



IPMBA NEWS

JANUARY/FEBRUARY 1997

NEWSLETTER OF THE INTERNATIONAL POLICE MOUNTAIN BIKE ASSOCIATION

IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS. VOL. 6, No. 1

Search and Rescue

Mountain bikes aren't just for recreational trail riding anymore.

By Hans L. Erdman
Lead Park Ranger-Bicycle Patrol
Anoka County Park Rangers, Andover (MN)

It was just routine bike patrol of one of our county trail corridors, until a guy on a Murray flagged me down near the east end of the trail. Had I seen a little girl riding a pink bike, wearing a "Lion King" shirt and blue shorts? I told him I hadn't, but that I would start to search through the park for her. After calling and advising my supervisor of the situation, I started to check the trails and spurs in the area the girl was reported missing from, an area that included the swift-flowing creek that the trail paralleled. As I was looking, an older sister, also on a bike, came up and asked if I had seen the same girl.

The sergeant asked me to meet him at the closest trail head, and directed my partner, who was working in a park several miles away to head in our direction. As I briefed my supervisor at the trail head, the girl's mother approached us on foot, and we were able to get a more complete description

on the child. By that time the local police had been notified and were en route as well. Happily, before the mother could even head back down the trail, our chief called on the radio to notify us that her daughter had been found. We informed the grateful mom, sent my partner back to his beat, and the case was closed. Not an exceptional call, but it did mark the first deployment of our new mountain bike patrol as a search and rescue tool, and show one more service that bikes could provide in the parks. For that reason we considered it a success.

Search and Rescue (SAR) is just one of a number of new areas where mountain bikes are being utilized successfully. During our first training class in 1995, our instructor, Kirby Beck, told us about a search in one of our parks (that happens to lie within Coon Rapids city limits) where he not only found the potentially suicidal subject by bike, but was able to grab and subdue him before the man even realized Kirby was there. In a more public forum, the July, 1995 issue of Mountain Bike Action magazine profiled the Ventura County (CA) Sheriff's Department mountain bike SAR team, and urged cyclists to get involved in their own communities. In a

See "Mountain Bikes..." on Page 4

Big Shoulders, Windy City, and Bike Patrol

"Don't mistake us for the part-timers."

By Tom Walsh & Jack Rimkus
Patrol Officers and IPMBA Police Cyclist Instructors
Chicago Police Department, First District, Central (IL)

It's mid-December in the Windy City. The temperature has risen to a tropical 25 degrees in the last couple of days. With the wind chill, we're lucky if it breaks the zero mark. The Chicago Police Bicycle Patrol unit has been packed up for about four months, and will unpack around May of this year. But wait, if you've visited Chicago during the last two winters and noticed bicycle cops in the downtown area, you're not seeing things. The First District, or "Central," as it's called, has its own bicycle patrol. A forward looking Commander of Central saw the benefits of the

summer bicycle patrol and thought that a year-round patrol would be perfect for his district. The idea became reality in the fall of 1995

You should know a little bit about the First District in order to understand how successful the year-round bike patrol has been successful. The First District is located downtown along the

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Wanted: Continued Strong Leadership

IPMBA's leadership hails from big and small agencies. Your experience may just be a perfect fit for IPMBA.

By my count I have only a couple more issues of *IPMBA News* to write for so I figure that now is the time to talk about leadership. As you know, the IPMBA board is comprised of eight members from all over the U.S. We have representatives from small towns like Coon Rapids, Minnesota, and big cities like Chi-Town that work to make IPMBA a visible organization for every bike cop, no matter where they work.

Of all the traits a potential board member should have, I believe fire is the most important. Just like a paceline of riders in a crucial breakaway. Each rider needs to hit the front with enough fire to keep away from the bunch, without dropping their breakaway companions who already took a turn at the front. There are a lot of members that are doing some things locally and regionally—and that's important. But without strong national leadership we'll go

back to the stone ages in terms of communication, progress, and safety.

In the fifteen years I've been doing my job here in Dayton, Ohio, society and policing have changed dramatically. Having traveled to many other cities and towns, I know this to be true everywhere. How many times have we heard from the old timers that the job isn't as hard as it used

to be? According to them, with all the technology available today anybody can do the job—when they came on they had to be able slay lions. Not to knock our older siblings who went before us, but I just don't think they know that today's criminal lives by no code. Those crook/cop codes they had in the old days are gone, no more "you caught

me, I give." More and more in today's society, police officers are killed because they're cops and their attacker hated them, not because they were escaping arrest. Combine that difficulty with the fact that some police officers who make

serious mistakes nowadays go to prison, that just didn't happen in the old days.

