly trained. When they're not, the risk increases exponentially. I ask, "Why are you accepting the job assignment without the training? Would you let someone drive your fire truck or run as the lead paramedic on your ambulance without formal training?" The answer is NO, absolutely not! So, why is there a double standard when it comes to working on a bike? It is a well-known fact that if you ride a bike with two wheels, it is not a matter of *if* you will fall, but *when* and *who* will see you. The reality of that situation is that you can be injured as a result of the fall, sometimes requiring you to miss work. If your injury prohibits you from working, how this will be handled in your department? Will workers' compensation insurance pay your claim, or will they challenge it and ask for your training records?

Some departments, especially municipalities, run their own "in-house" training courses. That is better than nothing at all, but when litigation occurs, the training needs to have the substance and credibility to stand on its own. That is why most accredited agencies prefer certification courses. In-house training is not a certification course. A key factor in Failure to Train is if the "Deliberate Indifference" standard can be applied.

The "Deliberate Indifference" Standard

It is possible to discern three closely related requirements that must be met before a failure to train will constitute deliberate indifference to the constitutional rights of citizens. First, the plaintiff must show that policymakers know to a moral certainty that their employees will confront a given situation as opposed to rare or unforeseen events. Second, the plaintiff must show that the situation either presents the employee with a difficult exercise of judgment that training will make less difficult, or that

there is a history of employees mishandling the situation. There must be awareness of a problem that is susceptible to improvement through training. Third, the plaintiff must show that the wrong choice by the employee is likely to cause the deprivation of a citizen's constitutional rights. Training resources may appropriately be concentrated on those situations where an error in judgment by an officer is likely to result in a constitutional violation. Where a plaintiff can establish all three elements, then it can be said that the policymaker should have known that inadequate training was "so likely to result in the violation of constitutional rights, that the policymakers ... can reasonably be said to have been deliberately indifferent to the need."

In all 50 states, the bicycle is considered a vehicle, subject to the laws that govern the use of that vehicle. There is an established standard through which public safety cyclists receive formal training and certification in operating this type of vehicle, just like any other emergency

In all 50 states, the bicycle is considered a vehicle, subject to the laws that govern the use of that vehicle.

vehicle. When an administrator chooses to deviate from this standard and does not provide training for their personnel to operate these

vehicles, it will not be difficult to apply the three requirements described above to this example.

Canton v. Harris has been successfully applied to law enforcement cases for several years. It is now being applied to medical cases, such as in those involving wrongful death claims. It can be applied to cases involving property damage, personal injury, or death. If you are an agency administrator, stop rolling the dice! Choose wisely, and provide your people with an accredited public safety cyclist training program. It will protect your personnel and the agency, and enhance the credibility of the job we do as public safety cyclists. If you are a public safety cyclist in need of training, don't let your agency put you at risk. Visit www.ipmba.org to locate a course and/or instructor in your area today.

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THE IPMBA GOVERNING BOARD

IPMBA's governing board is comprised of individuals who volunteer their time and experience to ensure that IPMBA maintains its status as the premier organization for public safety cyclists. These dedicated instructors have been asked to come out from behind the scenes and share information about topics near and dear to their hearts. Asked only to write an article about the public safety cycling-related topic of their choice, they selected subjects that are as varied and interesting as the board members themselves. Read on! *Pages 5-11.*

When We Lead, We Grow

by Mike Wear, *PCI #516T-B/EMSCI #059T-B*
Metropolitan (DC) Police Department (Ret.)
IPMBA Education Director

A recurring question for public safety cycling programs has emerged. The question in simplest form is, "How do we keep our units growing?" My response is generally, "I wish I knew!" My sincere belief is we need leaders, teachers and advocates to stand with us and continue to spotlight the positive impact a bike unit provides.

Public safety is changing and the role of public safety cycling is changing, too. We must encourage growth and continue to bring new members to our units and teams. The insight from those newly entering public safety is invaluable; we all must learn what is recent, realistic and relevant to provide the best service possible. But how?

Leadership has been defined in many different ways, all relating to the ability of the one, a leader. As summarized by Johns Hopkins professor Marc De Simone: "The leader is the one who takes others to a place they would not have been able to go or achieved a goal they desired without the leader's assistance and guidance." Leaders don't necessarily have to be high in rank within their organizations, but they do need to have influence and the opportunity to be heard.

To be a leader, we must earn the respect of those we manage, supervise and/or train; they are our followers. As members of IPMBA we serve as ambassadors and/or instructors of public safety cycling, which presents us with a platform from which to broadcast our unit needs and desires to grow. We are not out win a war on administration, but stand united in our passion to serve the public the best we can.

The role of an instructor is more than just standing up in front of a classroom and delivering a PowerPoint presentation. We must reach our audience, presenting the material with relevant examples and methods of instruction that reach varying audiences. We must communicate with our younger and older members. Each group offers unique challenges, but our common goal is the desire to serve the public. We must deliver presentations with examples from recent local and global events. At a minimum, our introductions and "hooks"

need to capture the interest of all audiences. We must capture the students' attention and provide realistic goals for the both the individual cyclists and their organizational teams.

The instructor possesses the gift of knowledge, which they present to their students. The system empowers the instructor to utilize a respected platform and gain the trust of their followers.

Through this media, we motivate both new and seasoned members to use their teachings and roll out to the streets as highly motivated and dedicated to public safety service.

Our hope is that their excitement will be contagious and spread through the ranks of their agency. My experience has been that a successful unit will grow and gain attention based

on the presentation of positive attitude and the unit's production output. To develop the positive output, the units require both initial and continuous training.

The training process is cyclical, and each rotation provides the opportunity for the instructor to reach out to their students, providing new material and drawing the follower to new heights. Always provide material that is recent, relevant and realistic. Continuously strive to educate yourself and enhance the experience of those you teach.

Take your students to places they could not get without you. Impart your knowledge and experiences to develop their tactical and riding skills. Our ability to train students is

the ability to lead them.

To make our units grow, we must become leaders!

Mike recently retired after nearly 30 years of service with the Metropolitan Police Department in Washington DC. He was one of the first members of the MPD Mountain Bike Unit in 1992 and was on the first Civil Disturbance Squad on July 4, 1995. In 1997, he became the first city-wide mountain bike coordinator and training supervisor. He discovered IPMBA in 1998 and has been a dedicated member ever since. Employing his experience and knowledge into the professional cycle training offered by IPMBA enabled him to be certified as an Instructor in 2001 and an Instructor Trainer in 2008. He also teaches EVOC, MC, Segway, firearms, marksmanship, CIO, patrol rifle, and CDU. He serves as Education Director on the IPMBA Board. His motto is, "Ride Hard, Ride Safe, and Thanks for Coming Out!" He can be reached at sgtwear@msn.com.

As members
of IPMBA we
serve as
ambassadors
... of public
safety cycling

THE IPMBA GOVERNING BOARD

IPMBA Brand Ambassadors

by Gary Strang, PCI #1457
London (ON) Police Service
IPMBA Membership Director

How many times have you been asked about what it's like to be a police cyclist? Or what might be involved in police cyclist training? Maybe you've taken a moment to tell a fellow officer about just how much fun you had while taking the Police Cyclist Course. Or that you absolutely learned the most of any police course you've ever had the opportunity to be enrolled in. I know firsthand that most officers who complete the Police Cyclist Course feel that way.

I'm sure any bike officer can attest to having heard comments like "nice bike", "that must be fun" and so on.

I can't stop at an intersection without someone making some kind of positive comment or asking a relevant question about the cool job I must have. There are plenty of questions to answer; about the bike, what policing on a bicycle is like, and how much fun we have working in a police bicycle unit. I am sure this all applies to EMS and Security as well.

These enquiries aren't limited to field operations alone. They permeate into our days off when curious civilians we come in contact with also want to know about what we do. But for now, I want to focus on the conversations we have with fellow officers, members of outside agencies and anyone who would benefit from attending a Police Cyclist Course.

... what are we doing to ensure our brand remains strong, vibrant and relevant to growing trends?

We carry a lot of weight when it comes to being police cyclists and providing information and support to other officers and agencies. We are all brand ambassadors of the IPMBA banner. We all know the ins and outs of our bikes and what

we can do on them. The improved level of value-added service, the access and ability to go where cars can't, the interaction with the community we serve. We all become experts on the topic in one way or the other and we all have a responsibility to further the cause. Supporting IPMBA is the absolute best thing we can do to ensure we maintain relevant training that evolves with policing.

All of us know this statement is true. The question is, what are we doing to ensure our brand remains strong, vibrant and relevant to growing trends?

I know there are times when we just aren't in the mood to talk about our jobs. We all need a break from the hectic pace of front line service. I'm just asking that when you have the opportunity to pass along the message about what IPMBA has to offer, or how being a part of this organization will help their front line, please do so. We collectively are the brand and we all share ownership and responsibility of our brand.

We have a responsibility to represent ourselves as independent brand ambassadors for who and what we feel is the best training in the police cyclist business. Knowledge is power, my brothers and sisters, and so is teaching folks the ways of front-line service cycling.

Gary is a 32-year veteran of the London Police Service in London, Ontario, and is currently in charge of the bike unit. He rides to work and has done so for the past 20 years, including during the winter months. On weekends he races on a road bike. His favorite quote is, "cycling never gets easier; you just go faster." He was certified as an IPMBA Instructor in 2014 and is currently serving as membership coordinator on the IPMBA Board. He can be reached at gstrang@police.london.ca.

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Get Involved with IPMBA

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

Since you are reading this, you have some connection with IPMBA.

Chances are whatever your connection is, you are probably at minimum a member, and there is a good possibility you are an instructor.

Whatever your connection is in your career – law enforcement, EMS, or security – you take pride in what you do. You don't go to work every day looking forward to getting to the end of your shift; you actually want to make a difference.

Since you are reading this, it is likely you have in interest in riding your bike on duty or in your personal time.

IPMBA is just like most other specialty organizations – tactical, school safety, negotiator, K-9, etc. Much of the work accomplished by these organizations is the result of the work done by volunteers. These volunteers are typically members who use their specialized skill sets on a regular basis in their careers or in their personal life. These people have ideas and can change and improve how something is used or taught.

IPMBA is a lot like other organizations that serve a highly specialized group of professionals. There is one full-time and one part-time person. They are supported by a dedicated board who volunteer their time and usually their money. Since you are still reading this, hopefully you are thinking that you might have some knowledge or skill that might benefit others. You may not have the time or interest in running for the board, but there are different levels of involvement. We have several committees you can join. I'm currently serving as Industry Liaison; I value the members of the Industry Relations Committee. Even if you don't want to join a committee, most of our board

members would appreciate the help if you have some extra time to devote to the association and its projects.

If you are really interested in getting involved, consider running for the board. Once you are on the board, there are a number of different positions in which you can serve. Terms are three years, and are staggered so that each year, three

positions are up for election or re-election. There are also term limits, which ensure turnover to "new blood". This combination of experience and fresh ideas means that anyone elected to the board could effect change that benefits the organization.

An example of this is IPMBA's acceptance of flat pedals as a form of pedal retention. I consider this a major change. Mike Harris, who was serving as the Treasurer at the time, brought the idea up at a board meeting. At the time he raised the issue, I was against it. I've always had SPDs and that is what I know. Mike has extensive knowledge of flat pedals from using them personally and through his involvement with IMBA. His extensive knowledge and understanding of the riding techniques needed to effectively ride with flat pedals changed my mind.

