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Canada's National Law Enforcement Magazine

August - September 1995 ♦



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Congratulations are in order to the Calgary Police Service on their introduction of Canada's first patrol helicopter. This new service is a tribute to the determination of both the police service and the community. The residents of Calgary were behind the project and supported a local community crime prevention fund raising drive to obtain the helicopter.

Pictured on our cover is the Calgary Police Service's (and Canada's) first patrol flight crew. Standing are (left) pilot Gord Jeffrey and Maintenance Director Greg Taylor. Kneeling are (left) pilot Jeff Calvert and the supervisor of the Air Services Unit, Sergeant Kevin Brookwell.

Blue Line Magazine began running articles as early as five years ago in an attempt to encourage law enforcement agencies to look seriously at helicopters. Their use in the United States has found a firm foundation in police patrol and its future growth in Canada is now inevitable.

In tribute to the Calgary spirit Blue Line Magazine has dedicated this issue to describing the helicopter story in as much detail as space will permit. In our opinion it deserves no less than the largest single feature ever to fit between our covers. It makes for compelling reading.

In a future issue we hope to be submitting a story analysing the true costs of a police pursuit. You may be surprised at the financial and human costs involved in such incidents. It is certainly food for thought as you read this month's feature on helicopters.

Another very topical story is regarding letter bombs. Bruce Koffler, president of Securesearch Inc., files his report on letter bombings and some self-defence tactics to combat the problem. And if you are looking toward technology to help with this problem turn to page 40 and read about the Ionscan.



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A Real Photo Finish

By Morley Lyburner

The risks one takes when they enter the political arena are indeed great. A case in point would be the Ontario Conservatives who rode into power recently on their "Common Sense Revolution." Part of their "common sense" was to do away with the Photo Radar experiment along the Highway 401 corridor before the test period was even complete. The promise was kept no matter who gets hurt, and "common sense" certainly had nothing to do with it.

In their campaign literature the Conservatives boasted that the radar was simply a "Tax-Grab" and did nothing to reduce speeding on the high volume thoroughfare. A promise is a promise and the units were unceremoniously dumped on July 5th.

A survey by a Toronto area newspaper revealed that 53% of Ontario residents were actually in favour of photo radar. Unfortunately when one is knee deep in a political campaign it is very easy to lose sight of what portions of the platform really got them elected. The survey would indicate it certainly was not the photo radar issue. Could it have been anything to do with a very high profile Toronto area car dealership owner who was given the job of Minister of Transport?

I must admit that the biggest reason for putting in the photo radar was due to the previous governments reluctance to spend more money on policing the highways. The new government has decided to start up special enforcement units to try to clamp down on tailgaters and unsafe lane-changers. This is a situation that should have been addressed in concert with the speed reduction program and the funds generated from the speed reduction program used to finance the special enforcement squads who, in turn, could concentrate on offences other than speed. Now that's common sense!

The part that really sticks in my craw, however, has to do with the "tax-grab" label placed on the project. If the Ontario government wishes to take the moral high-ground on this issue of tax grabs why did they not reduce the tax on cigarettes and liquor or at least shut down the casinos and do away with the multitude of lotteries. The bottom line here is governments reaching for money from people with a weakness. Addictions to alcohol, tobacco or gambling are primarily damaging to the persons afflicted. People addicted to speed are far too often damaging to other inno-

cent bystanders.

So okay let's call a spade a spade. Photo Radar is a tax grab. Just like smoking, drinking and gambling it is a tax that need not be paid by those who use moderation or abstinence. Let's tax the living bejeevers out of those people who wish to exceed maximum speed limits and stop the debate dead in its tracks.

But speed is a big killer! No one will ever convince me otherwise. I know what I am talking about and I have no political promises to keep. I have no personal biases or conflicts of interest in the matter other than saving pain and suffering. And anyone who thinks differently has never pulled a mangled person, adult or child, out of the wreckage of a sexy, high powered car. There is no dignity in this type of death but too many profit from it.

So! Are we still interested in the moral high-ground on this issue. Let's really attack this the proper way. In addition to doing away with photo-radar let us also do away with all eight cylinder engines. Put governors on all cars so they can not exceed 100 km/h. Let's teach our youth to use up their youthful energies on things other than the speed of engines. Let's give our youth the proper training on how to avoid accidents in the first place. Let's limit the way in which advertising sells the sexiness of speed. Let's discourage good people from killing good people.

Your comments are expected.

"It's a small world after all"

...with apologies to the Disney Corporation

Okay I have to admit it! I took a few shots at the Mountie - Disney deal. No doubt just like you did too. It was custom made humour too good to turn down. So we might as well get it off our chests.

Here are a few headlines I am sure you have all read;

The Royal Canadian Mickey Police

The Magic Kingdom Now Home To Mounties - We always suspected it so!

The Musical Ride will trot to the tune of "It's a Small World After All"

But the funniest commentary I heard came from a talk show host who stated, "Ladies and gentlemen the Royal Canadian Mounted Police have just announced their image is going to be right up there with Mickey Mouse, Donald Duck and Goofy!"

Well we all had a few laughs at the expense of our colleagues in red serge but after I had a few conversations and received more details I realized that this is really all for the best.

Like it or not this country has a proud

heritage in its system of policing in general and the RCMP in particular. And to be frank we must admit that no one does a poorer job at promotion than Canadians.

But no organization in the world does it better than Disney.

For many years it has been apparent that private industry has had it pretty much their way when it comes to using, and abusing, the image of the RCMP, cheap trinkets and teddy bears to name but a few.

The worst I have ever seen is the recent television series "Due South" which seems to have captured the hearts of all brainless Americans and made a sham of the Mountie's true image.

The one (and only) show I saw had the Mountie dressed in red serge 24-hours a day as he ran around enforcing the law in, of all places, Chicago. Then they showed him going home to his log cabin in the Rockies and then went to court at Toronto's Old City Hall courthouse wearing a command officer's brown serge uniform and a mountie hat with a badge stuck in the

middle of it.

Of course this is the American ideal of what Canada is all about.

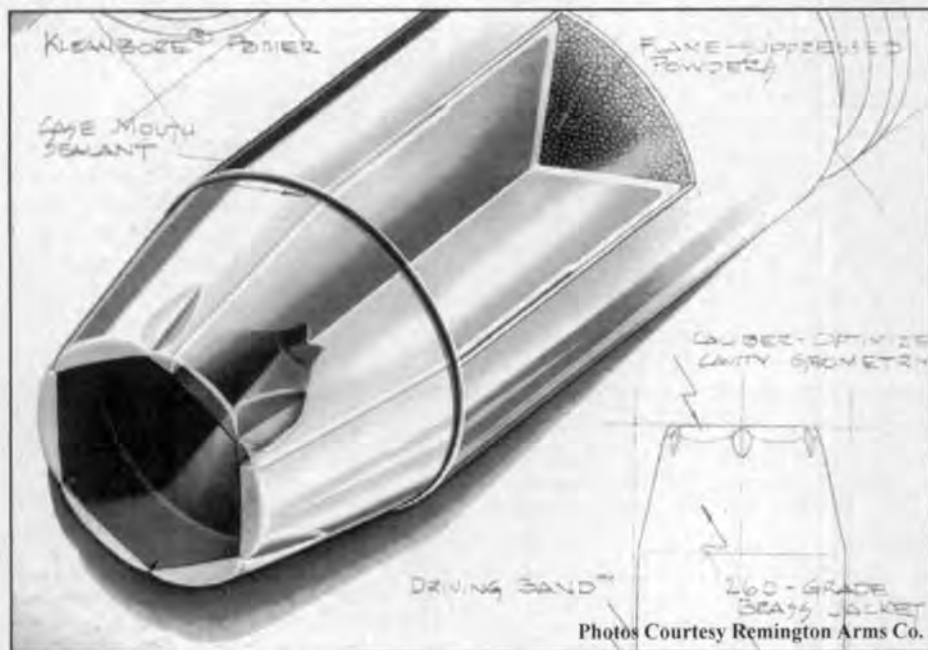
Yes I think it is high time someone took control of this abuse. To take care of it the right way means to enlist the help of an organization with true global clout and hard-nosed business sense in the entertainment and manufacturing industry.

I should add here that I know of what I speak. On Christmas Eve last year I and my family had the misfortune in being involved in a ride mishap on Disney's Alpine Way ride when two gondolas collided with ours. After receiving medical attention for my daughter and myself we came face to face with the stark business side of Disney. Ladies and gentlemen it is a serious side that not everyone gets to experience. These people really know their stuff. I didn't get my money back, I had to pay my own medical bills and no one ever apologizes.

I have no doubt, and actually know for a fact, that the Disney organization is the right help the RCMP need.

To the (hollow) point

by Blair McQuillan



The Ontario Solicitor General appointed by the NDP, David Christopherson, refused numerous objections and in March the

Ministry of Labour ruled that officers didn't need them, but they're here any way.

The newly elected Conservatives are looking to make good on their April promise to introduce hollow-point bullets to Ontario.

According to the new Solicitor General, Bob Runciman, the appointment of hollow-point ammunition can be approved within one hundred days by making the appropriate changes in regulations.

The new bullet will be used in 9mm and .40-calibre semiautomatic pistols which are in the process of being issued to officers across Ontario.

The proposed switch from truncated cone bullets to hollow-point comes after almost two years of opposition from such organizations as the Ontario Association of Chiefs of Police, the Police Association of Ontario, the Ontario Senior Officers' Association and Blue Line Magazine, in addition to formal protest on the part of individual officers.

The truncated cone bullet was officially introduced by the former Solicitor General on February 3, 1994. Blue Line's editor, Morley Lymburner, soon discovered that the truncated cone bullet was a "match

(accurate) bullet... good for competition" but "not recommended" for street use.

This touched off a campaign by Blue Line against the introduction of the truncated cone bullet. During the course of the campaign, which spanned sixteen months, many arguments against the truncated cone were brought forth.

One of the strongest points was reported in the March '95 issue of Blue Line which revealed a confrontation between two officers, equipped with truncated cone bullets, who were forced to face an armed and determined mad man.

During the course of the confrontation a total of 28 bullets were fired between the two officers and their mentally ill antagonist. Four of the bullets fired by the officers struck their target with no effect. The rest indiscriminately penetrated walls and windows of various dwellings in a heavily populated area of Scarborough.

Luckily no one was killed on that September evening in 1994.

In the March commentary the question of "what will happen next time?" was raised.

"Next time" took place only 8 weeks later on May 19, 1995.

It was on that date North York building superintendent John Mertz was struck in the leg by a truncated cone bullet. The unfortunate event took place when a police officer was searching a 27-year-old man who was wanted for possession of cocaine for the purpose of trafficking in addition to

being listed on a warrant for being in Canada illegally.

During the search the unidentified man reared back on the officer and went for his gun. The officer drew his weapon and fired before the suspect could. One bullet passed through the man's torso and hit Mertz in the left leg, where the bullet remains to this day. The second penetrated both sides of a steel door 20 metres away before striking a cement step.

Thanks to the decision made by Runciman it appears as though situations such as the one involving Mertz will be drastically minimized with the introduction of hollow-point bullets.

The hollow-point has a cavity in the front of the slug which expands into a flower petal-shape upon contact with its target. The bullet is characteristically known to stay inside the body after penetration and slow suspects, thus reducing the risk of an innocent bystander being injured or killed.

It is nice to see that Ontario's new government is aiming towards preventing accidents and reducing risks as opposed to taking aim at their collective political foot.

Media still confused about bullet

For several years the media has been confused about the terminology and fact twisting on the issue of hollow point bullets. Much of that confusion has been dealt out to the public in a dizzying flurry of adjectives.

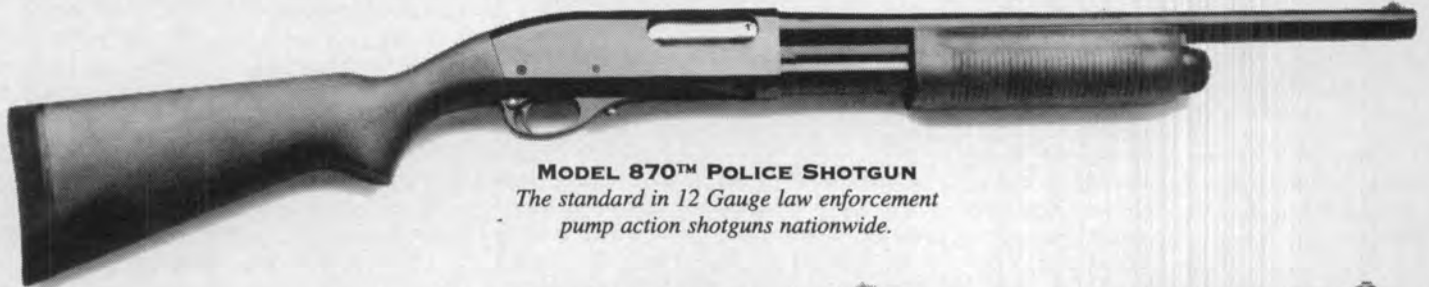
The Ontario Ministry of the Solicitor General has in the past brought out in media releases that the bullet used by police officers (the truncated cone bullet and its predecessor the semi-wadcutter) was a NATO recognized round. At the same time media was advised the round was also a "match accurate" round. The image given to the public, of course, was that the round was good enough to take to war and that it must be super accurate.

