
NEWSLETTER

International Association of Directors of Law Enforcement Standards and Training
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Editorial Note: The IADLEST Newsletter is published quarterly. It is distributed to IADLEST members and other interested persons and agencies involved in the selection and training of law enforcement officers.

The IADLEST is a nonprofit, tax-exempt organization comprised of law enforcement training managers and leaders. Its mission is to research and share information, ideas, and innovations that assist in the establishment of effective and defensible standards for the employment and training of law enforcement officers.

All professional training managers and educators are welcome to become members. Additionally, any individual, partnership, foundation, corporation, or other entities involved with the development or training of law enforcement or criminal justice personnel are eligible for membership. Recognizing the obligations and opportunities of international cooperation, the IADLEST extends its membership invitation to professionals in other democratic nations.

Newsletter articles or comments should be sent to IADLEST; 2521 Country Club Way, Albion, MI 49224

MEETINGS SCHEDULED

The IADLEST business meeting will be held 1:00 to 3:00 pm, Saturday, October 23, 2010; and 9:00 am to 5:00 p.m., Sunday, October 24, 2010; in Orlando, Florida, in conjunction with the IACP Conference. The meeting will be held at the DoubleTree Castle Hotel 8629 International Drive Orlando, Florida 32819. The DoubleTree is located on the IACP bus route.

The IADLEST Executive Committee will meet January 6-7, 2011, in conjunction with the National Sheriffs Association's Midwinter meeting. The meeting will be held at the J.W. Marriott Desert Springs Hotel; Palms Springs, California.

REVISED RECIPROCITY HANDBOOK AVAILABLE

The 2010 IADLEST Reciprocity Handbook is now available and online. It is an invaluable resource for POST agencies, academy directors, personnel managers, counselors and students, as well as experienced police officers considering new employment in another state.

GRANT UPDATE

*by: Michael N. Becar
IADLEST Contract/Grants Manager*

Since the last grant update, I am happy to report that I was able to attend all five regional meetings and give an update on our current grants to everyone in attendance. It is always enjoyable for me to be able to attend these meetings and meet many of the staff and POST directors that I do not see very often. Below is an update on the current grants I am managing through IADLEST.

Pursuit Policy Workshops: Through July, we have completed over 455 workshops and have 54 additional ones scheduled. Through these workshops, we have provided training to 6,877 officers represented by 1,271 agencies. NHTSA has awarded IADLEST with additional funding to continue the workshops through September 2011. The Redden Agency, who manages this training, was contracted to provide an additional 1,000 workshops in the next two years.

Additional train-the-trainer sessions will be offered, with sites selected in areas showing pursuit problems as well as sites that do not presently have trained instructors. IADLEST, in partnership with ALERT will work closely with NHTSA to select these sites. The first train-the-trainer was held in Oklahoma City on September 15th, and the second one is scheduled for Las Vegas for October 15, 2010. We will be seeking retired officers and others who have the time to provide this training and compensating them for their time teaching the workshops. Another task added to this grant with the additional funding was to create an on-line learning module for the Pursuit Policy Workshops and host this on our NLEARN site.

Older Driver Training: To date, this train-the-trainer course has been offered in 29 states, and 1,451 instructors have been trained. LETR, our contract provider, is presently scheduling training in New Jersey, Illinois, Georgia, South Carolina, Montana, and Delaware. So far, no training has been scheduled in Alaska, Arkansas, Hawaii, Maine, Minnesota, Missouri, New Mexico, Ohio, Oregon, Utah, West Virginia, or Wyoming. There are only two or three months

left in this grant to provide this training so if any of you in the states listed above would like to host a class, please contact me as soon as possible.

Enforcement of Motorcycle Laws: Now that the curriculum has been written, second year funding was recently received from NHTSA. Our plan is to provide 20, two-day train-the-trainer classes throughout the nation, with two classes provided in each of the 10 NHTSA regions. If you are interested in hosting one of these classes, please contact me.

SFST Assessments: So far, standardized field sobriety testing assessments have been completed in the states of Washington, Michigan, Maine, Virginia, and Wyoming. Requests for an assessment of the state's program are made through the state Office of Highway Safety. So far, no additional assessments have been scheduled.

Decertification Database: At this time, there are still 29 states contributing their decertified officers to the database, which contains over 11,994 total records. The database has been updated to work with all current browsers as well as new security updates added. A change in system administration was made, which saves \$1,500 per month in administrative costs, which is now going into the general fund. States presently contributing data to this database include Alaska, Arizona, Arkansas, Colorado, Connecticut, Florida, Idaho, Indiana, Iowa, Kentucky, Maryland, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, South Dakota, Tennessee, Texas, Utah, Vermont, Washington, and West Virginia. If you presently do not contribute and would like to, please contact me.

National Decertification Index: Our new grant, through the Department of Justice, is targeted at recruiting additional states to contribute to the decertification index as well as helping those states that do not have decertification authority to obtain legislation to allow them to participate. The existing

decertification index is being re-written in a windows environment to make it more user friendly and help allow those non-participating states to join. A national decertification advisory committee has been formed, chaired by IADLEST 2nd Vice President William Muldoon from the Nebraska Law Enforcement Training Academy; and members include the IADLEST executive board, IACP, NSA, FOP, as well as Roger Goldman, Callis Family (Professor of Law from Saint Louis University School of Law), and Matt Hickman from the Department of Criminal Justice, Seattle University.

POST-Net: Our continuing funding from the COPS office to keep the IADLEST website running is nearing completion. We have taken steps to decrease the costs for hosting this site in order to keep it running once the funding is gone.

DDACTS Workshops: New funding was given to IADLEST for technical support of Data Driven Approaches to Crime and Traffic Safety (DDACTS). We have contracted with a program manager who is providing workshops around the nation for agencies interested in this approach to crime and traffic safety. Data-driven approaches to Crime and Traffic Safety is a law enforcement operational model that integrates location-based crime and traffic crash data to establish effective and efficient methods for deploying law enforcement and other resources. In the workshops, IADLEST and subject matter experts provide the leadership, training, expertise, and organizational oversight necessary and appropriate for the development, promotion, maintenance, and implementation of a DDACTS program for their agency. A more in-depth explanation will be provided at the upcoming IADLEST business meeting in Orlando.

