

Fall 2001

ipmba



news

Newsletter of the International Police Mountain Bike Association

IPMBA: Promoting and Advocating Education and Organization for Public Safety Bicyclists.

Get your Pens Ready to Put the "I" in "IPMBA"

By Maureen Becker
Executive Director

Here it is – the Membership Survey issue of *IPMBA News*. However, the *theme* of this issue isn't the membership survey; the theme is "Putting the 'I' in IPMBA." The survey fits perfectly with the theme. Think about it – we are asking you to tell us what you think about IPMBA – good, bad, and indifferent. In order to do so, you must ask yourself a few questions. Questions like: what do "I" think is great about IPMBA? What do "I" think is not so great? What do "I" think will make IPMBA great (or greater)? If you take the time to answer these questions, and the rest of the questions on the survey, you will be putting the "I" in "IPMBA."

OK, grab your pencil or pen and get started. At first glance it looks like a lot of work, but it really isn't. It is just a matter of writing down thoughts you have probably had on more than one occasion. We've made it easy for you; in most cases, answering a question is simply a matter of checking a box or boxes. Of course, we encourage you to write in answers and/or comments, but write-ins are optional. Best of all, there are no wrong answers.

Now, we know that all you cycling cops and medics are more motivated than the "average joe" and that you l-o-v-e IPMBA, but just in case you are tempted to procrastinate when you receive this newsletter, we have a little incentive to help you whip that writing instrument out immediately. **Complete and return this survey by October 31, 2001, and you will receive a FREE pair of high-performance Coolmax™ cycling socks emblazoned with the IPMBA logo.** *Surveys must be postmarked by October 31, 2001. Allow 8 – 12 weeks for delivery.*

Thank you for taking a few moments to respond to this very important survey. We hope to use the results to learn how we can serve you better, and how to make you even more proud to put your "I" into "IPMBA."

Everybody Falls

By Scott Hickey, PCI # 383
Fort Lauderdale PD (FL)

Whenever we conduct the IPMBA Police Cyclist course at Ft. Lauderdale PD, we are fortunate to be allotted 40 hours instead of the standard 32. We use the extra eight hours for additional cone practice, urban riding, and falling techniques. We are frequently asked why we teach students to fall when the point of the class is to make them better riders. The answer is simple – for their safety. If riders know and understand the dynamics of falling, they can fall in such a manner that the risk of injury is minimized. Therefore, we conduct the falling techniques session on the first day of the course, prior to any riding.

The first step toward minimizing the risk of injury is to become familiar with the three most common fall types. The first, the sidefall, results from an attempt to push the rider off of the bike. The other two are variations of the "endo", or "end over handle bars." Most riders have already or will someday become members of the "endo club", especially those who ride outside of work. An "endo" typically results when the bike's front tire strikes an object and stops instantly, but the rider keeps going over the handle bars. The other type of "endo" occurs when the front tire gets turned sharply to the left or right, causing the bike to stop suddenly and the back end to kick up. One leg typically gets pinned between the top tube

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Putting the "I" in IPMBA – with a Twist

Putting the "I" in IPMBA. That's a catchy theme. To fit this column into the "I" theme of this newsletter, I'm going to take a non-traditional approach. I'm going to do something I normally don't do, and normally don't feel comfortable doing. I'm going to put the "I" in my column and take you along so you can see what "I" do on a typical day. This is a "normal" shift for me; none of the experiences described below are fiction. So grab your bike – let's take a ride.

7:00-7:20pm: We sit in briefing and listen to the haps for the past 24 hours. Three more cars added to the "hot list", two of which had keys in them....they'll be around for sure. Next comes the updated warrant list:

Johnny Joe has a couple; we'll check the spots where he likes to smoke his crack. The Subway on South University was robbed at gunpoint; we'll keep an eye out for the kids who hang out on the next block selling heroin and marijuana — word is, they're involved somehow.

7:20pm: We check our bikes out and call into service. We're dispatched to Argo Park, where a jogger is missing his running partner. He ran ahead on a trail and she never came out the other side. This isn't my patrol area, but a bicycle might be able to check the trail a little more quickly than an officer in a squad, who would have to walk the trail on foot. Hmm. Never been on this trail before, I'll ask this other jogger if it's rideable on a bicycle. As we approach the trailhead I ride next to him as he runs: "Sir, is this trail rideable?" He replies, "well, actually, bikes tear up the trail." I respond with, "well, maybe you wouldn't have such a comment if you knew I was looking for a missing female — I think my question was whether the trail was rideable or not?" Only in Ann Arbor. I don't wait for the jerk's backpedaling, fumbling answer, I just ride into the trailhead and start looking. Halfway through, the girl calls from home saying she had turned around, and that she was ok. Cool. Let's check the water slide while we're nearby — dump the beer, write a few "minor in possession" tickets, kick them all out. Ride the trail to the railroad bridge, watch a few kids jump off the 30-foot bridge into the river, meet them as they climb out of the water. "So....come here often?" Write a few more, kick them out too.

9:00pm: We're rolling into Liberty Plaza Park, where a lot of professional drinkers and smokers hang out. Good citizens don't go in here much because of the clientele (not to mention the smell). The city's solution to all of the "citizens" urinating everywhere was to put a porta-john in the middle of the park. That took care of the problem, alright! Now it's even more convenient for them to stay — and they have more concealment to deal their marijuana and crack! Go figure. We'll just have to adjust our approach, that's all. It's a game of creativity. Hey, is that Johnny Joe's co-signer over there with that bottle of liquor? Yup. Good deal, he's handing it off to someone else. Use the light pole as concealment on the approach,

slowly, slowly, they still don't see you...go. Crossover, dismount, cuffs out, click-click. You're coming with me, mister. I'll take that marijuana in your pocket, too.

10:00pm: We're out the back door on our way to one of the structures downtown.

Great places to spy. Take the elevator up because they're looking for you from below, out the doors, turn the corner, whoa. What is going on in this corner? Someone is in a slightly "compromising position" and is unaware of my presence. Should I tell them I'm watching? Should I call another unit to witness this, too? Naw. "Ahem....Ann Arbor Police. What is going on here?" Give them a few seconds to re-group, let her pull her shirt back down, let him zip up, watch the hands. "Got some ID?" The female answers, "we just came up here to talk, we're good friends." I reply, "so I see — really good friends. So you must know his name then?" (as I'm holding his passport in front of me).

"Ahhh...ummm." I didn't think so. Take care of business, out the door again.

It's almost midnight; let's go hit "code alley," where most of the University students live — frats, sororities, co-ops, houses, apartments. It is a place I would not want to live if I worked days, because I would never get any sleep. During the months of September through December, we run about ten extra cops just for "Party Patrol," our version of "Freshman Orientation." Don't carry open alcohol around here, and don't carry it at all if you're

not 21. No breaks, no mercy. Don't get mouthy if you have alcohol on your breath and you're under 21, because you'll get hammered by the po-po just as if you were carrying a beer. Zero tolerance laws are wonderful, aren't they? The only ones we can catch these days are the freshman, because the rest have learned and most comply — we've attained our goal, to an extent. They know that there are bike cops out there who sneak up from behind and dish out very expensive tickets. They can't hide their cups every time a vehicle rolls by because they know who else is out there, so they just comply. Except for the freshmen, they haven't been "schooled" just yet. But we're working on it.

It's almost 1:00am, so we're about due for a foot pursuit — they've had enough alcohol to give them the "liquid courage" to be mouthy, run, or fight. Sure enough, a patrol car is calling for assistance on a foot pursuit, next block over. Kill your taillight. Cut through this alley, hang a left. There he goes. The officer in pursuit lets us know the last known direction of travel and gives out a description. The bad guy thinks he's free, but doesn't see me coming. He has slowed to a jog but remains on the sidewalk. Don't forget to take your foot out, surge a little, drop it, BAM!!! Welcome to Ann Arbor. You're under arrest.

Time for one last alley check before our 3:00am end of tour. I can see two subjects in the next block up, but they don't see me. Totally dark and totally silent, I ride all the way up to them without being noticed. I'm sure part of the reason is that they are so drunk they are somewhat oblivious, but even drunks notice patrol car lights coming toward them. I'm so close before they notice me that I can see that one of them is packing a one-timer with dope. He freezes as I take the pipe from the garbage can lid he's using for a table. "Got any more?" I ask. Although he denies it, I find five more dime bags in his pocket, thank you very much. A nice ending to a fun and productive shift.

All this — and a paycheck, too. Go bike patrol!

Kathleen D. Vonk

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By Sandy Graham

Reprinted with permission from the National Safety Council, publisher of Every Second Counts magazine.

Just because you know how to ride a bike and how to provide emergency medical services doesn't mean you're a natural EMS cyclist.

