



IPMBA: PROMOTING AND ADVOCATING EDUCATION AND ORGANIZATION FOR PUBLIC SAFETY BICYCLISTS. VOL. 7, NO. 1

JUST RIDIN' IN THE RAIN

By Officer Gary McGlaughlin
Sacramento Police Department (CA)

Like it or not, we all have to ride in the rain. Our job doesn't stop because of water and if you fall, most likely you will slide with only minor damage to your body. After reading an article by Ron Kiefel in the January/February 1998 issue of *Bicycling* magazine, I have compiled the following information about riding in wet weather.

Cornering. Rounded, sweeping turns will be the safest type of turns. Always use gradual, not jerky, movements. During the turn, move your pedals to the 12 and 6 position and press harder on the outside 6 o'clock pedal. This will do two things: one, it will lower your center of gravity; two, it puts more weight on the tire which gives you more rubber on the surface for better traction.

Brakes. Because of water on the rims, it will

take up to two or three revolutions to clean and clear the rim and brake pad. Prior to these revolutions, this could potentially make your quick stops and speed reduction twice as long.

Urban Dangers. If you work in city areas, there are dangers that off roaders don't experience. These dangers come in the form of obstacles such as any painted surfaces, lane lines, and crosswalks. The paints that are used by the city and county are a mix of paint and plastic which they have to apply with a flame torch to get it to stick. This creates an enormous hazard for bikers, since the plastic makes the paint extremely slick.

Other things to watch out for are metal items such as manhole covers, drain grates, and railroad tracks. Should you get caught on a bad surface, straighten up your bike, then once you're back on a better surface, you lean it over to finish the turn.

See "Rain" on page 7

Toting Firearms and Equipment on Airlines — A "How To" Guide

By Officer Kirby Beck
Coon Rapids Police Department (MN)

Unlike Police on Bikes conferences of years past, where IPMBA encouraged, but not always required, that attendees have their complete bike patrol uniform with them, this year, in order to participate in the mountain bike competitions, you must be in a complete uniform. That includes carrying your handgun. Stu Bracken wrote an article in the September/October '97 *IPMBA News* about his hassle with one airline trying to travel with his handgun. This will help you fly with your handgun to the conference in the safest, hassle-free and legal way possible.

Most officers, it is safe to say, have little experience traveling with their handguns on commercial airliners. Those who do understand the rules. Those of you who don't may be surprised to learn that carrying a badge will do little to impress the staff at the airline booth. Unless you are planning on carrying the weapon on your person in the aircraft the rules are essentially the same for everybody.

As for carrying your weapon on the plane, this newsletter

See "Firearms" on page 12

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Stepping Aside After Eight Years, But Not Leaving . . .

As we close in on the eighth annual Police On Bikes conference in Tacoma I look back on this past year as chair of the governing board and wonder how Allan Howard ever did this job for so many years. Let me tell you folks, this is truly a full-time job! Actually I'm looking back on those eight years I've spent in this association and realizing how it's been such a big part of my everyday life. So it's with some sadness that I realize I'm writing my last Chair's column.

I say 'some sadness' because I know it's time to move on and allow new blood to take a turn at guiding IPMBA along the road to greater success and, as a founding member, seeing that happen will be very gratifying. My promotion to lieutenant has kept me off the street more than I would like and I firmly believe that "working bike cops" should run the organization. So from that perspective I'm stepping aside, but I'm not leaving. I will always be an LAB/IPMBA member.

I open every PC Course we do at my agency with a brief history and the benefits of our organization to the prospective and current members in the class. And I tell the students that they must earn the "special status" of bike patrol officer. I impress upon them that it's more than swinging a leg over the bike and tooling through your beat; it's more than donning the cool uniform and helmet; it's more than being a member of a national bike patrol organization. It's living the role day in and day out: "walking the walk and talking the talk." It's being knowledgeable and capable in the performance of your bike patrol duties.