NLEARN: Administration of this grant has been changed to save money and allow additional work on this database to complete the tasks assigned to IADLEST when the grant was provided. To date, there are 965 registered users with all states represented. Also, an electronic bookshelf will be added to this program from

funds provided by NHTSA along with additional funding we received.

IADLEST has issued a Request for Proposal to complete an audit of our 2009 finances and a Boise, Idaho firm has just been awarded this project.

WELCOME NEW MEMBERS

The IADLEST is proud and privileged to add the following new members. These professionals complement our Association's already extensive wealth of talent and expertise. We welcome them to the IADLEST.

Barbara O'Connor, Dir., UofI, Urbana-Champaign IL
David Bouwkamp, FAAC Inc., Ann Arbor, MI
David Harvey, Exec. Dir., POST, Lansing, MI
Wm. Hawe, Dir., Washington State POST, Burien, WA
William Martin, FACC Inc., Ann Arbor, MI
Jeff Overcash, NRA of America, Fairfax, VA
Tony Perez, Director, NY POST, Albany, NY
David Vice, Rappahannock Academy, Fredericksburg, VA

POST DIRECTOR CHANGES

Colorado: Director Paul Schultz has over 35 years of law enforcement experience that he brings to his position as Director of Peace Officer Standards and Training. His career began as a police cadet with the Englewood (CO) Police Department followed by a lengthy career with the Thornton (CO) Police Department where he served in numerous assignments and retired as a Police Commander in 1995. In 1995 he was appointed Chief of Police of the La Vista (NE) Police Department where he served until 2002 when he was appointed Chief of Police in Lafayette (CO). He served as Lafayette Chief of Police until 2010.

Director Schultz has a Master's Degree in Administration of Justice from the University of Colorado at Denver and is a graduate of the FBI Central States Law Enforcement Executive Development Seminar (LEEDS), The FBI Law Enforcement Executive Development Association training program (LEEDA), The Police Executive Research Forum's Senior

Management Institute for Police (SMIP), and the New England Institute for Law Enforcement Management.

Director Schultz has served as President of both the Police Chiefs Association of Nebraska and the Colorado Association of Chiefs of Police. In 1999 he was selected as Police Chief of the Year in Nebraska, and in 2000 he was a Webber Seavey award winner for Quality in Law Enforcement. In 2007 he was selected as the Boulder County Chief of Police of the Year. He has served on the advisory committee to the National Law Enforcement and Corrections Technology Center, The National Center for Missing and Exploited Children, the International Association of Chiefs of Police Small Agency Technical Assistance Project, and several local and state law enforcement committees in Colorado. He has also been an adjunct faculty at several Colorado and Nebraska Colleges for the past 20 years. He is a lead instructor for the Southern Police Institute and the International Association of Chiefs of Police.

In July 2010, he was appointed as the Director of Colorado Peace Officer Standards and Training.

Michigan: On September 15, 2010, Dave Harvey was appointed Executive Director of the Michigan Commission on Law Enforcement Standards.

Prior to his appointment, he served as the City Manager of Garden City, Michigan, for six years. Mr. Harvey served as the Chief of Police in Garden City during a 23 year career with the Department and also worked as Chief of the Detroit Metropolitan Airport Authority Police Department.

As the City Manager, he oversaw and coordinated the City's daily operations. He managed 9 City Departments employing approximately 152 people with an overall City budget of approximately \$31 million. Dave holds a Master's Degree in Public

Administration and a Bachelor of Science Degree in Criminal Justice.

New York: Tony Perez is Deputy Commissioner for NYS Division of Criminal Justice Services where he leads the Office of Public Safety. In this capacity, he oversees the coordination of New York State's multi-agency crime reduction program (Operation IMPACT), the development and delivery of advanced police training, and the identification and delivery of law enforcement technical assistance. He also assists in planning and program development as it relates to data driven crime reduction in New York State. Training areas include but are not limited to peace and police officer basic training, police supervision, police executive leadership, criminal investigations, officer safety, crime analysis, field intelligence, and highway safety. This position is also responsible for the design and ongoing development of the DCJS sponsored high tech regional crime analysis centers located in Buffalo, Syracuse, Rochester, and Albany.

Responsibilities include coordinating staff support of the Municipal Police Training Council, Law Enforcement Accreditation Council, and the Security Guard Advisory Council. Additional responsibilities include oversight of the certification and repair of alcohol and speed detection equipment statewide, maintenance of the state Police and Peace Officer Registry and training records, and oversight of the Security Guard Program, including approval of security guard schools and instructors.

Tony Perez joined DCJS in October 2008 after a 20-year career with Rochester Police Department, finishing his career there as deputy chief of operations, where he oversaw patrol, investigations, and special teams. He is also a certified Department of Justice instructor on hate crimes and domestic terrorism. Tony holds a bachelor's degree in criminal justice from the State University at Brockport and a master's in business administration from Medaille College in Buffalo. He is a native of Washington Heights on the upper west side of Manhattan and

a former patrolman with the New York City Police Department.

Washington State: At the September 8, 2010, Commissioner Meeting, the Commissioners selected William J. (Joe) Hawe as Executive Director of the Washington State Criminal Justice Training Commission. Director Hawe's appointment was effective September 13, 2010.

Director Hawe has an extensive background in criminal justice, as he served as a Special Agent of the Coast Guard Investigative Service; a police officer in Belgrade, Montana; a Special Agent with the State Department Office of Security; six years as Police Chief of Sequim; thirteen years as Sheriff of Clallam County; five years as a manager with the WASPC; and as US Marshal for Western Washington from 2008-2010.

Director Hawe holds both Bachelor of Science and Master's Degrees. He has taught Criminal Justice since 1986 at Seattle University, Saint Martins University, and Peninsula College.