"Training is essential," said Maureen Becker, executive director of the Baltimore-based International Police Mountain Bike Association, which has trained more than 600 EMS cyclists in the past three years. "It's important for people not to think they're just 'getting on a bike.' We'd like people to recognize that driving a bike can be as important as driving an ambulance ... There are a lot of skills that will keep you safe and the people around you safe."

Jon Hedger, coordinator of the bike paramedic unit at North Memorial Health Care in Robbinsdale, Minn., said he agrees. "Anybody can hop on a bike and go for a ride," he said, "but in training, you're learning about control and coordination on your bike."

The mountain bike association's course is similar to its police cyclist program, but does not include instruction on pursuing and apprehending suspects

Not as Easy as Riding a Bike

using firearms. Instead, it addresses issues such as cycling with a heavy load and EMS gear management, as well as more general sessions on fitness and nutrition, promoting bike safety, hazard avoidance, basic maintenance, load placement, legal issues and safety considerations.

Speed is not the issue. EMS cyclists learn to ride slowly to avoid pedestrians in crowded situations. They learn to "hop" bikes over curbs and other urban obstacles and to ride between the parking meters and curb where it is less congested.

"I hear, 'I don't need to go to class,'" said Capt. Ginger Barraclough, leader of the Fire EMS Bicycles in the Salt Lake City, Utah, Fire Dept. "I say, 'Yeah, you do.'" Her 55 riders have all completed six-hour-long introductory training, involving classroom as well as riding exams and must take continuing education.

But training in EMS and cycling skills isn't everything a pedaling paramedic needs.

"It appeals to a lot of people," said Craig Gravitz, chief of the Denver Health Paramedic Unit. "The trick is selecting the right people." Denver first picked EMS cyclists based on a physical test — the riders with the best times won. "Then we realized the best bike-rider doesn't mean they're the best guy," Gravitz said. Physical condition and strong paramedic

skills are essential, but so are "people" skills, he said.

Palo Alto made the same realization, said Niles Broussard, apparatus operator/paramedic in the Palo Alto, California, Fire Dept. and a six-year member of the department's EMS bicycle unit. The cyclists are Fire Department ambassadors and must be able to interact with the public. "Selection is based a lot around attitude and the ability to generate good public relations," he said. "It's not your bike-riding skills. First, it's the human element, then the medical skills. Bike riding would be third."

No bike unit interviewed for this article reported any problems filling slots. When the British Columbia Ambulance Service in Vancouver recently held tryouts for eight slots on its bike team, 100 candidates showed up. Denver's Gravitz said the toughest part of his job is telling a paramedic his or her services aren't needed on the bike team, and Barraclough, who expects to double the number of EMS bikes in Salt Lake City for the 2002 Winter Olympics, has more volunteers than she can handle.

"I have people knocking down my door, wanting to get on the team," she said. "It's a blast."

Sandy Graham is a Colorado-based freelance writer

EMS Cyclists Go for the Gold

When tens of thousands of people congregate in downtown Salt Lake City [and nearby towns like Ogden, site of the 2002 IPMBA Conference] for the 2002 Winter Olympics, a corps of "pedaling paramedics" will answer most emergency medical calls. That's right: personnel on bikes — snow-tire equipped — are expected to be the backbone of the EMS response for the Winter Games' downtown venue, handling 30-40 calls a shift. The team, using mountain bikes equipped with basic or advanced life support, rides to the rescue at most of Salt Lake City's mass gatherings, and will double its numbers for the 2002 Games. "These bikes, I don't know how we did it without them," said Capt. Ginger Barraclough, leader of the Fire EMS Bicycles in the Salt Lake City Fire Department. "They are going to be a key component for the Winter Olympics." Salt Lake City will use two Gators, plus a Chevrolet Suburban as mobile command headquarters, to back up 16 bikes during the Olympics. *Reprinted with permission from the National Safety Council, publisher of Every Second Counts magazine.*

Odgen PD Bike Patrol Gears Up for the Winter Games

By Dan Greenhalgh & Tony Fox
Odgen Police Department

Ed.'s note: *As if hosting an IPMBA conference is not enough to keep a bike unit occupied, our hosts with the Odgen Police Department are busy readying for the 2002 Olympic Winter Games, scheduled for Salt Lake City and the surrounding area in February 2002. Ogden will play host to the Super G, downhill, and combined ski races as well as men's and women's curling. Immediately following the Olympic games, Ogden will host the speed and technical alpine events for the International Paralympics. The bike cops will all deserve long vacations after the IPMBA conference comes to a close.*

The 2002 Olympic Winter Games are fast approaching and we are all attending several training classes, ranging from Olympic 101 to mobile force training. Mobile force training is geared toward handling civil unrest situations involving large crowds. We have had several events in Ogden that have given our bike patrol experience with working large crowds. Every summer, Ogden has a street festival that attracts over 60,000 people into a five-block area. This past winter, we hosted the Festival of the West Extravaganza in conjunction with the World Cup downhill ski events. That party, held outdoors in the downtown area, was attended by several thousand people. A similar type of event is planned for every night of the 2002 Olympics, and we anticipate employing the same types of crowd control measures. All of our bike officers, wearing their winter riding gear, will work about 45 straight days, 12 hours on and 12 hours off. We will get lots of practice working long hours and putting on a party, so we expect to be more than prepared to host IPMBA's 12th Annual Police on Bikes Conference.

It's easy – just follow these steps!

- Step One:** Contact IPMBA HQ **immediately** for a full set of workshop proposal specifications.
- Step Two:** Select a Topic. This can be your area of expertise, your favorite subject to teach, or your latest brilliant idea.
- Step Three:** Be Creative. Let your imagination run wild as you draft your proposal. Keep asking yourself, "what would make me sign up for this workshop?"
- Step Four:** Write your Proposal.
- Step Five:** Submit it to IPMBA HQ by **October 22, 2001.**
- Step Six:** Congratulate yourself on a job well-done. You will be notified of the Education Committee's decision, in writing, by **November 9, 2001.**

IPMBA is actively seeking **new and exciting** workshops for the 12th Annual IPMBA Conference in Ogden, Utah. If you possess expertise in a topic that may be of interest to public safety cyclists or know someone who does, and you think your knowledge would benefit your fellow cyclists, IPMBA challenges you to take it to the national level!

For over a decade, IPMBA's Annual Conference has been known as the premiere training event for public safety cyclists, attracting participants from around the country and the world. Participants of all skill levels attend the conference; some to learn basic skills, others to improve their existing skills, and yet others to master advanced skills. They all have one thing in common – they come to stay on top of the latest and greatest developments in the field of public safety cycling.

This year, IPMBA's goal is to offer a wider array of workshops than ever before. In order to achieve this goal, we challenge you to put your talents to the test and submit a proposal to conduct a workshop on your favorite topic. Your proposal can be for a classroom or an on-bike session. Workshops range from 90 minutes to four hours in length.

AND FOR THOSE INTERESTED IN TEACHING ONLY . . .

For our general cadre of conference instructors, you must be an IPMBA-certified Instructor. If you are an IPMBA-certified instructor and are interested in teaching at the conference or pre-conference, you **must** submit a letter of interest and resume outlining your bicycling, work, and teaching experience to the Education Committee for consideration. List all past IPMBA conferences which you have instructed for and/or attended, and include the number of PC/EMSC classes you have conducted and/or the number of PC/EMSC students you have instructed. Informal notes or emails and verbal requests are not acceptable. Instructors will be selected for the following pre-conference training courses: IPMBA Police Cyclist, IPMBA EMS Cyclist, and IPMBA Maintenance Officer Certification. Instructors will also be needed for core conference workshops. Be sure to indicate which course you would like to teach and/or the workshops you would like to present. (Refer to last year's conference registration issue for a list of typical workshops.) Specify whether you are available for the pre-conference, conference, or both. **Deadline: November 9, 2001.**



WORRIED ABOUT CROWDS? DON'T BE.

Bicycle Rapid Response, developed and employed by the L.A. PD for the Democratic National Convention, will be offered at the 12th Annual IPMBA Conference.



IPMBA is proud to offer its members a rare opportunity to attend a fast-paced, no-nonsense, tactical bicycle class that will give you first-hand information on crowd control options utilizing bicycle-mounted officers.

This unique class will be taught by original and current members of the Los Angeles Police Department Central Division Bicycle Rapid Response Team. This 36-person team was first introduced as a pilot project during the Democratic National Convention (DNC) in August of 2000. This Team proved to be such an asset for crowd control and escort during the DNC that it is now 40 strong and is deployed on most unusual occurrences in the City of Los Angeles.

Topics to be covered during this intense 40-hour course include crowd management, crowd control, tactics and weapons of political extremists during special events, less lethal weapon options, chemical agent deployment, team concept and movement both on and off the bike, skirmish lines, arrest/rescue circles, crossbows, scout teams, and use of force. Approximately 85% of the course will consist of on-bike, practical experience.