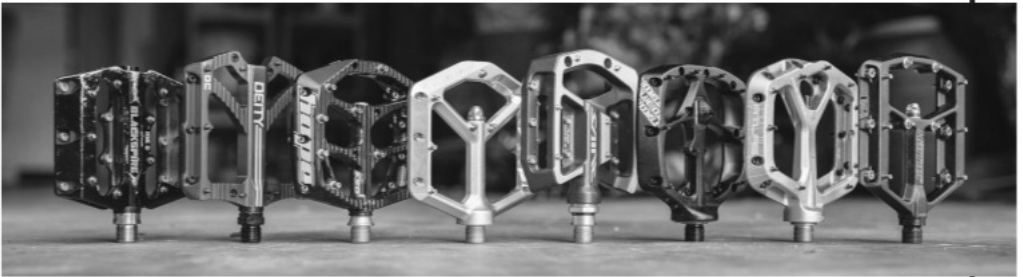
The discussions during the board meetings about flat pedals were interesting and sometimes a bit heated. If I remember correctly, three or four members (including myself) were against the idea. Slowly, people started to change their minds. Mike made some compelling arguments as to why

the pedals should be deemed acceptable for public safety use. Since I had never used a quality flat pedal with removable pegs, I had no frame of reference. I was just basing my decision on the technology I knew best – SPDs. As with most things, though, the technology was changing and the techniques were changing with them. Mike bringing this idea up opened my mind to them, so I gave

them a try. I installed them on one of my mountain bikes and then my work bike. I'm now a big fan of flat pedals. I credit Mike with bringing a major change to IPMBA, one that may not have happened yet had he not volunteered to serve on the board.

IPMBA has always relied upon its members to advance the profession of public safety cycling, both training and operations. If you have some time and interest and you want to make a difference, get involved. Whether you run for the board, join a committee, volunteer to help with a project, or teach at the conference, your knowledge and experience could bring about a change in the way we train or operate, or the equipment we use.

James is a deputy with Arapahoe County Sheriff's Office. He has worked in the jail, as a patrol deputy, and has been a School Resource Officer (SRO) since 2005. He was certified as an IPMBA Police Cyclist in 2006 and as an IPMBA Instructor in 2008. He has raced as a category 2 in USCF and ACA and as an Expert in NORBA. He enjoys riding his bike whenever he can, including commuting to work. James was elected to the IPMBA Board in 2012 and currently serves as Industry Liaison. He can be reached at jenglert19926@yahoo.com.



Courtesy: bikepacking.com

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Saint Paul PD's Bike Cops for Kids: First Year Lessons Learned

by Jason Bain, PCI #1046-B/EMSCI #278-B
Saint Paul (MN) Police Department
IPMBA Treasurer

Turning the calendar to November, winterizing the bike fleet, and releasing officers to off-season assignments has provided me the opportunity to reflect on lessons learned from Saint Paul's Bike Cops for Kids' Inaugural Year.

Leadership Support is Essential

When people ask what made this program successful, my first response is always the same – it had the support of department leadership and command staff. The goals of our program were aligned with the community engagement goals of the department, which afforded us the resources necessary to get off the ground. Putting our first bike on the street required coordination of efforts between the Chief's office, area command leadership, the Police Athletic League, the Saint Paul Police Foundation, and the Community Engagement, Special Events, and Juvenile units. Successful coordination was made possible with leadership's support.

Strong Partnerships Will Help Make a Vision Become Reality

With the opportunity to create the unit, I naturally turned to the Minneapolis Bike Cops for Kids program for advice. The program, started by Officer Kirchen and now Sgt. Klukow, started in 2009. Since that time it has expanded into a citywide program reaching youth in every Minneapolis neighborhood. Ofc. Kirchen and Sgt. Klukow were generous of their time, shared their lessons learned, and made introductions to key partners.

We enjoy community partnerships with both Children's Hospitals and Gillette Children's

Hospital. Their Injury Prevention Units supply us with helmets for giveaways. Dairy Queen provides us with ice cream cone certificates. Our department's Community Engagement Unit, and their donation sources, provide us with water bottles, stickers, and funding for some bike giveaways.

The Community's Response Makes it all Worthwhile

Whether the day was spent patrolling on bikes or attending one of Saint Paul's many summer events, the highlight of each day was the kids. We gave away more than 500 bike helmets, protecting at least 500 precious brains. We played countless rounds of pick-up basketball (in bike shoes). We hosted 16 bike rodeos and a dozen neighborhood rides. We helped a surprising number of kids ride a bike for the very first time. We replaced stolen and damaged bikes. We affirmed our belief that a bike has the power to overcome barriers and start a conversation. Conversations turn to friendships and trust, and we were privileged to see it happen time and time again.

Jason has been a police officer since 1995, first in Albuquerque and then in Saint Paul. He has been a bike officer since 2002 and an IPMBA Instructor since 2007. He assisted in the development and instruction of the 120-member Bicycle Response Team for the 2008 RNC. In 2017, he founded the Saint Paul Bike Cops for Kids, a full-time bike unit focused on engaging the community through its youth, modeled after the Minneapolis Bike Cops for Kids program. He can be reached at jbain7004@msn.com.

Photos courtesy Jason Bain.



The Saint Paul Bike Cops for Kids program is focused on community engagement, with the primary goal of interacting with children in a positive way. The program, modeled after the Minneapolis Bike Cops for Kids, was created as a way of reaching out to kids in Saint Paul's low-income neighborhoods. Eight officers are assigned to the program during the summer months. They pull a trailer filled with helmets donated by local hospitals, distributing them to kids who need them. They also fix bikes, take kids to sporting events, distribute ice cream, and play pick-up games. When funds allow, they give bikes to kids whose bikes have been stolen and hold random giveaway drawings.

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IPMBA and EMS Cycling

by Tom Harris, EMSCI #861T-B/PCI #030T-B
East Baton Rouge (LA) EMS
IPMBA Vice President

When I took my first IPMBA Course in 1996 – as an EMS cyclist taking the Police Cyclist Course under the watchful eye of Steve Jackson – little did I know how much I would become involved with IPMBA. I took the Police Cyclist Instructor Development Course (the precursor to the Instructor Course) at the 1999 Conference in Chicago. I lead the effort to host the 2007 IPMBA Conference in Baton Rouge, becoming the first EMS agency to do so and aging a few extra years in the process. I became an Instructor Trainer in 2009 at the conference in Albuquerque.

For several years, I was approached by board members to run for the board, but I could always find a reason (right or wrong;



mostly wrong) not to do so. In 2010, after conversations with some trusted IPMBA friends and mentors – Dave Hildebrand, Tom Woods, Kirby Beck

and Bernie Hogancamp – I applied for the board and was elected in 2010 at the conference in Saint Louis. Having successfully hosted an IPMBA Conference, I was promptly elected to the position of Conference Coordinator and served in that capacity for six years. After a year as the EMS Coordinator, I was elected to the position of Vice President at the 2017 Conference in Delaware, Ohio.

Where and what is all this leading up to, you may ask? Well, it is very simple. In the early days, IPMBA was primarily a group of police cyclists with very little – if any – EMS involvement. Over the years, EMS cycling has grown into a very specialized and important part of IPMBA, with nearly 500 current members and more than 70 active instructors. EMS has been represented on the IPMBA Board since 2000, when Ed Brown was elected to the board, and Jim Howell was the first EMS Cyclist to serve as Board President (2002-2008). Today, there are three EMS Cyclists on the board: Wren Nealy, President; myself, Vice President; and Brian Gillman, Conference Coordinator. The EMS Coordinator position on the board is currently open, so if you are an EMSCI, start thinking about the June elections.

EMS cycling has been around since WWII with the advent of bicycle-powered ambulances. The modern era of EMS bike teams in the US began in the 80's and 90's, with Denver Health being the one of the first "official" bike teams formed. Today, it is estimated that at least 500 agencies across the country deploy EMS personnel on bikes. Most are part-time, event-based teams, but a few operate on a full-time basis. If you would like to find

out more on the history of EMS cycling, please visit: http://ipmba.org/images/uploads/A_Brief_History_of_EMS_Cycling_201309.pdf

In 2015, I wrote an article for the *IPMBA News* entitled "IPMBA Needs You". IPMBA needs more involvement from its EMS members if we are to continue to increase and improve EMS cycling through our programs and conferences. We have come a long way since the days that EMS Cyclists had no choice but to take a Police Cyclist Course if they wanted training. We have an EMS Cyclist Course, a level two course (PESC II) that incorporates EMS, and a Bicycle Response Team (BRT) curriculum that has been written to incorporate embedded EMS personnel. We're about to publish an EMS Bike Team Model Policy based on input from our EMS Committee members. But we can't stop there.

As with all things in life and public safety, changes are inevitable, and we need to try to stay on top of them. EMS has enjoyed many changes, like the introduction of lighter, smaller medical/trauma equipment. We old guys can remember splitting a LifePak 5 in half and carrying it in each side of the panniers. Lighter equipment has resulted in more options for carrying the equipment, like using a combination of panniers and backpacks (which we addressed in a position paper in 2014). These changes and more will be incorporated in the next edition of the *Complete Guide to Public Safety Cycling* and the Instructor ToolKit (ITK), a project we hope to launch in 2018. We are also redefining the public safety bicycle and refining the new, compressed conference format.

My challenge to you – the IPMBA EMS membership – is to become more involved and active in "your" organization. If you are an instructor, put in to teach at the conferences and develop workshops. If you are a member – please continue to attend the conferences, bring some new friends along and spread the word about the excellent opportunities and classes that are available at the conferences.

To apply for the IPMBA board, you must be both an active member and a current instructor. If you are interested in applying, please email your resume' and a letter of intent to Maureen at IPMBA (maureen@ipmba.org). Elections will be held at the IPMBA Conference, June 4-9, 2018, in Saint Louis. This is your chance to help to shape the future of EMS Cycling and continue to keep IPMBA as the best public safety cyclist training organization for years to come. We're always looking for new ideas and a fresh perspective.

Let's continue to strive to improve our organization and provide the best public safety cyclist training in the world. As I said earlier in this article and in 2015, "IPMBA NEEDS YOU!"

Tom is currently the Special Operations Supervisor for East Baton Rouge Parish EMS. He is responsible for all Special Teams, including the bike and tactical medic programs. Tom has also been a Deputy for the Livingston Parish Sheriff's Department since 2005. He is assigned to the Special Operations Division and serves as a member of the Special Response Team and Marine Division. Tom has been an IPMBA member since 1996 and an Instructor since 1999. In 2009, he obtained his IT status. He has served as a member of the board since 2010 and currently holds the position of Vice President. Tom hosted the 2007 conference and co-hosted the 2013 conference in Baton Rouge. He can be reached at tharris@brgov.com.

THE IPMBA GOVERNING BOARD

EMS Cyclists Can Do It, Too

by Wren Nealy, PCI #860-B/EMSCI #154-B
Cypress Creek (TX) EMS
IPMBA President

Since the beginning of IPMBA, Police Cyclists have been trained to ride their mountain bikes anywhere they could walk. Negotiating urban obstacles, riding up and down stairs, mastering slow speed skills, and performing dynamic dismounts, are all mainstays of the training program. The first EMS Cyclists trained by IPMBA Instructors received the same training as their police counterparts because, at that time, the Police Cyclist Course was the only formal bike training available. Soon, however, it became evident that the program did not take into account the unique needs of the EMS Cyclist and the differences in job performance. Hence the birth of the IPMBA EMS Cyclist Course, the first discipline-specific training program for EMS.

In 1997, the IPMBA Board launched a standalone program, dedicated to the specific needs of the EMS Cyclist. There weren't very many EMS bike teams in operation at the time, but the ones which wanted to function at the Advanced Life

Support level needed to carry a cardiac monitor and medications. The need to carry this equipment required the EMS Cyclist to add panniers (saddlebags) to the bike. The cardiac monitor of that era was the LifePak 5,

which split into two parts that just so happened to fit perfectly in the EMS panniers. Because of the fragile nature of this expensive equipment, it was essential to take measures to protect it. The equipment and padding added a significant amount of weight and bulk to the rear of the bike.