OREGON TO HOLD FIRST CERTIFIED POLICE TO BASIC CORRECTIONS ACADEMY

By Eriks Gabliks, Director, Oregon POST

Economic challenges which have resulted in county sheriff's patrol deputy positions being lost, combined with an increase and rebirth of municipal jails staffed by city corrections officers augmented by police officers, has led to the creation of a new and innovative two week training course for currently trained and certified police officers to become corrections officers.

This two-week course will allow currently certified Police Officers to become dual certified in Corrections as well. This course is being offered to serve the working needs of county and municipal jails. This class is based on the five-week curriculum developed for the Basic Corrections Local Course that is currently provided by the Oregon Department of Public Safety Standards and Training (DPSST). DPSST staff worked with members of the

Oregon Sheriff's Jail Command Council and the Oregon Association of Chiefs of Police to develop this class based on the job task analysis and the curriculum for both Basic Police and Basic Corrections training programs. After thorough analysis, the two week Police to Corrections Curriculum was developed and approved by the Board on Public Safety Standards and Training and its Corrections Policy Committee.

The first class is scheduled for October 25-November 5, 2010, at DPSST's 212-acre Oregon Public Safety Academy in Salem, Oregon.

If you have any additional questions about this program, please contact Capt. Suzy Isham at 503-378-2327 or suzanne.isham@state.or.us

THINKING ABOUT HOW TO APPROACH THE UNTHINKABLE

Being Safer at a Small Aircraft or Helicopter Accident Scene

*By: Bob Stegema, U.S. Federal Aeronautics
Administration, Small Airplane Directorate*

[This article was originally published in the ARFF News, the official publication of the ARFF Working Group. The Aircraft Rescue & Fire Fighting Working Group (ARFFWG) is a non-profit international organization dedicated to the sharing of Aircraft Rescue & Fire Fighting (ARFF) information between airport firefighters, municipal fire departments, and all others concerned with aircraft fire fighting. With membership participation from around the world, your membership is welcomed. Join us now! To learn about the different membership options and the benefits that are extended to you as a member of the ARFFWG, please call us at 817-409-1100 or visit our website at ARFFWG.org].



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Fortunately, airplane accidents rarely occur, so few occupations have specific training to work at an aircraft accident site (usually only airport rescue firefighters (ARFF) and accident investigators). There are usually about 1500-1700 accidents in the US per year. A majority of these accidents involve small aircraft or helicopters. Most current training for aircraft accidents involves scenarios on larger commercial aircraft accidents. Make no mistake, larger aircraft accidents represent the large-casualty situations and demand that first responder skills are sharp and ready. Statistically, however, you as a first responder are much more likely to encounter an accident involving a small aircraft or helicopter.

A lot of different groups have a stake in an airplane accident: the operator, the rescuers (from many disciplines), the manufacturers, and the investigators. They all have something to offer and something to gain in sharing their knowledge. In this article, we will cover how the FAA got into this training, how a lot of different groups helped contribute, how the training is laid out, and finally, some of the considerations and hazards at an accident scene.

Training Development

In recent years, several recommendations by the National Transportation Safety Board (NTSB) focused on ballistic parachute systems (BPS) installed on many small aircraft and light sport aircraft. These ballistic parachutes consist of an actuation handle in the cockpit that ignites a rocket. The rocket pulls out a large parachute that can lower the entire aircraft to the ground. The rocket can be up to three inches in diameter and, as expected, can move very fast. If this rocket were to deploy from an accident aircraft on the ground and someone at the accident site was in the way, the result could be fatal. The system gives aircraft a great safety advantage but may pose a hazard when the aircraft is on the ground.

The FAA queried several first responder groups about ballistic parachute systems and their safe identification. Additional investigation confirmed, with the exception of airport

firefighters, most first responder groups were unaware BPS exists let alone know how to identify or safely work around the systems. Undeployed BPS pose a hazard to anyone around an accident aircraft. Training for BPS hazards has been available, but the training has been relatively limited.



The FAA's interest in aircraft accident hazards grew from BPS to aircraft airbags in seatbelts, composite structure, and then a larger collection of hazards that set an aircraft accident apart from an automobile accident. As the hazard list grew, the target audience grew too, from ARFF to local structural firefighters, EMS, law enforcement, coroners, recovery crews, investigators, and anyone else likely to be around an accident—airport employees, pilots, and the civil air patrol.

The FAA Small Airplane Directorate joined up with the FAA Rotorcraft Directorate to develop training for safety at small aircraft or helicopter accident scenes. The training development started with identifying interest in various professional first responder organizations, like the Airport Rescue Fire Fighting Working Group (ARFFWG). At the same time, several aircraft manufacturers and aircraft systems manufacturers, like the BPS manufacturers and

the aircraft airbag manufacturers were contacted for help. The General Aviation Manufacturer Association (GAMA) offered to tie in a larger collection of aircraft manufacturers. Numerous government organizations were asked to review and comment on the material, like the FAA Safety Team (FAASTeam), the NTSB, National Fire Academy, and the Civil Air Patrol.



Training Modules

The varying levels of involvement led to different training modules that focus on the targeted material or audience. For example, ARFF training focuses on aircraft accidents in particular; however, they may benefit from more in-depth material offered in module 4 about the BPS. On-scene commanders and law enforcement need to know about the hazards at the aircraft but will not have a self contained breathing apparatus or extrication equipment. They would probably benefit more from modules 3 and 5.

A link to the aircraft accident hazards training program can be found at http://www.faa.gov/aircraft/gen_av/first_responders/

Module 1 Systems and Material Hazards

- Recommended for firefighters and EMS.
- Primary module that identifies hazards unique to aircraft accidents.

Module 2 Aircraft Type Familiarization and Mission Specific Hazards

- Recommended for firefighters and EMS.
- Outlines aircraft variations in service and hazards associated with certain aircraft usage.

Module 3 Command and Recovery

- Recommended for firefighters, EMS, and law enforcement for aircraft accident protocol development.
- Recognizes operational protocol for managing an accident scene and requirements related to the investigation of the accident.