You must be in good physical condition, as this class is both physically and mentally demanding. A portion of this class will require the students to wear gas masks while riding into a simulated gas contaminated environment. Keep in mind that although the gas environment will be simulated, the gas masks are very real. These masks are very hot and breathing is somewhat restricted.

In addition to basic bicycle and safety equipment, students will be required to bring a gas mask (if possible), riot helmet and faceshield, a Motorola 250 Walkabout radio with earpiece and external mike (or any multiple-frequency family radio), and a personal hydration system.

Tuition for this five-day, forty-hour course will be \$395. Additional information and registration will be available in the Conference Registration Issue of *IPMBA News*.

Everybody Falls

(Continued from page 1)

and the turned handle bars, and the rider goes over the handle bars. The difference is that the rider becomes entangled in the bike, and it falls, too.

To prepare for a sidefall, think about the dynamics of a bike falling to one side. If you allow a bike to fall over, the handlebar end and the pedal will strike the ground first, leaving a gap between the bike and the ground. This gap can be used to your advantage during a sidefall. As the bike goes down, tuck your elbow and knee in towards the bike (the side going to the ground), and attempt to lean in the opposite direction of the fall.

The handlebar end and the pedal will take the brunt of the impact, and once on the ground, you can use the momentum of the fall to roll with it. We recommend

that you keep your feet in/on the pedals and maintain control of the bike as you land and roll, in case your fall is caused by a shove. If you keep control of the bike, you will be able to use the bike as a barrier until you can stand and engage your attacker, or shove the bike away and go into a ground fighting maneuver if required.

To prepare for the typical endo, think about what is happening to you. You are doing an airborne somersault that you are not able to stop, so you tend to grasp the handlebars tightly as you begin to flip over them. Instead, as you are going over the handlebars, let go and bring your hand/arms to your chest and upper torso. As your legs come over your head, straighten them out, and when you land, keep them straight, allowing the rear, backs of the thighs, and calves to take the impact. If you bend your legs upon landing, you run the risk of striking your nose against your knees as your head bobs forward. Tucking your arms/hands to your body will curb the tendency to extend them to catch yourself, which can result in a broken wrist or arm.

In the case of the other type of endo, when your leg is pinned to the bike, you will not be thrown as much; rather, you will head face first into the ground and your torso will land on the bike. We teach you to reduce the impact by “bridging” your body.

If riders know and understand the dynamics of falling, they can fall in such a manner that the risk of injury is minimized.

As you are going down, remove your feet from the pedal retention devices. Position your forearms parallel to the ground and clench your hands into fists. Clenching tightens the forearm muscles, making them bulkier. As your body comes down, land so that your toes and forearms strike the ground, forcing your rear into the air, forming a “bridge” over the bike. Angle your forearms in slightly, and turn your head to either side to prevent your face from hitting the ground or your clenched hands. This “bridge” position will prevent you from landing directly on the bike.

This all sounds like a lot to think about when you are falling, but with practice, the movements become second nature. Our students practice sidefalls by landing on wrestling mats borrowed from a high school. Endos cannot really be practiced, so we simulate them as well as we can using the wrestling mats and a high jump/pole vault mat approximately three feet thick. We practice “regular” endos by having the students run up to the mat, plant their clenched hands, flip their legs over their heads (a mid-air somersault), and land on their rears, legs straight out and arms/hands tucked to their chests. We practice the other type of endo by getting the students comfortable with the “bridging” maneuver, by falling from a standing position and landing on a mat. We then have each student straddle the bike and, maintaining control of the bike, we lift up its rear, sending the rider forward so he or she can bridge over the bike. This exercise gives the students a sense of this type of fall and landing.

We have found that teaching these maneuvers has greatly reduced injuries, especially during training. At the recent conference in Cincinnati, my partner and I were invited to conduct two sessions of *Minimizing the Impact of Bicycle Crashes*, which focuses on these falling techniques. Those who attended found the maneuvers to be very useful in learning how to react to falls and reduce the risk of injury. If you would like more information about these falling techniques, please contact me at SKHick16@aol.com. I hope to repeat the workshop at the 12th Annual Police on Bikes Conference, May 9-11, 2002, in Ogden, Utah. 

IPMBA is on the Move...

An Important Notice Regarding IPMBA's Contact Information

Please be aware that the IPMBA office will be closed for approximately one week in late October/early November while the IPMBA staff moves to temporary quarters. The 1896 Southern Police Station building at 28 East Ostend Street where IPMBA currently resides is about to undergo extensive renovations and will be closed for nine to twelve months. During this time, IPMBA's U.S. Postal Service address will not change; therefore, **please send all materials via USPS**. If you must use an alternate method of shipping (UPS, RPS, Airborne, Fed Ex, etc.), please **call first** to obtain a street delivery address. Barring any unforeseen difficulties, the telephone and fax numbers will not be changed. Updates will be posted on the IPMBA listserves. We apologize for any inconveniences this move may cause, and we thank you in advance for your patience.



IPMBA Member Survey

Please complete both sides, fold at arrows, tape, stamp and mail.

Agency Name: _____ State: _____

Agency type (Check one):

- Municipal PD County PD
- Sheriff's Office State Police
- Military Base Academic Campus
- Hospital Shopping Mall
- Fire Department Hospital-based EMS
- Private EMS Private Security
- Other: _____

Number of department members:

- [1-10] [11-20] [21-30]
- [31-40] [41-50] [50+ _____]

Total number of full-time bike unit members:

- [1-3] [4-6] [7-9] [10-12]
- [13-15] [16-18] [19-20] [20+ _____]

Number of part-time members:

- [1-3] [4-6] [7-9] [10-12]
- [13-15] [16-18] [19-20] [20+ _____]

Number of reserve/auxiliary members:

- [1-3] [4-6] [7-9] [10-12]
- [13-15] [16-18] [19-20] [20+ _____]

What is the approximate gender split of your bike unit? _____% Male _____% Female

For what types of operations does your department use bikes? (Check all that apply)

- Patrol
- Drug enforcement
- Directed patrol (special problems, investigations, surveillance, etc.)
- Specify: _____
- Community policing
- Search & Rescue/Natural Disasters
- Special events (concerts, festivals, sporting events, political rallies, public speaking events, participatory events [runs, walks, bike races, etc.], parades)
- Other: _____

Where does your bike unit patrol? (Check all that apply)

- Tourist area Hiker-biker trail
- Shopping district Shopping malls
- Rural area Parks
- Golf courses Amusement park
- Beaches Race tracks
- Low income housing district
- Downtown business district
- Suburban neighborhood
- Other: _____

In which months does your bike unit operate? (Check all that apply)

- January February March
- April May June
- July August September
- October November December

Gender: M F

Age: [18-25] [26-30] [31-35]
 [36-40] [41-45] [46+]

Number of years in law enforcement/EMS: _____

Number of years on bike unit: _____

Are you currently on active bike duty, either full or part-time? Yes No

If yes, on an average workweek, how many hours do you spend actually patrolling on the bike? [1-5] [6-10]

- [11-15] [16-20] [21-25]
- [26-30] [31-35] [36-40] [40+]

Percentage of those hours spent on night duty:

- < 10% 10-20% 21-30% 31-40%
- 41-50% 51-60% 61-70% 71-80%
- 81-90% 91-100%

Percentage of those hours spent on day duty:

- < 10% 10-20% 21-30% 31-40%
- 41-50% 51-60% 61-70% 71-80%
- 81-90% 91-100%

How many years have you been an IPMBA member? [< 1] [1-2] [3-4]

- [5-6] [6+]

What is the primary reason you joined IPMBA? (Check one)

- For certification
- To learn more about bike operations
- For the benefits
- To support IPMBA's mission of promoting public safety cycling and providing training/resources to public safety cyclists

If you selected "for the benefits" above, which of the following benefits is the most important to you? (Check one)

- Discounted conference registration
- Product Purchase Program
- IPMBA News
- Bicycling* magazine
- Decals
- IPMBA member listserves
- Networking opportunities

Have you taken the IPMBA Police or EMS Cyclist course? Yes No

If yes, why did you take the course?

- Department mandate
- Personal skill development
- Enhance personnel file
- Concern for personal safety
- Concern for personal liability

If no, why not? _____

If you have taken the Police or EMS Cyclist course, did you become certified?

- Yes No

If yes, why did you become certified?

- Department mandate
- Enhance personnel file
- To become an IPMBA instructor
- Credibility
- Concern for personal liability
- To be listed in the National Registry of IPMBA Certified Police/EMS Cyclists
- To get the t-shirt
- Other: _____

If no, why not? _____

Have you taken either of the following courses?

- IPMBA Police Cyclist Advanced Course
- IPMBA Maintenance Officers Certification Course

Who paid for your initial membership?