As a result, it was considered unsafe for EMS Cyclists to perform dynamic dismounts. So when the EMS Cyclist Course was developed, the dynamic dismount was replaced with the stationary dismount. As stated on page 181 of the *Complete Guide*, "the only responsible way for an EMS Cyclist who is carrying a heavy load that may be worth several thousand dollars to dismount is to stop with the left foot planted on the ground and step off the bike."

This stationary dismount requires the rider to come to a complete stop, disengage pedal retention, move forward off the saddle, and place both feet on the ground, straddling the top tube. The cyclist then swings the right leg over the seat and rear of the bike, clearing the bags, to complete the dismount.

While this type of dismount is practical under certain circumstances, it can be disadvantageous in others. A stationary dismount fully commits the rider to stopping and can potentially cause balance issues. The rider is at most

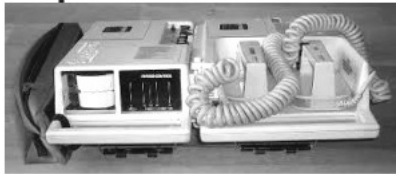
significant risk for losing their balance during the process of swinging their leg across the rear of the bike and clearing the bags. Standing flat footed, on one leg, is not the time to catch your foot on the bags and lose your balance. The vertically challenged had an extra hard time with this skill.

It also can be disadvantageous from the standpoint of scene safety. While we would like to think that EMS personnel are not subject to aggressive behavior, it would be denying the reality that EMS personnel are increasingly entering hostile situations. In the *EMS Scene Safety* workshop at the 2011 IPMBA Conference, I demonstrated how using the above stationary dismount to stop and talk to a citizen was potentially unsafe for the cyclist. If the person made a sudden aggressive move towards the rider, it had dangerous consequences.

At best it would result in a slow escape, and at worst, it would result in a loss of balance. The simple science of Action versus Reaction only compounded the problem for the cyclist, further placing them at a disadvantage. Often this movement resulted in a Flinch Response from the rider, which would contribute to the loss of balance. Completing the dismount and disengaging the bike was difficult, at best. If the rider stopped next to their partner, this almost always resulted in one of the riders getting tangled up in their partner's bike.

Finally, it is my personal opinion that straddling the top bar during a citizen contact is less professional in appearance than dismounting the bike.

Getting back to the early days of EMS cycling, there were also concerns that the weight of the medical equipment would cause pinch flats, damage rims, and put the equipment at risk if the bike was ridden up steps. As a result, the stair ascent was also removed from the EMS Cyclist Course curriculum. In its place, EMS Cyclists have been taught various methods of carrying their bikes up steps rather than learning to ascend them using the lofting method favored by Police and Security Officers.



Physio Control LifePak 5 Monitor Defibrillator



THE IPMBA GOVERNING BOARD

EMS Cyclists Can Do It, Too

(Continued from page 10)

In order to ascend a set of stairs of any length, EMS Cyclists have been taught to first perform a stationary dismount and then carry the bike up the stairs using one of three methods: pushing the bike, reaching over the top tube and grabbing the chain stay, or grabbing underneath the top tube and lifting the bike up to shoulder height (top tube carry). Once at the top of the stairs, they set the bike down, remount, and continue riding.

While this is the only practical solution if the stair ascent is beyond the rider's capabilities, there are times that it may not be the best choice if the rider is comfortable with an ascent. Coming to a complete stop, dismounting the bike, and carrying it adds a number of steps, increasing the time needed to perform the skill, delaying the response time. An associated consequence is the potential of not using the proper carrying technique, which can result in the excess weight making the bike more difficult to control during the carry.

For the reasons addressed above, we at Cypress Creek EMS opted to continue to teach EMS Cyclists both dynamic dismounts and stair ascents. Extra training is not prohibited as long as the students are taught and tested on the required skills. This was proof of concept for me that EMS Cyclists (even novice riders) can both perform and benefit from possessing these skills.

In IPMBA's Bicycle Response Team Training (BRT), embedded EMS Cyclists are trained to perform cyclo-cross mounts and step-through dismounts, skills they adapt to

more easily if they already know how to do crossover dismounts. This is further validation that EMS Cyclists can safely and competently perform these skills.

The ease with which EMS Cyclists can perform this skill has also been affected by changes in the

equipment they carry. The Automatic External Defibrillator (AED) has replaced the cardiac monitor. AEDs are smaller and lighter than ever before, a lot smaller than the LifePak 5

cardiac monitor, and they perform the same functions. New bag designs have decreased the bag profile, making it easier to clear the bag while swinging your right leg over the rear of the bike. The thinner pannier also makes it easier to sweep the kickstand.

Just as the equipment continues to evolve, so should the training. In anticipation of these skills being added to the curriculum in the future, EMSCIs are strongly encouraged to master and begin teaching Crossover Dismounts and Stair Ascents in their EMS Cyclist Courses.

Should EMSCI's choose to teach Crossover Dismounts, they should adhere to the standards set forth in *Police Cyclist Course Skill Station 21*.

Should EMSCI's choose to teach Stair Ascents in their classes, they should adhere to the standards set forth in *Police Cyclist Course Skill Station 19*. There are multiple types of stairs. Stairs with a short rise and medium to long run present an easy obstacle to ascend with minimal risk of a pinch flat. Regular rise and run stairs, no more than two or three, are also acceptable. Anything with a higher rise and more than two stairs should not be attempted.

The Stair Ascent does NOT *replace* the dismount and carry technique. The carry technique will still need to be performed in testing and rightly so. Should the rider encounter an oversized curb, a set of stairs, or any obstacle too large to ascend safely, the carry technique will still be the preferred method to negotiate the obstacle.

Call to Action

So Instructors, train your EMS Cyclists to a higher standard. Having the ability to perform dynamic dismounts and stair ascents will enhance your team members' skills and help them maintain safety and effectiveness on the job, and will prepare them to take on new challenges and roles, such as Bicycle Response Team member. Civil disturbances, riots, and protests are here to stay, and your Police Cyclist counterparts need medical force protection.

We look forward to seeing you at the 2018 IPMBA Conference, June 4-9, 2018, at Washington University in Saint Louis, Missouri!

Wren has had experience as a paramedic, police officer, tactical officer, and tactical medic since 1994. He is currently the Special Operations Director for Cypress Creek EMS and a Reserve Lieutenant and former Assistant SWAT Commander with the Waller County Sheriff's Office, for which he founded the bike unit in 2009. Wren has been an IPMBA PCI and EMSCI since 2005, working and teaching both disciplines. He holds instructor certifications for TCOLE, TASER, Specialty Impact Munitions, Basic/Advanced Tactical Operational Medical Support, PHTLS, and TCCC. He was elected to the IPMBA Board in 2012 and currently serves as President. He can be reached at wnealy@ccems.com.





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by **Clint Sandusky**, former PCI #849/EMSCI #159
Riverside (CA) Community College District Police
Department (Ret.)

e Bikes (electric pedal-assisted bikes) are becoming more and more prevalent. They're being ridden by the recreational and transportation cyclists, at MTB races, and even by public safety agencies across the US and beyond. So, the question is, "To use, or not to use?" eMTBs at your agency.

PeopleForBikes, and IMBA (International Mountain Bicycling Association).

- I, along with representatives of LAPD, presented on the topic of eBikes and public safety cycling at the Electric Bike Expo held in Costa Mesa, California, on December 1, 2017.

Listed below are a few of the points to thoughtfully consider before purchasing and/or using eMTBs for public safety cycling:

Is it Practicable for Public Safety Use?

As with anything, I see advantages and disadvantages to using eMTBs. As I've read and seen, there is no mistaking the fact that eMTBs enable public safety cyclists to respond to calls more quickly and efficiently.

However, I personally found certain skills more awkward and/or challenging, like slow-speed maneuvering, "lofting" the front tire, and dismounts.

I also found manipulating the different modes of pedal-assist (Eco, Tour, Sport/eMTB, Turbo or OFF) to be distracting, but then again, I don't ride eBikes all the time. Bosch's new "Sport/eMTB" mode does automatically switch between "Tour" and "Turbo" modes, which could reduce some of the distraction. As stated on the Bosch website: "Depending on the pedal pressure, the progressive motor support adjusts automatically to the individual way of riding."

Battery range is also an important factor. The new model 2018 Trek "Police Electric" bike uses a beefier Bosch PowerPack 500 battery. Bosch states on its website that an eBiker can travel "from less than 12 miles to well over 62 miles on a full charge. Many different factors affect the range. They include the assistance level, cycling behavior, air resistance, the cyclist's weight, tire pressure and, of course, the terrain."

Add public safety use to the mix and you tell me. Visit <https://www.bosch-ebike.com/us-en/news/11-questions-about-the-ebike-battery/> for the answers to "11 questions about the eBike battery".

eBikes also make more noise when the electric motor is engaged. That could be a possible officer safety concern.

Price Point

This will probably be your department's "bottom line" on whether to purchase eMTBs or not. You can easily spend over twice as much for a quality eBike than for a traditional (human-powered only) bike.

For example, Trek's traditional Police Bike lists for \$1,359.99, while its Police Electric bike lists for \$3,499.99. If you add on all the "bells and whistles", the price tag will possibly be over \$4,000.00!

Weight

Public safety bikes are already heavier than comparable civilian bikes. eBikes weigh even more. As an example, Trek's traditional Police Bike is listed at 35 pounds (just the bike), while its Police Electric bike weighs 50+ lbs. That's a BIG difference! Now add on all the "bells and whistles", and you have one HEAVY bike!

Weight is a definite concern, for instance, if a rider must carry their eMTB up a long flight of stairs or hump it back to the station because the battery went dead or due to some other technology or maintenance issue.

Weight also affects transporting the bike. An eMTB may exceed a bike rack's maximum weight capacity. As an example, my personal Thule T2 Classic bike rack has a 60-pound limit (per each bike mount). Bosch recommends removing the battery and computer before transport. I would also recommend removing all cargo bags as well.

Safety & Legality

The adage of "speed kills" is a legitimate concern when using eMTBs. Trek's Police Electric is a Class 3 eMTB with a Bosch motor that provides assistance only when the rider is pedaling, and ceases to provide assistance when the e-bike reaches 28 mph. **28 mph!!!**

The CPSC (Consumer Product Safety Commission) was the first to define eBikes. Initially California, then other states, defined and regulated eBikes into three classes:

- Class 1:** Max pedal assist of 20 mph
- Class 2:** Max throttle assist of 20 mph
- Class 3:** Max pedal assist of 28 mph

Conversion kits are also available, enabling a traditional bicycle to be converted into an eBike. Public safety

(Continued on page 14)



Bosch "Circuit" Test Track Staging Area at Interbike 2017

My hope in writing this article is that it will fuel the on-going conversation for public safety agencies considering whether to start or continue using eMTBs or not.

Disclaimers

- I'm "old school", but not old! I personally believe if I can't pedal there on my own, I shouldn't be riding a bike.
- I may be "old school", but I'm always willing to explore new technologies, ideas and training.
- My best friend and fellow California POST Bike Instructor is an Authorized Trek Dealer. He owns a Trek Powerfly 8 FS eMTB and loves it!
- I purposely sought input from various Bike Patrol Instructors, both from IPMBA and here in California when writing this article.
- I've ridden eMTBs at Interbike and other trade shows, at home and at a SoCal Bike Patrol Class. All the bikes have been equipped with Bosch motors.
- I've read countless positive articles on IPMBA's blogs and beyond on eMTB use in Public Safety.
- I attended three eBike presentations at Interbike 2017, presented by Bosch,

Photo courtesy Clint Sandusky

(Continued from page 13)

agencies should be very leery about adding this technology to their existing bicycles.

