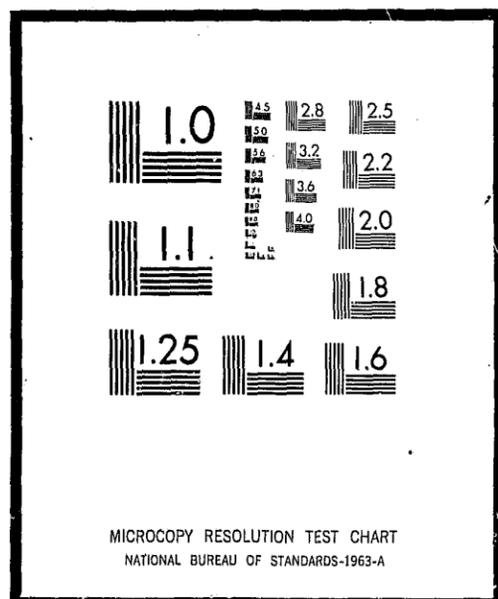


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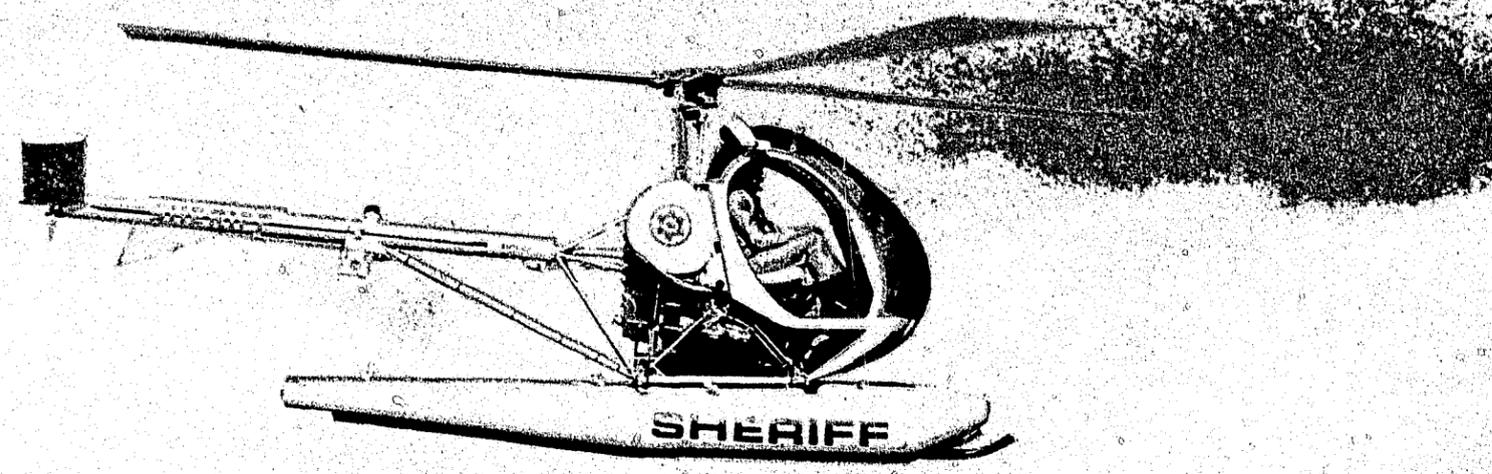
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 HELICOPTERS
 LAKEWOOD (CA)
 LOS ANGELES COUNTY

ANNOTATION:
 THE WATTS RIOT PROVED THE HELICOPTERS UTILITY AS AN EFFECTIVE EMERGENCY PATROL VEHICLE AT NIGHT.