- You Department Community
- Other: _____

Who currently pays for your membership?

- You Department Community
- Other: _____

If your department/community pays for your membership, would you continue to renew your membership if your department/community did not continue to pay?

- Yes No Don't know

Please explain: _____

What can IPMBA do to encourage your department to support your involvement with IPMBA?

Would you continue your membership if you left bike patrol?

- Yes No Don't know

Please explain: _____

Do you plan to renew your membership?

- Yes No

If you do not plan to renew your membership, why not?

- I plan to renew
- No longer on bike patrol
- Department will no longer pay
- Dissatisfaction with IPMBA. Explain: _____

Other: _____

What, in your opinion, is the most important member benefit? (Check one)

- Discounted conference registration
- Product Purchase Program
- IPMBA News
- Bicycling* magazine
- Decals
- IPMBA member listserves
- Networking opportunities

Rate the benefits on a scale of 1 - 5,

One = not important; Five = very important:

Discounted conf. registration	1	2	3	4	5
Product Purchase Program	1	2	3	4	5
IPMBA News	1	2	3	4	5
<i>Bicycling</i> Magazine	1	2	3	4	5
Decals	1	2	3	4	5
IPMBA member listserves	1	2	3	4	5
Networking opportunities	1	2	3	4	5

FREE: GET A PAIR OF HIGH-QUALITY IPMBA CYCLING SOCKS FOR COMPLETING THIS SURVEY!

The contact information below is optional, but required if you would like to receive your free pair of IPMBA socks. Please print clearly!

Name: _____

Address: _____

City, State: _____

Zip: _____

Rank: _____

The information in this box will be kept for IPMBA fulfillment and survey purposes only and will not be sold, distributed or otherwise released.

If you could add one benefit, what would it be? (Check one)

- Directory of agencies with bike patrols
- IPMBA member directory
- Members-only section on the website
- Subscription to a professional Law Enforcement/EMS journal
- Subscription to a mountain biking magazine
- "How To" library (e.g. How to Design & Operate a Mountain Bike Competition)
- IPMBA-sponsored bicycle safety information for public distribution
- IPMBA Public Safety Cyclist Buyers Guide
- Other: _____

Are you a certified IPMBA Instructor?

- Yes No

How many times in the past year have you utilized IPMBA's Product Purchase Program?

- Never Once
- 2-5 times 6 or more times

Are the items you buy through Product Purchase Program for: (Check all that apply)

- Personal recreational use
- Personal duty use Bike unit use

What did you purchase?

What type of product and/or specific suppliers would you like to see invited to participate? (Please specify item and/or supplier for each)

Clothing: _____

Components: _____

Bike accessories: _____

What is the primary reason you read IPMBA News? (Check one)

- Training articles
- Product reviews
- Stories from the field
- Keep up to date on the world of public safety cycling
- Find out about grants/funding opportunities
- Other: _____

How interested are you in the following features of IPMBA News? Please rate. One = not at all interested; Five = very interested.

- Training articles 1 2 3 4 5
- Unit profiles 1 2 3 4 5
- Bike Units on the Web 1 2 3 4 5
- Instructor Corner 1 2 3 4 5
- Product Reviews 1 2 3 4 5
- Advertisements 1 2 3 4 5
- President's Column 1 2 3 4 5

To what degree do product reviews in IPMBA News influence your purchasing decisions?

- Not at all Somewhat A lot

Which of the following recent IPMBA conferences have you attended?

- None Tacoma 1998 Chicago 1999
- Tucson 2000 Cincinnati 2001

Do you plan to attend the 12th Annual IPMBA Conference in Ogden, Utah, May 9-11, 2002? Yes No

What is the primary reason you attend/attended the IPMBA Conference?

- Classroom workshops Networking
- On-bike workshops Competition
- Vendors
- Other: _____

To what degree does your department support your attendance at the conference? (Check all that apply)

- Not at all Pays registration fee
- Pays travel costs (including lodging & meals)
- Sends me on department time
- Grants time off
- Other: _____

If you have never attended an IPMBA Conference, why not?

- Cost Not interested
- Department will not pay for it
- Other departmental issues
- Other: _____

Please explain:

If you have attended one or more conferences in the past and no longer attend, why not?

- Transferred off bike duty
- Department sent someone else
- Cuts in training budget
- Location
- Not enough workshop variety
- Did not seem worth the cost
- Could not get all the workshops I wanted
- Not enough new topics each year
- Other: _____

Are you interested in finding out about hosting an IPMBA conference?

- Yes No E-mail address: _____

How likely would you be to attend a conference in each of the following locations? Please rate. One = not at all likely; Five = very likely

- Baton Rouge, LA 1 2 3 4 5
- Buffalo, NY 1 2 3 4 5
- Charleston, WV 1 2 3 4 5
- Hartford, CT 1 2 3 4 5
- Kansas City, MO 1 2 3 4 5
- Pittsburgh, PA 1 2 3 4 5
- Rochester, NY 1 2 3 4 5
- San Antonio, TX 1 2 3 4 5
- Saratoga Springs, NY 1 2 3 4 5
- Spokane, WA 1 2 3 4 5

What is your opinion on the following?

Please rate. One = strongly oppose;

Five = strongly support

1. Development of a security cyclist certification course: 1 2 3 4 5
2. Certification of security cyclist instructors (to teach the security cyclist course only): 1 2 3 4 5
3. Expanding the conference to include security cyclists: 1 2 3 4 5
4. Developing some type of regional representation: 1 2 3 4 5
5. The current system of board elections: 1 2 3 4 5
6. Creating industry memberships: 1 2 3 4 5

PLEASE FOLD AT ARROWS, SEAL WITH TAPE, STAMP, AND MAIL or FAX BOTH SIDES TO 410-685-2240

Please
Place First
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International Police Mountain Bike Association
28 E. Ostend Street
Baltimore MD 21230-4245

FÜR DEN MILITÄRDIENST GEEIGNET

By Kirby Beck, Past President, PCI #002T
Coon Rapids PD (MN)

Ed's Note: Sometimes "putting the 'I' in IPMBA" means bringing IPMBA training to overseas U.S. military installations. IPMBA instructors Don Hudson (LAPD) and Kirby Beck (Coon Rapids MN PD) were invited to provide bike training to U. S. Army Military Police (MP) from Heidelberg and Mannheim, Germany. The MPs were from the 272nd and 529th Military Police companies, and the IPMBA Police Cyclist course was conducted at Patrick Henry Village, a U.S. Army Base outside Heidelberg. While they were in Germany, Officers Hudson and Beck were able to provide an introduction of IPMBA and its training to several Heidelberg-area bike-mounted Polizei.

Spending time on a military base is an eye-opening experience for someone who has never served in the military. Military bases are like small cities, with the same types of housing, amenities and businesses, traffic problems and juvenile issues found in many of our towns. The M.P.s are the primary law enforcers for the base, and they, like many law enforcement agencies stateside, have adopted the concepts and mission of community policing, including prevention and problem solving. Their reasons for utilizing bike patrol are the same as ours:

to get to know their communities better, to prevent and resolve problems, and to enforce the relevant laws. And because of their basically self-contained nature, military bases are an ideal environment for bike patrol. At the end of the week, fourteen U.S. Army M.P.s had successfully completed the IPMBA 32-hour Police Cyclist Course, and their bikes had been repaired and tuned by Hudson, a USCF-certified mechanic.

While in Germany, we had a chance to meet with the bike patrol officers of the Heidelberg-area Polizei, the state police agency. The Polizei operates the bike patrol seasonally in and around downtown Heidelberg. We saw their facilities as well as their uniforms and equipment. Compared to the uniforms and equipment in use in the United States, theirs lacked refinement. It was clear that they could learn and benefit from participating in and sharing with groups like IPMBA.

Although the Polizei had new full suspension bikes, by our standards, they were of fairly low quality, and their rear racks were equipped with noisy, hard plastic trunks. Their bike patrol uniforms were modified from the standard uniform; jackets were essentially black cotton denim. They have not utilized any of the high-tech materials commonplace in the United States, such as Coolmax, Supplex, Lycra, or Gortex. It seemed strange that while some of the best fabrics in the world are made in Europe, the Polizei still uses

mostly low-tech cotton for their uniforms. We also learned that the Polizei had no specialized training in bicycle operations, so we invited them to join us for part of the PC course. We challenged them to ride our standard cone courses. Overall, they were good riders, but it was obvious that they had not been trained in such skills as slow-speed riding and tactics. With a bit of instruction, they were soon riding the cones like pros. They also served as role players in our mock scenes. Their participation in the IPMBA course helped them realize that high-quality, specialized bike training is important and that it can enable them do their jobs even better. We hope that our military hosts will sponsor a joint training course for MPs and Polizei in the future so that the "International" in IPMBA can continue to grow.