Bike patrol officers are special people because few in our profession will do what we do. Sure, there's the other

"special ops" groups in police work (many are also cyclists), but most don't do that special job every day like we do. It takes dedication to ride a bike each and every tour of duty instead of cruising in that air conditioned/heated squad car. Sweat is part of the job not an annoying by-product of "having to work outside" in the heat. Cold and numbing extremities are more a case of night stealth patrols than of being stuck directing traffic in mid-winter (although we do that too). I think you get my drift.

It takes dedication to ride a bike each and every tour of duty instead of cruising in that air conditioned/heated squad car.

Associating with so many 'special people' these last seven or eight years has personally enriched me. Specifically the original members of the (then) LAW "Police on Bikes Committee" in 1991, our past and present Directors, the civilian employees of the League and, most importantly, the members of the Governing Board(s) and the Education Committee of IPMBA, without whose leadership this organization would be a distant memory.

If the membership only knew of the marathon board meetings we've had, arguing issues for hours on end and refusing to give up until the best solution for the organization was realized. (Actually we often wished we had them on videotape because there were many hilarious moments as well). There is a great chemistry about when dedicated officers set their minds to accomplishing a task for the good of all. IPMBA is a shining example of that notion and is what I will most remember about my years on the governing board.

Lastly, but certainly not least, it would be incomplete to say good-byes and thanks without saluting our cadre of PCIs who work to keep IPMBA strong by instilling our tenets in new riders every week. It is by your efforts that the organization will remain strong well into the future. And to all of our members I thank you for your support in the many ways that you have contributed to IPMBA's mission both locally and on the national level.

I am most honored to have served as your Chair and most grateful for the opportunity to be among those "walking the walk...." Thank you. See you all in Tacoma! *Stay safe - Lt. Tom Woods*



The following companies have agreed to be included in the IPMBA Product Purchase Program (PPP). In order to purchase items from these companies, you must offer some sort of guaranteed payment, like a certified check, MasterCard, Visa, etc. The particular requirements for each of the participating vendors are listed below. The use of purchase orders may eliminate the discount. Have your IPMBA membership number ready. **Keep your IPMBA membership current and watch for the Product Purchase Program column in each IPMBA News for new Purchase Program members.** We've added Phoenix Trading International and Bike Control to this month's PPP. As this program continues to grow, we will have to limit the space taken up for this column in the future. Please save this and all future issues of *IPMBA News* to keep yourself up-to-date. Any questions or suggestions can be forwarded to *IPMBA News* c/o Jennifer Horan at LABipmba@aol.com.