My point is this: Without an organization like ours, and strong leadership to run it,

My point is this: Without an organization like ours, and strong leadership to run it, the odds are against us while trying to police by bike.

the odds are against us while trying to police by bike. It's just like walking a high wire between the World Trade Center Towers with no training or safety rope. Now that the year is new and spring has not yet sprung, give this some thought. If not you, then who? Until next time, don't let the bad guys or the pavement magnet get ya'.

-Allan

IPMBA BOARD

1997 International Police Mountain Bike Association Governing Board

The elected board serves a three-year term.

Officer Allan Howard, Chair
Dayton Police Department
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E-mail: 71736.2726@CompuServe.Com
(Term expires Spring '98)

Wet or Cold, CliMitts Are For You

Product: CliMitts

Reviewed by: Cpl. Andy MacLellan,
Baltimore County P.D.
Off. Mike Goetz,
Seattle P.D.

Available from: DSR Creations
Lynnwood, WA
800-470-2464

Price: \$23.00 plus s/h

For a recreational cyclist, preparing for winter riding is like getting ready to ski. Just layer your clothes, put the glove liners on with the ski mittens, wear some nice warm socks under some nice warm boots, use a hat and you are set to protect yourself from the cold. For the year-round bike cop, these cold weather problems are not so easily remedied. We must handle not only our brake levers and our bike computer, but also must be able to handle our firearm and other police equipment. This often translates into having to discard heavier gloves in a hurry or just being cold with thin gloves that allow you to handle your firearm. I had settled for just being

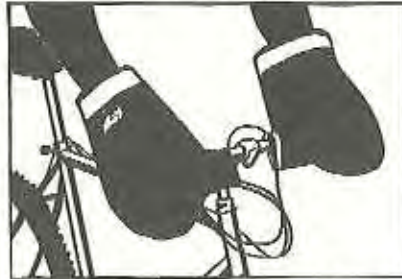
cold in Baltimore and Mike Goetz had settled for just being wet in rainy Seattle. Well, not anymore.

CliMitts offer an affordable and comfortable solution. CliMitts are large shells that were designed by a bike cop to fit over your handlebars, shift and brake levers. The product's outer shell is made of windproof, waterproof fabric and boasts a fleece inside lining to keep your digits warm. CliMitts are also machine washable. Installing them on my patrol bike was easy after I moved my headlight system toward the middle a bit. CliMitts attach to bikes with or without bar ends with the use of hook and loop fasteners.

I was able to get in and out of the CliMitts with no problem. The biggest benefit I found in CliMitts was the fact that I could wear my lightweight gloves in cold weather. Before CliMitts, I would rely on a cup of coffee every hour, not to drink, just to wrap my hands around. Since this has been a rather mild winter in Baltimore, the worst weather I have used CliMitts in was

down around the mid-20's. I've ridden for several hours at a time at that temperature without having to seek shelter (or a cup of coffee). Until CliMitts, I never could find a way to keep my hands warm during the winter—now, I have. If someone could just come up with a snow plow attachment for my ride.

Mike Goetz, being from Seattle, found the biggest benefit from CliMitts was that they shielded his brake and



shift levers from road spray. Mike also liked the

fact that he could wear lighter gloves, and didn't have to worry about them being rain-soaked. Whether you are looking for warmth without the bulk, or shelter from the rain, CliMitts are a practical solution to either problem.

This evaluation is dedicated to former New Orleans bike cop, Mike Reily, who now makes Colorado his home turf. There just aren't 80 degree Fat Tuesdays in Colorado, huh Mike?

TRAINING TIPS

The Olympics and Para Olympics Show Need for Specific Training for Events of Any Size

By Steven W. Wisenburg
Officer and Police Cyclist Instructor
Atlanta Police Department (GA)

The 1996 Olympic and Para Olympic Games are now long over. The City of Atlanta and the surrounding jurisdictions have had a lot of activity. I wanted to take some time and address training issues that come up af-

ter major events such as these. Our patrol did not ride during the Olympic Games, but from my observations and information gained from other jurisdictions that did ride I have come up with the following set of training suggestions and companion stories.

Take time to learn to ride in crowds. The IPMBA Basic PC course is an excellent start. Many of the officers I

trained responded that the slow cone course maneuvers helped them prepare for when they rode in heavy crowds. Still, knowing how to handle your bicycle in crowds is just the beginning. You now need to be able to observe the crowd while riding. It does you no good to ride in the crowd looking for purse snatchers if you're trying to make sure you don't run into any one.