The media was also advised by some sources that the hollow point bullet was an "exploding" round. In the minds of some editorialists it was felt that this "exploding" bullet the police wanted was far too dangerous for the cops to be carrying around.

In the end it would appear that it was a long battle over adjectives and politics.

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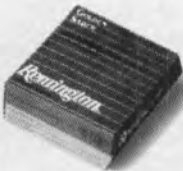
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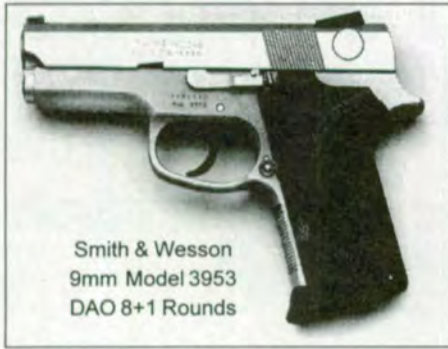
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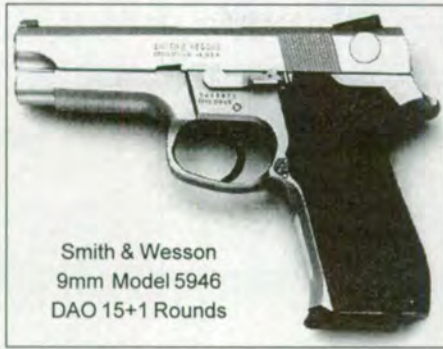
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Smith & Wesson
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DAO 15+1 Rounds

In two recent announcements the Royal Canadian Mounted Police have announced the awarding of two major contracts that will see their officers issued with new firearms and body armour.

Smith & Wesson won a contract to supply 17,200 autoloading double action only 9mm pistols to the RCMP. With the contract, Smith & Wesson handguns continue to be the standard duty sidearms for all RCMP officers.

The decision to buy Smith & Wesson pistols came June 27, 1995, after a long competitive selection process. Two models were chosen on durability and performance.

Although the two models were not lowest in price, they performed best in the endurance tests the RCMP had requested compared to their closest rival from Beretta. The contract calls for the purchase of 14,700 Model 5946 and 2,500 Model 3953 pistols.

The Model 5946 is a full sided stainless steel pistol with 4" barrel, fixed white dot sights, curved backstrap and a capacity of 15+1 rounds. The compact Model 3953 is similar but has an aluminum alloy frame and stainless steel slide. It weighs 25 ounces and has an 8+1 round capacity.

Under the RCMP contract, each pistol will be equipped with Tritium night sights.

Except for special engraving and a lanyard stud, the pistols are standard production models. The special engraving will feature the RCMP Horseman with lanyard and the initials "RCMP/GRC" etched on the sides.

The new weapon will be used on the Red Serge Kit with a modified holster.

A Smith & Wesson spokesman stated that delivery of the first weapons will begin almost immediately.

In a separate announcement made last month, the RCMP awarded Cambridge, Ontario based Barrday Inc. a contract to manufacture 16,100 units of ballistic protective armour.

The ballistic cloth used in the product will be supplied by the company's own ISO 9002 certified weaving facility. The ballistic fabric used in the armour will be constructed from Akzo Nobel's 930 dtex microfilament Twaron aramid fibre.

The contract was awarded after two months of technical competitive evaluation of a large number of industry suppliers. The vest will be manufactured in their Arnprior facility.

In June the Department of National Defence awarded Barrday a contract to manufacture 360 units of ballistic protective armour for their aircrew personnel.

Delivery of the RCMP vests are expected to commence in September and be delivered over a one year period.

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Have You Seen This Child ?

This is a monthly column supplied by the Royal Canadian Mounted Police Missing Children's Registry in cooperation with Blue Line Magazine.
All material supplied is copyright free and may be distributed to local media.
Readers who feel they know the whereabouts of these children are asked to call

1-800-843-5678

Fax (613) 993-5430



Enhanced Photo



Enhanced Photo

Name of Child: AZIZA YASMIN, ISMAIL		Sex: FEMALE
Date of Birth: 82-04-08	Race: PART EAST INDIAN	Eyes: BROWN
Height: 144 CM	Weight: 27 KG.	Hair: BROWN
Date Last Seen: APRIL 1992	Missing From: VANOUVER	

Name of Child: KARIM ABDUL, ISMAIL		Sex: MALE
Date of Birth: 84-10-18	Race: PART EAST INDIAN	Eyes: BROWN
Height: 173 CM	Weight:	Hair: BROWN
Date Last Seen: APRIL 1992	Missing From: VANOUVER	

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EUSUF, ISMAIL (51-04-10) IS A MAIL EAST INDIAN WITH BLACK HAIR AND BROWN EYES. HE IS THE NON-CUSTODIAL FATHER OF THE TWO CHILDREN. HE MAY FREQUENT THE ASIAN COMMUNITY AREAS OF LARGE CITIES.

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By Morley Lymburner
with files from -

Calgary Police Service
Mesa Police Department
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Randi Berting
David Barnes

Photos: Daryl Dorosz



CALGARY
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It has taken a great deal of courage, ingenuity and community support but the Calgary Police Service is the first Canadian police force to introduce a patrol helicopter. It is certain not to be the last but it took the death of a popular police officer and a forward thinking community like Calgary to show the rest of the country how it's done. The city of Calgary and its police service are now the trend setters with their new super quiet McDonnell Douglas NOTAR-equipped Model MD520N helicopter.



In early June three Calgary Police cars had their tires blown out by a forgotten spike belt an officer failed to remove during a chase. Ironically the chase occurred only weeks before the delivery of

Canada's first police patrol helicopter to that city of 800,000.

The incident was also a bitter reminder of a similar incident two years ago when officer Richard Sonnenberg was instantly killed while attempting to stop a pursued vehicle by using a similar spike belt.

As of last month these same types of pursuits would involve the use of the Calgary Police Service's HAWC-1 watching the vehicle from the sky while it weaved its way through city streets. Although seemingly unchallenged by visible patrol cars one thing is certain. Sooner or later the vehicle has to stop and the occupants must leave the car. This is when the "police platform in the sky" radios the nearest police unit to move in for the arrest.

This complete logic of the use airborne technology has been long recognized by American police agencies. Police forces in the U.S. patrolling communities as small as 100,000 are presently maintaining and patrolling their communities with fleets of

up to 4 helicopters.

The Calgary Police Service had long been investigating the acquisition of a patrol helicopter but it took the death of Constable Sonnenberg on October 8, 1993 to galvanize both the police service and the community to action.

Lisa Barret, sister of Constable Sonnenberg, decided that nothing was going to stop the acquisition of the much needed helicopter. But the main stumbling block appeared to be money along with political will.

To offset both these factors "Helicopter Air Watch for Community Safety" (HAWCS) was formed by a number of Calgary community and corporate citizens. Their one and only task was to see their city patrolled with proper air support.

Early in the program Calgary Police requested McDonnell Douglas Corp. bring out their new NOTAR system-equipped Model MD 520N helicopter to see it perform. The new rotorless helicopter boasted a single engine and relatively low noise level which was felt to be ideal for night patrols over a city such as Calgary.

McDonnell Douglas was happy to oblige and sent out the chopper with a two man crew to show the city what it could do.

During the demonstration McDonnell Douglas Pilot Tony Brown was approached

by Calgary Constable Mike Lemore who advised him there was a car theft taking place at the present time and had been reported on the police radio. So the officer accompanied Brown on a real-live demonstration of the helicopter's abilities.

Because the helicopter was equipped with a Wulfsberg radio and preset channels, Brown and Lemore were able to provide instantaneous communication with ground units, headquarters and the dispatcher. And the aircraft's communications system allowed others on the ground at the airport to hear the pursuit unfold.

"We found the thieves almost immediately," Brown later recalled. "They were driving through a residential area. At first I thought it was the wrong car."

But when ground units, guided by Lemore from the MD 520N, attempted to stop the car, the driver drove off at high speed and the chase began.

Acting as an aerial command centre, the MD 520N tracked that car from about 150 metres through the streets of Calgary. The two youths later abandoned the car, but were unable to elude police because the helicopter was hovering above, keeping ground units aware of their movement by radio.

When the chase was over, the suspects were captured, the car was recovered and

the police reported that "without the helicopter, we'd still be looking for them."

With the release of this story even one of the more skeptical newspapers in the city dropped its objections to the acquisition of the helicopter.

After a little over one year of campaigning to raise funds HAWCS finally raised the over \$1.5 million necessary to get HAWC I off the ground. On May 17th this year Calgary Police announced they selected the McDonnell Douglas MD 520N as the centrepiece of its new airborne law enforcement program.

Calgary now joins ten other police agencies around the world that have selected the MD 520N series helicopters.

Experience Tells All

"This 'platform in the sky' has all the bases covered," was the response when Blue Line Magazine interviewed Sgt. Wayne Baker of the Mesa, Arizona Police Helicopter Unit. The investigation was to determine how smaller police agencies manage a helicopter program such as the one started in Calgary last month.

The population of Mesa, Arizona, is small but the statistics loom large in this southwestern American city that boasts a police force with two patrol helicopters. But numbers are nothing when compared to the human suffering spared and property damage reduced by these "eyes in the sky."

Mesa has a population of around 350,000 (more than half the size of Calgary) and covers an area of around 280 square kilometres. In January 1994 the city's police department commenced patrolling the skies above the city with two McDonnell Douglas 500E helicopters. Although the leaders of the 750 member agency realized the potential of supplying an observation platform over their city, the advantages surpassed all their expectations.

Sgt. Wayne Baker, the officer in charge of the 7-member squad, says the unit has been so successful it has become an indispensable tool in their crime prevention tactics. "We even surprised ourselves," Baker said. "We are extremely proud of the fact that in a year and a half Mesa has experienced 26 high speed pursuits and in only one was their an injury. And on that day we couldn't get a helicopter in the air. Every chase in that same time frame ended in an arrest. All vehicles were recovered and officers are routinely telling us that the thieves are catching on to the fact they simply do not get into a pursuit because they know they are going to get caught."

The incidents of auto recovery and



Patrolling his beat is Mesa, Arizona, Police Sergeant Wayne Baker on a typical evening patrol. The initial startup costs of a good helicopter program can be saved in the prevention of just one police pursuit. In today's highly litigious society it is sometimes far easier for police agencies to settle out of court for a few million than take a chance on what a jury might say.

arrests of car thieves has gone up dramatically because the thieves simply know once a police officer has viewed them and given the location to the Chopper they will be caught anyway. "It's not difficult for these guys to understand that any officer in the city can call upon us and get us on location within one minute," Baker concludes.

That one minute response time has also been the critical factor in the recovery of over \$1 million in stolen property. It has also been the silent reason for a reduced workload on the officers in the streets. Statistics kept by the police department indicate the helicopters have been on scene of 60 per cent of all major incidents in the city. This permitted officers on the ground to be better deployed around the perimeter of such major events and a minimum of redundancies and overlaps of calls.

One of the many factors reduced has been the verification and amalgamation of multiple emergency calls. When a major incident occurs the 9-1-1 operators are usually inundated with multiple calls with close address proximity while others are called in but addresses are not close but incidents similar. The helicopter can be quickly utilized to determine the veracity of such calls and determine if a car needs to be deployed.

"Even a simple call of a stalled car on an expressway can cause considerable grief if an officer is required to check out the tie up and finds it takes him half-an-hour to get to the head of the line to find the problem nonexistent," Baker said. "We

can now simply dart over the area and confirm if the cause of the jam is a stalled car, an accident or simple volume alone. You can imagine the man-hours this can clear up over a year!"

Baker says patrol officers have of late been reporting they can even take a coffee break and get to see the bottom of the cup, a luxury that was rare before the choppers took to the air.

The Mesa Police Department has had such success with helicopter patrols they decided to increase their service to 7-days a week last month. They also intend to cut some costs by hiring two of their own mechanics to maintain the choppers. The helicopter patrol section currently has four pilots and three trained observers. All are sworn police officers.