COMPANY	PRODUCTS AND REQUIREMENTS FOR PURCHASE
Paradigm Products 6024 S. 300 W. Stc. A Murray, Utah 84107 1-800-923-5625	Lock/Pump 2 (\$29.95) and Lock/Pump 2 Mini (\$27.95) Provide your IPMBA Membership # and purchase must be made by either Certified Check, Money Order, Visa, MasterCard or American Express. Ask for Todd.
PYT Spokeswear 7831 196th Street SW Edmonds, WA 98020 1-800-523-7558	Extreme Glove (Retail \$30.00, IPMBA Price \$15.00) The Extreme Glove is a 1.5 mm Neoprene Glove with Gripper Dots for Winter Riding. Provide IPMBA Membership # and make payment by Visa, MasterCard or Certified Check
Hi-Tek Racing 7365 Main Street, 183 Stamford, CT 06497 1-203-378-5210 HITEKRACE@aol.com	General fitness related products including Gatorade products, BTU Stoker energy bars, Polar Heart Rate Monitors and more. Note IPMBA Membership # on order and take 10% off. Products available on their Web Site at http://members.aol.com/hitektrace
Maxit Design Inc. P.O. Box 1052 Cannochael, CA 95609 1-800-55-MAXIT Fax -1-916-489-7031	The Official Supplier of Thermal Wear to the USCF and the U.S. Cycling Team. Also supplier of thermal wear to the NFL. Maxit is offering IPMBA Members a 30% discount off of their retail prices. Their most popular police cycling related products are the Headgator, Msoxx, and Bandit Sweatbands. Also manufacture turtle and mock turtle necks, body suits, tights and shirts. Note IPMBA membership # on all orders and pay by Visa, Mastercard, Certified check or money order. Call for brochure containing complete product descriptions and tell them you are from IPMBA
Vredestein Bicycle Tyres All orders via WWW at www.vredesteinusa.com FAX at 1-408-394-4721	For a FAX order form or for any questions or problems, call Vredestein at 1-800-578-5790. The leading bicycle tyre is Europe for 100 years have agreed to offer their Vredestein Special Edition Law Enforcement Tyre to IPMBA members for 10% off of their wholesale price of \$20. For \$18.00 each you get an excellent road combination tyre with Vredestein's patented Puncture Resistance System (PRS). Can only be ordered via the internet or FAX at listed address. Once you enter their home page, click on the badge at the bottom of the page for their law enforcement page. Put your IPMBA membership number in the space for your badge number. Just to be safe, state that you are an IPMBA member in the comment box. Once you enter your Visa or Mastercard #, click on the "Submit" order box to send your order. Vredestein will convert your IPMBA price when they receive the order.
Chiba Gloves 13750 McCormick Dr. Tampa, FL 33626 1-813-855-3400 www.chibagloves.com E-mail: Chibagloves@aol.com	Chiba Cycling Gloves are a 144 year old German glove manufacturer and official glove supplier of the U.S. Cycling Team and NORBA. They offer an extensive line for both summer and winter riding. IPMBA members can purchase direct from Chiba at up to 35% off retail prices. Payment can be made by Visa, MasterCard, Discover or personal check. There is NO minimum order. Catalogs are available upon request. This is an outstanding product line. Tell them IPMBA sent you!
Code 2 Equipment Inc. 3133 S.E. Sherman Portland, OR 97214-5662 1-503-234-1805 Email: code2@teleport.com	The makers of the dual Xenon Patrol Bike Lightbar (reviewed in IPMBA News, Nov. '96). Retail is \$74.95, IPMBA Product Purchase Price, \$67.45, includes shipping and handling! Also offer all IPMBA members 25% of retail prices of Vistalite headlights, strobes and safety lights. Payment can be made by Certified or Personal Check (after clearing), Money Order or COI.
Taya Chain 2525 Arapahoe Ave. Suite E4-147 Boulder, CO 80302 1-800-344-8292 Email: tayachain@aol.com	Taya Chains have been manufacturing chains for over 26 years. Taya Chains feature unique star-punched pins for maximum side plate load rating and double chamfer plates for quicker, smoother and quieter shifting. Taya has offered IPMBA members their special Club pricing on their chains and clothing. Examples: Pro Extreme chain: \$20.00; Pro Relief Chain: \$15.00; TB-700: \$9.00; TB-600: \$7.77
Bike Control Inc. 9640 SW Sunshine Ct. #700 Beaverton, OR 97005 1-888-BIKE-911 FAX: 1-503-672-7445 info@bikecontrol.com www.shockster.com	Shockster™ Add-on Rear Suspension. Fits standard mountain bikes and accepts standard bike racks. Available colors: Graphite Grey, Aluminum Silver. The special IPMBA price of \$199.00 (suggested retail is \$329.00) includes rack adapter kit and USA shipping. Payment can be made by Visa, MasterCard, check or money order. Call or E-mail for an order form.
Phoenix Trading International Lake Cycling Shoes 1-847-491-9205 FAX: 1-847-491-9269 E-mail: lake@plx-int.com	Lake has just released a police specific cycling shoe, and the final design was based in part on feedback from the membership in Nashville at POH 1997. The shoe is all black except for a little retro reflective material at the heel counter. The shoe is a 3/4 high top made of breathable leather and is made to form to the foot and not to retail odor. The ankle has an Airprone collar with tabs so it keeps debris out and adds to ankle stability. The midsole is semi-rigid which protects the foot from all day pedaling stress and is also fine to run or walk in. Suggested Retail: \$105.00; IPMBA Product Purchase Price: \$85.00. Payment by Visa or MasterCard, call or E-mail for an order form.

Dear Editor:

I am looking for bike patrols that work in conjunction with buses. I work for the Alameda County Sheriff Office, A.C. Transit Police Services Section. We are looking to propose a bike patrol and use rapid transit as the main focus for getting around.