Module 4 Ballistic Parachute System Familiarization

- Recommended for firefighters and recovery personnel.
- Provides information that will detail the installation, operation, and techniques used by manufacturers to disable a ballistic parachute system so that the first responder will have a better understanding if tasked by the manufacturer to disable the system.

Module 5 Systems and Material Hazards for Rescuers

- Recommended for police, airport personnel, the aviation community, or others that may be tasked with initial rescue.
- Provides material from module 1; however, recognizes that personal protective equipment may not be equivalent to firefighter/EMS self-contained breathing apparatus and does not address extrication.

Module 6 is being developed to promote safety for helicopter operations, most commonly EMS and law enforcement operations. However, this module would be of value to anyone that may be expected to work around a helicopter. This includes material that shows the best ways of selecting and setting up a safe landing zone, protocol at the landing zone, and how to

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approach and depart a helicopter. This material is still under development but will be presented in the same manner as the earlier training modules.

The training modules are currently being developed into downloadable presentations, online versions with quizzes as required for certification, and versions that may fit into online learning management systems.

Crash guides for various makes of automobiles are common. Unfortunately, the equivalent for aircraft is not widely available. In the spirit of this, GAMA is collecting material from manufacturers that will share aircraft and component manufacturer accident safety data. The GAMA first responders' website represents a hub that has links to various manufacturer-maintained safety websites devoted exclusively to their products. Additional places for accident response information are found on the FAA training website, like the FAA ARFF website.

Now we'll explore some of the material from the training.....

Approaching the accident site



The first human reaction at the sight of someone in need is to render immediate aid. Each airplane accident has a different twist, and the same approach for all accidents will not always be the right one. While there are some “never do this” items, the most effective way to train is with a best practices approach. A better understanding

of how the airplane works helps. A lot of areas on an airplane you know about, but you may not know how those areas could be damaged by fire or impact or how those damaged areas could react if disturbed. Keep in mind, most cautions exist because someone was either hurt or nearly hurt in a past incident.

Before running up to the airplane, consider what kind of airplane it is or what kind of job the airplane was doing. Aside from pleasure flying, people use aircraft for many different types of jobs. Even though that seems obvious, the job they were doing will let you know what you might be dealing with on the ground. For example, an agricultural aircraft may carry hundreds of pounds of pesticide, an EMS helicopter may have large oxygen bottles on board, or a law enforcement aircraft may have weapons and ammunition on board.

Is it burning? It could start soon. What do you have to protect yourself? Firefighters should use SCBA and full bunker gear to provide protection from heat, tactile, and respiratory hazards. PPE can be adjusted accordingly after the situation can be more fully assessed. You must consider combustion byproducts, chemicals on board, and biohazards from the occupants. These hazards spread over a large area due to impact. Approach the scene from upwind if possible. Also, when you leave the site, remember that your shoes, clothing, tools, and anything else you took with you may have contamination.

Depending on the situation, you generally want to approach the aircraft from the sides. Be on the lookout for signs of ballistic parachute systems (BPS). A relatively small percentage of the aircraft in service have BPS installed, but they present a big hazard and must be respected. We'll discuss these later.

In addition, every aircraft accident is subject to an investigation by the National Transportation Safety Board or the Federal Aviation Administration to determine the probable cause. Because of this, you must take care to not damage the evidence investigators may need involving the accident. If you drive up to the

scene, you may be disturbing evidence sooner than you think. Wreckage, ground scarring, or even occupants may not be at the main accident site but spread out over a large area. You must also try to contact law enforcement to secure the accident scene. An aircraft accident attracts media attention and media along with members of the general public will likely show up at the scene. When you leave, try to back out over the same path you arrived to minimize compromising the scene.

Ideally, you should photograph or document any disturbance to the scene if possible. Be prepared to debrief the investigators when they arrive about what you saw; actions you took to disturb the wreckage, locations, and conditions of wreckage; and noted hazards like airbags, BPS presence, or spilled fuel.



At the accident site

If you can't render aid or it's too late, back away and do your best to keep other bystanders out too. Think about the following areas for your own personal safety.

Engines: They probably won't be running, but, if they still are, stay clear of the propellers, inlets, exhausts, and the plane of rotation (the area directly perpendicular to the rotating parts). If the engines stop quickly, they could throw parts. Stationary propellers are cause for concern. Don't touch them; they could kickback or highly-loaded springs in the hub could release and throw parts if they are damaged and then are disturbed.



Stability: Think about how the aircraft is positioned. Will it move or collapse if you put your weight on it given its orientation or the landscape it is on? How did the fire and impact affect the aircraft? Composite airframe structure may look intact when burned, but it will be like stepping on cloth and won't hold you if the resin is burned away. Step carefully if the structure looks compromised and be careful around jagged structure.

Accessibility: Of course, first head for the doors or escape hatches to access the occupants. Aircraft that fly at higher speeds may have flush handles that lay flat on the aircraft skin. They may be a little more complicated to find and operate. If you have access to aircraft now, you could survey the types of handles at a local general aviation airport; or it may be a good excuse to visit an air show.

Access through the windshield is not a good idea, especially the forward windshield. They were built for taking impacts, so they will be ready for the blows of your ax. Make sure to share any safety related information that you have recognized from the accident with the first investigators. If you find yourself in the situation of trying to extract an occupant by cutting the aircraft, think about where you cut. For example, if you cut one of the window posts on a high-wing aircraft, you could sever a fuel line. Any cut has the potential of cutting through different aircraft systems including hydraulic, fuel, electrical, or even a cable that could deploy a ballistic parachute system (BPS).



Airbags: If you are in the cabin trying to help the occupant, be careful what you touch. More and more aircraft are equipped with airbags. Airbags in aircraft are actually located in the seatbelt straps and can be identified by very thick straps. While it is not likely that they would go off, they are powered by at least 6000 psi compressed gas from a small tank usually under the seat. Airbags can definitely hurt you if you are in the way should they deploy. Additionally, the system is independent of the aircraft electrical system. Use caution in the cabin. Limit your contact with the controls and be sure not to pull or disturb any big red T-handles for BPS.