See "Specific Training" on Page 8

Mountain bikes aren't just for recreational trail riding anymore.

telephone conversation, a member of the Ventura unit told me that, as in police work, one of the primary reasons that they added the mountain bike squad to the rescue unit was the bike's ability to cover more ground, faster. He also told me that in September the Ventura County mountain bike unit made their first unassisted live find! With this kind of success the mountain bike will quickly take its place along side dogs, helicopters and satellite technology as an innovative, legitimate and successful SAR tool.

As with our first search call, a patrolling officer will often get assigned to assist on a missing person call while on routine patrol, which will limit their equipment to that which is normally carried on the bike. Although this may not be a problem for the typical suburban or rural

police or sheriff's officer (who can return to a base or patrol vehicle for re-supply or rest) it can be problematic for rangers, game wardens and the like, whose bike patrol duties may far from the nearest roadway. While most bike patrols carry first aid supplies of some sort, other items found in your typical rack pack, such as a citation book and report forms, will be of little use in a lost person search. In addition to carrying first aid gear, the National Mountain Bike Patrol SAR personnel recommend that you should also have a good selection of tools to make emergency repairs with (good choices are the "Cool Tool," or a Ritchey CPR-14 and a Leatherman Multi-tool), a pump, at least two spare tire tubes and an "enhanced" (double) patch kit, and that you should treat your tires with a puncture resistant material, such as "Slime". They also suggest packing in your panniers, a fanny-pack

or day-pack, what outdoors people refer to as "The 10 Essentials," which include: 1) an accurate topographic map of the area; 2) a compass, and the knowledge and ability to use the two together; 3) a first aid kit; 4) a flashlight, with spare batteries and light bulbs; 5) multi-blade pocket knife. (Such as a Swiss Army knife or the above-mentioned Multi-tool.); 6) extra dry, warm clothing and good rain gear; 7) quick energy food; 8) water purification tablets or a good water filter; 9) water and windproof matches; and 10) a whistle. I would also suggest wearing a pair of long pants which can be pulled over riding shorts and be gath-

Trainning for an actual SAR mission can be as simple as familiarizing yourself with the trails in potential search problem areas, such as parks and woodlands.

ered, bloused or taped at the ankles (such as BDU fatigue pants or police cycling pants) and a bright colored shirt or jacket. The pants will protect your legs on narrow trails, and keep you warmer in cool or wet weather, and the shirt will help other searchers, air support and (hopefully) the victim to see you more readily.

The primary function of a mountain bike team in SAR operations is to rapidly cover search area trails and pathways, checking for evidence of a person's passing. Deployment of a bike team into an area that is barely passable on foot, defeats the advantages of using a mountain bike on a search. Working in teams of two, bike crews can be used to check for signs of a person's passage, (foot or bike tire prints, gum wrappers, cigarettes, etc.) and to rapidly follow footprints that may belong to the missing party. They can set up "track traps" in areas the person might pass through, to catch footprints, and then check to check those track traps, and follow any leads gained

from them. Bikes can be used to assist in containing a search area, and to jump ahead of a person's trail when a probable direction of travel is determined. Cyclists with medical and rescue training can reach the victim rapidly, once they are located. Other SAR functions where the bikes may help can be determined by an experienced bicycle officer working with the search mission coordinator during the course of the search operation.

Search and rescue is not a topic covered in the IPMBA Police Cyclist Course, but it is an area where police cyclists can extend valuable assistance, and it does require some specialized training, much of which can be drawn from your police and bike patrol training and background. As with a crime scene search, the most important thing to remember is "clue awareness," with the ultimate clue being the lost person. Training for an actual SAR mission can be as simple as familiarizing yourself with the trails in potential search problem areas, such as parks and woodlands. When you're riding patrol along such trails, learn to be aware of the tracks, litter and other signs you see in order to enhance your awareness of possible clues. Once in a while, for unit training, you might even try having someone "get lost" in a given area and then see if you can find both clues and the subject using your police biking skills and knowledge.

Law enforcement bicycle programs are one of the shining stars in the quest for greater acceptance of mountain biking by the general public. Search and rescue, with its potential for actually saving lives, is another innovative step toward that goal. Imagine the effect on your budget authority when you request more money for the bike patrol that just found a lost three-year-old child on a cold, dark night! If you were them, what would you say?