The unit began in January 1994 on a 5 day week, Wednesday through Sunday, with two shifts which covered from 11:00 AM to 2:00 AM. "Those were the shifts that statistically we felt needed the services of aerial observation," Baker said. "This shift schedule permitted us to log in around 2,000 hours of air time each year. With the move to 7 days per week we should see an increase to around 3,000 hours annually."

"There is no doubt of the importance of an aerial platform around here," Baker said. "When you consider the amount of money that can be involved in just one major injury from a police chase you could pay for one helicopter alone." In Mesa all the bases - as well as the bad guys - are covered.

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HAWC-1 takes flight



The side logo displays a blue hawk with its eyes scanning the earth and its talons at the ready. Calgary police feel this is a suitable representation of what they expect of their eye in the sky partner. HAWC-1 took flight last month and Blue Line thought you might be interested in how they expect to finance, equip and deploy the big blue bird. Randi Berting of Calgary Police Service Public Affairs Branch files this report.

Criminals can't outrun or easily hide from Calgary's new police helicopter. HAWC 1 can zip across the city in a couple of minutes and its infrared eye can peer into the darkness to find suspects. The McDonnell Douglas NOTAR-equipped MD520N helicopter will provide field support for crime-in-progress situations such as housebreakings, shopbreakings, robberies, prowlings and pursuits. It was put into operation July 16, 1995.

"The helicopter's most outstanding attributes are its speed of response to anywhere in the city and its value as an observation platform, coordinating ground resources," says Inspector Bill Sherlock, commander of the Support Section, which includes the Air Services Unit.

"Particularly in high-speed pursuits, ground units will be able to lower their speeds and let the helicopter do the work. It is impossible to outrun the helicopter," Sherlock added. "At 220 km/h, it can cover the whole city from one end to another in three to four minutes, but we are looking at 1.5 to two minutes general response time when it is on patrol."

HAWC 1 flew into action for the first time in Calgary on June 30, the day the \$1.5 million helicopter was presented to the Calgary Police Service by the Constable Rick Sonnenberg Memorial Society.

HAWC 1 helped search for a suspect after a shooting in a downtown park. "The helicopter provided high ground observation support to the Tactical Unit," says Inspector Sherlock. The helicopter's visual range is 30 times that of a police unit on the ground, plus its Wescam infrared camera can detect suspects hiding in the dark or in bushes.

The helicopter will also be used as a command platform for major incidents such as floods, airplane crashes, hazardous materials incidents and fires.

The Fire Department equipped the helicopter with an electronically-operated "Bambi" bucket for dispensing water and fire-fighting chemicals. HAWC 1 may assist the RCMP in pursuits leaving or moving toward the city, and could be used for search and rescue within the city.

The helicopter's infrared system can search an area in one-fifteenth the time needed for a wound search. "We'll be able to see lost people or suspects at night using the infrared camera," he says. "The infrared system will enable us to search for suspects who are on foot. Suspects tend to go to ground and try to hide when a helicopter is above. This makes it easier for the Canine Unit to find them. It's a one-two punch."

The helicopter also has a 30-million candle-power searchlight with adjustable

focus that can light up an entire schoolyard or be pinpointed onto a small area such as a doorway or window. The Air Services Unit will vary its tactics in response to the requirements of the situation. "We will be able to do tactical insertions in which two to four officers in full tactical gear will be flown in on the helicopter skids," says Inspector Sherlock. "We don't expect to do this much, but want the capability just in case it is needed."

"The helicopter will be deployed for maximum effectiveness, taking into account operational demands," he says. HAWC-1 can fly for up to two hours before refuelling is needed.

If the helicopter is in the air or on standby, officers in the field will be able to request its support through Dispatch. At other times, field officers can request it through the regular call-out procedure. The helicopter can be airborne within three minutes of receiving a call.

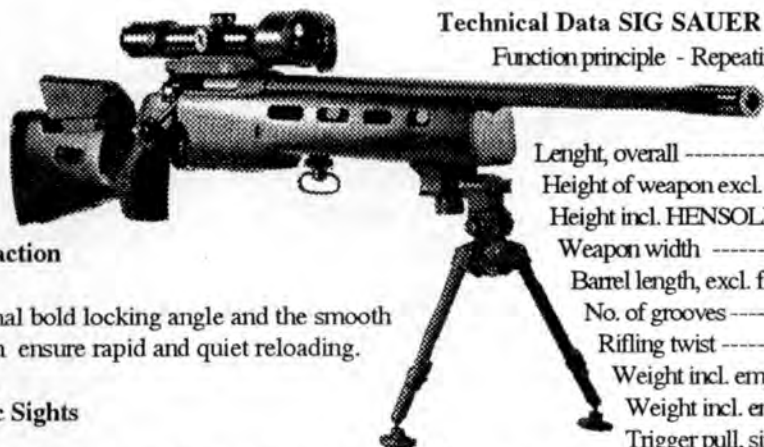
The helicopter is equipped with a computerized mapping and address system, advanced avionics/radio package and dual cone public address/siren system.

All of the high-technology police equipment is operated by a Flight Officer who accompanies the pilot during patrols. HAWC-1 normally operates with two

(Continued...)

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people on board, but can seat four. Three Flight Officers rotate for two-week shifts, working night-shift in the Air Services Unit then returning to their regular assignments for four weeks. The Air Services Unit also has two pilots working shifts. The unit is headed by Sergeant Kevin Brookwell, who began researching police helicopters for the Service in 1992. His friendship with a traffic reporter from FM96 Radio led to a test project in 1992 using the station's new helicopter for airborne police support.

"This test project proved extremely successful with '9600' (the helicopter) responding to more than 80 calls for assistance," says Sergeant Brookwell. "Nineteen arrests were attributed directly to the helicopter, with an additional 14 individuals located. In total, over 40 criminal charges were laid."

Sergeant Brookwell continued researching police helicopters, getting valuable information about operations, budgets and equipment from Officer Jack Brandt, a veteran pilot with the LAPD Air Support Division and Western Regional Director of the ALEA (Airborne Law Enforcement Association). A two-week trip to visit 16 police departments in Arizona and southern California was planned for Nov. 1, 1993.

"Just prior to this trip, the Calgary Police Service and citizens of Calgary suffered the tragic loss of Constable Rick Sonnenberg, who was killed Oct. 8, 1993," says Sergeant Brookwell.

As a member of the Human Resources Division, Sergeant Brookwell visited Constable Sonnenberg's sister, Lisa Barrett. They discussed the incident and the helicopter research being conducted by the Service.

"The question was asked for the first of many times: If the police had a helicopter that early morning, would Rick be alive right now," says Sergeant Brookwell.

Three months later, Barrett contacted Sergeant Brookwell to discuss establishing a memorial society to raise funds for a police helicopter.

Under Barrett's leadership, the Constable Rick Sonnenberg Memorial Society was established and the HAWCS (Helicopter Air Watch for Community Safety) project was born.

Over the next year and a half, the non-profit HAWCS group raised \$ 1.5 million through lotteries, tournaments, corporate sponsorship, private donations and a provincial grant.

This spring, the Constable Rick Sonnenberg Memorial Society purchased the helicopter for the Service.

Citizen support fuelled helicopter drive

By Sergeant Kevin Brookwell

Raising \$1.3 million in little more than a year took hard work by the Constable Rick Sonnenberg Memorial Society and the support of about 100,000 Calgarians.

HAWCS (Helicopter Air Watch for Community Safety) was the idea of Constable Rick Sonnenberg's sister, Lisa Barrett, his fiancée and a few family friends. The society was established to raise funds for a police helicopter after Constable Sonnenberg was struck and killed during a high-speed chase Oct. 8, 1993.

The society's fundraising plan included corporate visits, a community awareness campaign, and media partnerships with Calgary 7 Television, the Calgary Sun and FM96 Radio. In addition the Calgary Police Service's Public Affairs Branch/Video Production Branch produced a short video highlighting Airborne Law Enforcement.

Because most corporations had committed their sponsorship budgets to other projects by the time the HAWCS campaign began in spring 1994, the campaign focused on the citizens of Calgary.

Hats, T-shirts and pins were sold, and a vehicle raffle raised the public's awareness of HAWCS. Citizens started fundraising events in many forms, from bottle drives to golf tournaments. Donations streamed in steadily and Calgarians volunteered their time and ideas. About 100,000 of the city's 750,000 residents contributed to the fund raising drive in one way or another, says HAWCS spokesman Wayne Bill. Despite the support, a major fund raising event was needed to reach the society's goal of \$1.5 million. In the fall of 1994, the board launched HAWCS Lotto 94, with prizes including a dream home, vehicles, trips and electronics. The lottery was a risk that paid off for the board, with 30 per cent of tickets sold the first week. Sales began to slow as the Christmas season approached, but the lottery closed Dec. 8, 1994 with 80 per cent of tickets sold. The Constable Rick Sonnenberg Memorial Society had now reached almost \$1 million, but \$500,000 was still required to reach its goal.

The board again approached corporate Calgary. In addition, a fundraising source in the provincial government was identified. With

financial commitments from these final supporters and a private donation, the society reached its goal of \$1.3 million by the first week of May 1995.

Anticipating this success, the City of Calgary and Calgary Police Service had begun negotiations with McDonnell Douglas Helicopter Systems. Personnel were selected for the newly formed Air Services Unit, including Sergeant Kevin Brookwell as head of the unit.

Other personnel included Jeff Calvert, an experienced civilian pilot who was chief pilot and operations manager for STARS (a local helicopter medi-vac service); Greg Taylor, the chief engineer/director of maintenance for the same organization; and Gord Jeffery, an 18-year veteran of the Calgary Fire Department and an experienced commercial/medi-vac pilot. They attended training courses at McDonnell Douglas headquarters in Mesa, Arizona.

On May 17, 1995 the keys for an MD520N, designated HAWC 1, were turned over to Calvert and Jeffery, who flew the helicopter to Calgary. On May 19, 1995 HAWC 1 touched down in Calgary for the first time.

During the next six weeks, equipment installations and reconfiguration transformed HAWC 1 into a high-tech, crime-fighting tool. It was equipped with a Wescam I6DS-A infrared system, SX16 searchlight, GPS (Global Positioning System) linked moving map and address identification system (displayed on the 10" Sharp flat screen LR/video colour monitor), NAT advanced avionics/radio package and NAT dual cone P.A./siren system.

Three additional Flight Officers, Constables Bob Couture, Garth Blais and Eric Skrastins, were chosen through an internal competition.

In a ceremony hosted by Lisa Barrett on June 30, 1995, the keys to HAWC 1 were officially presented to Chief Gerry Borbridge and the Calgary Police Service.

In a moment that brought tears, cheers and a sense of pride to guests in attendance, HAWC 1 was flown into the ceremony. As it did so it flew into the hearts of thousands of Calgarians who supported the Constable Rick Sonnenberg Memorial Society that made HAWCS fly.



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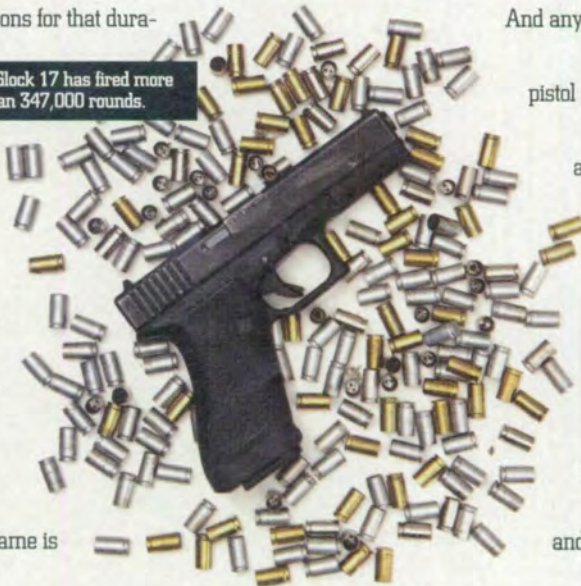
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Community involvement the key as Ontario's "Golden Horseshoe" prepares to take flight



With a population base over 7 million Ontario's "Golden Horseshoe Belt" is a natural location for the use of police patrol helicopters. However the reality of their use has not been seriously discussed in public. Tight police budgets and political sensitivities have hindered the process in the past but a new non-profit citizen's coalition has begun a process which mirrors the Calgary concept of police helicopter acquisition.



The Regional Air Support Program of Ontario is a provincial, non-profit-charitable organization, which has initiated a project to reduce crime and increase the safety of the public through community policing and aviation support. This task would be undertaken with the collaboration and support of participating police services.

This is not an easy task when one considers that the Greater Toronto Area alone is comprised of the Peel, Halton, York, Durham and Metropolitan Toronto municipalities. This area covers over 4,083 square miles and is inhabited by 5.5 million people. The landscape ranges from urban areas with a high population density to vast bodies of water.