Don and I are both proud to have had the opportunity to represent IPMBA overseas. We made some new friends and did our best to plant IPMBA "seeds" within both the military and the civilian police communities. We made sure everyone received information about IPMBA, and we are hoping to see some of our new friends become IPMBA members and instructors in the coming years.

By the way, German beer really is as good as you've heard, and it wasn't served warm! 

Für den Militärdienst geeignet means "fit for military service" in German.



By Al Simpson, PCI# 165T
IPMBA Education Director

Nieuwigheid

Hundreds of European police officers got an introduction to both the police mountain bike and IPMBA training at the INFOPOL show in Brussels, Belgium, this past May. INFOPOL, a European law enforcement trade show, provides police officials from around Europe with the opportunity to learn what is new in technology, equipment, training, and policing techniques. This year, the police mountain bike was "what's new."

The police mountain bike is making its way into the European market as the result of a partnership between Belgian police supplier Rauwers International and Smith & Wesson. When Rauwers president Pablo Rauwers asked Smith & Wesson to bring someone with police biking experience to INFOPOL, Smith & Wesson turned to IPMBA.

Despite the timing of the INFOPOL show immediately following the IPMBA conference, IPMBA was able to work with Smith & Wesson to ensure that the police officials in attendance were educated about the importance of police-specific bike training at the same time they were introduced to police-specific bikes. It was an honor to be able to represent IPMBA at the INFOPOL conference.

(Continued on page 10)

Working in Paradise

By Scott Hickey, PCI #383
Fort Lauderdale PD (FL)

Ed's Note: *As a U.S. territory, Saint Croix might not technically qualify as "international," but IPMBA is excited anytime its training reaches beyond the borders of the fifty states. In November 2000, IPMBA instructors Scott Hickey and Dominic Angiolillo of the Fort Lauderdale Police Department were asked to conduct the IPMBA Police Cyclist course for the benefit of the Virgin Islands Police Department. How did they get so lucky? Roger Dewey of the St. Croix Foundation, who was assisting the VIPD in locating training, was surfing the internet and found the Fort Lauderdale PD's website and read about the IPMBA-trained bike unit. After finding out more about IPMBA and the PD's commitment to training, he contacted the Fort Lauderdale police chief directly. The rest is history. When Officers Hickey and Angiolillo arrived in Christiansted, St. Croix, they were met by Cpl. McFarlane and Sgt. Gittens-Jacques. According to Hickey, they were two of the nicest, most hard-working officers out there, and they really earned their pay by attending to every detail to ensure that the course ran perfectly.*

On the first day of class, we met our students – seventeen officers from the islands of St. Croix and St. John. They all were excited about the training, stating they had been waiting a while for training by IPMBA-certified bike instructors. They had obtained the majority of their equipment through community fundraisers and donations from local businesses, which were looking forward to having the officers on bicycles. It was wonderful to see such community backing

for the Police Department, especially the bike patrol. Everyday during training we were met with smiles, hellos, and handshakes from members of the business community, thanking us for being able to do the training. It was quite a change from South Florida!

It was obvious why Christiansted would benefit from a bike patrol. The downtown area is very tightly packed, with narrow, hilly streets, rows of shops, lots of parked

Everyday during training we were met with smiles, hellos, and handshakes from members of the business community, thanking us for being able to do the training.

cars, and heavy tourist/pedestrian traffic. There is also a boardwalk along the water that is difficult to access by motorized unit, but ideal for bicycle patrol. We practiced the majority of the slow riding and obstacle skills along this boardwalk, which overlooked a beautiful blue-green bay leading out to the ocean. Talk about working in paradise.

Everyone in the class worked very hard all week, but there was always time for some fun. During our dismounts/takedown training one afternoon, a cruise ship entered the port and the area was filled with tourists. The students decided to liven it up a bit and started yelling at Dominic and me as if we were really bad guys, and then took us to the ground. The tourists' reactions were really funny. The road rides were the true highlight of the week. The island roads can be quite narrow, and we had to get used to riding on the left. But there

were some great hills, and coming from South Florida, where the only hills are bridges, we really took advantage of them. They were definitely a workout for some of the students, but by the end of the week, everyone did a great job of staying in a group.

The best part about being an instructor is the satisfaction you feel when you see your students' skills and confidence build as the week progresses. As with most classes, we had some students that needed a little extra attention and practice. Not one of them complained about the extra work. They all were determined to learn the material and the skills, and to pass, so they were willing to put in extra effort as necessary. Graduation at the end of the week was a proud moment for everyone. All 17 students passed and earned their certificates, and all stated they wanted to become IPMBA members, especially after seeing our organization's commitment to training and officer safety.

When I started in police work 15 years ago, I never would have thought that an opportunity like this would come my way. Because I am an IPMBA Instructor, I have had some unique experiences, made new friends, and had opportunities to travel to places I may never have gone to otherwise. If you ever get an opportunity to train outside the "Lower 48", take it. It is sure to be an excellent learning experience, both for you and your students. And you will be representing a great organization, one that can truly call itself "International."

When translated from English to American English, "Working in Paradise" means "I almost wish I worked there full-time."



Nieuwigheid



(Continued from page 9)

It was a very positive experience, attending INFOPOL and meeting all of the employees of Rauwers, as well as about a hundred soon-to-be bike cops in Belgium. The excitement showed by the European Police in anticipation of using mountain bikes in police work was amazing. Each police officer I spoke with was impressed by the design and feel of the mountain bikes. They were very interested in the training maneuvers used

by IPMBA, especially stair-riding, which I was able to demonstrate right in the EXPO building.

I was given the chance to share a 45-minute presentation entitled *The Use of Mountain Bikes in Police Work*, which was very well received. Most of the soon-to-be bike cops stayed around after the presentation and spoke to me personally. Several had their pictures taken with the "American Bike Cop" and asked really good questions about using

the bike in police work. Interestingly, although both Brussels and Antwerp both have a few police officers on bicycles, they do not presently use mountain bikes. They use the same classic European style bicycles used by civilians to commute around the towns.

The officials and soon-to-be bike officers who attended the show were eager to collect IPMBA flyers, newsletters,

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Lt. Stanley Cospser Sr., PCI # 249
Tulane University Police (LA)

Ed's Note: *How did a bike cop from Louisiana find himself teaching a police mountain bike class in Amsterdam, a city internationally renown not only for its bicycle-friendly facilities, but also for the sheer number of citizens who ride bikes instead of drive cars? As a result of the efforts of a former Tulane University colleague, Lt. Stanley Cospser of the Tulane University Police Department was invited to Amsterdam to conduct an IPMBA Police Cyclist Course for members of the Kennemerland Politie bicycle patrol unit. Judging from his report and photos, the course was a tremendous success.*

“Why do we need an American to come here and teach us how to ride bikes? What can you teach us about riding bikes?” What can a bike cop from the United States say when asked such questions by residents of a country with more bikes than people, where children learn to ride bikes at about the same time they learn to walk? Not much! But if asked what a certified IPMBA Instructor can teach police about using the mountain bike as an effective tool for policing, the answer would be very different. I would – and did – explain that IPMBA has been in existence for more than a decade and its techniques have been tried and tested. I explained that what matters is not where I am from or whether I share their extensive bike riding experience. What matters is that the unique training available through the International Police Mountain Bike Association would show this newly formed bike unit ways to utilize their bikes that they had never imagined.



(Continued from page 10)
membership brochures, and training. I think we will see a move in Belgium and surrounding countries toward using mountain bikes in police work, and I think we will figure out a way for them to be trained by IPMBA, the finest public safety bike training provider in the world. When not standing in a booth promoting IPMBA's training programs, I was able to get a "taste" of Belgian hospitality. They ushered me not only around Kortrijk, [site of INFOPOL], but also France, the

Amsterdam is truly a bicycle-oriented city. The streets are narrow and the vehicles are small, but most importantly, the streets are bicycle-friendly. Bike paths are everywhere. Traffic lights and signs are designed for vehicles and bikes. Everybody rides bikes – old people, school kids, blue and white collar workers, and entire families – sometimes as many as four on one bike. It gave me great joy to see how much respect drivers of vehicles and the bikes gave each other. The only thing that I did not enjoy seeing was that almost no one wore bike helmets.

Needless to say, the skill level of the officers was very high, and they easily mastered such basic police cycling skills as Obstacle Clearing Techniques, Instant Turns, Rolling Dismounts, Emergency Braking, Patrol Procedures, and Slow

Speed Drills. The more information and techniques they learned, the more they wanted. By the end of the Police Cyclist Course, this group was as good as any bike patrol unit anywhere.

What is next for these new bike cops? It is totally up to them. They have skills, bikes, and drive, as well as support from their bosses. Now they must show the public and the media that the mountain bike is an invaluable tool in law enforcement.