An article in the Netherlands' *NL Times* ("More Elderly People Die in eBike Accidents", by Janene Pieters, September 21, 2017) stated, "The number of fatal traffic accidents involving eBikes is increasing, especially among older people." Is this because the eBike has been embraced more in Europe than in the US, or because older people may tend to be less fit and/or skilled for higher-speed cycling?

Public safety cyclists need to know federal, state and local laws pertaining to the use of all types of eBike use, especially if you're riding a Class 3 eMTB. You might have to get your local jurisdiction to amend ordinances to include an exemption for public safety cyclists in certain restricted-use areas.

same for eMTBs as they are for traditional bikes?

Training & Skill Level

I've had conversations with two IPMBA PCI's and three California POST Bike Instructors, and we all agree there should be additional training and/or evaluation for those riders who plan to use an eMTB. I believe this needs to come prior to the start of a class (not on the first day) to ensure the rider understands how to safely operate the eMTB and is skilled enough to use it.

As with any bike, an inspection should also be performed to ensure it is safe and adequate to use during the class. Both the above will ensure time and attention isn't taken away from the majority of your students.

Maintenance & Repair

To be determined. eBikes are equipped with sophisticated electronics and computers that require specialized skills and knowledge to maintain and repair. This may mean your in-house or shop mechanic may not be able to handle them. For instance, Bosch recommends taking Bosch-equipped eBikes to qualified Bosch eBike dealer for servicing and repairs.

Fitness & Health

Does riding an eMTB encourage a person to be fit and healthy? Only you can answer that.

Purpose of eMTBs for Public Safety

Are you going to use eMTBs in a traditional bike unit role (targeted areas, etc.) or in an expanded patrol beat (like automobiles or motorcycles)? If the latter, then eMTBs may be the way to go.

As Kirby Beck (PCI #002T/EMSCI #017T) remarked, "when you start thinking of bike patrol as you would a motorized patrol, except you go slower – and cover a smaller area – you may be overextending your capabilities. Warning lights and sirens are much less effective, and your "vehicle" (bicycle) offers you ZERO protection in a crash. An eBike may go faster, but that only means you can overextend your capabilities and get into trouble faster, too."

In some of the articles I've read about eMTB use in public safety, the bike itself has become an additional "talking point" between public safety personnel and the members of their community.

Maximum Total Weight Restrictions

Trek's 2018 Police Electric bike has a maximum total weight (combined weight of bicycle, rider & cargo) of 300 pounds or 136 kg. (You can do the math). One

would assume that, at least, it serves as a warranty disclaimer. Do you want to take a chance though?

The Bottom Line

Technology can be a wonderful thing and riding an eBike is certainly fun! There are both advantages and disadvantages to deploying them for public safety use; therefore, it is up to each department and rider to determine whether or not to add eMTBs to the fleet.

I hope this article serves as an informative resource for agencies and/or riders assessing whether to use eMTBs.

All the entries I read on the IPMBA blog focused on law enforcement's use of eBikes. I'm curious as to whether any EMS personnel out there are using eMTBs. Weight would REALLY be a big consideration and concern! And what about Security, some of which enjoy larger, private sector budgets, as well as federal agencies, such as the military, Border Patrol, and VA facilities?

It would be interesting to learn if any agencies that have used eMTBs in the recent past have stopped, including the reasons why.

Please send IPMBA and/or me your comments and experiences involving eMTBs and public safety cyclists.

Resources

- IPMBA's Blogs** ("Electric Bike" search): <http://ipmba.org/search/results/681ca3f6e4f7af43541e76b15ced8b04/>
- peopleforbikes**: <http://peopleforbikes.org/our-work/e-bikes/>
- IMBA (International Mountain Bicycling Association)**: <https://imba.com/resources/emtbmanagement>
- Electric Bike Association**: <https://electricbikeassociation.org/>
- Bosch eBike Systems**: <https://www.bosch-ebike.com/en/>
- As always, be safe out there, everyone!**

Clint's 24-year career in law enforcement included both with Los Angeles County Sheriff's Department and Riverside Community College District Police Department (RCCD PD), where he served as Bike Team Coordinator. He has been an IPMBA member since 1994 and has attended 11 conferences. Since 1994, Clint's been a CA POST certified Bike Patrol Instructor and has taught Bike Patrol Courses for Riverside County Sheriff's Department for over 18 years. He actively competes in USA Cycling amateur cross-country mountain bike races and since 1999 has competed in what is now known as the United States Police & Fire Championships. He can be reached at clint.sandusky@gmail.com.

California's E-Bike Law Information Page from PeopleForBikes' Website

Tactical Aspect and Versatility

I foresee that the increased overall weight of a public safety eMTB (bike, accessories & cargo) vs. a traditional bike will alter certain tactics and versatility.

As an example, the technique of lifting the rear of the bike to defensively push/strike back an assailant (if in your policy, of course) could be more challenging.

The ability to lift my patrol bike over a short wall or fence would definitely present a greater challenge for me with an eMTB.

Qualifications & Standards

Should qualifications and standards be the

by Andy Shiu
Lake Forest (IL) Police Department

Bike helmets are designed for one primary purpose – to help protect the wearer’s head from injury. However, the typical bike rider doesn’t wear their helmet for extended periods (like an eight-hour shift) or worry about getting that helmet off or retaining it in a dynamic situation. Police officers do.

I had the opportunity to wear both the Freetown Revlr and Roughneck helmets while assigned to bike patrol during the 2017 BMW Golf Championship held in Lake Forest in September, and during two Bicycle Response Team (BRT) deployments. For seven days of the golf tournament, I was assigned to bike patrol functions and addressed situations both inside and outside the golf course property. During the BRT deployments, I responded to a fairly large protest in progress. I alternated use of the Revlr and Roughneck during the golf event, responding to calls, working entrance/exit posts, and routine patrol. I wore the Freetown Revlr during the BRT callouts.

This review will primarily address the comfort of the helmets. Wearing a helmet as a bike officer is required, just like having body armor. It’s like having added insurance and protection, all in one. Even though I did not crash during the periods I wore them, I’m positive these Freetown helmets would have protected my head in case of impact. Before I had the opportunity to review the Freetown brand of helmet, I wore a common brand while on patrol and it worked fine enough. To be honest, I did not think one helmet would feel much different from the next because of its important yet simplistic function of protecting the wearer’s head.

The differences, in my opinion, lie in the smaller details. Is it bulky? Does it offer ventilation? Will I be able to put in on and take it off quickly if necessary? Is it easy to adjust? Freetown pays attention to these smaller details.

The helmet distinguished itself with craftsmanship appeal before even coming out of the box. It has its own rugged yet sleek look, and appears built for both casual everyday riding and trail riding. On the head, it feels extremely light and well-ventilated. To me it was like wearing a baseball hat – it felt that light. The inside is well-padded as well – it cushioned the helmet while wicking moisture away from my skin. The dial-to-fit retention system was

easy to adjust both before and while riding. Some helmets don’t retain as well and tend to slip forward or backwards on the head. During my BRT deployment, the Freetown Revlr stayed right where I dialed it in, so I did not have to worry about it.

As for helmet fit, I have a slightly larger skull (I wear an XXL, regrettably) and the Revlr helmet, with its max adjustment of 63cm vs. the 61 cm of the Roughneck, was a better fit for me. The Roughneck rear adjustment bracket rubbed up against the back of my head while I wore it – it was not very comfortable, but I believe the discomfort was due to my skull size, not the helmet construction. If you’re going to purchase one online, perhaps get one of each, try them on, and select the one that fits the best.



Freetown Revlr

The Freetown brand of helmet utilizes a FIDLOC magnetic buckle that fastens itself upon contact. While this will be a matter of individual preference, I like the easy snap on/snap off of the typical helmet vs. the magnetic closure. The magnetized buckle slides on and off easily enough, but I like and trust the positive locking feature of my existing helmet better. It took awhile to adjust and secure the Freetown helmets before pedaling off to calls because of the magnetic buckle as well. Perhaps having the option to order it with either the magnetic buckle or the positive snap lock type might be attractive to some wearers.



Freetown Roughneck

Overall, I highly recommend the Freetown brand of helmet. There are many fine products out there, and the Freetown brand is definitely one of them. It offers a great balance of wearability, protection, and retention.

Freetown helmets can be purchased from IPMBA Corporate Member PoliceBikeStore.com. Police Bike Store participates in the IPMBA Product Purchase Program, offering 5-10% off web prices to IPMBA members.

Officer Andy L. Shiu is a 16-year police officer with the Lake Forest (IL) Police Department. He is IPMBA-certified as a Police Cyclist and as a Bicycle Response Team rider. He specializes in defensive tactics and firearms instruction. He can be reached at shiuua@cityoflakeforest.com.

Photos courtesy Freetown.

Tu-be or No Tu-be: Is That a Question?

by Allen Daniels, SCI #032
Bowdoin College (ME) Department of Public Safety

Have you heard of this new trend in tires called tubeless? Are you wondering if they are for you or your department?

We ride year round here at Bowdoin College on the coast of Maine. We currently run 29+, 27.5+, and 29 inch wheels. I believe tubeless tires are going to become the standard in the near future for higher-end bikes, whether they be skinny, plus, or fat-tired.

While I believe tubeless will be the norm going forward, they are still relatively new. There is no shortage of tubeless-ready tires out there, but not all are created equal. If you choose to follow this trend, be sure to purchase tires from reputable manufacturers that have received good reviews (e.g., Bontrager, Shwalbe, Maxxis, Surly and 45deg North). This also holds true for rims. You can make just about any rim tubeless-compatible with rim tape and a skilled hand, but rims designed for this purpose, built by the manufacturer, and prepped by a skilled mechanic are really the best option. The initial cost is usually around 15 dollars to set up a wheel that is TLR (TubeLess Ready), including and the valve stem, rim tape, and sealant.

Let's talk TPI (Threads Per Inch) for a moment. There are generally two numbers you will see associated with TPI: 120 and 60. These numbers correspond to the durability of the tire, especially the sidewall. The lower the TPI, the thicker and more durable the threads. The higher the TPI, the thinner and more flexible the threads. The 120s tend to have better rolling resistance but are more predisposed to sidewall cuts due to the lower pressure and the subsequent squish. There is also about a 60-gram difference, with the 120 being the lighter of the two.

Jumping on the Band Wagon

By going tubeless, you can reduce the overall weight of the bike by approximately one pound per tube (for a 29+). Less weight is always a plus, as pedaling efficiency, rider fatigue, and performance all improve with every gram taken off the bike. I believe that going tubeless on a plus sized or fat tire enables the tire to move and flex as the manufacturer intended. I have found handling to be improved as a result of the rider's ability to adjust tire

pressure to match the terrain using a much larger range than the recommended tire pressure (if tubeless specific recommendations are not stamped on the tire).

Running lower pressure gives the tire a suspension-like quality that gives the rider the sensation of being on a short-travel, full suspension bike. Lower pressure also allows the tires to "squish", making the contact point larger and giving the rider noticeably more traction while climbing stairs and hills as well as riding on soft terrain like snow and sand.

Pinch flats haven't really ever been a major problem for us, but our riders have the space to approach curbs and stairs with some speed, and pinches do happen. However, the "need" to ascend/descend stairs or curbs is limited, and since running tubeless, we have virtually eliminated pinch flats.

Another benefit is that if/when the sealant does not seal a puncture or cut, you can always throw a tube in and continue on with the mission. We always carry a spare tube with us whether riding tubeless or not, just in case. Just be sure to remove and SAVE the tubeless-specific valve stem.