I am looking for success stories and departments that can help me get this project going.

Sgt. Glen Salmon
Alameda County Sheriff Office
15001 Foothill Blvd.
San Leandro, CA 94578
510-667-3625
wsalmon@ihot.com

Dear Editor:

I would like to announce in the IPMBA Newsletter my promotion to University Bicycle Patrol Coordinator. My name is Sgt. Paul Landstrom and I have worked with the City University of New York (CUNY) Public Safety and have been assigned to the bike patrol since 1993 and an IPMBA member

since 1994. We have about 100 officers on 10 of 21 campuses.

As Coordinator I will oversee all aspects of training and operations. I am IPMBA MOCC certified and am a PCIC and hopefully will soon be a full PCI, so that all of our training will be IPMBA related.

I am proud to be an IPMBA member and promote it as often as possible. I am excited to let other members know what I feel my IPMBA membership has helped me achieve.

Sgt. Paul Landstrom
CUNY Public Safety Dept
Lehman College
paul201@earthcom.net

Dear Editor:

From October 20, 1997 through October 24, 1997, I had the opportunity to attend an IPMBA *Police CyclistSM* Course, given at the Metro Dade Police Department. The course was taught by instructors Dominic

Angiolillo, Al Simpson, Tony Valdez, and instructor-candidate Carlos Rosero. I'd like to commend these persons in their knowledge and teaching techniques. I have been a police instructor for over 12 years, teaching courses at the academy and at the in-service level. I have also attended many police and

supervisory related training courses. I can't remember having attended a course where I got more out of it.

Although I performed well on the road and written tests, I discovered that I had cone-a-phobia, fear of those stupid orange cones. Al and Dom took the time to help me through my "condition" and I passed without a problem.

My congratulations to these persons and to IPMBA for developing such a fine program.

Sgt. Bob Sisley
Metro Dade Police

IPMBA BOARD

1997-1998 International Police Mountain Bike Association Governing Board

The elected board serves a three-year term.

Lt. Tom Woods, Chair
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601 E. Hickory Suite E
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PPO Stuart Bracken
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BIKECONTROL INC., 9640 SW SUNSHINE CT., SUITE 700, BEAVERTON, OR 97005.**

Need Resources?

Where to find bicycle safety information.

By Sgt. Terry Howell
University Medical Center (SC)

"So you're a bicycle patrol officer, that must make you an expert on bicycle safety." How many of us have heard that statement before?

Just because you ride a *police* bicycle on the job, every one expects you to be a resource for safety information. When your supervisor gives you the assignment to go speak to the first grade at the local elementary school, where do you go? Where do you find information to share with schools and community groups?

The Safety information in the International Police Mountain Bike Association's *The Complete Guide to Police Cycling* or John Forester's *Effective Cycling* are certainly relevant but hardly on the level of a six year old. The following are some suggestions to where you can go to find good resources for information targeted to younger cyclist:

The National Safe Kids Campaign. On line at www.safekids.org. The National SAFE KIDS Campaign 1301 Pennsylvania Ave, NW, Suite 1000, Washington, DC 20004-1707. Phone: 202-662-0600; Fax: 202-393-2072.

Think First-the National Brain and Spinal Cord Injury Prevention Program. On line at www.thinkfirst.org. THINK FIRST Foundation 22 S. Washington Street, Park Ridge, IL 60068. E-Mail: thinkfirst@aans.org; Phone: (847) 692-2740; Toll Free (800) Think56; Fax: (847) 692-2394.

These organizations are good resources for you to tap into to obtain information to help your community policing and bicycle education efforts.

Adventure Cycling. On line at www.adv-cycling.org. Adventure Cycling Association, P.O. Box 8308, Missoula, MT 59807. (406)721-1776 (voice); (406)721-8754 (fax); E-mail us at ACABike@aol.com.

The League of American Bicyclists. On line at www.bikeleague.org. The League has a program called "Kids 1" that teaches adults how to teach kids. Call (202) 822-1333 and ask for Craig.