I do hope to see my new friends at an IPMBA Conference in the near future or hear some good news about one of their bike units. May they keep the rubber on the ground, always wear their helmets, and never know the feeling of road rash.



Amerikaan een Nederland bezoeken means "An American in the Netherlands" in Dutch.



Netherlands and the rest of Belgium. Several of the staff members met me for dinner each night and treated me like I was family. And although I rarely eat chocolate or drink "real" coffee, I must admit that I ate more chocolate and drank more coffee in Belgium than I have in the past two years! For some reason the Belgium chocolate and coffee tastes different – and better – than that available in the U.S.

IPMBA thanks both Rauwers International and Smith & Wesson for

this opportunity. We hope that it will enable us to establish IPMBA as the training standard for police on bikes in Belgium and beyond.

Let's see.....IPMBA bicycle training in Belgium, then IPMBA membership in Belgium, then who knows...



Nieuwigheid means "new" in Dutch, the official language of Belgium.

By Ed Brown, PCIT#178/EMSCIT#002
Orange County Fire/Rescue (FL)

An in-depth exploration of the importance of eyewear

The theme of this issue of the *IPMBA News* is the "EYE" in IPMBA. Or is it the "I"? For this article, we'll keep it as the EYE. After all, the EYE is a very important member of the body.

We hear daily about the importance of this organ. We've all heard familiar lines such as: "I'll keep an eye on you", "here's looking at you", "look at that", and "look at me when I talk to you." When Little Red Riding Hood said to the Big Bad Wolf, "my, what big eyes you have," he replied, "the better to see you with, my dear." If this part of our bodies is so important to us, we need to keep emphasizing the issue of protection. Protecting this vital organ can mean the difference between continuing to ride for employment, pleasure, or both, or saying, "if I had only worn my eye protection..." After all, I have never seen a bicyclist with a seeing eye dog leading the way, have you?

According to *Paramedic Emergency Care*, Third Edition (Bledsoe, Porter and Shade), the eyes provide much of the input that we use to interact with our environment. The eye is a spherical globe, filled with liquid. Its major compartment (the posterior chamber) contains a gelatinous fluid called vitreous humor. Lining the compartment is a light- and color-sensing tissue known as the retina. The lens, which separates the posterior and anterior chambers, is responsible for focusing light and images on the retina by the action of small muscles that change its thickness. A fluid called aqueous humor fills the anterior chamber. The anterior chamber also contains the iris — the colored portion of the eye that regulates the amount of light reaching the retina. Light enters the eye through the opening in the center of the iris called the pupil.

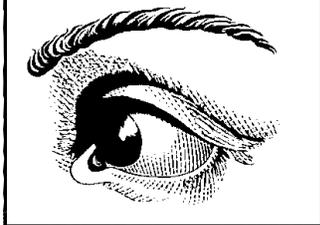
When examining the eye, several of its components, such as the colored iris and the central black pupil, are easy to identify. Bordering the iris is the sclera, the white and vascular area that forms the remaining, underlying surface of the exposed eye. Continuous with the cornea and extending out

to the interior surface of the eyelid is the conjunctiva — a delicate, smooth layer that slides over itself and the cornea when the eye closes or blinks.

When you look at a healthy eye, you will note that it is bathed in fluid. Produced by the lacrimal glands, this fluid flows through lacrimal ducts over the cornea. Because the cornea does not have blood vessels, the fluid provides crucial lubrication, oxygen, and nutrients.

The last major elements in the eye are the cranial nerves. These nerves control the various small muscles located in the orbits, which in turn control the motion of the eye. These muscles allow the eye to rotate through a wide degree of motion.

... but it would be even worse to lose your eyesight because you did not follow our very own rule of wearing eye protection – clear or tinted – at all times while riding.



As you can see, not only is the eye an important part of the body, but it has many important parts of its own. It is imperative that we protect our eyesight. If you take it for granted that your eyesight will be there forever, just take a look (since you can) at those around you who have lost theirs. They have lost the beauty of seeing the sunrise, sunset, and everything in between. They can no longer see their families, friends, or that bike they've had their eye on for a while. Of course, for you guys out there, the benefit to losing your eyesight is never having to answer the question, "Honey, does this

outfit make me look fat?" But, I think you would agree that it would not be worth losing your eyesight for that.

Keep in mind that eye injuries can happen while riding on the road – dealing with wind gusts, debris, or sand – or on trails – encountering branches, twigs, or other obstacles. It would be tragic enough to lose your eyesight because of heredity or illness, but it would be even worse to lose your eyesight because you did not follow our very own rule of wearing eye protection – clear or tinted – at all times while riding.

It's your eyesight — take care of it and it will take care of you. Hope to SEE you at the 12th Annual IPMBA Conference, May 9-11, 2002, in Ogden, Utah.

—Take Care and Be Safe.

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Bike Medics Score Another "Save"

EMS

By Officer Kathleen Vonk, PCI #042T
Ann Arbor PD (MI)

Helmets off to the Huron Valley Ambulance medics who were riding mountain bikes in downtown Ann Arbor during Art Fair in July. I was working an overtime shift on foot during the fair, which attracts about 50,000 people downtown to browse and shop in the streets. Hundreds of vendors set up shop to display their wares during the week-long event. The two teams of medics on bicycles were riding and sweating in the heat when a call came out from a man down in Liberty Plaza Park. "Great," I thought, "another incapacitated drunk." As I entered the park, I saw a firefighter and a civilian administering CPR to an unresponsive victim. This was no routine incapacitated; this was the real deal. As the thought, "How in the heck will an ambulance get here through this crowd?" entered my mind, here they came. Paramedics Jackie Walsh and John Vary rode to the edge of the steps—in a 3-minute response—quickly dismounted, dove into their panniers, and retrieved their life-saving equipment. They ran over to the scene and immediately set up shop. Dripping with sweat in the 90° heat, they continued to work feverishly on the man. Michael Long, the supervisor (who was also riding a mountain bike), arrived on scene in a 7-minute response with the transport ambulance, followed closely by another bike medic, Ben Oliver. The ambulance took off minutes later for the University of Michigan Emergency Room with the 69 year-old male patient having a heartbeat and breathing on his own. The medics were exhausted but elated. The victim had a pretty good chance because of their rapid response and professional medical assistance. I found out later that the victim made it.

These are the moments that make the hours of boredom, extreme conditions, and long hours on little sleep all worthwhile. Congratulations to all of you on an outstanding job! Go medics on bikes!

EMS Memorial Ride

IPMBA Executive Director (center) joins EMS providers from Boston EMS as the inaugural National EMS Memorial Ride passes through Baltimore, Maryland. Six riders left Boston on Friday, May 18, and, eight days and 900 miles later, arrived at the National EMS Memorial in Roanoke, Virginia. There they joined hundreds of fellow EMTs and paramedics for the National EMS Memorial Service. They hope to repeat the ride again next year but with greater participation. *Stay tuned.*



IPMBA COURSE ANNOUNCEMENTS

EMS Bicycle Operations Course

Date: December 10-14, 2001
Where: Orlando (FL)
Contact: Kay Blackman at 407-855-3281 or 800-578-1752 (outside Florida) or cfsesi@cfsesi.tec.fl.us

Date: May 21-23, 2002
Where: Oakland Community College Advanced Police Training, Auburn Hills (MI)
Contact: Norm at 248-232-4223

Police Cyclist Course

Date: October 8-12, 2001
Where: St. Petersburg (FL)
Contact: Rich Bahret at 717-582-6171 or oneshot35@hotmail.com

Date: October 8-12, 2001
Where: Nashville (TN)
Contact: Linda Spears at 615-741-4448

Date: October 15-19, 2001
Where: Orlando (FL)
Contact: Kit Bryan at 407-448-6517 or y2kbikecop@aol.com

ipmba news

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The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and training for public safety bicyclists.

Submissions are welcomed and encouraged.
Call Maureen (410-685-2220) for information.



Find extensive EMS & PC
course listings at www.ipmba.org

Bike Units on the Web

In keeping with the theme of "Putting the 'I' in IPMBA," *Bike Units on the Web* has gone halfway around the world to Australia.

www.sapolice.sa/gov.au/south/bikeptls.htm

The South Australia Police Bicycle Patrol has a six-member unit assigned to Adelaide. Operating year-round, weather permitting, the bike patrol covers the central business district, North Adelaide, and over 700 hectares of previously unpatrolled parkland. The members of the bike patrol are required to complete a physical fitness test and a Bicycle Patrol Techniques course based on IPMBA principles of police cycling. The unit is outfitted with Diamondback "Response" and Giant "Sedona" mountain bikes equipped with 10-watt dual halogen headlights, rear racks, and carrier bags. The officers wear baggy bicycle shorts, reflective spray vests, and carry Nylock duty belts. Members of the unit typically compete in the Cops on Bikes Challenge hosted by the Victoria Police. Winners are eligible to compete in IPMBA's own international competition, held in conjunction with the Annual Police on Bikes Conference & Product Exhibition.