Stored energy: On an accident scene, you must consider the stored-energy components that aircraft use. There could be remaining energy in hydraulic systems, pneumatic systems, suspension struts, wheels, and batteries. The systems and the parts that contain them may have been compromised in the accident, and you don't want to be around if they discharge or otherwise release. Aircraft must be light to fly. Because of this, the parts are made of materials that are generally lighter and may be more susceptible to damage than the equivalent heavy steel parts that might be used in similar systems on an automobile.

Composites: Composite structure is becoming more and more common in aircraft. Composite refers to strong fibers (usually glass or carbon) held together in a resin. That resin is a plastic and puts off toxic fumes when it burns along

with all of the other materials used in aircraft construction. When the fibers in the composite are set free, they can be inhaled and cause further health hazards. If the resin burns away and you disturb the structure, the fibers will become airborne. If the composite structure is just fractured, it can break into sharp shards that can easily penetrate a boot. PPE is very important: a mask and leather gloves at a minimum should be worn in an accident scene involving a composite aircraft.

Biohazards: Biohazards may be present from the occupants or from cargo, and the accident impact could spread the biohazards over a large area. Investigators wear full impermeable suits with hoods, goggles, rubber gloves covered with leather gloves, and rubber boots that cover their own boots. Occupations that work in accident scenes take recurrent blood-borne pathogen awareness courses. You should take self-protection seriously. Remember, also, that anything you take into the accident scene should be considered contaminated including your tools and especially your footwear.

BPS: Ballistic Parachute Systems are becoming increasingly popular in small aircraft. The system is rather simple in concept. It has an actuation T-handle (usually red), within reach of the pilot attached to a sheathed cable like that on a bicycle brake. This cable runs directly into the rocket igniter on the end of the rocket. The rocket is attached to the parachute container.

In most cases, the parachute deploys up and aft, and the entire assembly is located close to the aircraft center of gravity-around where the wing and fuselage meet. If this rocket were to deploy from an accident aircraft on the ground and someone at the accident site was in the way, the result would likely be a fatality. Most aircraft will have a triangular warning label that indicates where the rocket leaves the aircraft. If you see that triangular warning label, you should avoid that area.

Additional labels may be on the aircraft indicating installation of a BPS, usually located



near the entrance to the aircraft. If the parachute system were deployed and the parachute is out of the aircraft, don't enter the aircraft until the parachute canopy is collapsed. If the canopy were to reopen and catch the wind the airplane will follow. These parachutes have dragged otherwise undamaged accident aircraft for over a mile on the ground. The straps and suspension lines could be an entanglement hazard as well. The canopy can be collapsed by spraying it with water or carefully cutting the suspension lines. Roll up and secure a collapsed canopy to prevent reinflation.

As aviation develops, manufacturers continually incorporate new technologies into aircraft that make them easier and safer to fly. It is the FAA's mission to promote safety for aircraft and their operation. As with any machine, accidents can and sometimes do occur. When an accident occurs, someone comes to the rescue. Occasionally bystanders arrive at an accident scene first, but firefighters, EMS, and law enforcement are usually the first people on the scene of a small airplane or helicopter accident. Anyone on the accident scene takes a risk. With a little knowledge, accident responders can better manage that risk.

Summary: In summary, there are a lot of hazards in an aircraft accident scene. Think about how the impact and fire may have affected the aircraft and its systems. Many things that are

continued on page 15



Using Educational Technologies
to Promote Public Safety

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IADLEST MEMBERSHIP

Print Name

Title

Organization

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City

State

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Area Code

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Area Code

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E-mail Address

Sponsoring State Director Member

Type of Membership Requested:

Director (\$400)

Sustaining (\$200)

General (\$100)

Make check payable to **IADLEST** and mail with application to:

IADLEST
c/o 3287 Tasa Drive
Meridian, ID 83642-6444

MEMBERSHIP

Membership in the Association is available in one of the following categories:

Director Member is an agency membership available to the director or chief executive officer of any board, council, commission, or other policy-making body. This agency is established and empowered by state law and possesses sole statewide authority and responsibility for the development and implementation of minimum standards and/or training for law enforcement, and where appropriate, correctional personnel.

General Member is available to any professional employee of an agency represented by a director; any member of the board, council, commission, or other policy-making body of any state, to which a director is responsible; any professional employee of a criminal justice academy or training center at a national, state, or local level, or other persons actively involved in the training/education of law enforcement personnel; or individuals employed by or within any country other than the United States whose employment and responsibilities are deemed equivalent.

Sustaining Member is limited to any individual, partnership, foundation, corporation, or other entity involved with the development or training of law enforcement or other criminal justice personnel.

General and Sustaining members must have the sponsorship of a state director member upon application for membership.

RECRUIT A NEW MEMBER
SHARE IADLEST WITH A COLLEAGUE

We ask each IADLEST member to recruit other distinguished law enforcement professionals. If each member recruited one other member, we would double in size overnight! The more members we have, the greater influence we will have on law enforcement standards and training. There is no reason why we should keep the IADLEST organization our best-kept secret.

Why should you become a member?

You can:

- Belong to an international association of professional law enforcement training directors, managers, leaders, and educators.
- Exchange information and advice with other professionals.
- Participate in national conferences and keep abreast of state-of-the-art training and employment standards.
- Access the IADLEST POST-NET (Internet) national curriculum library.
- Use the IADLEST POST-NET (Internet) national training calendar to list your training programs.
- Access IADLEST research studies and training products, e.g., Emergency Driving Training Guide, Radar/LIDAR Training Manuals, *IADLEST Sourcebook*, etc.
- Provide input on national policies affecting law enforcement standards and training.

continued from page 11

normally safe could hurt you as a result of a crash. Minimizing your disturbance of the accident scene is the best way to keep yourself safe.

An airplane accident is one of the last places you would ever want to be hopefully, you will never have to use this information. But if you ever do find yourself in the wrong place at the wrong time, with a little extra knowledge you might be able to extend that helping hand at the right time but in a much safer manner.