The fact of the matter is that the task of preventing crime is becoming more demanding, while at the same time, the public feels that crime rates are rising. The number of violent crimes are indeed escalating. The criminals involved have little or no fear of being caught. This endangers the lives of both citizens and police officers.

Officers need the sophisticated technology and equipment that will improve

safety and increase their overall effectiveness. This is where the Regional Air Support Program enters into the equation.

Regional Air Support would like to establish equipment and staff in an effort to maintain and operate a non-profit aviation organization. In this capacity the program would be able to provide state-of-the-art aircraft to support emergency response services.

The Regional Air Support would then be able to provide the participating police services of Ontario with support which could enhance crime prevention, protection of citizens and their property, as well as providing a routine airborne patrol and aid in search and rescue operations.

The benefits of this type of operation are both obvious and numerous. By collaborating with emergency response services the program, aside from the previously mentioned tasks, provide a means for improved crowd control, air and water pollution control, traffic surveillance and SWAT team transportation and insertion.

In addition to policing capabilities the Regional Air Support would be equipped to assist in emergency medical transport such as Medivac, perform various fire fighting functions such as high rise rescue or airborne fire suppression and aid in



Serious food for thought indeed
Many southern Ontario police agencies have long recognized the advantages of helicopter patrols. In one American study it was estimated that one helicopter in a patrol and observation mode can take the place of up to 15 patrol cars. As one chief stated, "If this estimate was even half accurate it would be more cars than my entire fleet."

disaster command and control. The goal of the Regional Air Support Program is to allow police services to utilize state-of-the-art aircraft, be they helicopter or fixed-wing, in an effort to reduce crime, expenditure, response time and injury or loss of life. At the same time the operation would increase efficiency and effectiveness. In turn, this would benefit municipalities, communities, insurance companies, businesses and the recreational and tourism industry.

The initiative is one that has been two years in the making. Many devoted people have put their time and effort into this worthy cause, a cause which will enhance the communities quality of life and result in a countless number of saved lives. With the appropriate support this inter-community initiative will become a reality.

For more information contact
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 President
 The Regional AirSupport Program of Ontario
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Calgary Police Announce New Chief

Christine Silverberg, deputy chief of the Hamilton-Wentworth police force for the last three years, has been named chief designate of the Calgary Police Service.

"I am very, very excited," Silverberg, was quoted as saying in an interview with a Hamilton newspaper. "I think if you speak to the people who know me, they'll tell you that one of the things that is true is my commitment to policing. Wherever that takes me, I'm prepared to go."

The Calgary Police Commission sent out 260 letters to police chiefs and deputy chiefs across Canada informing them of the job opportunity. A short list of five candidates were interviewed and Silverberg was selected from that group.

Silverberg, who has a master's degree in criminology and 23 years of police experience, assumes the new post October 10th. She succeeds Gerry Borbridge, who has held the top job since 1989.

When Silverberg took up her duties with the Hamilton-Wentworth Police in July 1992, she was the first woman to become a deputy police chief in Ontario, and in 1993 was one of eight named women of the year in Hamilton.

When asked about being a woman in a traditionally male position, Silverberg said

to the newspaper, "I am aware that this male-female dynamic can be somewhat straining. I can do a lot in terms of proper management to ease that tension."

"If the question is, can a woman handle a large organization of policemen. I think it should be rephrased to be, can a person handle such a diverse organization?"

In previous comments in Blue Line Magazine Silverberg wrote, "Society has changed. Values have changed. Policing has changed. That is progress. Our challenge as providers of a community service is to keep up with the times and effectively plan for and manage change in our diverse communities."

On the subject of employment equity in the same commentary Silverberg advised, "Equal treatment in contemporary policing means a status quo without built-in artificial barriers within the system." She continued by adding, "Culturally and gender-based testing, subjective recruitment, selection and promotional processes, have hindered recruitment and advancement of certain groups in similar ways."

Blue Line Magazine would like to congratulate Christine on her appointment and wish her every success.

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Police Association fights for disgruntled ex-chief



For perhaps the first time in policing history a Police Association is fighting for the reinstatement of an officer in a management position.

This bold move on the part of the Fredricton Police Association came only weeks after Chief Mac Carlisle was fired from the force by city council.

On June 18, the Fredricton city council discovered that Carlisle was the only individual with signing power for the Fredricton Police Force Building account. Money in the secret account was used to purchase a refrigerator for the police lounge, gifts for visiting dignitaries and to host Christmas tree-trimming parties.

Members of the Association feel that there were discrepancies in the process which led to his dismissal. This was the sentiment related by John Lally, the Association president, who reportedly declined further comment due to the fact that Carlisle has launched a lawsuit against the city.

Roughly \$6,000 was passed through the account after a kennel club rented space in the department's unfinished gun range. No receipts were kept, however Carlisle has not been directly accused of stealing the

money.

Mayor Brad Woodside, one of the 10 councillors who voted to terminate the chief said that senior civil servants are simply not allowed to open separate accounts with taxpayer's cash and begin purchasing unapproved items.

The mayor has called for an audit of the books.

Carlisle was subject to an RCMP investigation early in June. Documents obtained by the Fredricton Daily Gleaner indicated that the investigation resulted from questions surrounding the police building account and vehicle rentals dating back to February 1984 and periods during 1990 and 1995.

The RCMP cleared him of charges, but the council fired him any way.

In March, the former chief was suspended after Justice Richard Miller criticized his handling of a complaint of sexual abuse by a guard against boys at the Kingsclear reform school in 1985.

A follow up report conducted by a Toronto deputy police chief stated that Miller's remarks were overstated and that Carlisle's suspension should be lifted. City council instead decided to keep him under suspension until other issues had been investigated.

Settlement reached in drug raid shooting death

Fifteen people will be awarded over \$170,000 in compensation after a man was shot by police during a drug raid in Ottawa.

A total \$100,000 for pain and suffering, in addition to \$45,000 for legal fees was given to the family of Vincent Gardner.

Gardner, 49, was shot by Const. John Monette in a joint-forces drug raid.

Police expected to find armed drug dealers, instead of a group of reggae musicians getting ready to practice.

Gardner died seven weeks after the incident. The official cause was liver cancer, but supporters of Gardner say the

shooting quickened his demise.

Eight people in the house during the shooting will get over \$3,000 apiece.

The three officers involved in the shooting incident will not have to face discipline hearings or civil suits.

The settlement states that both the force and the officers admit no guilt or liability. The settlement also calls for a coroner's inquest into the event.

Since 1993 the officers involved have been facing disciplinary charges which include unnecessary violence and neglect of duty. The officers could lose their jobs if found guilty of these charges.

Supreme Court forces cops to give up evidence

In a rather odd case, the B.C. Supreme Court ruled that RCMP and B.C. Finance Ministry officials illegally seized customer lists from a mail-order tobacco retailer in Ontario.

As a result of the ruling police had to return documentation proving that customers failed to pay taxes on cigarettes bought from National Industries, a mail-order cigarette company located in Sudbury, Ontario.

Justice David Tysoe demanded that police return all seized documents to National Industries owner, Allan Massicotte.

Massicotte's lawyer, Allan MacDonald, said the judge ruled that police over stepped their bounds when they seized documents in Ontario for use in an British Columbia based investigation.

The March search of Massicotte's home-based business was carried out in an effort to crack down on cigarette consumers who were trying to avoid high cigarette taxes in B.C. by purchasing them from Ontario.

Massicotte said he can buy cigarettes wholesale for about \$20 a carton and pays \$1.40 GST for each and sells them at \$28.50. In B.C. a carton sells for about \$48.

No charges were laid against Massicotte or his company as a result of the search.

He is still challenging six other search warrants which were carried out on the same day in March.

According to MacDonald, National Industries has between 500 and 1000 clients.

Despite the fact that consumers are legally obligated to pay the taxes the ruling means those tracked down using the illegally seized documents may not be charged.

Bad timing leads to wrong arrest

A man was chased, rammed by a police car, pepper-sprayed and then arrested after a robbery in Calgary.

The arrest would have been even more spectacular if police had apprehended the right man.

As robbers fled the Road King Truck Stop an unidentified man left at the same time. Unfortunately he was also in a hurry.

Police explained that the man's boss had given him 20 minutes to go home and fetch some money. As a result of the time constraint he sped off.

As he left, officers mistook him for one of the criminals and gave chase.

Only after the arrest was he able to explain his innocence.

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THE LETTER BOMB THREAT



By Bruce Koffler

In the last issue of *Blue Line*, you were introduced to basic information on how to recognize many common explosives. Since that article, there have been a series of warning devices and improvised explosive devices sent from Vancouver to individuals and companies in Western Canada and the Toronto area.

The media attention has heightened the public awareness of explosive devices sent by mail, and general direction by officials has been that if you receive a suspicious letter or package, do not open it and call the police. A few details of those devices and their possible sender have been released to the public, but as the matter is under active investigation, it will not be dealt with here.

This article will cover some of the items that may be used in a letter or parcel bomb, and some of the features of these devices that can arouse suspicion and caution in handling.

Warning letters or parcels frequently contain items like batteries, wires, cardboard tubes or highway flares, match heads, small arms ammunition, razor blades, and triggering mechanisms such as a mousetrap which has been modified in some way. They are often accompanied by a note, letter or inscription on the packaging material. The components indicate that the sender has the potential to send a live device next time, and knows the address of the targeted individual or company. The written message may be a warning to

change one's political or ethnic views, or to cease some activity such as clear-cut log-operations, animal research and experimentation or building some environmentally unsound project.

Sometimes the message bears an actual threat that the next device will be assembled and designed to kill. Sometimes there is no message, as the bomber believes that receipt of components by the target person is message enough.

Letter and parcel bombs differ in size and contents. Letter bombs have been sent in small envelopes (4 inches X 9-1/2 inches), but more frequently are sent in larger (9 X 12) manila envelopes or padded mailers. The larger size affords the bomber more space to build a reliable triggering mechanism, something quite difficult with a small envelope.

Larger envelopes are also capable of holding more explosives, larger batteries, and shrapnel or fragmentation material. These bombs are usually designed to function based on the expected behaviour of the target person: slitting the top flap or end flap with a knife blade or letter opener, or tearing the flap or one end of the envelope with the fingers.

The envelope may be heavily taped in some areas, and untaped in other areas, forcing the target person to attempt to open the untaped area first. This may be where the bomber has placed the initiating mechanism (trigger), and helps ensure that the target person will take the easier way of opening the letter where it has not been reinforced.

Parcel or package bombs may be sent in large mailers, lightweight cardboard packages, or heavy cardboard cartons. They can hold considerably more explosives, metal pipe or other containers, larger batteries, intricate delay mechanisms and a greater variety of booby traps than letter bombs. This is because they have more internal space and offer greater rigidity, with less chance that the contents will break through the walls and spill out in transit.

The bomber may attempt to disguise the bomb and its source, by not using a return address, by using a real-looking return address which, upon investigation turns out to be non-existent or by using the return address of some prestigious organization, or of a friend or relative of the target person. All these ruses are designed either to lower the suspicions of the target person, or to make him/her curious about why they received a mailing from that source. On occasion, this has just the opposite effect, making the target person more cautious and apprehensive.

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The bomb may be addressed to an individual by name (which may be misspelled), or to a company, or to the company with the title or position of the person, who is not named (e.g.: "ABC Company, Att.: The Chief Executive Officer"). The mailing may have the address handwritten, hand printed, cut and paste letters, typed, or computer-generated label. Sometimes the address will be crude, in an attempt to disguise the source. Other times it will look very professional, like a business mailing should, to help relax suspicions.

A common feature is that the piece if mailed, frequently has excess postage placed on the cover. The bomber buys a quantity of stamps, takes them home, and applies excess postage for the weight of the contents to ensure that the bomb will arrive. The bomber also does not want to take the letter or parcel into the post office and ask for it to be weighed for postage. There is too much of a chance that the postal clerk may remember having received that item, and be able to provide a description of the customer to investigators at a later date.

Some other identifying features of letter and parcel bombs are rigidity or springiness in the outer packaging material (indicating a spring-loaded device such as a mousetrap switch); exterior staining or signs of leakage of oil or other chemical components; use of string cord, wide packaging tape or fibre tape, in order to secure the cover over a spring-loaded device; presence of wires, string or metal foil visible through seams or holes in the packaging; unbalanced, with the piece being heavier on one side than the other; stiffness, especially down the centre; excessive weight for its size or class of mail; unusual odour, particularly a chemical or solvent smell; and the sound or feel of hard items rolling around inside if the item is tilted or shaken.