“Don’t mistake us for the part timers.”

windy shores of Lake Michigan. The area consists mainly of office buildings and hotels. It also includes Grant Park, Soldier Field and the city’s major museums. If someone visits Chicago they usually spend most of their time in the First District. Also located in the First District are the midwest headquarters for many major corporations and the federal offices and courts. In addition, it has been estimated that over two million people commute in and out of downtown every day. (The Sears Tower alone has an estimated 300,000 workers enter its doors everyday.) To say the least, traffic is heavy, both with pedestrians and autos.

One important element about year-round bike patrol in Chicago is the climate. Due to Chicago’s location along the south-west shore of Lake Michigan, we get wind directly across the lake from Canada. (Thus the name: the Windy City.) It is because of this lake effect that we have one of the most brutal winters in the country. And yet we continue to ride all year.

With all these components in the First District, you can easily understand why the year-round bicycle patrol in this area is such a success. Right now the first district has six officers on bikes, with more coming. With the success of such a patrol comes a rising demand. We have been told that the number of officers for the winter unit will soon match that of the summer unit, for a total of twenty officers in all. Four of the six winter officers on bikes are experienced members of the summer unit. We often jokingly refer to the other summer bicycle patrol unit members as the “part-timers.” They go back to other assignments around the city for the rest of the year, and we keep on bikin’.

The year-round experience has made riding in traffic second hand. We



Chicago, one of the coldest big cities in the winter, has a year-round bike patrol.

have found that our riding skills have improved greatly from when we rode only on a seasonal basis. Our job is like that of any patrol officer, except we are proactive rather than reactive. We are not assigned to jobs like the beat cars, but respond to calls as we feel necessary. In this sense you need to be aggressive and respond to jobs in which you feel you will be the first officers on the scene. This occurs frequently in the First District due to the heavy traffic. Another part of our job includes working protests—protests that stem from the large amount of major corporations, federal offices, and federal courts that are in the First District. On any given week, we might handle two or three of varying size.

Winter Riding Demands Knowledge

I listed my E-mail address in *IPMBA News* a couple of issues ago as WThompat@aol.com, and received questions related to winter uniforms and equipment. Most of the items we now use were found through trial and error. And it was *our* money we spent suiting up, not the department’s. We’d like to save anyone that time and expense, so please contact us, and we’ll tell you what has worked for us, and what has not.

Here’s a brief example of two problems, one we’ve solved, and one we are

working on, solving. As you might imagine, the hands and feet are the hardest parts of the body to keep warm when riding a bike. After trying different gloves and mittens we finally found a glove that has worked for us. It keeps our fingers warm and allows us the ability to use our weapons, if need be. The glove is called the “Thermal Trigger” by a company called Grandoc. This glove is designed as an insulated mitten that leaves your trigger finger separate from the rest of the mitten.

The feet, of course, are a different issue. We’re still trying different things, and so far we haven’t come across anything ideal. I spent \$20.00 on battery heated socks—don’t waste your money.

We’ll be glad to answer any specific questions. Contact us at the e-mail address listed above or call us at the first district at (312)747-6361, Monday-Friday after 1100 hours. We would also like to extend an invitation to any of our brother and sister officers to come and ride with us during the winter and early spring season to get ideas about winter riding. If possible, we’ll arrange a ride along barring prior engagements.

Anyone can ride during good weather and in optimal conditions such as parks, but only the heartiest ride in ten-degree weather with a wind chill and some of the heaviest traffic in the country. **Come check it out for yourself!**

Your Membership Newsletter Needs YOU!

Members:

Happy New Year! Whether you're defrosting up North or enjoying balmy breezes in the South, relaxing because of the relatively mild winter of the East or drying out in the West—I hope all is well with each of you. Here in Baltimore, Maryland, headquarters is as busy as ever.

Right now, we're excitedly preparing for the 7th Annual Police on Bikes Conference and Product Exhibition in Nashville, Tennessee. Natalie Kartalia, the IPMBA Assistant, is also attending to the daily management of the Police Cyclist Course and the Police Cyclist Instructor programs. She's only half-time with IPMBA (she's with the League's membership department in the morning) and we're really glad to have her.

The annual conference we're so excited about (as you should be if you're planning on going!) is one of our greatest benefits to you and the other members of IPMBA. However, another highly visible and very accessible benefit is the very publication you're reading: *IPMBA News*. Our goal this year is to make *IPMBA News* bigger and better. By bigger, we want to offer more stories, news, information, training tips, and unit profiles. By better, we want the information we bring to you to be representative of all sorts and sizes of bicycle patrol, and to address as many concerns and needs of bicycle patrol that we can. But there's a hitch to this big goal: we need *you*. (We've taken the first step toward making it better by updating the look a bit.)