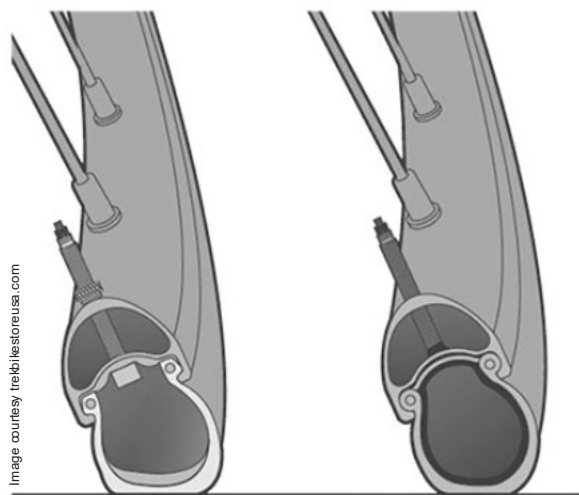
And Now the Negative

Sealant can be a finicky thing and sometimes it just won't work as intended. I recommend that you and all your riders become familiar with tubeless tire repairs and techniques so they can deal

with any issues that arise in the field. On our campus, we have our fair share of broken glass and detritus. If a cut in the tread area or sidewall is so large that the sealant cannot close it, you are left with a tire that needs repair (i.e., with a plug kit or a tubeless tire-specific patch) rather than just a tube that needs to be replaced.

So to answer the original question: should you consider tubeless tires for personal and/agency use? In my opinion, there is no down side to running tubeless tires in either case. If all else fails, you can always put a tube back in until necessary repairs can be made.

Allen Daniels is currently an IPMBA Security Cyclist Instructor and Officer First Class at Bowdoin College in Brunswick, Maine. He is also an Army veteran. As an avid cyclist, Allen's enthusiasm is contagious to all around him. He can often be found checking avalanche bulletins for Mount Washington and Tuckerman Ravine or compulsively checking the latest and greatest bike and ski gear. He can be reached at adaniels@bowdoin.edu or somewhere in the woods.



Tubeless Road
90 PSI

Standard Road
Tire and Tube
at 120 PSI

Image courtesy: trekbiestoreusa.com



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Bellwether Technical Apparel has suspended its participation in the IPMBA Product Purchase Program while it reviews its impact on distributors.

IPMBA Members on the Move

IPMBA thanks the following members for their support of IPMBA and wishes them well as they move on to new phases in their careers and lives.

Troy Gielish, Irvine (CA) Police Department – retirement

Art Kleist, Milwaukee (WI) Police Department – retirement

John Malecki, NSA Mechanicsburg (PA) Police Department – retirement

John McAbee, South Carolina Department of Public Safety – resigned; now working with the South Carolina Public Safety Chaplaincy

Patrick Vinson, San Diego (CA) Police Department – retirement

Doug Vollrath, Honolulu (HI) Police Department – retirement

Michael Wear, Metropolitan (DC) Police Department – retirement; now working at Kiernan Group Holdings

The Best Years of My Career

I am a retired officer from Shreveport, Louisiana. We started our unit in '92, when I took my basic course. Tom Woods of Denton, Texas, was our instructor. I would imagine he has retired by now, as I left the department in 2002, as Assistant Chief. My very best years were those when I was on the bike unit, and as an instructor [PCI #120]. I found one of my old IPMBA newsletters, Volume 6, No. 1. It brought back some very fond memories and prompted me to see how things were going now...so many years later. I had no doubt that IPMBA would be successful, but WOW...

Thanks,
Maurice Head
 Shreveport (LA) Police Department (retired)



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Life versus the Race: 2017 World Police and Fire Games

by Clint Sandusky, former PCI #849/EMSCI #159
Riverside (CA) Community College District Police Dept. (retired)

As was the case with the 2011 World Police and Fire Games in New York City, the 2017 World Police and Fire Games in Los Angeles were a bittersweet experience for me.

In 2011, Hurricane Irene not only caused devastation up and down the East Coast for many residents and businesses, but she also affected the Games. My cross-country mountain bike event, as well as all other mountain bike events, was cancelled due to storm damage. I was fortunate and blessed to same-day sign-up and compete in the Hill Climb event, using a rental road bike. Despite the disappointment of the cancellations, it was an honor to meet police officers and firefighters from all over the world and to visit Ground Zero.

My title, *Life vs. The Race*, was inspired by the sad and shocking occurrence during my cross-country mountain bike race, which was held August 11, 2017, at Castaic Lake, one of the many events comprising the 2017 Games. What was supposed to be a “fun” and “safe” event, soon became very tragic (certainly not the fault of race organizers).

A rider went down on the course, causing the organizers to stop the race. During that one-hour delay, I, along with my fellow racers and the event coordinators, reflected

on what just happened. We learned that one of our fellow competitors – Jacob Castroll of Los Angeles County Sheriff’s Department (see sidebar) – had suffered a massive heart attack and was transported to a local hospital. I was reminded just how suddenly things in life can happen! We public safety personnel know the risks of the job, but no-one expects tragedy to strike at a fun cycling event.

During the stoppage, I was VERY much touched by some of my fellow competitors from California who were praying for our downed fellow competitor. As it turned out, God had different plans for Jacob than here on Earth.

Once the race resumed, we all faced another three to four laps of “torture”, which included MANY short, steep, punchy climbs as well as temperatures in high 90s to low 100s. Using an “Ice Sock” (pantyhose filled with ice) really saved my butt by keeping my core temperature down.

After the first two laps, I was in fourth place in my age group (55 to 59). Then Mr. Mechanical reared its untimely head. We’ve all been there! During Laps 3 & 4 (last lap), I began having issues with my chain. It got so bad that, while under full power on the climbs, I had to do cyclocross (IPMBA’s Dynamic Dismount) dismounts and run up the climbs. I have NEVER had to use those tactics before, and hopefully will never have to again. Needless to say, after the Games, I had both chainrings replaced.

In the end, I finished sixth out of 11 in my age group and was thankful I had a safe race. I still think of Jacob and his family and how, even in a bike race, life can change drastically in a matter of moments.

As always, be safe out there, everyone!



Prior to the race: go TEAM USA!

Los Angeles Sheriff’s Department Reserve Deputy Jacob Castroll



Los Angeles County Sheriff’s Reserve
Deputy Loses Life While
Participating in the 2017 World
Police and Fire Games Cycle Course.

[Ed.’s Note: This posting appeared on the LASD Facebook page on August 11, 2017.]

The Los Angeles County Sheriff’s Department is saddened to announce the passing of Reserve Deputy Jacob Castroll. On Friday, August 11, 2017, at approximately 9:40 a.m., while participating in the World Police and Fire Games on a mountain bicycle race course, he was found non-responsive by another rider. On-scene medical personnel responded and treated Reserve Deputy Castroll.

He was subsequently transported to a local hospital for further treatment. At approximately 11:14 a.m. he passed away. He is survived by his wife Rody, and three children, Victor, Lea, and Rica.

Jacob Castroll has served as a Reserve Deputy with the Los Angeles County Sheriff’s Department since July of 2010. During his time he served the Malibu/Lost Hills community.

Sheriff Jim McDonnell said, “We are deeply saddened by the loss of Reserve Deputy Jacob Castroll who was assigned to Malibu Lost Hills Station. We offer our prayers and condolences to his family, friends, and partners during this difficult time. He was a Reserve with the Los Angeles County Sheriff’s Department for seven years and an accomplished cyclist. We honor his commitment to be part of our law enforcement family.”

They Made My Games

by Ramon A. Colon, PCI #825

Metropolitan (DC) Police Department (retired)

[Editor's Note: Ramon competed in the 60+ age category. He earned a Gold Medal in the criterium and a Bronze Medal in the uphill time trial. He also placed fourth in the ten-mile time trial, fourth in the road race, and fifth in the sprints.]

This past August, Los Angeles, California, hosted the World Police and Fire Games. Public safety personnel from more than 70 countries attended the Games. The participants ranged from weekend road warriors to elite competitors. The camaraderie was unique and everyone was very supportive of each other. It made me feel very proud of the career I chose as a public servant.

I am a retired police officer from the Metropolitan Police Department, in Washington DC, and an IPMBA Instructor (#825). I have been participating in these games since 1990. I have built life-long relationships through these competitions and had experiences that I will never forget. The following story is one of those that will stay with me forever.

My first event (the criterium race) was scheduled on Sunday, August 6, 2017, in Santa Clarita, California. My race was the last one of the day at noon. I arrived at 8:30am to relay a

message to the promoter of the race, in reference to the Mexican delegation running late to register. The night before they had parked their equipment van in a parking lot in LA, and the morning of the race, the lot was closed. They had to unload all the equipment, schedule an



On the podium wearing the "Lucky Shoes".

UBER, and head to Santa Clarita, which was more than 30 miles away. It was a nerve-racking situation for them but they ended up arriving at the last moment and attending their races.

After enjoying the early races as a spectator, I decided to return to my vehicle to start getting ready for my race. I only had 30 minutes, and that is when my nightmare started. I set up my bicycle and did the ABC Quick Check to make sure it was ready for the race. As I was getting dressed, I realized that I had left my cycling racing shoes in the hotel room.

Two officers from the Orange County Sheriff's Department noticed my distress and asked if they could assist. After I explained the problem, they offered to take me Code One to the hotel to get my shoes. I thanked them, but my hotel was too far to make it there and back in the 15 minutes remaining before the start of the race. I sat dejectedly on the rear

bumper with my energy level draining and my world collapsing in desperation.

I envisioned months of training hard with a coach going down the drain, which was particularly difficult because I thought I could do well in the event.

As I was sitting there, I noticed a racer from a previous event walk by me and go to his vehicle.

I approached him, introduced myself, and asked him what size of shoes he wore. He replied, "43", which is the equivalent of size 9 in the US. I immediately asked him if he had an extra pair of shoes that he could lend to me. He said no, but that I could try the ones that he was wearing. My heart began to calm down. I tried the shoes and they were just about quarter of an inch bigger, but at that moment I did not care. I just wanted to race and get it over with. The name of this stranger whom I had just met and who agreed to lend me his shoes is John Desapio, from Oregon Corrections. His friend, Jason Smith (California Corrections), also pitched in, using his mechanical skills to take the pedals off of John's bike and put them on mine in a timely manner, just five minutes before the race. So not only I was wearing John's shoes, I was also using his pedals.

At the end of my gold medal-winning race, I went to return John's shoes immediately. His response was, "I want you to keep them on for the podium picture; they are now the lucky shoes." He and Jason made my Games.

The 2017 World Police and Fire Games were put together on relatively short notice after Montreal, Canada, pulled out of sponsoring them. The State of California and, specifically, the Los Angeles Police Department, did an outstanding job coordinating all the events.

These Games are not just about competing against each other. They are about camaraderie, fellowship, memories and friendships that last a lifetime. If you have never participated, try to do so at least once. Our jobs are very stressful. Try to find a sport that can keep you in shape and healthy. Then, test yourself against the world. The memories will stay in your soul forever.

Ramon retired in 2006 from the Metropolitan Police Department in Washington DC. He was certified as an IPMBA Police Cyclist in 2002 and as an IPMBA Instructor in 2005. He has also completed the IPMBA Maintenance Officer Certification Course and other advanced training. He is an avid road cyclist and was a multiple medalist in the 2015 and 2017 World Police and Fire Games. He can be reached at portoesti@aol.com.

Photos courtesy Ramon Colon.



John Desapio, Ramon Colon, Jason Smith

by **Jon Brines**
The Racine (WI) Journal-Times

This article appeared in the August 28, 2017, edition of the Racine Journal-Times.