As no two bombs are exactly alike, and are usually made from scrounged components or from non-restricted items as available, no complete or comprehensive description is possible. However, the more of the above features found in any one mailed item, the greater the chance it could contain a bomb. Not all "mail bombs" are mailed. Some are placed on target personally by the bomber. Other are sent by courier services such as Fedex, UPS, Purolator, DHL, Loomis, etc. and frequently in the official mailers supplied by those companies to their customers,

The recipient may become suspicious from having seen media coverage of letter and parcel bombs, and recognizes some of the external features present in a mailing.

These may be external features alone. Sometimes, the cover material has been damaged in the mail, or the recipient has made an attempt to open it. Seeing wires, batteries, a mousetrap, a piece of pipe, or something they think looks like dynamite, they set it aside and call the police.

A 9-1-1 operator or dispatcher receiving the call for police assistance should caution the person on the line not to touch the item any further, describe the mailing in detail, and particularly discuss the features on the exterior and/or interior which raised their suspicions that the item is a bomb. This

will be helpful for Explosives Disposal officers tasked with responding to the call. The caller should be advised to evacuate the immediate area, and control access of others to the room in which the suspicious item is resting, until the police arrive. Nobody should further handle the letter or parcel until that time.

Bruce Koffler, is the President of SecureSearch Inc. He holds a B.Sc. from Trent University and a Masters in Criminology from Ottawa University. He currently specializes in the area of explosive training devices and terrorism. He may be contacted at 416 492-5349 or Fax 416 492-3656.

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Mending Fences

Now we have two tiers of justice

By Gary Miller

When I returned to active street patrol after many years buried in the Criminal Courts, I couldn't help noting how politicized our work as police officers had become. So much of our discretion had been removed and directives from the Attorney's General and the Solicitor's General office flowed as thick and fast as any we received from our commanding officers. Domestic conflicts of the most trifling nature demanded police and Court involvement with often tragic consequences for the families involved. The landlord became a pariah, the tenant a victim. The police, it turned out, were always made out to be systemically biased.

The police were being asked not merely to uphold the law and keep the peace, but to aid in advancing political agendas. With each change in government, we had become somebody's political police. Each change in government heralded more mischief making, more intrusion, more blatant harassment of police and a worsening climate for anything like objective policing. Police boards became the flash points of political meddling.

Groups within the greater community we served, people who wanted nothing more than prompt police protection when needed, to be left alone when not needed and vigorous pursuit of the bad guys always, were set against one another by a torrent of invasive government edicts. I saw women against men, wives against husbands, minorities against mainstream, minorities against minorities, parents against schools, schools against schools, tenants against landlords, children against parents, all due to the fevered manipulations of increasingly self-serving, interventionist governments. Government-funded minority groups routinely launched rallies (blown up in size and importance by a willing media) to castigate the police.

I stood in amazement as one high ranking police officer spoke at a carol singing Christmas gathering, voice cracking with emotion, shrieking that we as a police force now fully supported and were agents of official, state-sponsored multiculturalism (no matter how divisive it was).

The courts were not immune from the splintering effect of the minority group-think. Native aboriginals were awarded their own court workers and agencies. In some cases, special aboriginal courts were set up. Blacks were soon demanding and getting black legal aid clinics to deal ex-

clusively with their own problems. The courts, staffed and administered mainly by whites were dismissed as "Euro-centric" and unable to appreciate native and black problems.

BILL C-41

The ultimate direction of the political wars of the last decade has finally been realized. It has brought us to a place that we may soon realize few, if any of us, want to be. That is a two tiered system of justice. One set of rules for "THEM", another set for "US". Enter Bill C-41.

Trial judges have always had the latitude to take the circumstances of victims of criminal violence into account when passing sentence on the perpetrator. These learned persons could be counted on to draw upon their broad training and experience to exercise the appropriate discretion. Now the new HATE crime law, Bill C-41, changes all that. It directs a judge to impose a harsher penalty where the victim comes from certain groups broadly stylized as targets of hate. Now severity of punishment depends, not so much in the crime, but on the perceived identity of the victim.

This creates a two-tiered justice system which deems one criminal act more serious over another identical criminal act solely because one victim is part of a special Charter-designated "community" singled out for favoured treatment. If the Court is persuaded that the offender was motivated by hate for the victim based on race, sexual orientation, a heavier sentence will be mandatory. This further trivializes violent crimes against the mainstream population, allegedly NOT targeted by "hate".

For years, liberal and leftist lawmakers have argued successfully that severity of sentence had little or no deterrent or recidivist effect on violent criminal offenders. The laughingly brief period of incarceration imposed upon Karla Homolka to which the Crown agreed, in order to elicit the testimony of this unspeakably cruel, perverse and calculating multiple child killer, illustrates as well as anything how seriously (OR NOT) our courts view violent crimes.

Therefore, when the Canadian Parliament, amidst considerable rancour and protest, some from the Liberal Government members, recently passed the so-called "HATE" law ordering increased penalties for violent crimes against gays, lesbians, minorities and the host of special

interest people as named in the Charter of Rights and Freedoms, allegedly in need of this kind of protection, a nagging question stuck in back of my mind.

Is there now a tacit admission that severity of sentence does in fact influence criminal offenders - that a heavy sentence might deter them from the criminal act or persuade them not to repeat it? That's quite an admission, given what has happened to sentencing in recent years.

One Law For Everyone

This is another tiresome Charter-inspired example where the rights and freedoms of specified groups of citizens are enhanced, accelerated, privileged, protected and valued more than those of regular citizens. There should be one law for everyone.

The Charter's stated purpose was supposed to champion the individual over the collective, but it strongly and effectively points lawmakers in the opposite direction. The Charter, by naming specific groups for protective "amelioration", ensures unfairness for all individuals who are excluded. Perhaps the Charter's thrust made Bill C-41 inevitable but no less offensive.

By arbitrarily creating a new class of victim among large collective minority interests, Bill C-41 affirms that the courts will provide the population as a whole with less protection from the same crimes. The "hate sentencing" law will also create a huge new triable issue and costly litigation by court, Crown and defence as they decide, not only about what the accused did, but also what he was thinking when he did what he did. Yes, dear readers, like it or not, the "thought police" have arrived!

Meanwhile, the pursuit of so-called hate crime comes across to the general public as good and wholesome, even a motherhood issue. I mean, everyone is opposed to "hate". Let's be seen to deal with it. But the casual observer can't be expected to understand that crime is crime and the administration of justice, if nothing else, has a duty to remain impartial.

Would a victim of criminal assault (not being from the so-called "hate" victims' list) be forced to concede that he or she represents a less valued member of society? Since the violent offender had committed a crime against just a routine victim, was he perhaps driven more tastefully? Should motivating factors such as robbery, abuse, revenge, destructiveness, greed, anger, lust or domination somehow earn a lesser sentence than... hate?

As a victim of violent crime, does it now matter more who you ARE than what has happened to you? The answer is tragic and inescapable; in the eyes of the Court, YES.

Regina Police Service honour fallen comrades

By J. Robert Hinchcliffe



During the past 103 years two members of the Regina Police Service have been killed while on duty.

Constable George Anthony Lenhard was shot while on bicycle patrol as he investigated three men loitering in the area of the Canadian Liquid Air Plant at Winnipeg Street and 4th Avenue in Regina on Sunday, August 6th, 1933 about 9:45 p.m. The mortally wounded officer staggered into the business where he was found by the caretaker. He died while enroute to the Regina General Hospital. The suspects were last seen fleeing along the railway tracks.

Detective Charles Rait Millar was a World War I veteran who had been severely wounded on the battlefield overseas. Due to his injuries he had been assigned to desk duties on Monday, July 1st, 1935. This was the day that the "On to Ottawa Trekkers" had decided to stage a public rally on Regina's Old Market Square which backed onto Police Headquarters. The Trekkers were a large group of unemployed men who were travelling on the top of rail cars to protest their plight to the Federal Government. They were ordered off the trains in Regina and prevented from continuing to Ottawa.

During the rally the police were ordered to arrest the leaders of the trek. The organizers resisted arrest and the fight which broke out escalated into a riot.

Detective Millar witnessed what was taking place in the square and rushed out of Headquarters to assist his brother officers. In so doing he was clubbed and beaten by several of the rioters. He was carried to safety from the centre of the riot by motorcycle Constable Alex Hill but died from his wounds before reaching the hospital. Cst. Hill was struck in the head with a railway spike which shattered his ear drum and impaired his balance. Several other people were seriously injured in the riot which was finally broken up by police armed with rifles and revolvers. This year marked the 60th Anniversary of the Regina Riot which still haunts the memories of all the people who were involved. It has been a long standing tradition for several of the remaining trekkers to return to the site each July 1st and hold a small gathering in



Mrs. Margaret Grayling, daughter of a fallen officer, unveils the Cenotaph honouring her father. Accompanying her for the June 28th ceremony is Regina Police Service Chief Murray Langgard.

which they ask for the same "safe passage" letters they were denied so long ago.

In order to bring closure to this event and to establish an important tradition, the Regina Police Service held its first Annual Memorial Service on Wednesday, June

28th, 1995. The service was sponsored jointly by the Regina Police Service, The Regina Police Association and the Senior Officer's Association. The parade which took place in front of Headquarters consisted of a Colour Party, the Regina Police Service Pipes and Drums, a twenty-four person Honour Guard and the Regina Police Junior Band.

A cenotaph bearing the names of both Constable Lenhard and Detective Millar was donated by Remco Memorials and Regina Funeral Home. It was unveiled by Mrs. Margaret Grayling, Detective Millar's daughter, who had been only eight years old at the time and was orphaned by his death. She had returned that weekend from summer camp and upon getting off the train she learned about her father's murder by hearing the newspaper vendor announcing the evening headline. She came for the memorial service all the way from Hamilton, Ontario where she now resides with her husband Douglas, who is a retired member of the R.C.M.P.

The service was attended by many Regina Police veterans including Alex Hill, who reached the rank of Detective, retired in 1956 and now resides in Don Mills, Ontario with his wife Pauline.

After the service everyone was invited into Police Headquarters for refreshments and to view a display of 1930's memorabilia which included the actual Leader Post photograph which showed Constable Hill dragging Detective Miller from the centre of the riot. The Regina Police Association presented Detective Hill with a plaque honouring him for his bravery and loyalty to his fellow officers.

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Defeating the paper trail

PERCS issues the "Quarter Master"

By Dave Buckland



One of the curses of a police officer's lot is ever increasing paperwork. Cops capture more information than crooks. The key to getting a handle on this growth is

installed at the New Westminster Police Force, is user friendly, thus making it simple to operate. One of the reasons it is so easy to use is because it is equipped with many standard features. The second is that the program does much of the work for the operator.

to find easier ways to save data and organize it for reports. To this end, The PERCS Index Inc., has waged a war to reduce the ever increasing pile of paper which inevitably finds its way to an officer's desk.

In 1992, The PERCS Index Inc., won its first battle in the war by developing a program called "Exhibit Tracker." The program took over the task of printing property reports and tracking exhibits. Since that time PERCS has developed a new program which streamlines and computerizes the quartermaster's duties.

With new styles of kit on the market and ever increasing specifications of duties, getting a handle on the variety and the cost of all products is essential. The old files and index cards just won't cut it in the age of the "information highway."

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The first task is simply entering the names of department members, suppliers and what items the department issues. After that, all the operator needs to do is to tell the computer how many (#) items the department issues and how much (\$) it costs, in addition to any remarks or serial numbers. Everything else is on a "pick list".

On the order screen the operator may pick the supplier, the items and sizes. Once this is complete the operator only has to enter the number of items required and a purchase order is formed.

When this is complete the operator can pick the constable who will receive the item to be issued. By hitting F7 the computer would print out a notice to pickup the issue, while F3 will issue the item itself.

The program will flag the operator when the item has not been collected. It will track all inventory and issue, by item

and officer, with costs. The program also has the ability to remind the issuer when it is time to re-order. In addition, it will indicate what the last or best price was and how well the supplier filled the order.

Aside from its performance in regards to issue, the Quarter Master saves time when requests for information are made. Questions like: How much did Reserve issue cost last year?; What will the price tag be to outfit a new ERT member?; and Who has been issued that model of handgun?; can be answered by calling the report up on screen.

Another advantage of the software is that it gives you complete access control. The program allows the user to set a record of who can see or change a given level of data. This means that constables can look at their issue records but not alter anything and finance can study values and look at inventory, while the manager maintains complete control in regards to adding items and changing passwords.

Quarter Master is just one more step in a journey which will see departments going "paperless" in the future. The technology is here. Just let the little box in the basement do the work.