These are just four organizations working to educate and prevent serious injuries and deaths by targeting high risk groups at an early age. I have been invited to talk with some of these groups about our bicycle patrols efforts to reduce accidents in the community and offer advice on their programs. These organizations are good resources for you to tap into to obtain information to help your community policing and bicycle

education efforts. Another source of information and materials is your State Department of Transportation. They often have brochures or other literature you can get for free or at a minimal cost. I'm sure there are many other state and local organizations that you may know about so share the knowledge with the rest of us. Send us the names of organizations in your areas to *IPMBA News* and we'll publish them so other officers can utilize the resources and maybe save one more life.



EDUCATION COLUMN

Well, here it is. My last Education Column. I can't help but think back to the '92 Las Vegas and the '93 Ft. Lauderdale conferences. In 1992, IPMBA was truly in its infancy, just learning how to walk. There was no Police Cyclist Course and no PCIs. There were, however, people with enough foresight to see that police officers on bikes were here to stay and IPMBA was going to be the leader.

By the '93 Ft. Lauderdale conference we had 10 instructors from all over the country to teach the first IPMBA Police Cyclist Course. Most of us had never met before, let alone taught together. Yet we worked together to make the course work. We've been going strong ever since. To Allen, Tom, Gary G., Joe, Stu, Kirby, Gary Mac and Andy Mac, thank you for committing yourselves all these years to building IPMBA into the biggest and best bicycle officer training organization in the world. It has been a great ride, but it is time for me to get off the train. For all of you that I've had the honor to meet and work with, thank you for your dedication and professionalism. The IPMBA membership has been my motivation for all these years as IPMBA's Education Chair. I firmly believe that training saves lives. For all of IPMBA's PCIs, make that your motto: "TRAINING SAVES LIVES." Ride safe and God bless. - *Gene Miller*

Riding with your partner. Try to ride side by side, otherwise, you'll be subject to the rooster tail from the rear wheel. As your speed picks up the rooster tail gets bigger throwing up more water and road debris. This also occurs with the front wheel which will soak your shoes and lower pant leg. No shoes on the market will take this kind of constant soaking and keep your feet dry. You should have full size rear and front fenders to avoid water being thrown onto you.

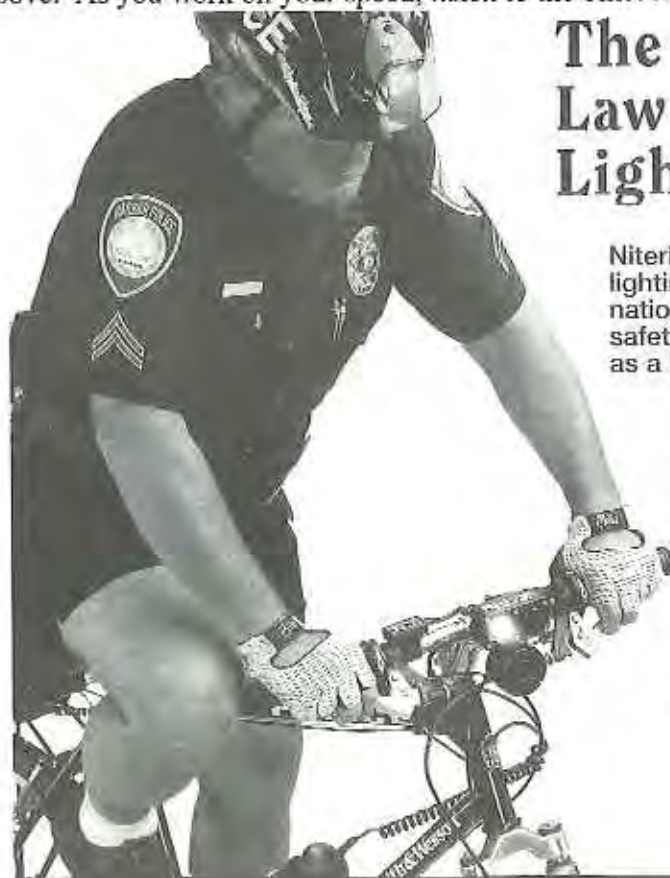
Sprint. If one must sprint, remember, don't put too much weight over the front wheel or it will wash out. Try to keep a little weight back but remember then too much weight on the back will also cause the wheel to become too light then washout. As stated in "Cornering," use smooth movements and don't jerk the bike around.