As the number of police and EMS bike units continues to increase, many agencies have developed websites as a means of providing information to the communities they serve. *Bike Units on the Web* features one of these many websites. This is a unique opportunity for those units with websites to "show them off" as well as a source of ideas and inspiration for units without websites. It will also serve as a resource for departments with new, not-yet-formed, or already established bike units. If you would like to have your website featured in *IPMBA News*, please email your URL to ipmbambb@aol.com. *Note: Due to space limitations, it will not be possible to feature all websites submitted. The editor reserves the right to select the sites that will appear in this column.*



Spot Light: Orlando

Submitted by Officer Kathleen Vonk, PCI #042T
Ann Arbor PD (MI)

Officer Dennis Devlin of the Orlando Police Department was on patrol when he heard a loud "bang." Riding toward the sound, he saw three males running through a parking lot and noticed a car horn sounding. He requested assistance and pursued the running suspects, stopping two out of the three. He was then advised that there had been a robbery in which a female had been shot. The following investigation revealed that these two suspects attempted to rob two citizens at gunpoint, shot one of the victims in the face, and ran away. Because Officer Devlin was on a bicycle, he was able to hear the gunshot, observe the suspects running away, and maneuver through a parking lot to apprehend the criminals. Had he not been on a bicycle and willing to "check it out" these two attempted murderers would still be preying on innocent victims. Great work, Officer Devlin!

Articles Needed for IPMBA News!

The ink on *IPMBA News* will hardly be dry before the editorial staff starts gathering material for the next few issues, and we will be counting on you! The next and final issue of the year will be dedicated to the 2002 IPMBA Conference. Starting with Winter 2002, each issue of the newsletter will have a specific theme; therefore, several articles in each newsletter will focus on that theme. The themes for the next few issues are listed below; if you have had any experiences, training, or stories that reflect these themes, please submit your article(s), in Word 7.0 format, to ipmbambb@aol.com by the deadline date indicated. Not sure if your material is suitable? Contact Maureen at ipmbambb@aol.com or 410-685-2220.

Winter 2002: Focus on Funding (e.g., how to write a successful grant proposal, grant/funding success stories, federal funds available, creative ideas for funding, etc.) **Deadline: December 7, 2001.**

Spring 2002: Focus on Bicycle Safety Education (e.g., how to do a bike rodeo, cool giveaways, programs for kids & adults, amusing anecdotes, etc.) **Deadline: February 22, 2002.**

Summer 2002: Focus on Training Liability Issues (e.g., case studies, first-hand experiences, minimizing the risk, importance of outside expert training, etc.) **Deadline: May 3, 2002.**

Please note: *IPMBA reserves the right to edit all articles. Submission of an article to IPMBA implies permission to use the article in IPMBA News, on the website, or for any other appropriate purpose.*

CLARIFICATION

Thank you to everyone for the kind words spoken and written following my retirement from the IPMBA Board. I would like to correct some published misinformation. I did not attend the first Police on Bikes conference held in Tucson in 1991 — my involvement with IPMBA began in Las Vegas in 1992. I became an IPMBA Board member in 1993. The only two people who have attended all of the conferences, and are most truly "founding members" of IPMBA, are Tom Woods and Gary McLaughlin.

—Kirby Beck

Three-Mile Time Trial

Palm Beach County Sheriff's Office establishes a new fitness standard

Cpl. Bob Ricciardi, PCI #282

Palm Beach County Sheriff's Office, West Palm Beach (FL)

Effective January 01, 2001, I became the Bicycle Coordinator for the Palm Beach County Sheriff's Office, West Palm Beach, Florida. Prior to that, I assisted my predecessor, Dan Smith, with all bicycle-related training. While the systems we had in place worked well enough, when I took over the bicycle coordinator position, my entire outlook and mindset changed, and I was filled with new ideas for how to change and improve our bike unit.

One of the first and most significant changes I implemented was related to our 40-hour IPMBA Police Cyclist Course. When I assisted Dan with classes, I noticed many of our officers struggling significantly just to pass the class. It was obvious that they did not lead healthy lifestyles, and that after their week of training was over they would go back to their "normal" poor health habits. How they choose to live their lives may seem to be none of my business, but when it affects their ability, as "certified bike officers", to perform at a fitness level above that of other officers, it becomes my business. By not practicing good health habits regularly and staying in good physical condition, they become a liability to the department and a hazard to themselves and other officers. Therefore, I gave high priority to initiating a new candidate screening program that would eliminate physically unprepared applicants by incorporating a reasonable, job-related "Fitness Requirement". The solution was not only simple, it was logical and practical: I decided to use a commonly used bicycle fitness standard – the five kilometer (approximately three mile) time trial. This type of time trial, a race against the clock known to the French as "the race of truth," is used as a fitness standard to make a more accurate determination of maximum heart rate than the "220 minus your age" formula.

Even though I had obtained general time standards for this event, I decided to test the standards against the performance of the typical bike unit applicant. I had ten test subjects, three women and seven men, complete the time trial. No one in the group would be considered to be in exceptional shape. Most of them were average; three had failed the class because of their lack of fitness;

and one was overweight (he had had difficulty passing the class, but insisted he would not give up or drop out.) I took their completed times and computed an average for my test subjects. I was very impressed with their efforts, as their average time of 12:15 was only 15 seconds slower than the general standards. We decided that our time standard would be 12:30 for males and 14:30 for females. Some may argue that females in law enforcement are expected to do the same job as males and therefore should not have allowances made for them. However, in a time trial, strength is the most significant advantage. A 200lb person has the ability to generate more power to turn

the pedals than a 140lb person; and a man weighing 160lbs typically has the ability to generate more power than a woman of equal weight. It proved to be of little consequence, as the three women beat the male time standard of 12:30. I was ready to put my new "Fitness Requirement" into action.

Since we implemented the time trial requirement, we have completed two classes of twenty students. We found in these first two classes that some students lacked experience in gearing, and their performance suffered, even after a one-hour session on gearing and nomenclature. As a result, we

decided to allow officers who do not meet the standard at the beginning of class to attempt again to meet it at the end of the first day, after they have become more comfortable and familiar with the bike. Out of the forty students, 37 of whom were male, only two officers have been retested, and only one has failed to meet the standard. Many have been within the 10 minute range; and five have broken the 10-minute mark. The fastest times to date have been 9:18 and 9:30 (that's really moving!). We have been very pleased with the results we have seen thus far.

The "Fitness Requirement" has brought some unexpected intangible benefits. The attitude of the students has improved with regard to what they are asked to do during the 40-hour course. There are fewer complaints; more diligence is applied; and a greater sense of accomplishment is felt by the officers

The "Fitness Requirement" has intangible benefits.

The attitude of the students has improved ... There are fewer complaints; and a greater sense of accomplishment is felt by the officers when they cross that finish line.

(Continued on page 18)

Attention: Important Information for IPMBA Instructors

If you are a fully-certified IPMBA Police and/or EMS Cyclist Instructor and you **have not** completed the Police Cyclist Instructor Development (PCID) course OR the new five-day Instructor Course, you are required to successfully complete the five-day Instructor Course by the end of May 2002. *If you do not complete the Instructor Course by the end of May 2002, your IPMBA Instructor Certification will no longer be valid.*

“Before I came to this class I thought it would be a big waste of time; after all, I have been teaching for five years. But I am glad I attended; I must have learned 30 things I can’t wait to incorporate. Great idea, this instructor school!”

— Ken King, Lakewood PD (CO)

The **2002 Instructor Course Schedule** will be announced on the website, on the IPMBA listserves, and in future issues of *IPMBA News*. If you are not sure if you are required to take the course, or if you have any questions, please contact IPMBA HQ at 410-685-2220 at your earliest opportunity.

CONGRATULATIONS TO THE MN & CO INSTRUCTOR COURSE GRADUATES!

Congratulations to the following individuals for successfully completing the IPMBA Instructor Courses (Boulder, Colorado, June 18-22, and Minneapolis/St. Paul, Minnesota, July 30-August 3.)

BOULDER, COLORADO: William Balafas, Gilbert PD, Gilbert AZ; John Brandt, University of MD Police, College Park MD; Chris Jackson, Colorado State Patrol, Denver CO; Ken King, Lakewood PD, Lakewood CO; Eric Knopinski, Westminster PD, Westminster CO; Jonathan Light, University of MD Police, College Park MD; Paul Newton, Westminster PD, Westminster CO; Ranceford Okada, Westminster PD, Westminster CO; Brian Reinwald, Ft. Benning Military Police, Ft. Benning GA; Neal Schwieterman, Paonia PD, Paonia CO; Jack Van Matre, Springfield PD, Springfield MO; Sam Watson, Englewood PD, Englewood CO; Chris Welsh, Springfield PD, Springfield MO; Richard Wysokowski, Stroud Area Regional PD, Stroudsburg PA.