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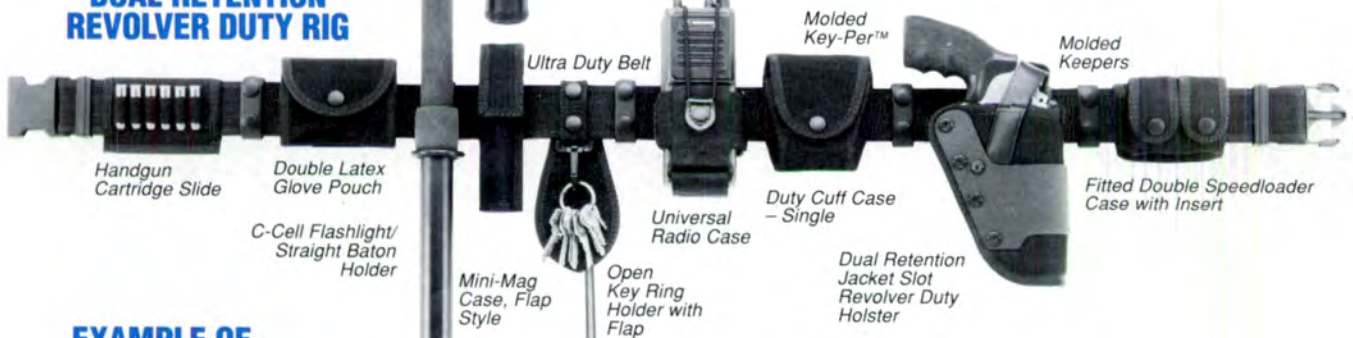
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Roadside Tests: 15 Minute Delay May Be Justified

S.C.C. R.v. Bernshaw (Jan. 27, 1995.) S.C.C.

by Gino Arcaro

Issues: (i) Can police officers delay approval screening device (ASD) tests to allow the effects of mouth alcohol to dissipate?

(ii) Does a "fail" ASD test result always constitute reasonable grounds for a HAT demand?

Relevant Laws: (i) According to section 254(2) C.C.C., a police officer may make an approved screening device (ASD) demand if a reasonable suspicion exists that a motorist has alcohol in his/her body. The ASD test must be conducted forthwith after the demand is made. The Supreme Court of Canada has defined "forthwith" as meaning immediately. Consequently, an unreasonable delay between the time of the ASD demand and the ASD test may negate the test results.

However, mouth alcohol, defined as residual alcohol remaining in the mouth, may contaminate breath samples. All deep lung breath samples originate in the lower part of the lung and pass through the windpipe and mouth. Mouth alcohol has high alcohol concentration; it saturates

the breath sample, which may result in false readings. Mouth alcohol may be caused by recent alcohol consumption, burping or belching. It dissipates rapidly, generally within fifteen minutes.

Manuals recommend 15 - 20 minute waiting periods between ASD demand and ASD test. These recommended waiting periods obviously conflict with the "forthwith" obligation stated in 254(2) C.C.C. The waiting periods are not proscribed by statute, creating a catch 22 situation for officers.

(ii) Section 254(3) C.C.C. - When a police officer forms reasonable grounds that a person has committed Impaired Driving or Over 80 within the preceding two hours, the officer may make a BAT demand. The issue relative to this section is whether a "fail" ASD reading alone constitutes reasonable grounds.

Ruling: The Supreme Court of Canada in R.v. Bernshaw (Jan. 27, 1995.), alleviated the conflict between the "forthwith" requirement and the 15 minute waiting period recommendation.

(i) The court ruled that forthwith must be given a "flexible" interpretation. If a

police officer knows that a suspect has consumed alcohol within 15 minutes prior to administering the ASD test, a 15 minute waiting period is justified. *It must be emphasized that evidence must exist that the time of the suspect's last drink was less than 15 minutes prior to the ASD test in order to justify the delay.*

(ii) Regarding the second issue, the court stated: although sec 254 C.C.C., does not specifically state that a "fail" reading constitutes reasonable grounds, a properly conducted ASD test resulting in a "fail" reading alone constitutes reasonable grounds.

A properly conducted ASD test finding is defined as: (a) no evidence of mouth alcohol and conducted "forthwith", or (b) evidence of recent consumption (within 15 minutes) and a 15 minute waiting period.

When a police officer knows that a suspect recently consumed alcohol (within 15 minutes) and no waiting period precedes the ASD test, a "fail" reading does not constitute reasonable grounds to compensate in circumstances where no waiting period occurred and mouth alcohol existed.

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Alcohol consumption after the Offence

Evidence to the Contrary,
S.C.C. R. v. St. Pierre (March 2, 1995)

Issue: Alcohol consumption after offence over 80. Evidence of alcohol consumption after driving or care of control has ended is evidence that has been the subject of conflicting court decisions about whether or not it constitutes "evidence to the contrary and cancels the presumption."

Circumstances: The accused was stopped after a police officer saw her driving erratically. The officer suspected alcohol consumption and the accused failed an ASD test and was arrested for over 80. A BAT demand was made and she was transported to the police station. A one hour waiting period preceded the BAT test. The accused went to the bathroom three times during the interval.

The BAT test revealed a BAC of 180 mgs. Shortly after the test, the accused showed the officer two empty 50 ml vodka bottles. She told the officer that she was an alcoholic and that she had consumed the contents while she was in the washroom. The officer's inspection of the bottles revealed no residue and no smell of vodka. His testimony at the trial included these observations.

The Crown relied on the presumption in section 258(1)(C)C.C.C. applicable only "in the absence of evidence to the contrary."

Ruling: The Supreme Court of Canada acquitted the accused person.

Reasons:

1. The presumption available under sec 258(1)(C)C.C.C. is merely an advantage to the Crown to prove that the accused's BAC at the time of the BC test was the same as at the time of driving. However, it is not the only method of proof available. The Crown may use an expert witness regarding alcohol absorption rates to work backwards from the BAT test time to the offence time.
2. The accused may cancel the presumption by "proving evidence to the contrary."
3. "Evidence to the contrary" is defined as "evidence which shows that the accused's blood alcohol level at the time of driving was different from his or her blood alcohol level at the time of testing."
4. In order to prove "evidence to the contrary" and cancel the presumption, the accused does not have to prove that his or her blood alcohol level at the time of driving was under 80 mgs. The evidence must simply show that it was different from the BAC level at the BAT test time.
5. The evidence that the accused consumed two small bottles of vodka during the time period after driving and before the test did constitute "evidence to the contrary." Consequently, the presumption was cancelled. The Crown did not introduce expert testimony. As a result, the accused was acquitted.

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The Last Noose

Ontario - (Part 1)

This is the tenth of a series outlining the details surrounding the last persons to hang in each province

By Blair McQuillan

Arthur Lucas and Ronald Turpin first met on death row in the Don Jail located in Toronto, Ontario. Although their stories were different their lives had been brought together by crime, prosecution and conviction.

Arthur Lucas was born on December 18, 1907 in Cordle, Georgia. Lucas was a fearsome man whose parents had died of natural causes before he reached the age of seven. Lucas, along with his sister and two brothers, had been raised in Byronville, Florida, by an aunt and uncle.

After dropping out of the sixth grade and working in a twine mill, Arthur began to make his money on the street. In his teens Arthur ran errands for small time gangsters. As he matured Lucas was involved in such enterprises as gambling, narcotics, forgery and prostitution.

Lucas had been in and out of prison throughout his life. Prison records describe Lucas as a "Feeble-minded, psychoneurotic, anti-social agitator. A deficient, dependent personality whose early environment and lack of supervision and discipline are the principle factors in moulding his life which is characterized by a long criminal record and an antagonistic deficient attitude toward all properly constituted authority."

Lucas' last conviction occurred in 1942, when a hooker made a complaint against him. After that episode Lucas went straight. He married a prostitute by the name of Dolores Chipps from London, Ontario, in November of 1953. After Dolores gave birth to Lucas' son he moved Chipps out of their home so he could begin an affair with another prostitute, Lillian Boykin.

By 1961, Arthur was making money by procuring young females to work in brothels in and around Detroit. He was also not above taking cash for administering beatings to those who crossed gangsters.

On the morning of Friday, November 17, 1961, an event occurred which placed Lucas back within the eyes of the law nearly twenty years after his last conviction. On that date at 6:33 a.m., a call was answered by a Bell Canada operator. On the other end of the line she could hear a frantic female voice, followed by the sounds of a struggle and then a thud and a low gurgling sound.



The operator immediately tracked the call to a J. Rochelle at 116 Kendal Avenue in Toronto's Bloor and Bathurst area. The operator then dispatched a patrol-car to the address. However, the officer misunderstood, headed in the opposite direction of the crime scene and arrived on the site forty minutes after being dispatched.

It was a postman who first discovered the body of a man lying in his boxer shorts at 7:03 a.m. in the front hall of the Kendal Ave. address. Five minutes later the landlord of the boarding house discovered the nude body of a woman under a pile of bedclothes in a room upstairs.

When police arrived on the scene they identified the male as a black pimp from Little Rock, Arkansas, who was based in Detroit, named Therland Crater. Crater was forty-four years-old. The woman, who still held the telephone receiver in her hand, was twenty year-old Carol Ann Newman. Newman, who used the alias Jean Rochelle, was a known prostitute.

Police soon discovered that Newman's throat had been cut from ear to ear. Crater's throat had also been sliced after being shot three times in the back with a .38-calibre revolver. The first clue in the case was a man's gold ring, set with eight imitation diamonds, in the covers of the bed.

The word on the street was that Crater had been murdered because he crossed a Michigan mobster, Gus Saunders, in a drug deal. Information also suggested that Newman was a victim who was simply in the wrong place at the wrong time.

It didn't take police long to compile a sequence of events which led to the murders. Crater had been a police informant since 1960 and worked with the Federal Bureau of Narcotics. He was also soon to be used as a witness against Gus Saunders in an upcoming narcotics trial.

With the information obtained on the street, the investigation quickly moved to Detroit where police made nine arrests. The individuals were to be questioned in regards to the murders which occurred in Ontario. Among those arrested were Gus Saunders, his wife Eloise and one of Saunderson's "employees" Morris "Red" Thomas.

Thomas told police that he had recently traveled to Chicago with an individual who periodically performed jobs for gangsters. Thomas told police the man, named Arthur Lucas, was in possession of heroin which he wished to sell in Toronto.

Lucas borrowed Saunderson's car and drove to Canada on November 16th. On the day of the murders Lucas called Thomas to inform him that he had not met his contact and had decided to remain in Toronto in search of a better deal.

Dolores Chipps was also willing to talk. She was taken to Toronto under police protection and supplied the police with substantial information in regards to the case.

She told police that she often tried to leave Lucas because of his on going affair with Lillian, but that she was unable to resist him.

"Why couldn't you stay away?" police demanded.

"Because he run on to me and I went back to him, and he threw me out of the apartment. I never did go back to my home at the time [Boykin] was there," she responded.

"Then you didn't voluntarily go back?"

"He jumped on me before."

Dolores informed police that she had suffered physical abuse from Lucas. She also revealed that some of the wounds she had obtained were made from a ring he had worn while beating her.

"Did he ever cut you?" police inquired.

"No, he never did cut me, but I've been hit with chains, baseball bats, anything he could get his hands on. Most of these scars under my eyes are from rings. He hit me when he had his ring on."

"He'd strike you with the ring and cause that injury?" she was asked.

"Well, I bought him a ring right after he come home from jail," explained Dolores, "a small diamond, and I don't know, he claimed he lost it, I guess. I don't

know what happened to that. But next time I seen him with a ring he had a large (one). I don't know where he got it from, but it was large."

When she was questioned about the occurrences on Friday, November 17, 1961, Dolores told police that her husband had come to her house and appeared to be tense and edgy.

"I asked him, I said, 'What's wrong?' and he said 'You sit down and don't say nothin',' he said, 'I just killed two people.'"

"When he said to you, 'I just killed two people,' did you question him who, or did he say at the time?"

"I asked him, I said, 'Well, who was it?' and he told me, he said, 'You wouldn't know them.' Then he told me where it happened."

"Where did he say it happened?"

"In Toronto."

"And did he say the people's names?"

"He said the man was Crater. He didn't call the girls name. He said he didn't intend to hurt her, because he didn't know she was in the house until she screamed. He said, 'The only thing that has got me worried is that I lost my ring in the bed.'"

Consistent with the talk on the street Dolores revealed that Crater had crossed Saunders in a drug deal and Lucas believed

Crater deserved to be "whipped".

Dolores also told police that Lucas had washed himself of the blood when he arrived home and then cleaned a pair of blood-soaked shorts in a pail of water, which she still had. It was soon discovered that the pail contained dilute human blood.

The police were directed to the home of Lillian Boykin at 5132 Burns Avenue in Detroit. There, Arthur Lucas was picked up on the morning of November 18, at roughly 4 a.m. and transported to Toronto.

Later that day two tourists found a .38-calibre revolver on the Burlington Skyway. The Skyway was a bridge Lucas would have had to cross while heading to Detroit from Toronto. Ballistics experts examined the gun and concluded it belonged to Lucas. Powder-markings were discovered on Lucas's right hand, between the thumb and forefinger, which led police to believe he could have recently fired the .38 discovered on the bridge.