Rainy day. Don't use the rain as an excuse to get a vehicle. Of course, there will be times that you want a vehicle (like the days of constant rain and flooding that we have received in California.) Otherwise, its a good idea to ride in the rain and travel from call to call to learn how to keep the rubber side down. If you have a training day in the rain you can work on all of the above. As you work on your speed, listen to the bike: if

the tires start to squirm, that means you're approaching the limits of traction.

Review and recommendations for wet weather riding.

1. Practice in wet weather—try to schedule a training day in rain
2. Have full size rear and front fenders to avoid water being thrown onto you.
3. Always remember to use smooth movements and don't jerk the bike around.
4. Remember that it will take up to two or three revolutions to clean and clear the rim and brake pad of water.
5. Keep an eye out for painted surfaces and metal objects.
6. Listen to the bike—it will warn you before you fall.
7. If you can, use soft rubber tires (I have found Avocet Cross-K tires to be the best for soft rubber.) Also, reduce your tire pressure somewhere between maximum and minimum—but watch out for pinch flats!



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WARNING

Contributed by Officer Gary McLaughlin
Sacramento PD (CA)

The Department of Justice (VIA DOJ Riverside Lab - Art Young) has issued an Officer Safety Alert Bulletin, effective January 6, 1998. The alert was confirmed by law enforcement agencies and is being shared throughout law enforcement and intelligence communities:

This alert advises that a nationwide trend has developed among drug traffickers that is to "bait" law enforcement officers with a white powder called "ricin." Ricin is a derivative of castor beans and looks like powder methamphetamine.

It is highly toxic, and if it contacts human skin, it is fatal. The death process takes several days, depending upon the dosage, and it is almost impossible to detect during an autopsy.



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Ricin Warning: Contact With Highly Toxic "Bait" Fatal To Officers, Others

Forensic experts advise that if you field test ricin in the Scott Reagent Kit, it will foam and bubble extensively (if this occurs - EVACUATE IMMEDIATELY). The test will produce a gas that is very similar to mustard gas and can also be lethal if inhaled.

Ricin is 6,000 times more lethal than cyanide and there is no antidote. Symptoms of contact exposure to Ricin are fever, cough, weakness, hypothermia progressing to dangerously low blood pressure, heart failure and death.

Due to this situation, in the event of suspected drug seizures, do not come into direct skin contact with any powdered substance and exhibit caution in field testing all powdered substances.

This alert should be shared throughout CDF's law enforcement and emergency response system as this hazard may be encountered by CDF-Emergency Response personnel.

This could happen while responding to incidents involving methamphetamine labs, to fires in structures or vehicles that may house this substance, to traffic accidents involving transport of these substances, or to the medical aid of law enforcement or other emergency personnel that are exhibiting the symptoms from contact with this substance.

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By Corporal Andy MacLellan
Baltimore County P.D. (MD)

Well, its been a nice ride. Effective at the conclusion of the Police on Bikes Conference, 1998 version, in Tacoma, Washington, I will be resigning from the Governing Board of IPMBA. Because of changes in my job description in Baltimore County and some additions and changes in my personal life, mainly my fourth kid, I will be leaving a year before I had planned. This column serves both as a good bye to a fantastic organization and a solicitation to our membership to get involved. There are a total of five openings on the Governing Board at this years election, with two current board members running for re-election. Its time for some new blood, folks.

There is a tremendous amount of talent within our membership and I hope that some of this talent considers a run for the board. I was elected in 1993 to the Governing Board. As the rookie board member, I was accepted with open arms into the organization. With the bike cop pioneers that had started this organization, I walked in a little apprehensive on what I could bring to this organization. These guys had every reason to be a little egotistical because of what

they had accomplished in the years before when they formed IPMBA and held their first two conferences. This was not the case at all. That is the point I want to make. Don't for a second think that you can't bring some knowledge to this organization. It is, however, a 12 month job. Its just not preparing for the annual conference, and then attending. It requires a little hard work year round. If you can put forth the effort it requires, then please run. We need an exciting election this year.