About the Author: *Bob Stegeman is an aircraft structures engineer with the FAA Small Airplane Directorate in Kansas City. He has held similar positions in the airline industry. In his career in aviation, he has participated in several aircraft accident investigations and accident-related design reviews. He has presented this new training material to many professional organizations. In putting together this training, he has developed numerous new relationships in the first responder community. He has found it very rewarding to be able to share this aircraft safety information with the leading-edge crews that work so hard to protect us all.*



ALBANIAN AND MONTENEGRIN GUESTS

The Texas Commission on Law Enforcement Education and Training sent its state flag to the IADLEST Corpus Christi Conference guests in Albania and Montenegro. Gary Bullard, ICITAP-Albania/Montenegro Program Manager, presented Ahmet Haxhiaj, Albanian State Police Deputy General and Director of Training, and Nazmi Kotarja, ASP Director of the Center for Police Development, with a Texas flag previously flown over the state capitol in Austin, in recognition of their participation and support during the June training conference hosted by International Association of Directors of Law

October 2010 IADLEST Newsletter

Enforcement Standards and Training (IADLEST), in Corpus Christi, Texas. The group proceeded from Texas to Washington, D.C., where they spent a week visiting offices of the DEA, FBI, ICITAP, and area academies.



POLICE CHIEFS RELEASE GUIDES ON RETURNING COMBAT VETERANS

Submitted by: IACP

Combat veterans face many issues when they are deployed overseas to combat duty and then return to either new or previously held positions as federal, state, local, and tribal law enforcement officers. The International Association of Chiefs of Police (IACP) and law enforcement leaders across the United States recognize the need for innovative reorientation policies, procedures, and training strategies to address the highly complex transitional process these veterans face upon return.

In response to this need, the IACP has released two guides:

** Law Enforcement Leader's Guide on Combat Veterans: A Transition Guide for Veterans Beginning or Continuing Careers in Law Enforcement; and,*

** Combat Veterans and Law Enforcement: A Transition Guide for Veterans Beginning or Continuing Careers in Law Enforcement.*

These guides were developed in partnership with the U.S. Department of Justice, Office of Justice

Programs, Bureau of Justice Assistance (BJA), and Applied Research Associates, Inc., Klein Associates Division. To develop these guides, IACP examined the challenges veteran officers face to learn first-hand about their transition from military service to their law enforcement duties in state, local or tribal police or sheriff's departments.

"In today's all-volunteer military, these citizens have become the finest examples of selfless service and courage that our country has to offer," stated IACP President Michael Carroll, Chief of the West Goshen Township, Pennsylvania Police Department. "As a veteran of the US Air Force, I know that the information contained in both guides will greatly improve our veterans' transition experience from military to law enforcement. I ask that all police chiefs ensure that these patriots are provided with the utmost support so they can serve their community as law enforcement officers."

James H. Burch II, the Acting Director of the Bureau of Justice Assistance fully concurs, "The Employing Returning Combat Veterans project and these two guides will prove to be invaluable resource tools, for both law enforcement leaders and combat veterans to facilitate the integration of America's finest into rewarding law enforcement careers."

The Leader's Guide is designed to provide tools and strategies to define or refine a transition/reintegration strategy that optimizes a successful transition and enhanced support for veteran officers. The Veteran's Guide contains tips, checklists, and resources to assist law enforcement officers returning from combat deployments, while offering some useful suggestions for those veterans seeking a productive and sustainable career in law enforcement.

The Assistant Secretary of Defense for Reserve Affairs, the Honorable Dennis M. McCarthy, adds, "I thank the International Association of Chiefs of Police for their efforts to address the growing employment concerns of veterans, both those still serving in the Guard

and Reserve as well as those who have completed their military service. It's exciting to see an organization like IACP working alongside the Department of Defense Yellow Ribbon Program and Employer Support of the Guard and Reserve to advance programs for the hardworking men and women who serve our country."

To obtain the two guides, please visit the IACP's website: www.theiacp.org.

UTAH PEACE OFFICER STANDARDS AND TRAINING ACADEMY TO DELIVER SECURE ONLINE LEARNING

Submitted by: Tera Haselden, Envisage Technologies

Envisage Technologies, a recognized leader in first-responder, law-enforcement, and military training modernization and automation, announced today that the Utah Peace Officer Standards and Training (POST) Academy has purchased the Learning Management System (LMS) module of the Acadis® Readiness Suite.

Utah plans to deploy the Acadis LMS to augment the residential and skills-based training that all officers are required to complete annually, thus capturing all dimensions of an officer's lifelong learning within a unified legally defensible training record.

Increasingly, law enforcement and public safety agencies turn to online learning to reduce the costs, travel, and time away from the job as a result of mandatory annual training. However, online learning creates two major challenges: securing sensitive officer information and integrating online training results into records management systems. The Acadis LMS addresses both challenges by delivering content through a secure portal framework that restricts access to Internet-accessible training content to appropriate online learners and protects sensitive officer information.

Further, the Acadis LMS is fully integrated into the Acadis Readiness Suite so an officer's training results, including test scores, are

automatically and securely posted to their training record, residing in a secure area of the network.

Unlike generic LMS products, the Acadis LMS was designed specifically to address the security and compliance requirements of law enforcement and public safety organizations at a fraction of the cost of traditional LMS platforms.

“The Utah POST is leveraging the savings and benefits of blended learning and has made tremendous strides automating its training processes,” said Ari Vidali, CEO of Envisage Technologies. “The addition of the LMS was a logical next step in this evolution as it allows officers to access vital training from anywhere, eliminates costly travel, and keeps the officers where they are most needed - on the street.”

About Envisage Technologies

Founded in 2001, Envisage Technologies is a recognized leader in first-responder, law enforcement and military training modernization and automation. Envisage developed the Acadis Readiness Suite, a complete software system for homeland security, law enforcement, and military organizations requiring accurate and comprehensive information to strengthen operational readiness. It is the planning, scheduling and training software that optimizes personnel and resource management. Clients include the United States Army, federal law enforcement academies in the U.S. Department of Homeland Security (DHS), and state law enforcement training organizations. Learn more by visiting www.envisagenow.com or calling 888-313-8324.