Charged with the murder of Therland Crater, Lucas's trial opened on April 30, 1962. Ontario's Chief Justice, James McRuer, also known as "Hanging Jim", because he handed out the death sentence to so many, resided on the bench.

With the testimony of Dolores and the technical evidence already against him,

the evidence brought forth by forensics experts in Detroit and Toronto was even more damaging.

Harold Alfulris, of the scientific bureau of the Detroit Police told the court that bloodstains on the right door-handle and right armrest of the car Lucas was driving were blood-type B, which is commonly found in blacks. Alfulris also told the court that fingernail parings found in the car also tested positive for blood. A biologist with Ontario's attorney-general's lab testified that blood samples found at the crime scene were also type B.

Mr. Justice McRuer sentenced Arthur Lucas to hang on October 19, 1962 after a jury found Lucas to be guilty as charged with no recommendation for mercy.

Lucas would go to the scaffold in the company of Ronald Turpin. Both these men would face *the last noose*.

Next Month

The last in the series

The Last Noose

Ontario - Part 2
Ronald Turpin

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The Fraud Symposium is a highly-structured course, specifically designed to teach the corporate auditor and fraud prevention professional better skills to detect and deter fraud. For more information contact the Association of Certified Fraud Examiners at (800) 245-3321 or FAX (512) 478-9297.

September 6 - 9, 1995
15th Annual North American Police Soccer Tournament Markham - Ontario
The York Regional Police Association Soccer Club invites all law enforcement agencies from across North America to participate in the up coming event. This is an established tournament drawing both men's and women's teams from throughout Canada and the United States. For further details contact Steve Jennings or Dave Riches at (905) 773-1221 Ext. 7246 or FAX (905) 508-4694.

September 7, 1995
Commercial Vehicle Seminar Toronto - Ontario
The Canadian Association of Technical Accident Investigators and Reconstructionists are holding a seminar detailing air brakes, ABS systems and case studies. For those interested in attending contact Prov. Const. R. Cole at (905) 841-5777 Ext. 2062 or FAX (905) 841-7888.

September 8 - 10, 1995
Community Policing Conference '95 Petawawa - Ontario
The Community Policing Advisory Council will be holding this event at Canadian Forces Base Petawawa. Workshops will include Gangs, Insurance Fraud, Program Development and more. For registration information call (613) 545-4603 or FAX (613) 545-4821.

September 14 - 16, 1995
M.O.I.A. Conference London - Ontario
The Michigan Ontario Identification Association Conference will include guest speakers, plenary sessions and a trade show of interest to persons involved in Forensic Identification. For registration information contact Mr. Olszewski at (519) 661-5614 or Fax (519) 661-6494.

September 15 - 17, 1995
International Police Diver Symposium Hamilton - Ontario
This seminar and demonstration exercise is the largest of its kind in the world and is open to all police,

fire, military and medical personnel. Events will include seminars, lectures, exercises and practical demonstrations. Interested persons should call Rick Rozoski at Phone/Fax (905) 574-6817.

September 21 - 23, 1995
Hazardous Material Conference North York - Ontario
The Metro Toronto Hazardous Materials Committee is pleased to present an educational conference on hazardous materials. The conference will have five main guest speakers and over forty workshops dealing with the subject of hazardous materials. For further information contact David Atwell at (416) 394-8585.

September 22 - 24, 1995
Annual C.P.C.A Championship Dog Trials Vancouver - British Columbia
This year the Dog Squad of the Vancouver Police Department will host the three day event. Handlers and their dogs will compete in obedience, agility and criminal apprehension, tracking, evidence, narcotic, and building search scenarios. The event is concluded with an awards ceremony and banquet. Contact John Schouten at (604) 665-2234.

September 23 - 29, 1995
33rd International Association of Women Police Conference Milwaukee - Wisconsin
Conference will be hosted by the Milwaukee Police Department at the Pfister Hotel. Conference will consist of guest speakers and training sessions. For registration information write IAWP PO Box 37872, Milwaukee, WI.

September 30 - October 1, 1995
Police Martial Arts Association Conference and Course Chilliwack - British Columbia
The two day sessions will feature confrontational analysis, advanced physical trauma shock suppression, police baton training etc. Pre-registration is required. For more details contact the Association at Phone/Fax (506) 387-5126.

October 8 - 12, 1995
The International Association of Law Enforcement Planners Conference Tempe - Arizona
The upcoming annual conference will feature over 25 speakers addressing the latest topics in law enforcement. With a full schedule of both educational and social activities, a truly exceptional international learning opportunity is guaranteed. You and your agency would benefit by joining the IALEP. For membership or conference information, please contact 1000 Connecticut Ave, Ste 9 Washington, D.C. 20036 Phone 202 857-8485.

October 11 - 14, 1995
Public Perception of the Administration of Justice Banff - Alberta
The Canadian Institute for the Administration of Justice will be hosting the conference which focuses on how citizens perceive the administration of justice. The conference will hold many open discussions in order to gain insight from judges, lawyers and the media. For more information call the Faculty of Law, University of Montreal at (514) 343-6157 or FAX (514) 343-6296.

October 14, 1995
The Reid Technique of Interviewing and Interrogation London - Ontario
SCOPE Inc., is pleased to bring Reid and Associates from Chicago Illinois to Canada for this one-day seminar. Course topics include: The Reid Behavioural Analysis Interview and The Reid Nine steps of Interrogation. Limited seating available. For further info see ad in this issue or contact SCOPE Inc., at (519) 433-4909, FAX (519) 663-1165.


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Safety Education Workshop Mississauga - Ontario
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Inn. Scheduled topics are Youths & Violence. Teaching Techniques. Multiculturalism in schools and drug awareness to name but a few. For further details, contact Wendy Evenden at (905) 830-0303 Ext. 7907 or Judy Woodley at (416) 598-4138.

October 17 - 18, 1995
Advanced Critical Incident Stress Debriefing
Toronto - Ontario

The goal of this workshop, held by CHC, is to provide experienced health professionals and peer support personnel with the latest information on the assessment and effective treatment of critical incident stress and its post-trauma syndromes. For further details call Karen Murdock at (905) 278-6065 or (800) 463-1189.

October 24 - 26, 1995
Manitoba Women in Law Enforcement Conference
Brandon - Manitoba

Manitoba Women in Law Enforcement, Inc. (M.W.L.E.) will be hosting their 4th Annual Training Conference to be held at the Victoria Inn. For further details call Linda Turner (204) 986-2974 or Carol Fisher (204) 729-2345.

October 25 - 27, 1995
Prevention of Child Abuse 10th Annual Conference
Toronto - Ontario
For details contact Conference Services, IPCA at (416) 921-3151 Ext. 305 or FAX (416) 921-4997.

Oct. 30 - Nov. 10, 1995
Strategic Intelligence Analysis
Edmonton - Alberta
The prerequisite for this course is the completion of basic intelligence analysis and experience in completing tactical and operational analysis projects. Topics include the nature of intelligence practice, creative thinking concepts and more. The course is hosted by the Edmonton Police Service. For more information Contact (403) 421-2302.

November 5 - 7, 1995
Crisis Negotiators Training Seminar
Calgary - Alberta
Primarily case studies or recent hostage/barricade situations in Canada and U.S. and some instruction on recent developments in the field. This is an opportunity to learn by others successes and mistakes. Contact Det. Greg Harris at (403) 268-8748 or FAX (403) 232-6040.

Nov. 27 - Dec. 2, 1995
Creating Change in Police Organizations
Banff - Alberta
The Edmonton Police Service and the Banff Centre for Management are hosting the international seminar for police executives, police commission members, city managers, mayors and council members. Topics include reducing crime while improving service to your community, developing a new service delivery model responsive to public need, managing the transition strategy and others. For more information call Sgt. D. Veitch at (403) 421-2848.

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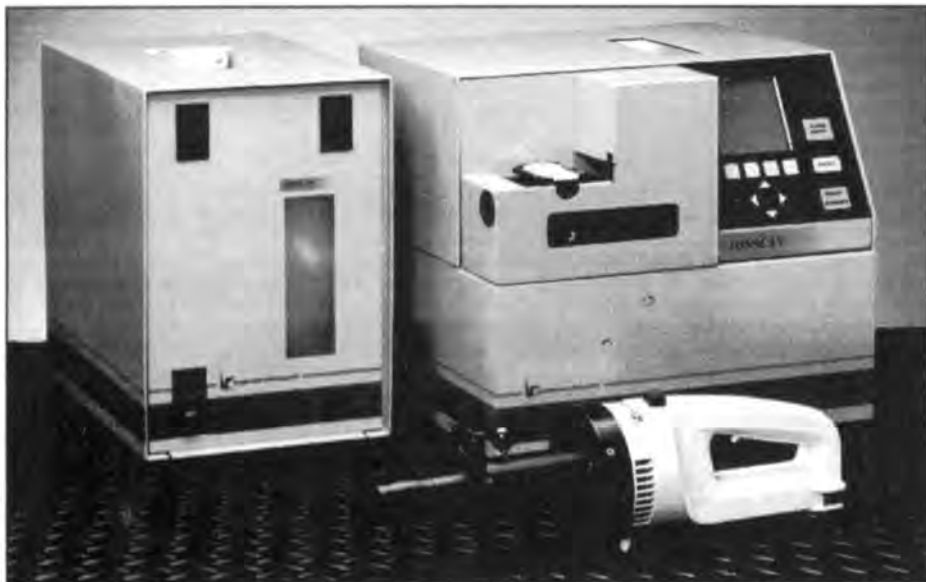
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The Internet and the Police

- A Primer -

What is the Internet? How will it effect the way we do business? (And why we need to know!)

By Tom Rataj
Computer & Technology Editor

Unless you have been living in the rainforests of Borneo for the last five years, you cannot help but have heard about the Internet. From the covers of Maclean's and Time Magazine, your local paper, or the evening news, just about everywhere you turn you'll find it mentioned.

Even through all its permutations "The Information Highway (or Superhighway)," the very continental sounding "Infobahn," and the hip "I-way" the Internet has managed to captivate most of the modern world over the past 2 years.

Although it has only become a household word in the last few years, the Internet has actually been around since the late 1960's. In an interesting "Dr. Strangelove" sort of way, the Internet began as an elaborate network of computers developed by the United States Department



Courtesy: Hayes Corporation

of Defense to provide a fail-safe communications network in the event of nuclear attack.

The ARPANET, as it was originally called, began by linking the military with universities, defense contractors, and other research organizations deemed necessary for the survival of the United States.

It was constructed by connecting (networking) many computers together into a giant continent wide grid that resembles a network of roads and highways. The

concept behind this was that if any one connection was closed because of an accident, other connections could still be used to carry information. The only difference between this analogy and the Internet is that the roads are wires and fibre-optic cables, and the traffic consists of electronic information being sent at very high speeds.

Until the mid-1980's, the Internet remained a closed network of users. Increased funding from the National Science Foundation in the US and rapid technological advances during the same period, quickly brought about major improvements. Various academic and research organizations were also added to it, and the name was changed to Internet.

In the late 1980's, the first commercial Internet Service Providers (ISP) and corporate users came on line. For a fee, an ISE provides access to the Internet. The fee usually includes all the software needed to use the Internet, as well as a certain amount of line time.

By the early 1990's interest in the Internet began to spread like wildfire. Many trade publications suggest that if businesses fail to get on the Internet they will eventually be overrun by those that do. While all this may or may not be true, you can bet that at the very least, an awareness and a presence on the Internet will be an important part of doing business.

You can also bet that all business people (including the ones that break the law) will be turning to the Internet for every possible business advantage.

Getting Into The Internet

For the typical user, the most direct route onto the Internet is through an ISP. Using a computer with a modem, the user dials-up the ISP, signs-on and then sets about finding, sending, and receiving information. Because the connections between all the Internet sites are permanent, and the telephone lines are paid for by the owners of the individual sites, the users can connect to any site in the world without incurring long distance charges.

As an example, I can send electronic mail (e-mail) to a user in Sydney, Australia without paying for anything more than the

(Continued Page 44)

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line-time costs I pay my ISP. Similarly, I can connect to any site, anywhere in the world, and browse through it for nothing more than my line-time fees.

Before proceeding any further, we must remember that the Internet is only the headline grabbing end of the whole electronic information exchange business. While the Internet is rapidly increasing in popularity, the well entrenched world of bulletin board and on-line services continues to flourish.

These on-line services consist of anything from a single computer run by an individual out of his home, up to and including large commercial services such as CRS on-line and CompuServe. These are accessible only by direct dialing a local number and they only provide a limited number of services.