This organization has grown by leaps and bounds. With your help, it will continue to grow and flourish. Get involved . . .

Terry Howell, its a diverse but extremely dedicated group of individuals. Tom Woods is also retiring this year, which certainly deserves a tribute. Tom's extremely hard and dedicated work gave us meaning to our first name, International. In addition to all his work in this country, Tom's work in Russia and Africa has certainly spread the word of police mountain biking and put IPMBA on the

globe. Another person worth mention is Gene Miller, our Education Committee Chair. Gene is also retiring from IPMBA life after this years conference. Gene has certainly had a big part in professionalizing a lot of our programs. Between the board and the education committee, a lot has been accomplished in the past years. The Complete Guide to Police Cycling, now carried in Calibre Press publications, the expansion of the PC and PCI programs, the PCID Course, the MOCC Course, the Emergency Medical Services Cycling Certification Course, and the Police Cyclist Advanced Course, to be held at this years conference for the first time, have helped professionalize this organization. None of these programs would have been possible without the hard work and timeless dedication of Jennifer Horan, the Director of IPMBA. Because we are both in the Baltimore area, I have had the pleasure to work closely with Jennifer on many projects, especially *IPMBA News*. You could not fully appreciate the hard work that Jennifer does without visiting her in Baltimore. Jennifer deserves much credit for IPMBA's advances.

This organization has grown by leaps and bounds. With your help, it will continue to grow and flourish. Get involved and please, for the state of the sanity of the *IPMBA News* editor(s), write some articles! We want to hear from you. Thanks to everyone from both the membership and the board who made this trip a very rewarding experience.

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-R.R., Police Bike Patrol
City of Sebastopol

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Toting Firearms and Equipment

Continued from page 1

doesn't have enough space to print all the rules, requirements, training classes and jumpable hoops you have to satisfy to get permission. It is a very difficult thing for most officers, and going to a conference likely won't qualify as a valid reason to be armed.

Start by understanding three basic things: 1. The weapon has to be unloaded; 2. It has to be secured in a hard case; and, 3. It has to be declared.

Weapons have to be unloaded fully, meaning that loaded magazine must be removed from the weapon. Magazines and ammunition can be stored in the same container, but it must be impossible for them to discharge in anything short of a fire or crash!


The weapon must be secured inside a hard, lockable container to which the owner shall retain the key. These may be somewhat hard to find, but gun shops and even office supply stores may have some containers or small document safes that meet the requirements. A soft sided and zippered gun case does not meet the FAA regulations. This container must be stored inside the luggage and will be checked into the belly of the aircraft. It cannot be in carry-on luggage.

Finally, the weapon must be declared to the agent checking your luggage. They will give you a tag to sign certifying that the weapon is unloaded and packaged as required. Most agents will not ask to inspect the weapon, but will merely take you at your word. The tag is then placed inside the bag containing the packaged firearm. There will be no "steal me" tag on the outside of the bag alerting baggage handlers or anyone else of the presence of the weapon. In the event of improper packaging and an accidental discharge you can bet that tag that you placed in the bag will be located and seized by Federal Investigators. If it's not there you will undoubtedly have some serious explaining to do!

It is always best to check with the particular airline that you are flying with to ascertain the rules they expect you to follow. You don't want to miss your flight arguing with the agent.

Lastly, be aware that the FAA strictly forbids the transportation of any chemical irritants on an airliner. This means that you cannot

legally transport your OC spray, your CN spray, or any type of personal chemical irritant (Mace) inside an airplane whether it is in checked baggage or not. Airline crews aren't equipped with gas masks if there is an accidental discharge or leak. This is a BIG violation. Leave your OC or Mace at home. You won't need it at the conference.

These are the basic rules, just so you know them. They are easy to follow and live with. Moreover, your commission as a police officer won't matter to the Feds if you decide that you want to break, bend or challenge these rules. Forewarned is forearmed. 