ABSTRACT:
 THIS LED TO THE CONCEPT OF THE HELICOPTER AS A DAY-NIGHT PATROL VEHICLE. THE TECHNIQUE RECENTLY UNDERWENT EXPERIMENTAL DEVELOPMENT AND VALIDATION BY THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT. GOALS OF THE PROJECT SKY KNIGHT WERE SIX-FOLD - (1) IMPROVE POLICE RESPONSE TIME; (2) DEMONSTRATE SUCCESSFUL DAYTIME SURVEILLANCE METHODS; (3) INITIATE EFFECTIVE NIGHTTIME SURVEILLANCE; (4) INCREASE PATROL OBSERVATION; (5) INCREASE OFFICER SECURITY; AND (6) REDUCE CRIME IN THE PROJECT AREA. THE PROJECT DEMONSTRATED THAT THESE AMBITIONS COULD BE ACCOMPLISHED BY AN AERIAL POLICE UNIT, IN CONJUNCTION WITH EXISTING GROUND UNITS, WITHOUT THE REQUIREMENT OF CONTINUOUSLY INCREASING THE NUMBER OF OFFICERS AND RADIO CARS AT THE PACE FOUND NECESSARY TODAY, TO COPE WITH SPIRALING CRIME RATES. THE HELICOPTER WAS OUTFITTED AS A POLICE VEHICLE, COMPLETE WITH NIGHT FLYING EQUIPMENT. A FOUR-FREQUENCY SHERIFF'S RADIO INSTALLATION PROVIDED TRANSMIT-RECEIVE CAPABILITIES BETWEEN DISPATCHER AND AIR UNITS, ON TWO SEPARATE FREQUENCIES. A THIRD FREQUENCY ENABLED THE HELICOPTER TO COMMUNICATE WITH ANY PATROL UNIT WITHIN RANGE. THE FOURTH, AND MOST SIGNIFICANT FREQUENCY, WAS RESTRICTED TO AIR AND GROUND UNITS WITHIN THE EXPERIMENTAL PATROL AREA. (AUTHOR ABSTRACT)



AERIAL SURVEILLANCE
IN
LAW ENFORCEMENT

HELICOPTER
PATROL

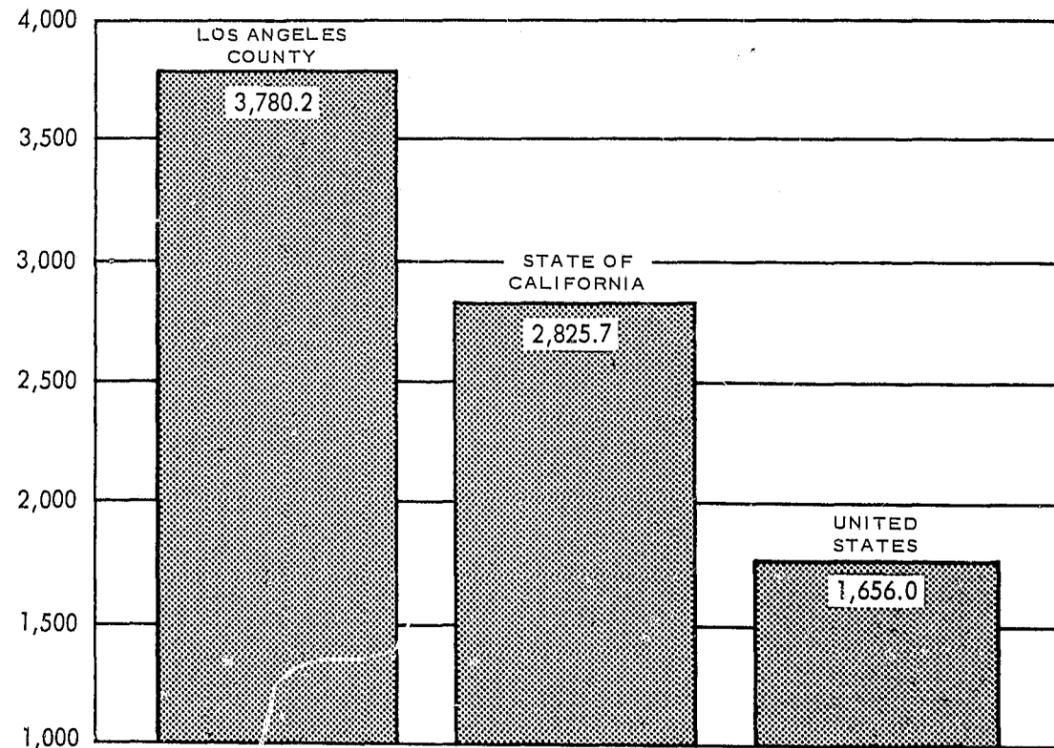
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UNIFORM CRIME REPORTS - 1966

ACTUAL MAJOR CRIMES

PER 100,000 POPULATION



Los Angeles County Crime rate per 100,000 population exceeds that of the State of California by more than 34% and the national average by more than 128%.