MINNEAPOLIS/ST. PAUL, MINNESOTA: Katrina Bruce, Marta PD, Atlanta GA; David Church, Fayetteville PD, Fayetteville AR; Jarret Daugherty, Grand Island PD, Grand Island NE; Kurt Feavel, UW-Madison PD, Madison WI; Dave Gray, Minneapolis PD, Minneapolis MN; Michael Hammons, Fayetteville PD, Fayetteville AR; Charles Hill, Memphis PD, Memphis TN; John Kornman, Lakeville PD, Lakeville, MN; Terry Lomax, Shelby Co S.O., Memphis TN; Kristopher O’Neill, Eau Claire PD, Eau Claire WI; Matt Partain, Fayetteville PD, Fayetteville AR; Robert Seidenkranz, Maple Grove PD, Maple Grove MN; Andrew Stein, New Berlin PD, New Berlin WI; John Swenson, Minneapolis PD, Minneapolis MN; Michael Wayne, Minnetonka PD, Minnetonka MN.

Want to Become an IPMBA Instructor?

Want to become an IPMBA-Certified Police Cyclist or EMS Cyclist Instructor? Call 410-685-2220 to obtain an instructor application packet, specifying Police or EMS. In the simplest of terms, to become an Instructor, you must meet the criteria outlined in the packet, apply to IPMBA headquarters, then attend one of the Instructor Courses offered around the country. We’d love to have you! Good luck!



Yes, I’d like to join IPMBA. Membership is \$40.00

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- Benefits of membership include:*
- ⇒ Discounts to Annual Conference
 - ⇒ The informative and essential read: the *IPMBA News*
 - ⇒ Access to the IPMBA’s exclusive Product Purchase Program
 - ⇒ Membership decals: one for your bike, one for your car
 - ⇒ Knowledge that you’re supporting Police on Bikes biggest advocate

Four seats on the IPMBA Board of Directors will be up for election/re-election at the 2002 IPMBA Conference in Ogden. This is an advance notice for those who may be interested in serving on the IPMBA Board. **This is not the official notice.**

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

According to the IPMBA By-Laws, **Article 111, Section 5: Board Candidate**, 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 45 days prior to the first day of the Annual Police on Bikes Conference (last day to submit letter and resume will be March 25, 2002).

b. A resume must accompany the letter of interest. If the resume 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, please be aware that the Official Notice of Board Openings will appear in the Conference Registration Issue of *IPMBA News*, due out in November. You may submit your letter of interest and resume to the Executive Director at any time between the official notice and March 25, 2002. Please do not submit your materials prior to the official notice, as they will not be accepted.

Four seats on the IPMBA Board of Directors will be up for election/re-election at the 2002 IPMBA Conference in Ogden, Utah, May 9 -11.

Attention: Important Information for IPMBA Instructor Candidates

If you are currently a Police or EMS Cyclist Instructor Candidate (PCIC or EMSCIC), please be aware that the IPMBA Instructor Candidacy program officially closed at the end of May 2001. If you have not completed the practice teach requirements and do not have an instructor number, you must successfully complete the five-day IPMBA Instructor Course in order to be certified. If you are currently an Instructor Candidate, please let us know whether or not you plan to attend an Instructor Course. **If we do not hear from you by October 31, 2001, your file will be closed.** If you decide to become an IPMBA Instructor after your file is closed, you will be required to submit another IPMBA Instructor Application and fee for acceptance into the Instructor Course.

Interested in Overseas Teaching Opportunities?

From time to time, IPMBA is contacted by agencies overseas seeking IPMBA certification for their bike personnel. Requests typically come from U.S. military bases, U.S. territories, and a variety of agencies from different countries. IPMBA is in the process of compiling a list of certified instructors who are interested in finding out about such opportunities when they arise. The list is open to both police and EMS cyclist instructors. Note: most requests to date have come from police agencies.

In order to be considered for overseas teaching positions, you must:

- be a current IPMBA member and active instructor.
- have at least three years experience as an active IPMBA instructor.
- have email (and use it regularly).
- have a passport.
- be able to make the necessary arrangements to travel with little notice.

Interested IPMBA Instructors should email the following information to Artie Gonzalez at artieobo@aol.com (Deadline: October 31, 2001):

- Name & IPMBA Instructor number
- Address (department and home)
- Phone numbers (department, home, cellular)
- Email address
- Year certified as an IPMBA Instructor
- Languages spoken fluently (other than English)



Time Trial

(Continued from page 15)

when they cross that finish line. We have created a natural competition, and strengthened their comradeship. Officers say to me, "I want to take your class and become certified, but I need to get in shape first." Quite a welcome change. The next step is to add the time trial requirement to our eight-hour in-service training. All officers taking the in-service will have to meet the new standard. Anyone not meeting it will be given two months to remediate and retake the time trial.

Of course the implementation process did not go unchallenged. When asked, "what right do you have to make them adhere to this requirement?," I went back to my police academy days and looked up some forgotten case law, *Parker vs. Washington, D.C.* Summarizing the case law, Parker was wanted on an armed robbery warrant; Officer Hayes had not had physical training for four years. Because of his inability to handle a physical confrontation and a lack of proper training, Officer Hayes had to resort to deadly force. It was ruled that the department should have known that his training was inadequate, and should have addressed the deficiency. The damage settlement for Parker was \$425,046.67.

In conclusion, we believe that we would rather have 100 officers who are serious about their health and their biking than 150 who are not. The "Pareto Principle" has taught us that 20% of the officers will do 80% of the riding, and we believe in supporting the ones who ride and avoiding the expense of those who do not. As a result, we can give the active officers better equipment, have less maintenance and get the same result. This "fitness requirement" may seem hard-core, but I believe it is necessary if the bike units in all of our departments are to flourish and the ability and effectiveness of the Police Cyclist are to increase. In case you can't tell, I am absolutely dedicated to my hobby, my sport, and my job, and I am lucky that they are one and the same.

For more information, please contact Bob at ricciardir@pbso.org.

Brass on Bikes

An executive bike class at the Palm Beach County Sheriff's Office

Cpl. Bob Ricciardi, PCI #282

Palm Beach County Sheriff's Office, West Palm Beach (FL)

On June 26, 2001, the Palm Beach County Sheriff's Office had its first Executive Bike Class. The class was requested by our new Sheriff, Ed Bieluch. I must admit I was very impressed. The fact that our Sheriff was interested enough in our small unit to not just take time out of his busy schedule to attend a training course, but to actually request one, excited me. As we all know, getting someone in upper management to actually care about what bike officers do on a daily basis is often difficult.

The class, attended by the Sheriff, several District Commanders, and a Major, gave me a unique opportunity

Their response to the class was overwhelming. They were interested, they were concerned, and they offered their help.

to help them to understand what a bike officer has to deal with, and what it takes to become one. Our lesson plan included Radio Procedures, Bike Forms, SOP, EOP, Use of Gearing, Bike/Helmet Fit, a modified cone course, a time trial presentation, and a short bike ride.

Their response to the class was overwhelming. They were interested, they were concerned, and they offered their help. After the class was over, I felt a great sense of

accomplishment and was even more excited and motivated than before, which, for those who know me, is hard to imagine.

After the class, the first question the Sheriff asked was, "when can we have another class?" Of course, I told him I would schedule a class whenever he wanted one.

Not only do they want another class, but the Sheriff and Executive Staff have approved our new Coolmax shirts and some other uniform changes. They added a full-time bike technician to the unit who has proven to be a tremendous asset. Best of all, my budget for the upcoming year looks quite favorable.

With the help of our new Sheriff it will be a very exciting year, and with him at the helm, I will be blissfully happy for at least the next four years. And God willing, that bliss will last much longer.

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IPMBA Pre-Conference: May 4 – 8, 2002

Bicycle Rapid Response Team Training: 5/4– 5/8, '02
EMS Cyclist Course: 5/5 – 5/8, '02
IPMBA Instructor Course: 5/4 – 5/8, '02
Police Cyclist Course: 5/5 – 5/8, '02
Police Cyclist Advanced Course: 5/4 – 5/8, '02
Maintenance Officer Course: 5/5 – 5/8, '02

IPMBA Conference: May 9 – 11, 2002

Police on Bikes Conference: 5/9 – 5/11, '02
Product Exhibition: 5/8 – 5/10, '02
IPMBA Mountain Bike Competition: 5/11/02

Registration Materials Available in the next
IPMBA News

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- *Brass on Bikes*
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- *IPMBA Member Survey*
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- *The Importance of Eyewear*
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