One Racine police officer is taking community policing up to the next gear by teaching neighborhood kids how to fix their bikes, and in some cases, finding them one to ride.

Community Policing Unit House Officer [IPMBA Instructor] Tim Cisler said it's something that's in his personal wheelhouse. "Some officers are good at sports. I'm terrible at sports but I can ride the heck out of a bike," Cisler said. "I figure if there is a need to be met, let's do it."

Cisler has competed in cycling races, worked in bike shops, ridden bikes on patrol and become the bike instructor for other officers at the Racine Police Department. But he also wanted to help the kids near the West Sixth Street COP House, 1522 W. Sixth St.

"There are a lot of kids and they ride bikes everywhere," Cisler said.

"His favorite thing to say is 'fix it,'" said Mitchell Middle School student Kamari Andrews. "Being a bike mechanic is harder than it looks."

Andrews, 12, had to walk everywhere before he ran into Officer Cisler.

Now he takes care of a full-sized, purple Iron Man mountain bike as an incentive for positive behavior at the COP house. Andrews admits he's seen crime in his neighborhood and stays out of trouble. "I know who the gang members are. If I see them, I jump on my bike," Andrews said.

Following a community service project with the kids, Cisler packed up his bike and led a group on a 10-mile bike ride. Fratt Elementary School student Ismael Morales, 10, now has



an 18-inch green BMX bike and smiled when he remembered the trip. "It was fun. We went fishing and stopped for lunch at a taco place that was really good," Morales said.

On Thursday, Cisler showed Andrews a damaged inner tube, fixed it and then taught

Morales how to repair the bike tire.

Other Opportunities

Once a year, his neighborhood kids pick a bike to strip down to the frame and rebuild it. "It's a project. They get to paint the frame and pick whatever goes on it. It takes a long time," Cisler said.

While Cisler won't say how much he puts into the bike operation personally, he said the community is generous. "It seems like the need is always filled," Cisler said. Local mechanics and other businesses have donated tire patch kits, tools, a bike stand, a locking rolling tool box and even bikes. "My mom goes to garage sales looking for cheap bikes to donate to the kids," Cisler said.

The payoff for Cisler is keeping the kids on the straight and narrow. "It's about creating young leaders in the neighborhood," Cisler said. "There's one boy who we figured out was really good with his hands and fixing things. He's now got his own tool box and if I'm not around, kids go to him."

Last month, Andrews joined the Police Department's Explorers, an organization for youth interested in law enforcement careers, to learn about Cisler's job, with the hope of becoming a police officer himself one day.

"I see what regular police officers do on the street," Andrews said. "It's a lot of work." Cisler is proud of him, but he's trying to stay humble. "He's very observant. Even if he doesn't become a police officer, he'll be a good witness," Cisler said.

Photos courtesy *Racine Journal-Times*.



"When I was a kid, I covered all sorts of ground with a bike. These kids cover a lot of ground in this neighborhood and get a lot of flats." The bikes always need repairs, brakes, chains off the sprocket and hundreds of patches over a summer. Cisler teaches the kids how to fix their own bikes.



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Los Angeles Fire Department Launches LAX EMS Enhancement Pilot Program

by Ralph M. Terrazas, *Fire Chief*
Los Angeles Fire Department

On October 11, 2017, a news conference was held to introduce the LAX EMS Enhancement Program.

Los Angeles World Airports (LAWA) and the Los Angeles Fire Department

(LAFD) have begun a six-month trial to address the unique needs of LAX when it comes to taking care of sick or injured citizens.

The LAX EMS Enhancement Pilot Program is yet another significant step the LAFD has taken to improve our EMS delivery.

This pilot program allows the LAFD to provide additional quick-response Firefighter/

Paramedics at LAX to serve the traveling public as well as the thousands of people who work at the airport.

The pilot program consists of two advanced life support (ALS) Cycle Teams (CT 51 & CT 251) supported by an Advanced Provider Response Unit (Medcart 51) staffed with a Nurse Practitioner and a FF/PM, all located in the LAX terminals.

The Los Angeles International Airport (LAX), which is the fourth busiest in the world and second busiest airport in the United States, has seen an increase in the amount of passengers for three straight years; correspondingly, the LAFD has also seen an increase in Emergency Medical Service (EMS) responses to the airport. In 2016, LAX served over 80 million passengers, which resulted in heavy call loads for Battalion 4 companies.

Data shows that the majority of EMS

incidents at LAX do not result in ambulance transports to the hospital. Therefore, the current model of routinely sending Fire Companies and Rescue Ambulances to these incidents is not an efficient service model. The addition of cycle teams will allow members to arrive on-scene

quickly, assess the patient and request the proper resources if needed. LAFD resources that normally respond to these incidents will be able to remain available to handle other incidents.

This is a pilot program with clear metrics to evaluate its success. At the end of the pilot program, these metrics will be evaluated in order to assess if it should be continued and if so, should the work hours be expanded.

The goals of this pilot program are

the following:

- Improve the level of EMS service at LAX.
- Decrease response times to EMS incidents at LAX.
- Decrease the transport rate of patients from LAX.
- Decrease the number of responses to LAX by LAFD resources.
- Increase the availability of LAFD resources.
- Decrease the "wall time" for LAFD ambulances.

The ALS cycle teams will consist of two operational shifts Tuesday through Friday, from 0600-0100 hours. The Advanced Provider Response Unit (Med Cart 51) will be operational Monday through Thursday, from 0500 to 1500 hours.

We are excited to partner with LAWA to bring the Advanced Practitioner

(Continued on page 25)



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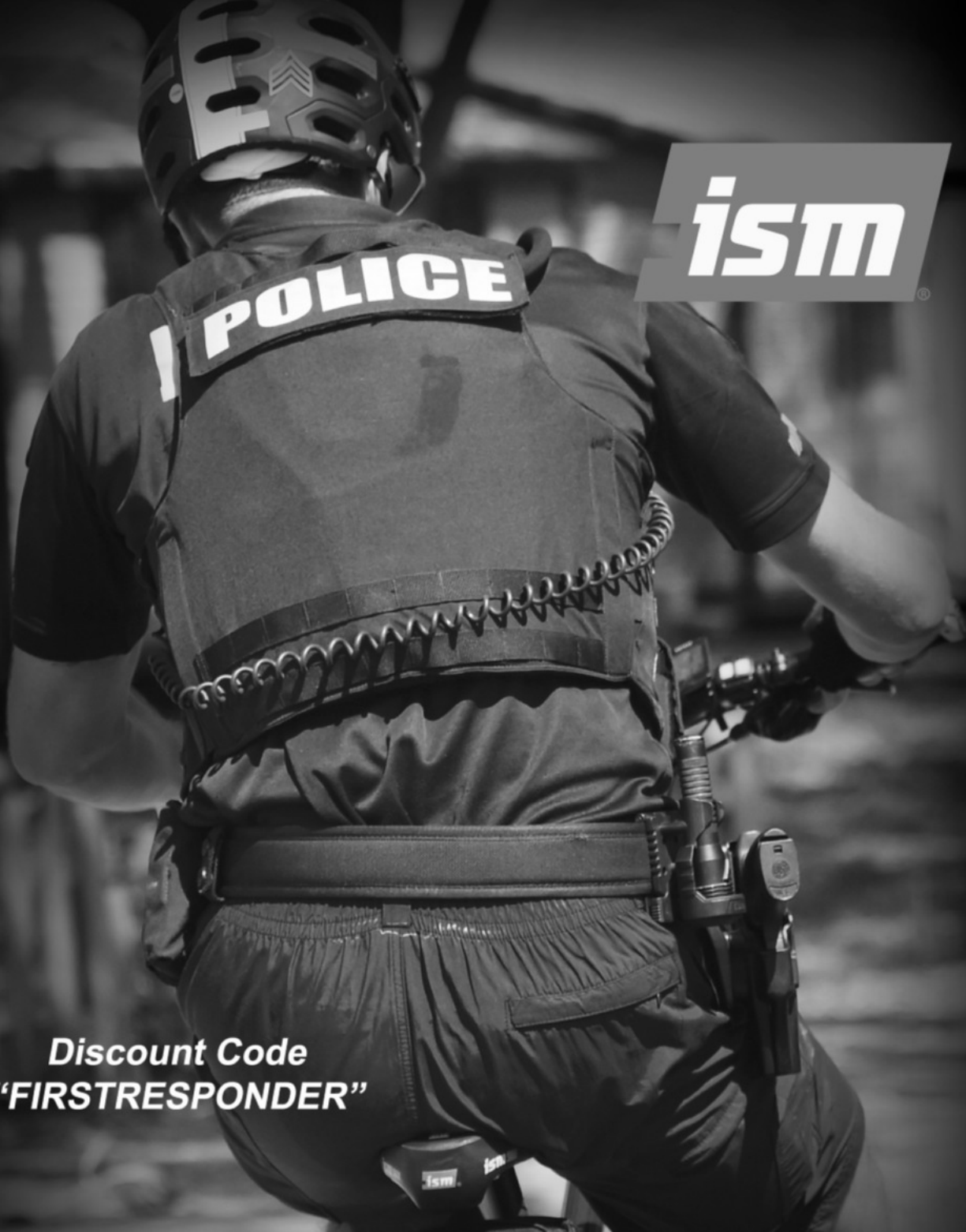
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Los Angeles Fire Department Launches LAX EMS Enhancement Pilot Program

(Continued from page 23)

Response Unit and the two cycle teams as additional resources here at the airport and to handle all manner of EMS calls, from low acuity issues to critical medical emergencies.

These proactive measures are expected to have a positive impact on Battalion 4 and surrounding resources.

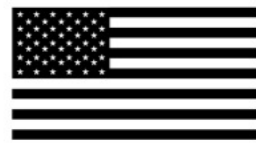
In doing so, we continue to improve the delivery of EMS by researching alternative models of pre-hospital care and delivery, establish solutions to address lengthy hospital wait times, and expand Department EMS response capabilities as laid out in the Strategic Plan. Through these actions, the LAFD will continue to be a leader in delivering exceptional Emergency Service to the people of Los Angeles.

Any questions regarding this pilot program should be directed to the EMS Bureau at (213) 978-3752.

Photos courtesy Los Angeles Fire Department.



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Lehigh University Picks Former Bethlehem Police Chief to Lead Campus Department

by Staff Reporter, *The Morning Call*
Bethlehem, Pennsylvania

This article appeared in the December 18, 2017, edition of *The Morning Call*. Photo by Harry Fisher, *The Morning Call*.



environment for students, faculty, staff, and the community, both on and off campus.”

During the last two semesters, Lehigh and city officers have targeted student partying because of concerns about what university officials call “extreme drinking” and the near death of four students because of it.

In the first seven weeks of the fall semester, city and university police have cited nearly 150 Lehigh students for alcohol-related offenses, according to a *Morning Call* analysis of court records.

Schiffer became the city’s top cop in 2011. He worked for the department for 20 years and was also an international award-winning bicycle officer.

Lehigh University announced Tuesday that Jason Schiffer, a former chief of the Bethlehem Police Department, will head the campus police force.

In a statement released by the university, Schiffer said he will work to “provide and maintain a safe

After retiring from the department, Schiffer, who holds a law degree, worked as a trial attorney with the Bethlehem-based firm of Cohen, Feeley, Altemose and Rambo where he specialized in litigating civil rights matters and representing injured clients.

Schiffer, who will start his new job on Jan. 2, replaces Lehigh police Chief Ed Shupp, who is retiring after nearly four decades with the university.

Lehigh officials conducted a national search for a replacement before picking Schiffer.