BUSINESS MEETING MINUTES JUNE 22, 2010 CORPUS CHRISTI, TEXAS (to be approved)

CALL TO ORDER: President Mike Crews (FL) called the meeting to order at 9:15 a.m.

ROLL CALL: States Present: Florida, FLETA, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Nebraska, Nevada, North Carolina, North Dakota, Pennsylvania, South Carolina, South Dakota, Texas, West Virginia, Wisconsin, and Wyoming. Nineteen members present to allow for a quorum.

SPECIAL PRESENTATION: President Crews presented Ari Vidali from Envisage Technologies with a plaque of appreciation in recognition of his contribution and assistance to the technology needs of the association.

APPROVAL OF MINUTES: MOTION by Mark Damitio to approve the General Business Meeting Minutes from the October 3-4, 2009 meeting in Denver, Colorado. SECOND by Bierne (SD). MOTION CARRIED with all in favor.

ELECTIONS: President Crews informed the members that elections are needed for 2nd VP and Secretary. Rusty Goodpaster informed Crews that there is one identified candidate for Secretary (Lloyd Halvorson, ND) and one identified candidate for 2nd VP (William Muldoon, NE). Halvorson and Muldoon both provided brief remarks regarding their desire to serve the association. Crews asked for nominations from the floor for Secretary. Hearing none, MOTION by Otto that nominations for Secretary cease. SECOND by Melville. MOTION CARRIED with all in favor. Crews asked for nominations from the floor for 2nd VP. Hearing none, MOTION by Melville that nominations for 2nd VP cease. SECOND by OTTO. MOTION CARRIED with all in favor. MOTION by Damitio to direct the President to hold the election for both offices. SECOND by Melville. MOTION CARRIED with all in favor. Mike Crews informed the members that the President casts his vote for Lloyd Halvorson (ND) for Secretary and William Muldoon (NE) for 2nd Vice President.

EXECUTIVE DIRECTOR BRIEFING: New POST Directors: Pat Judge reported 11 new POST directors in the United States with a 12th

new director to be named soon in Michigan. The new directors are in Colorado, Delaware, Hawaii, Illinois, Idaho, Louisiana, Maine, North Dakota, Ohio, Oregon, and Vermont. Logo Adoption: IADLEST Logo: The Executive Committee has reduced the eight possible logos that were up for consideration to two. The current logo and new logos, number six and eight, in blue and gold color were shown to the members. Discussion followed about the logos with members sharing their observations. President Crews decided a show of hands and simple majority would decide the issue. There was one vote to retain the existing logo, zero votes for new logo number six and 16 votes for new logo number eight. Logo number eight will be adopted by the association. President Crews thanked Peggy Schaefer (NC) for her work on this and the time that her staff has put in to the logo redesign project. USDOJ: There is a requirement that all officers be trained in Terrorism. USDOJ has contacted Pat Judge regarding the possible use of the NLEARN system to track this training and officer completion. More information will be forthcoming in the near future. U.S. State Department: Judge reports that a mailing or contact will be coming to POST agencies soon regarding the requirement that an arrested foreign national is entitled to contact their embassy. This will have some implications with the law in Arizona allowing police officers the ability to challenge the immigration status of those possibly in the country illegally. Reciprocity Handbook: Judge is in the process of updating the handbook. POST directors have been sent the request to update their information. Judge requests that these be returned as soon as possible so the publication can be completed and made available. Future Meetings: The next General Business Meeting will be in Orlando, Florida, October 23-24, 2010; and the next Executive Committee Meeting will be in Palm Desert, California, January 6-7, 2011. MOTION by Melville to approve the Executive Director's Report. SECOND by Harris (WY). MOTION carried with all in favor.

GRANTS MANAGER BRIEFING: Mike Becar presented an update on all of the grants

and contracts currently managed by IADLEST (see Executive Committee Minutes from June 20, 2010, for details). MOTION by Gallaher to approve the Grants Manager Report. SECOND by Bierne. MOTION carried with all in favor.

AUDIT COMMITTEE REPORT: Tim Braaten (TX) provided the audit report. Lyle Mann and Tim Bratten both agree that the financial records for 2009 appear in good order. Mike Crews indicated that Lyle Mann asked that when an individual uses a personal credit card and seeks reimbursement, that the item is accounted for and this issue is "memorialized" (addressed) in policy. MOTION by Harris (WY) to accept the audit committee report. SECOND by Damitio. MOTION CARRIED with all in favor.

IADLEST TREASURY: Penny Westfall provided the financial reports for the association for year ending 2009 and from January through May 31, 2010. MOTION by Muldoon to accept the Treasurer's Report. SECOND by Goodpaster. MOTION CARRIED with all in favor.

COMMITTEE REPORTS: RDPC: Steve Otto, IADLEST representative provided an update on the Rural Domestic Preparedness Consortium's activities. Otto indicated that his term is over this year. He asked anyone that would be interested in his position on the committee to contact him. CALEA: Steve Otto and Peggy Schaefer addressed IADLEST regarding the memorandum of understanding (MOU) with CALEA. Peggy provided an e-mail regarding her conversations with CALEA about marketing using the IADLEST logo and regarding compensation and/or discounts to academies that seek accreditation and whose CEO is a member of IADLEST. She provided a draft amendment to the MOU specifically identifying what has been agreed to. FLETC: Chuck Daenzer briefed the members on a new initiative regarding the national needs assessment. He stated that they are in the process of developing a plan to evaluate the training needs of rural law enforcement to find the training gaps and to ensure there is no

overlap with what is already being done. They plan to survey all POST Directors, all academy directors, highway patrol agencies, and other entities like DNR, tribal law enforcement, and a sample of 3,000 rural police agencies across the country. He defined "rural" as being outside a metropolitan statistical area or inside one that has a population less than 50,000 people.