Whether you know it or not, your experience as a member of a bike unit is of interest to others. A tactic you've used, or developed, can assist someone a country

away when they get into the same situation from which that tactic was born. A little-known, or even widely-known, piece of equipment that hasn't been highlighted in the newsletter will surely be news to newer units or even to established units that are always looking for ways to improve. News of successes, by way of arrests or community interaction, by nature breed more success. Unit profiles let other departments know first-hand who's out there doing bike patrol and how they're doing it. There are numerous other issues of which you can write about that the readers of *IPMBA News* will inevitably enjoy.

We're looking for folks out there doing the job, and that job isn't a journalist or writer! So don't let what you may feel are rusty writing skills get in the way of sharing your knowledge. That's *our* job! Please look on

page 9 to find out what each issue of the coming year will specifically cover, and note that even if your story doesn't seem to fall into a category, we would love it anyway. We'll be sending out certificates of appreciation to those who have an article printed in *IPMBA News* starting with the March/April issue. PCIs who are looking to obtain PCI2 status should remember that you're required to write an article a year. Mail your submission to: IPMBA, 190 W. Ostend St., Suite 120, Baltimore, MD 21230-3755.

I'd like to thank those in advance for taking the time to write and bringing your fellow brothers and sisters in the bike cop world your insight and knowledge. I have a good, safe year, and don't hesitate to call me at 410-539-3399 ext. 223 with any news, questions or concerns.

Jennifer Horan
Director, IPMBA

Whether you know it or not, your experience as a member of a bike unit is of interest to others.

ANNOUNCEMENT

IPMBA GOVERNING BOARD NOMINATIONS

IPMBA is currently accepting nominations for its Governing Board. Two of our long time board members, Officer Allan Howard and Sgt. Joe Martin will be retiring from the board in May of 1997. This will leave two spots wide open for the 1997 election. Elections will be held at the annual conference in Nashville, Tennessee. You must be present at the conference to run.

This is an excellent opportunity for those IPMBA members who wish to become further involved with the police on bikes movement. Be a part of a team of professionals who determine and shape the future of IPMBA and the role it has in the police on bikes community. The present governing board hails from small agencies and big agencies, which allows for IPMBA to understand and cater to the wide scope of those brother and sister police officers out there on a bike. Those elected will serve a three year term and will oversee the future direction of this organization. You are welcome to nominate yourself if you wish to run. Simply send in a resume with a letter of intention to run.

Nominations and resumes must be received by April 1, 1996 and should be sent to IPMBA, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755. If you have any questions, please don't hesitate to call Jennifer at IPMBA's headquarters at 410-539-3399 ext. 223.



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HAVE YOU RECEIVED YOUR RENEWAL?

If you haven't, please be sure to call Nancy in membership at 410-539-3399 ext. 227 and request your renewal. (PCIs must be current members to retain their PCI Certification.) Also, if you've recently applied for **Police Cyclist Certification**, don't fret! Natalie is sending out PC Certs on a weekly basis, and you'll receive yours soon.

CONTINUED FROM PAGE 3

E-MAIL ADDRESSES WANTED!

Our IPMBA On-Line feature was quite popular for awhile, but we've received only one address in the last couple of months (the BIKECOPS network has a little to do with that, I'm sure!)...if you're interested in corresponding with fellow IPMBA members, please e-mail me at LABipmba@aol.com with the specific request to have your address added to our next on-line list. Clint Sandusky of Riverside, California (IPMBA member and PCIC) recently got on-line and would like to hear from you. His address is clints@reed.cc.ca.us

VOICE MAIL NOW AT HEADQUARTERS

The League of American Bicyclists has taken the next step in office efficiency: voice mail. IPMBA currently has two extensions. When you call and you hear the League's message, you can either immediately press "223" for Jennifer Horan, or "232" for Natalie Kartalia. (Natalie only works for IPMBA in the afternoon, so you'll receive her voice mail in the morning.) You can press "0" at anytime to get the operator.

Specific Training for Events of Any Size

Bicycle officers also need to practice weapon retention while on the bicycle. I have explored this with our department's survival training officer and we have come to the conclusion that while on the bike you can not protect the weapon while riding slow. In order to protect the weapon you will either have to be able to accelerate quickly away from the gun grabbing suspect or get down on the ground quickly

and defend the weapon when off of the bike. In most of our trials the officer on bike was knocked to the ground by the gun grabber and then the officers defended the weapon in the holster. The bicycle provided a little protection by providing a barrier between the officer and the Gun Grabber but in most cases this hindered the officer more than helped. Practice responding to this situation in your department. It will wake you up in a hurry. Of course, make sure all weapons are unloaded before attempting this practice.