“We met a number of very impressive candidates, but we feel confident that we found the right person to take on what is an increasingly challenging role on college campuses across the country,” said Pat Johnson, Lehigh’s vice president of finance and administration. “Jason brings not only a deep understanding of demands of this job, but an expanded perspective based on his years with the Bethlehem Police Department and his training and experience as an attorney.”

The Board Issue

ipmba news
NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION
IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS. VOL. 26, NO. 3

Newsletter of the
International Police Mountain Bike Association

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IPMBA Membership is \$60.00 per year.

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Congratulations New IPMBA Instructors!



Photo courtesy Ranee Oleada

September 25-29, 2017, in Colorado Springs, Colorado. **Mike Anderson**, Reedy Creek Fire Department, Lake Buena Vista FL; **Peter Bechtold**, Pittsburgh Police Department, Pittsburgh PA; **Erik Brown**, Douglas County Sheriff's Office, Castle Rock CO; **Matthew Fogle**, Georgetown Police Department, Georgetown TX; **Craig Ginter**, Univ. of CO - Colorado Springs Police Department, Colorado Springs CO; **Andrew "Drew" Hadley**, Adams County Sheriff's Office, Brighton CO; **Bradley Herle**, Fort Worth Police Department, Fort Worth TX; **Timothy "Tim" Kippel**, Colorado Springs Police Department, Colorado Springs CO; **Kyle McGee**, Scottsdale Police Department, Scottsdale AZ; **Kevin Nielsen**, Pocatello Police Department, Pocatello ID; **Cale Osborn**, Dillon Police Department, Dillon CO; **Jeffrey Pedersen**, Jefferson County Sheriff's Office, Golden CO; **Lyle Peterson**, Douglas County Sheriff's Department, Castle Rock CO; **Andrew Schiers**, Ketchum Police Department, Ketchum ID; **Stanley Sedillo**, Auburn Police Department, Auburn WA; **Joseph Spragins**, Fort Worth Police Department, Fort Worth TX; **Jason Stanley**, Pittsburgh Police Department, Pittsburgh PA; **Jeremy Winn**, Colorado Springs Police Department, Colorado Springs CO.

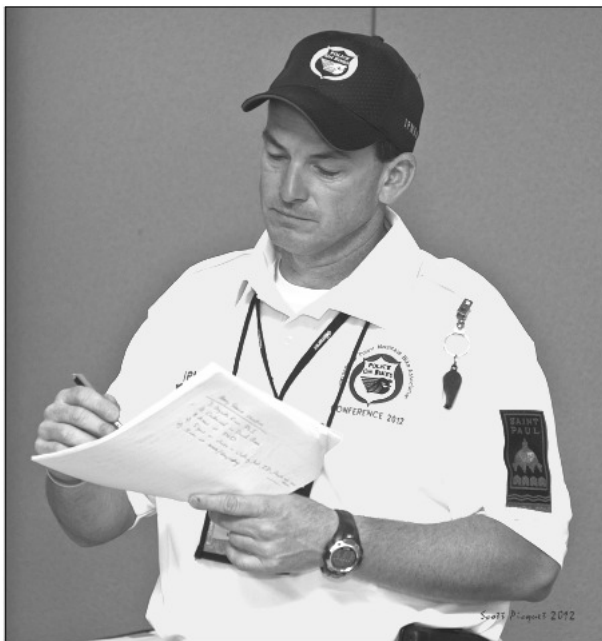


Photo courtesy Scott Proquet

Welcome, New Instructor-Trainer

IPMBA congratulates **David Millican** of the Denton (TX) Police Department on having attained the rank of Instructor-Trainer. In order to achieve this status, an IPMBA Instructor must meet a set of criteria that includes at least four years and 4,000 student-hours of teaching in various situations as well as teaching at the IPMBA Conference, followed by a student teach.

David was certified as an IPMBA Police Cyclist in 2003 and as an IPMBA Instructor in 2007. He has taught or co-taught more than 25 IPMBA courses, amassing nearly 15,000 student-hours of instruction. He has taught both courses and workshops at seven IPMBA Conferences. He completed his student teach during the IPMBA Instructor Course held September 25-29, 2017, in Colorado Springs. David carries on the legacy of former IPMBA Instructor-Trainers Tom Woods (PCI #010T/EMSCI #117T) and David Hildebrand (PCI #404T/EMSCI #118T), also from the Denton Police Department.

For more information about becoming an Instructor-Trainer, please visit <http://ipmba.org/images/uploads/2014Instructor-TrainerCriteria.pdf>.



Photo courtesy Cypress Creek EMS

November 13-17, 2017, in Spring, Texas. Michael Arnold, Pearland Police Department, Pearland TX; **Eric Barnes**, Cypress Creek EMS, Spring TX; **John Browning**, Texas A&M University Police Department, College Station TX; **Matthew Ciquera**, ESPN Global Security & Safety, Bristol CT; **Brian Croteau**, Enfield Police Department, Enfield CT; **Wesley Crowder**, Carrollton Police Department, Carrollton TX; **Anthony Currey**, Santa Fe Police Department, Santa Fe NM; **Keidric Dixon**, Grand Prairie Police Department, Grand Prairie TX; **Charles Freeman**, Stafford County Fire and Rescue, Stafford VA; **Martin Gonzalez**, Pearland Police Department, Pearland TX; **Michael Grootenboer**, Ontario Provincial Police, Orillia ON; **Dayan Gust**, Port of Seattle Police Department, Seattle WA; **John Carter Hall**, College Station Fire Department, College Station TX; **Gilbert Huron III**, San Antonio Independent School District Police, San Antonio TX; **Aleksandr Ignatov**, Port of Seattle Police Department, Seattle WA; **Ryan Jones**, Cypress Creek EMS, Spring TX; **Gema Kious**, University of Oklahoma Police Department, Norman OK; **Samuel Kordik**, Cypress Creek EMS, Spring TX; **Gregory Kroes**, Missouri State Park Rangers, Jefferson City MO; **Donald Lago**, Coral Gables Police Department, Coral Gables FL; **Tyler Lewis**, Amarillo Police Department, Amarillo TX; **Celestino Lopez**, Santa Fe Police Department, Santa Fe NM; **Felipe Lopez**, Texas A&M University Police Department, College Station TX; **Clinton Marbury**, Stafford County Fire and Rescue, Stafford VA; **Josh Marshall**, Carrollton Police Department, Carrollton TX; **Todd Morrell**, King County Sheriff's Office/Sound Transit Police, Seattle WA; **Matthew Paris**, College Station Police Department, College Station TX; **Wade Pennington**, Amarillo Police Department, Amarillo TX; **Steve St. Amand**, Coral Gables Police Department, Coral Gables FL; **Stanley Stephenson**, College Station Fire Department, College Station TX; **Daniel Villarreal**, San Antonio Independent School District Police, San Antonio TX; **Derek Wilson**, Memphis Airport Police Department, Memphis TN; **Adam Winkelmann**, Texas A&M University Police Department, College Station TX; **Christopher Wynslow**, Fort Bend County EMS, Rosenberg TX.

Add "New Event" to your smartphone calendar

Title: 28th Annual IPMBA Conference
Location: Saint Louis, Missouri
Starts: June 4, 2018
Ends: June 9, 2018

IPMBA Board Openings Announcement

Four seats on the IPMBA Board of Directors will be up for election/re-election at the 2018 IPMBA Conference in Saint Louis, Missouri. This is the official notice for those who may be interested in serving on the IPMBA Board.

In order to be eligible to serve on the Board of Directors, you must hold current, active certification as an IPMBA Instructor.

Any qualified member can become a candidate for the Board of Directors by:

- a. Submitting a letter of interest to the Executive Director after the official notice and no later than 30 days prior to the first day of the Annual IPMBA Conference (last day to submit letter and resume will be **May 4, 2018**), and
- b. Submitting a resume or C.V. (curriculum vitae). If a resume or C.V. is not submitted, the candidate's name will be deleted from the list of potential candidates.

If you are interested in serving on the IPMBA Board, you may submit your letter of interest and resume to the Executive Director at any time before **May 4, 2018**.

Please email your letter of interest and resume to maureen@ipmba.org. Hard copies will not be accepted.

You will be expected to address the board during the conference in June; exact date and time to be determined.

If you have questions about board member responsibilities, please contact Maureen at 410-744-2400 or maureen@ipmba.org or any current board member. Contact information for current board members can be found at <http://ipmba.org/about/ipmba/board-and-staff>.

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International Police Mountain Bike Association Board Position Paper Use of Various Bicycle Types by Public Safety Cyclists – October 2017

As the leader in the field of public safety cycling, IPMBA endeavors to keep abreast of changing technologies, methodologies, and other applicable factors. This includes equipment and devices for use in training and in the field.

IPMBA comprises a diverse group of law enforcement officers, EMS personnel, and security professionals. These public safety cyclists operate their equipment under a wide range of environmental conditions, from rocky trails to urban settings, and in all kinds of weather. IPMBA teaches the skills necessary to safely operate a bicycle in a patrol capacity. As in other areas of public safety, different environments call for different apparatus; therefore, vehicle operations skills are designed to be transferrable to other, similar vehicles. As new bicycle designs continue to emerge, IPMBA has been asked to broaden the scope of bicycle styles deemed acceptable for IPMBA training and recommended for use during public safety cycling operations. This position paper was reviewed and approved by the IPMBA Board in October 2017.

Background:

Since the emergence of the mountain bike in the late 1980's, IPMBA has taken the position that the mountain bike is the sole style of bicycle suitable for public safety use. This was necessary and appropriate at a time when there was a clear distinction between categories of bicycles (road, mountain, hybrid, cruiser), and the mountain bike was the only practical option due to its design and construction.

In the ensuing decades, new categories of bicycles have emerged and have blurred the lines of the initial distinctions. Many

of these are tailored to meet specific types of riding, many of which did not exist in the 1980's including cyclo-cross, enduro, and downhill, and possess such features as electric-assist motors and fat tires.

Those responsible for vehicle selection are urged to assess such factors as riding surface, the frequency and duration of rides, type of riding, weather, and other environmental factors. The wide range of options available enables them to select the design and technologies that best suit their area of usage.

IPMBA has long encouraged its members to remain open-minded and to experiment with new accessories and components in an effort to increase safety, comfort, and effectiveness. However, IPMBA has historically been more cautious about embracing changes to the bicycle itself.

Position:

In light of the ongoing evolution of the bicycle, IPMBA hereby authorizes participants in IPMBA training to ride any bicycle that meets their agency's needs and that can be safely used to complete the training requirements, with the following provisions.

As noted above, those responsible for equipment selection and procurement are encouraged to conduct a needs assessment that includes such factors as operational environment, riding style, frequency, etc. They are encouraged to consult subject matter experts within the public safety and cycling industries to help ensure they make the right choices.

IPMBA Instructors are responsible for ensuring that each student is equipped with a well-maintained, properly fitted bicycle and for evaluating the safety of all bikes prior to the start of each

course. These assessments are to identify obvious equipment problems that may jeopardize the safety of the operator. Instructors should refer to the IPMBA ITK for further instruction on Bike Fit (Skill Station 2) and allow time for screening and sizing student bikes in the applicable course schedule.

If a bicycle is found to be poorly constructed or maintained, ill-fitting or otherwise unsafe, it is the instructor's responsibility to prohibit use of the bike in training. It is the student's responsibility to heed the advice of the subject matter expert and either withdraw or locate a more suitable bike.

Instructors are not, nor should they be expected to be, experts in bicycle construction or knowledgeable about all makes and models. However, instructors are advised to familiarize themselves with different types of bicycles and their advantages, limitations, and effects on cycling skills. This will help instructors maintain confidence in their ability to teach skills to those utilizing different types of bicycles. It will also enable them to provide advice to those in the equipment selection process.