IPMBA News

Newsletter of the
International Police Mountain Bike Association
A division of

The League of American Bicyclists
1612 K Street, NW, Suite 401
Washington DC 20006

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The "COP"etition

Contributed by Sgt. Tom Northfell
Chicago P.D. (IL)

Mark your calendars and make plans to come to Chicago to compete in the 2nd Annual Police Bike "COP"etition, taking place during Mayor's Bike Week at noon on Saturday, May 23, 1998. The "COP"etition site for this year's event is Navy Pier, adjacent to Chicago's beautiful lake front.

The "COP"etition consists of a timed obstacle course, requiring both bicycle handling skills and rare speed. Award categories are: Individual, Overall Team and "Best Crash!" Participants **MUST** be sworn police officers, in full uniform, and ride a department-issued mountain bike with full equipment. The post-event is a "BBQ and Brew."

There is no cost to compete in the "COP"etition, however, liability waivers must be signed at the "COP"etition site prior to competing in this event. Winner will be announced in a future issue of the *IPMBA News*.

To register, send your name, rank, agency, and phone number on department letterhead to: Sgt. Tom Northfell, Bicycle Patrol Unit - 153, Chicago Police Department, 1121 S. State Street, Chicago, Illinois 60605. Or fax to: (312) 746-6743. For further information call: (312) 746-8250

IPMBA NOTES

IPMBA wishes to thank the following individuals for their dedication to IPMBA (but not say goodbye, because we hope to hear from you often!): I.T. Tom Woods, IPMBA Chair from 1997 and governing board member since the beginning; Corp. Andy MacLellan, governing board member since 1993 and newsletter editor (and key player in our Product Purchase Program); and, to Detective Gene Miller (congrats to the new detective!), who has been Chair of the Education Committee for six years, (and key player in all things educational.) You'll be sorely missed from the everyday workings of IPMBA! Have fun with all your free time, and don't be strangers to IPMBA News.

CONFERENCE NOTE: Trek USA will be selling conference bicycles at the conclusion of the conference at a reduced price. Come prepared to buy! Proceeds will benefit IPMBA. Also, if you're a first time conference-attendee, make sure that you bring your wallet: vendors sell their goods through-out, and at the end, of the conference.

PC Course Announcement: The IPMBA Police Cyclist™ Course with a Firearms Component will be held August 10-14, 1998 in Dublin, California. There will be role playing in a scenario village. Call Alameda Sheriff's Department Training at (510) 551-6970 and ask about the Police Cyclist™ Course.

EMS Bicycle Operations Course Announcement: May 18-22, 1998 and EMS. Central Florida Emergency Services Institute (Orlando, FL). Contact 407-855-3281 or fax 407-855-3288 for more information. Or visit e-mail: milesw@ocps.k12.fl.us; web site: www.cfesi.tcc.fl.us.

The Atlantic Coast Police Biathlon: April 18, 1998. Worcester County, Maryland. 20 mile bike ride, 1.5 mile run. Starts in Pocomoke City, MD and ends in Berlin, MD. Contact 800-852-0335 or 410-632-3110 for more information or write to Worcester County Tourism, 105 Pearl St., Snow Hill, MD 21863 or e-mail econ@ezy.net.

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Reminder:

- *PCIs and PCICs must send in all material to this new address.*
- *Submissions for the newsletter should be directed to this new address.*
- *Any and all correspondence should be directed to this new address.*
- **If you're in D.C., please stop by the new headquarters!**

Don't miss it!

TACOMA, WASHINGTON

**The site for this year's
8th Annual Police on Bikes
Conference &**

**Product Exhibition:
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**Pre-Conference Training:
April 26 - 29, 1998**

**Check out the web site at:
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BE THERE!

Members: You're important to us! We're taking steps to improve member services -- write us at LABipmba@aol.com or to the address above to voice one of the "Big 3": compliments, concerns, or complaints. In addition -- we'd like your input for YOUR newsletter: *IPMBA News*, let us know if you have an idea or suggestion for a story, feature or announcement.

- inside:**
- Riding in the rain
 - IPMBA's growing "Product Purchase Program"
 - Resources for bicycle safety
 - How to travel on airplanes with your firearm
 - And more . . .

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