During the Para Olympic Games the Bike Patrol officers in the City of Atlanta did ride their bikes and there were

some interesting things that happened. The Para Olympic Marathon was coming into the downtown area and several bike units were assigned to traffic control points along the route. Somewhere along the route a person on a bicycle got onto the vacant street and aimlessly rode around. Several officers on foot tried to catch the suspect but he simply continued down the street. The first bi-

...departmental policy will have to help dictate your [use of force] response

cycle officer to encounter the suspect tried to ram the person off the bike. The officer ended up putting himself on the ground and the suspect rode on. The next officer on bike attempted to ride along side and grab the suspect pulling him off the bike, but he missed and the suspect rode on. The third officer used his OC pepper gas to spray the subject and the suspect fell. This ended the chase but now the marathon had to run through the area where the pepper gas had been used. We didn't get any complaints from the runners but it could have been a problem.

What are you going to do if you have to stop someone on a bike. The

idea of grabbing the suspect from alongside seems the most reasonable but now the officer not only has to worry about falling and hitting the ground but also about getting tangled up in both bicycles. The OC solution works but at what cost. In this case the crowd in the area dispersed on their own and the only person effected by the gas was the suspect. How does your department view

this use of force and will they find

it reasonable. Another option mentioned was to shove a night stick through the spokes, but once again you run a risk of endangering yourself and the perpetrator. Remember your use of force has to match the crime committed. In the story above, has the person on bike committed a crime deserving of a hard fall? Once again, departmental policies will have to help dictate your response. Practice your ideas in your department, and while your at it, try stopping someone on roller blades. Its not as easy as it looks.

In the mean time keep riding safely, and I hope to see you all in Nashville.

IPMBA News

Newsletter of the
International Police Mountain Bike Association
A division of

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Andy MacLellan, East Editor
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Submissions are welcome and encouraged. Please send to: IPMBA News, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230-3755; or fax to 410/539-3496.

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IPMBA News will be focusing on specific topics in each issue of 1997. Below is an outline of the topics that will be covered and the issues in which they will appear. Submissions should be made on or before the fifteenth of the month prior to the issue date. One exception will be March, where we ask that you mail in your submission as soon as possible! Any comments or suggestions are welcome. Please mail or phone to the address shown next to this note. (And remember, if your story isn't below, we'd like it anyway!)

ISSUE

March/April

May/June

July/August

September/October

November/December

TOPICS

Summer and your unit. Uniforms and equipment for summer. Advocacy and bicycle safety.

Fundraising for the bicycle unit. Community oriented policing.

Conference reflections. Solicitation of comments about 1997 conference and ideas for 1998 conference. Education issues.

Winter and your unit. Uniform and equipment for winter. Administrative side of bike patrol.

FMS & SAR on bikes: how has 1997 been to this relatively new niche? Best-of stories from 1997.

"Code B" Jacket

- MoTech version has a performance hood which stows away in the collar.
- Microphone clips to shoulder loop.
- Dual draftflaps over front zipper with Velcro.
- 2 hand zip pockets and 1 chest pocket.
- 15" underarm pit zips for venting
- Command Style waist length with longer arms
- Full back vent with optional reflectTape.
- Zip in liners.
- Available in MoTech and Supplex versions.
- Two-tone and solid colors available



Polartec fleece liners.

- 100 or 200wt fleece.
- Zips into both jackets.
- Liners sold separately.
- Underarm pit zips
- Zipper front.
- 2 slash pockets.

- Mic clips to shoulder loops.
- High cut funnel collar.
- 15" pit zips for venting.
- 2 front slash pockets.
- Velcro Cuffs.
- Zip in liners.
- Solid colors only.
- Available in Ultrax and Supplex

Standard Jacket



Pants and Shorts

- Elastic waist with zipper fly.
- Made of a uniform looking Supplex front.
- Highly abrasion resistant breathable stretch woven X-Factor back.
- 2 pen, hand, and F.I. card pockets.
- Pants have mesh lining, knee vents, and zippered cuffs



Chamois Skins or Brief

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- Breathable, mesh side panels.
- Top of the line 3 piece synthetic supersuede chamois patch with a laminated foam nylon backing.
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- Search and Rescue

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