IPMBA teaches the skills needed to operate a bicycle safely within a front-line service environment. We embrace technological changes and encourage agencies to select bicycles that best suit their service environment. It remains the responsibility of the IPMBA instructor to ensure that each rider masters all skills necessary to successfully complete the training requirements so they will be able to handle their individual bicycles competently in technical, vehicular, and operational cycling situations.

Revision Date: October 24, 2017



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Upcoming Courses:

**Saint Louis, Missouri
June 4-8, 2018**

More to Be Announced

(Continued from page 1)

learn he was self-taught from watching TV shows, listening to music, and playing World of Warcraft with English-speaking opponents.

Once I obtained my Brazilian visa – which took three trips to the Brazilian Consulate in Chicago – I was all set to go. Because my time was very limited, I planned to fly in on a Monday morning, organize a few hours, and then teach as long as I could. I would then arrange the rest of the week so that the course could be completed by Thursday afternoon, before my flight home at 2140. I longed to stay and tour the area, but did not have the luxury of time – I had managed to schedule five off days for the adventure, and did not have any extra time for sightseeing.

Having never traveled by air with my bicycle, I did some research and determined that the most expeditious process was to use a bike box from my bike shop [Tip: when using a cardboard bike box, tape the corners heavily to protect from any damage caused by dragging it through the airport. Also, beware the handles on the ends of the box – by the end of the trip, both had torn and were barely useful. Next time, I will tape them as well.]. This not only saved me from buying an expensive carrying case; it also enabled me to bond with the bike shop mechanic who disassembled my bike, boxing it carefully while I watched and learned. My experience as liaison for the Maintenance Officer Course must have paid off because I successfully assembled (and then disassembled) the bicycle in Brazil [Derrick Maready must be an incredible instructor for all the knowledge I picked up through osmosis].



Neto and Marcos arriving to escort me to lunch on day one.

Between my personal belongings and supplies, I checked a large suitcase and my bicycle (free, thanks to frequent flyer status). I wanted to be ready to teach and muster through as best as possible even if my luggage was lost, so I had my laptop, classroom materials, IPMBA paperwork and tests, a copy of the *Complete Guide*, and a complete change of clothes in my carry-on. Hismar had offered to loan me a bicycle, so I knew that contingent was handled.

Day One

After a three-hour flight to Miami, an hour layover, and a seven-hour overnight flight, I arrived in Belo Horizonte at 0740. I was greeted by a contingent of six police officers, one translator, and three vehicles to escort me and my luggage to the hotel.

Hismar, his boss (Charles Alexandre Augusto), and translator Junior informed me that while my luggage would be delivered to my hotel, I was scheduled to meet with the Commander of the Belo Horizonte Municipal Guard so he could welcome me to the city as a VIP instructor. The Municipal Guard has limited police and arrest powers. They all carry TASERS®, but only a certain percentage carry firearms. They often call in and support the Brazilian Military Police. I met with the Commander and his staff at Police Headquarters, where I was graciously welcomed with coffee and cheese bread as an American who was expected to provide top-notch training. I emphasized the fact that Hismar had gone above and beyond in seeking out IPMBA and arranging for the course, praising his efforts to organize and fund the initiative.

After the meeting, I was taken to my hotel to freshen up and assemble my bicycle. The van and escort squad were waiting. I checked in, unpacked and settled in to put the bike back together. I assembled the bike, performed a thorough ABC Quick Check, showered and changed clothes, and went to meet my escorts. They were running a little late, so I walked around the block. When I returned, I was admonished not to venture out without an escort. Apparently I would have bodyguards at my disposal for the week. The



Pictured above (l-r): police translator; Hismar Davi de Souza (my host); Public Information Officer and Training Coordinator, Commander Charles Alexandre Augusto; random police officer; me; Junior Salvatore, translator; and the overall Commander of the Belo Horizonte Guarda Municipal, Rodrigo Sergio Prates.

neighborhood seemed like many others I have seen in my travels, but apparently there was a concern for my safety due to the high crime rate. Nobody wanted an international incident involving their American guest!

I loaded my classroom supplies in the squad car and joined Marcos and Neto, my on-bike escorts for the week, to a nearby restaurant for lunch.

After lunch, we mounted up and rode single- and double-file to the university, where Hismar had secured a parking lot and classroom. I was relieved to see the students were experienced riders with top-notch basic skills as it was already 1500 and they wanted to end at 1800. By the time I described the course, completed the paperwork, and tempted them with trophies to be earned, the time was up.

I rode back to the hotel with Marcos and Neto. I have never seen hills like the ones in Belo Horizonte, and it was a struggle. They are steep and very long! The bike unit had received e-bikes from a local sponsor; these were ideal as they helped the officers climb steep hills and complete the slow-speed skills.

Day Two

On the second day, I was preparing to bike to class with Neto and Marcus, when I was notified that Hismar was coming with my bodyguards in an unmarked squad car. I was greeted by two plainclothes officers (Abrantes and Marcio) who drove us to the Belo Horizonte City Hall, where Hismar introduced me to the Councilman who helped him get the IPMBA class approved.

(Continued on page 33)

(Continued from page 32)

Councilman Pedro Bueno used to be a Municipal Guard, but had to give up Guard status when he ran for office. He filmed a short video welcoming me and published it on his website. I praised him and Hismar for their commitment to training, and promoted Hismar's dream of attending an IPMBA Conference and becoming an IPMBA Instructor.

Afterwards, we drove back to my hotel to get my bike and ride to the university. By the time class started, it was almost lunch time. We fit in a few classroom sessions and then rode to the restaurant for lunch. After lunch, I was informed that the media and the Guarda Municipal Public Information Officer, Commander Augusto, were waiting for us so they could interview and videotape the class. I set up the slow box and the offset serpentine, answered a few questions, and performed a little instruction for the camera crew. The IPMBA course was a big deal; it was in the print media and on various different TV stations that evening. See the IPMBA YouTube channel (Training playlist) for a glimpse.

Finally, we practiced a few on-bike skills, but soon I was informed it was time for a snack break. As we snacked, the sun went down and we called it a day. I rode back to the hotel and was told I could shower and change, and my car would take me to meet Councilman Bueno for dinner. We met at his office before dining at Fogo de Chao with Hismar, his wife Patricia,

Junior and his girlfriend Jessy, Mr. Bueno's counsel, Shayann, and his assistant Lara. My bodyguards followed in the unmarked squad car to drive me back to my hotel.

Day Three

Since day three is typically the night ride, I spent the morning souvenir shopping. Junior and Jessy took me to a shopping area with delis; grocery, pet, and housewares stores; and clothing boutiques. We sampled some local cheese and liquor, and I bought souvenirs, all the while surreptitiously trailed by Abrantes and Marcio, my bodyguards. We returned to the hotel, changed, and met with Council President Henrique Braga before lunch and class. What was supposed to be a quick meet-and-greet turned into a couple of photo shoots, and a formal welcoming by President Braga.

After City Hall, we made it to lunch and then to the classroom only two hours later than I expected. I went over quite a bit of the test material before a pre-dinner night ride. We had a motorcycle escort (front and back) as we rode through the dark streets. Everyone had simple white lights on their bikes and were very impressed with my red and blue flashing Cygolites. We stopped for a sandwich dinner and I found a darkened side street to discuss lighting and retro-reflective material and uniforms.

During the night class, I was notified my flight home was cancelled due to

Hurricane Irma making landfall in Florida. Almost all flights from Brazil to the United States go through Miami, so I was on the phone for quite a while as representative John re-routed me to get home only a day late. Instead of a 16-hour trip from Belo Horizonte to Miami to Chicago, I would travel to Sao Paulo to wait 10 hours for a flight to Dallas and then on to Chicago - a trip of about 24 hours.

Hismar assured me I could stay in my hotel another night and his officers (my bodyguards) would be available to take me to the airport Friday morning.

Day Four

It was the last day of the course, and we finally started at the scheduled time. We went to a park where citizens were enjoying the Brazilian Independence Day. After riding some stairs, students who had some advanced training and experience on bikes volunteered to demonstrate some bike skills and tactics. A crowd quickly gathered and the show was on. They demonstrated riding along a raised shelf and down stairs. Then they took an "armed suspect" into custody. I was confident that their skill level was more than enough to complete the course. The difficult part would be the written test since not one student was comfortable with the English language.

We returned to the university for a lesson on dismounting and taking a suspect into custody and then to the substation for the written test. Junior did a yeoman's job in translating the material throughout the entire course and continued to do so for the review and actual test. To overcome



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(Continued on page 34)

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Quatro policiais militares receberam treinamento especializado em capacitação de patrulhamento a partir de bicicletas... A Guarda Municipal de Belo Horizonte...

The IPMBA Course made headlines.

(Continued from page 33)

the language issues, Junior translated each question and the multiple choice options. The students then chose the best answer and marked it on their answer sheets.

When everyone scored 90 or higher on the written test and very easily completed the skills portions of the course, I declared the class a total success. Trophies were awarded and I gave a department patch and challenge coin to each student as a token of appreciation. I was honored to receive an elite bike unit patch in return. I have it velcro'd to my duty bag at work.

I packed up my gear and souvenirs and celebrated our success with new friends Junior, Jessy, Hismar, and Patricia. We met at restaurant that serves only acai with various toppings. Acai is a sweet fruit found in the Amazon that is frozen to the consistency of a sorbet or soft ice cream and topped with candies, corn flakes, marshmallows, Nutella, strawberries, or any combination the customer wants. Across the street, a nightclub was blasting music and full of dancing couples.

All in all, the week was an incredible adventure. I made some lifelong friends and hope to see the program in Belo Horizonte – and more of Brazil – continue to grow and develop and become part of IPMBA.

Lessons Learned

I would be remiss if I didn't pass on the lessons I learned through the experience of international instruction. Here they are, in no particular order.

When developing your proposal, research the visa requirements beforehand.

I did not clarify from the consulate

website which exact visa I needed, so I ended up making three trips to the consulate in Chicago before I had the right paperwork and got the right one.

Bring more gifts than you think necessary.

I did not account for a sixth student being added to the class. The Military Police invited themselves/were invited (I never got the true story!) and sent one of their lieutenants.

I did not expect the VIP treatment and was surprised to meet so many politicians and

higher-ups. I managed, but ended up almost shortchanging the people to whom I had planned on presenting gifts.

Build in extra time for interviews, meet-and-greets, media demands, etc.

I expected to overcome classroom and location issues as most classes (and conferences) deal with last minute location changes. I did not expect the red carpet treatment and the multiple meetings with all the people who wanted their five minutes of media coverage.

Expect the 32-hour class to take more time than it does in the States.

Merely doubling the verbal component due to the instructor speaking and the translator repeating the information adds a fair amount of time. I did not have time for much incidental conversation. We had to stay on task just to fit in the tested material and essential information.

Don't count on a lot of free time to yourself.

I was accompanied everywhere for most of the day. I enjoyed alone time

at breakfast and when I returned to my room at night. The rest of the time I was meeting people, speaking through Junior, or being escorted by uniformed or plainclothes cops.

Be prepared to go off topic.

The students wanted to know a lot about American culture and police practices. We discussed schedules, the political atmosphere, guns and crime, and law enforcement vehicles and equipment almost more than bicycling information and tactics.

Craig has enjoyed riding at his department for many years and was honored to assist with the development of the department's bike unit. Impressed with the IPMBA Course he attended in 2009, he attended the Instructor Course in 2010 and has enjoyed teaching bike skills ever since. Never one to say "no", Craig was elected to the IPMBA Board in 2013 and is currently serving as Secretary. He can be reached at lepkows@cityoflakeforest.com.

Photos courtesy Craig Lepkowski.

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