INTRODUCTION

Crime in the United States is increasing at a rate far surpassing the population growth. Los Angeles County is no exception. In fact, according to the F.B.I. 1966 reports, Los Angeles County had the highest crime rate -- for major crimes per 100,000 population -- in the nation. Something must be done . . .

There have been numerous technological advances through the years, many affecting police service. However, this technology has been directed toward the investigation of criminal offenses already committed -- far removed from the patrol aspect of police work. Not since the advent of radio-equipped patrol cars in 1929 has there been any truly innovative tool made available to the "man on the beat."

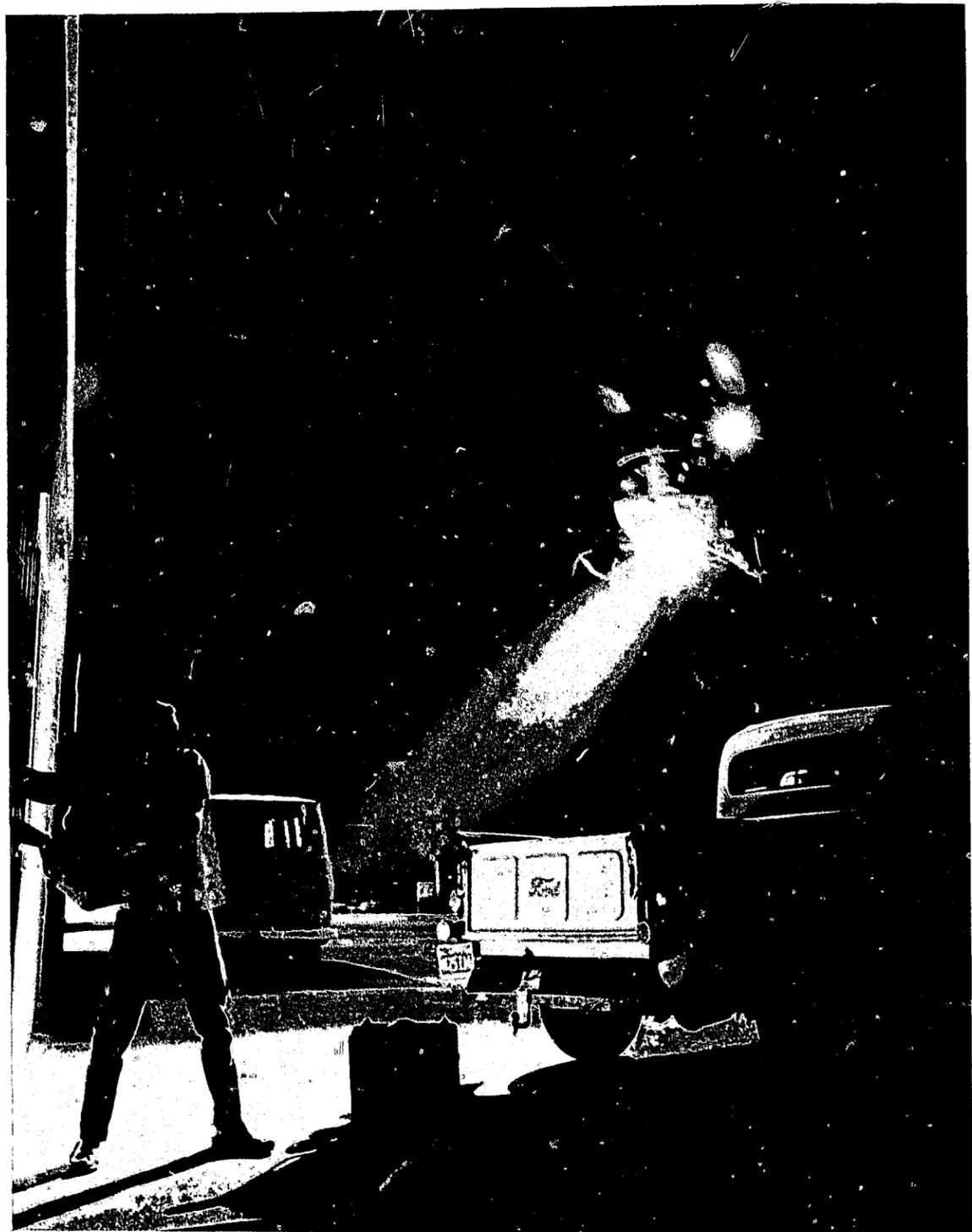
The trend has been to increase the number of patrolmen, based on the knowledge that by placing more men in the field, crime will be suppressed. Los Angeles County has been unable to increase its police manpower at a rate comparable to the population growth; crime continues to skyrocket.