Conference Committee: Mike Crews informed the members that prior to this conference, no state had come forward to host the 2011 conference. As a result, Crews and Becar have asked the Redden Group, who specialize in event planning to present a conference coordination proposal to the Executive Committee. Crews stated that since that time, Penny Westfall and the Midwest Region have offered to host the conference. The Executive Committee will discuss this at their meeting later today.

REGIONAL REPORTS: Northeast: John Gallaher was re-elected as the NE Regional Representative. They held a regional meeting in May in Hershey, Pennsylvania. Seven of 12 states were represented with 16 members present. Primary agenda items included FLETC's national needs assessment. Central: Chuck Melville was re-elected as the Central Regional Representative. They held a regional meeting in Indiana in May. Five of nine states were present for the meeting. South: Bill Floyd (SC) will be the new Regional Representative for the South Region, replacing Peggy Schaefer. They held a regional meeting at the South Carolina Criminal Justice Academy in April where six of nine states were present. Midwest: Mark Damitio was re-elected as Regional Representative for the Midwest. A regional meeting was held in Pierre, South Dakota, in April where 24 members from eight of ten states were present. Kansas has volunteered to host the next regional meeting. West: Dick Clark provided the regional report on behalf of Lyle Mann. The West Region held a regional meeting in San Diego where six of eight states were present. Cameron Campbell (OR) was elected as the new Regional Representative.

ADJOURNMENT: Meeting adjourned at 2:10 p.m.

POSITION OPENING

The International Criminal Investigative Training Assistance Program (ICITAP) of the U.S. Department of Justice has an opening for a "Police Continuing Education Advisor". The work location will be conducted primarily in Mexico.

Requirements: Incumbent will support the development and operation of a POST-like entity in the Mexican federal-level government. Must be able to promote the concept/project, assess requirements, develop standards, develop training curriculum and support the sustainability of the effort through appropriate means, such as train the trainer programs.

The U.S. Department of Justice's ICITAP Program conducts law enforcement development programs around the world. ICITAP has recently initiated a Police Continuing Education Project in Mexico. The intent of the Project is to support the development of a federal entity in Mexico similar to Police Officer Standards and Training (POST) structures in the U.S. The concept has been received positively in Mexico and we are currently in discussions with the Mexican government to initiate this support.

To help us in the execution of this effort, we are looking for individuals with expertise in state POST or POST-like entities who can manage and coordinate the development of professional standards in the relevant areas of recruitment, selection, personnel management and training standards as well as the development of the appropriate training curricula to support effective compliance with the standards. The program also foresees the acquisition of government recognition and university accreditation for this police training, as well

as making the training and related services available on-line to increase accessibility. Standards and training developed and established for the federal level will serve as the basic model for replication at the state level. Federal level entities will have regulatory and oversight responsibility of state-level execution.

The individuals employed will work as contract advisors. We expect that the project will take several months to complete. It will involve reviewing materials and work already completed in the area by different components of the Mexican Government and development of new standards and training to fill in the gaps and strengthen areas requiring it. It will also require advising and working with Mexican Government officials at various levels. Proficiency in Spanish is highly desired and will likely be a decisive factor in the selection of the appropriate personnel. The completion of this project will likely require two, possibly more, advisors to effectively meet the objectives of this assistance.

Minimum requirements:

- Five to 10 years of experience working in POST or similar organizations.
- Ten to 15 years in law enforcement
- Five to 10 years in police training, police management and/or human resource management

Ideal candidates will have:

- Excellent written and verbal communication skills in both English and Spanish
- Ability to effectively manage time and work independently
- Ability to professionally and effectively interact with a variety of individuals and in an foreign and culturally diverse environments

How to Apply: Send resume to Jacquelyn Rollandini and complete the MPRI Individual Information Form (IIF). The IIF is an electronic form you can find at http://www.mpri.com/main/iif_job.html. Go to this link and click on “Complete or Update IIF” and follow the instructions from there.

Contact Name: Jacquelyn M. Rollandini

Telephone Number: (703) 664-2715

E-mail: Jacquelyn.Rollandini@l-3com.com



**International
Association of Directors of
Law Enforcement Standards and Training**

**Business Meeting
1:00 to 3:00 p.m.; Saturday, October 23, 2010; and
9:00 a.m. to 5:00 p.m., Sunday, October 24, 2010**

**Doubletree Castle Hotel
8629 International Drive
Orlando, Florida 32819
(407) 996-3104**

Tentative Agenda

- | | | |
|------|---|--|
| I. | Call to Order | Rusty Goodpaster (IN) |
| II. | Roll Call | Lloyd Halvorson (ND) |
| III. | Additions to the Agenda | Rusty Goodpaster (IN) |
| | <ul style="list-style-type: none">• Introduction of Guests- Office of Community-Oriented Policing- Bureau of Justice Assistance- Federal Bureau of Investigation | Bernard Melekian (COPS)
Jim Burch (BJA)
Jeffery S. Blanton (FBI) |
| IV. | Approval of Minutes | Rusty Goodpaster (IN) |
| | <ul style="list-style-type: none">• June 22, 2010; Corpus Christi, Texas
(Refer to October 2010 IADLEST Newsletter Online) | |
| V. | Executive Director's Briefing | Patrick Judge (MI) |
| VI. | Contract/Grants Manager's Briefing | Michael Becar (ID) |

VII. IADLEST Treasury Penny Westfall (IA)

- Accounts Reports/Financial Statement
- Corpus Christi Conference Financial Report

VIII. Administrative Review of Current Business Items Rusty Goodpaster (IN)

- Future Annual Meetings
- FLETC – E-Learning
- Redden Group – Membership Recruiting
- CALEA MOU Modification
- *IADLEST Sourcebook* Project Update

IX. Committee/Special Assignment Reports

X. Region Reports

- Northeast Region John Gallaher (PA)
- Central Region Charles Melville (KY)
- South Region William Floyd
- Midwest Region Mark Damitio (KS)
- West Region Cameron Campbell

XI. New Business

- Consular Notification and Access Wallis Ann Doerge
(US Dept of State)

XII. Adjournment

Next Business Meeting: June 21, 2011; Nashville, Tennessee