How such easy access to almost limitless amounts of information and services will impact us, and how can we best take advantage of it, is a complicated, multifaceted question. Starting with a look at the "catching-the-bad-guys", and the "doing-more-with-less" sides, will help to make some sense of this whole complicated mess.

Catching The Bad Guys

Just a few short years ago, things were pretty simple. Catching bad guys was a time honoured process involving



Courtesy: Windows Magazine

investigations and arrests. Evidence of a criminal offence was something tangible that a judge and jury could understand and relate to. Bad guys had to move around and go places to commit crime, and naturally we followed.

But now, the Internet has almost single-handedly eliminated many of the processes we have relied upon. The entrepreneurial spirit of the criminals could have no better vehicle. Sitting just about anywhere a phone

signal can reach (including cellular), a criminal can now work to his or her heart's content, anonymously and undetected.

On this criminal side, such individuals as Kevin D. Mitnick, have provided perfect examples of how the Internet and other dial-in computer systems can be profitable places for criminals. On the run from the FBI for 2 years, Mitnick is alleged to have helped himself to thousands of confidential corporate data files, credit card numbers, and cellular phone access codes.

Although he did use some of the information for his own good, Mitnick was considered to be one of the less dangerous hackers, because he often stole information simply for the challenge. Unfortunately, many hackers are motivated by greed and the desire to steal or destroy other people's data. Others still, like Jake Baker, use the Internet to provide anonymity and privacy to their perverted sexual pleasures. Baker was recently arrested for allegedly sending violent sexual fantasy stories to a pen-pal. He wrote such things as: "Torture is foreplay, rape is romance and snuff is climax" and "Just thinking about it any more doesn't do the trick. I need to do it."

Although Baker only sent textual messages, there is also a burgeoning market in sending pornographic material across the Internet. Last year in Toronto, police raids on several bulletin boards netted quantities of pornographic materials involving children, adults, and people engaged in sex acts with animals.

With approximately 35 million users and 3.8 million host computers on the Internet, the opportunities for the criminal element are almost endless. There are many renegade bulletin boards services (BBS)

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where hackers exchange techniques for cracking security codes, and accessing normally confidential information. While security experts manage to track many of these down, the vast majority go undetected.

Doing More With Less

We are all probably tired of hearing this well-worn phrase. But realistically, the concept has forced us all to look closely at how we do business. Much of the time and expense incurred by organizations stems from providing information and services to customers. It only follows then, that if a tool capable of reducing these expenses is available, an organization should use it. The Internet can be one such tool.

Since policing consists mainly of collecting, processing, and utilizing information, we must be extremely efficient and effective at doing so. And although most of the information we use is for internal or court purposes, much of the information is also newsworthy or consumable by members of the public.

Providing this information in a timely and accurate manner can dramatically reduce the costs associated with doing so. Instead of standing at the FAX machine for hours sending news releases to major media outlets, an organization with the appropriate Internet connections could automatically e-

mail news releases to their local media outlets. Obviously, personal assistance still has its place, but a well designed and accessible information directory such as a World Wide Web page on the Internet, can provide easy self-help access to extensive amounts of information which is normally available to the public anyway.

Providing information is only one side of this whole do-more-with-less angle. Looking for information is obviously the other. To that end, some employees of the Peel Regional Police Force, use the Internet to conduct research.

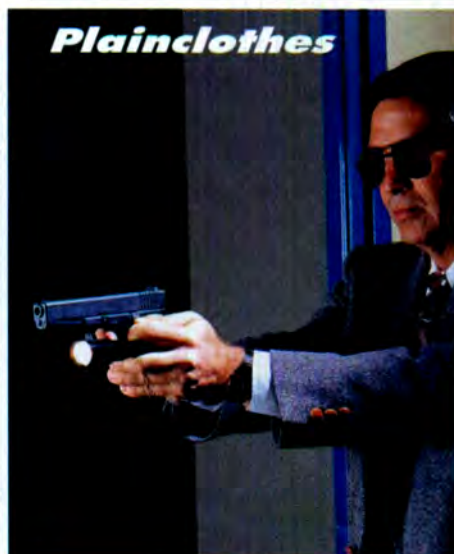
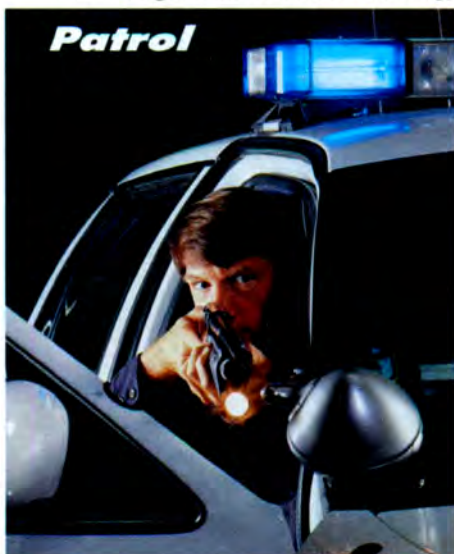
The manager of information technology

with the Peel Regional Police, Chris Moore, established Internet access for employees last year, in response to frequent requests about how they could receive e-mail from people outside the Force.

Being able to conduct research as well as sending and receiving e-mail through the Internet, provides these employees with an effective business tool, which makes them more efficient and productive.

I can be reached through the Internet at my e-mail address: ratajt@interlog.com.

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LETTERS TO THE EDITOR

I am faced with a dilemma. I am the senior officer in my detachment and I can not seem to get to the mail fast enough to secure your magazine for myself. Therefore, I am forced to take a drastic tactical action and order my own subscription... That'll show them!

With thanks!

M.J. (Mike) Goderre
Big Trout Lake, Ontario

Editor's Notes

I hope the trauma was not too great! Strangely enough we got another letter that reflected the same problem.

I would first like to congratulate you on an excellent publication and one of the few Canadian periodicals that really deals with the day to day lives of Canadian police officers. As a Constable in the RCMP posted in rural Manitoba, I find myself waiting for and trying to get first "dibs" on our detachment copy as soon as it appears in the mailbox. For this reason I gave up the fight and would now like to get my OWN copy of the Blue Line.

Thanks for all the good work and will be looking forward to your next issue

R.G. Cameron
Minnedosa, Manitoba

We look forward to receiving your issues of Blue Line Magazine. It is a great learning resource and a super stimulant for interesting conversations. Keep up the great work.

D.M. Feist
Headingley, Manitoba

I have thoroughly enjoyed each issue I have received over the past year and thank you for making this excellent publication available. I especially appreciate your stand in defence of police officers across our great Dominion. I urge you to continue to keep the pressure on our governments for the care and protection of our police.

Upholding the law

Rev. David Robins
Owen Sound, Ontario

Patch Profile

by Al Evans



Photo - Jack Lemire - Medicine Hat Police Service

The Incorporated Municipalities of Beresford, Nigadoo, Petit-Rocher and Pointe-Verde, New Brunswick as well as two service districts make up the territory that B.N.P.P. Regional Force covers. The first letter in the name of each town and village supplies the initials joined by interlocking rings on the shoulder patch.

The B.N.P.P. Regional Police Force was the first regional police force in the province of New Brunswick. They officially took responsibility for their present jurisdiction from the R.C.M.P.

on October 12, 1981.

In addition to the one town and three villages shown above their territory encompasses forty-seven square kilometers including 110 kilometers of roads. The population of this area is approximately 10,000. There are 16 police officers as well as two secretaries providing 24 hour-a-day coverage.

Geographically, the department is located on the north east coast of New Brunswick along the Bay of Chaleur between Bathurst and Cambellton.

The majority of the population served are of Acadian origin and the working language is mainly French although all employees are bilingual.

Close personal contact with the communities is maintained and crime prevention is a priority. Schools and various organizations are met with on a regular basis to deliver a variety of police related educational themes.

For further information you can contact Chief Edward Huzulak at 398 Main St., Box 189, Nigadoo, N.B. E0B 2A0.

Al Evans is an avid patch collector and a past member of the Royal Canadian Mounted Police and Medicine Hat Police Department. He is still an active member of the International Police Association.

Al has been diagnosed with *Amyotrophic Lateral Sclerosis (A.L.S.)* better known as *Lou Gerhig's Disease* which is at present incurable and untreatable.

Al is no longer able to work and one of the few hobbies he still enjoys is Police Patch Collecting. His goal is to have the largest and most complete police patch and memorabilia collection in the country. He wishes to turn this collection over to Chief Bill Spring for display with the Medicine Hat Police Department.

Al has agreed to share some of his knowledge in a monthly column about the more interesting patches in his collection. If you have an interesting or extra patch of your agency it would be appreciated if it could be donated to this worthwhile collection. Send all donations to:

The Al Evans Collection
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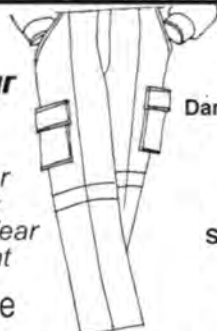


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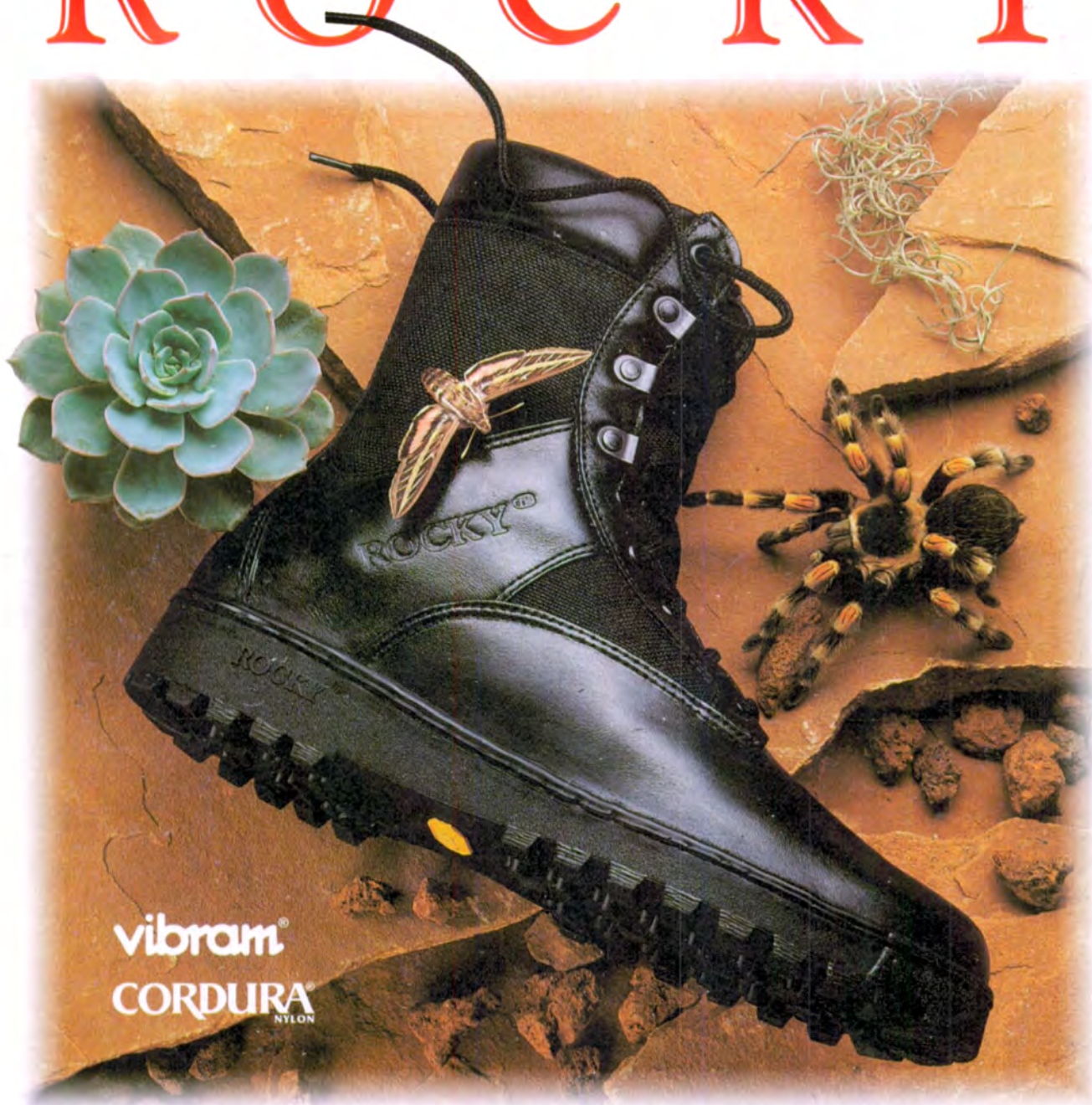
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