The current police to population ratio in Los Angeles County is approximately 1.8 officers for each 1,000 residents. Other metropolitan areas exceed this ratio, and enjoy lower crime rates. For example: Philadelphia -- 3.4 officers for every 1,000 residents; New York City -- 3.5 officers for every 1,000 residents; Chicago -- 3.3 officers for every 1,000 resi-

dents; Detroit -- 2.9 officers for every 1,000 residents. One partial solution to crime is a high police to population ratio. Los Angeles County needs more officers, but it needs more progressive techniques too, as does the rest of the nation.

The Los Angeles County Sheriff's Department does not claim to have the answer. However, through the pioneering efforts of the City of Lakewood, Hughes Tool Company/Aircraft Division, and this Department -- in the area of crime prevention -- the capability of the helicopter as a police patrol vehicle became apparent. The remaining cities in the Lakewood Station area -- Artesia, Bellflower, Cerritos, Hawaiian Gardens, and Paramount -- were quick to cooperate in this unique policing venture. This joint operation is a demonstration of the teamwork possible, when cities with progressive attitudes unite to find answers for universal problems.

The helicopter patrol plan, as proposed herein, is an attempt to abate the crime problem, enhancing the patrol unit's opportunities for apprehension and repression, without a significant increase in police manpower. Helicopters are a new approach to police patrol, and their applicability has been proven under careful and independent evaluation. The accomplishments are many and varied, and the import of this vehicle's impact upon the criminal element of our society cannot be overlooked.



AERIAL SURVEILLANCE IN LAW ENFORCEMENT: HELICOPTER PATROL

The Los Angeles County Sheriff's Department has utilized helicopters throughout the 3200 square miles of its responsibility since 1955. Assignments from the beginning were manifold:

1. Rescues average more than one per week.
2. Rapid transportation of specialists annually saves many hundreds of man-hours and tax dollars.
3. Used as a surveillance platform, the helicopter has proven time and again that there is little hope for a suspect to escape once he has been spotted.
4. In major operations, helicopters provide field commanders with a highly mobile observation and communications command post.
5. The float-equipped helicopters have been instrumental in rescues and have, on several occasions, been used to tow disabled small craft.
6. As patrol vehicles, helicopters continually prove to be a major factor in the apprehension of criminal suspects.
7. High speed chases, gang fights, vandalism and numerous regulatory offenses are continuously deterred by aerial surveillance.

"SKY KNIGHT" PROJECT

The Sheriff's Department was well aware of the helicopter's diverse application in daylight hours, and the Watts Riot proved its utility as an effective emergency patrol vehicle at night. This led to the concept of the helicopter as a day-night patrol vehicle. The technique recently underwent experimental development and validation by the Los Angeles County Sheriff's Department. This was made possible through the enthusiastic cooperation and participation of the City of Lakewood and the Hughes Tool

Co., Aircraft Division. The plan was presented to the United States Department of Justice, Office of Law Enforcement Assistance, as a demonstration project proposal for possible federal grant funding. The largest law enforcement grant up until that time was awarded and the experiment became effective on June 6, 1966 under the title "Project Sky Knight".

Goals of the project were six-fold:

1. Improve police response time.
2. Demonstrate successful daytime surveillance methods.
3. Initiate effective nighttime surveillance.
4. Increase patrol observation.
5. Increase officer security.
6. Reduce crime in the project area.

Further, the project was to demonstrate that these ambitions could be accomplished by an aerial police unit, in conjunction with existing ground units, without the requirement of continuously increasing the number of officers and radio cars at the pace found necessary today, to cope with spiraling crime rates.

The helicopter was outfitted as a police vehicle, complete with night flying equipment. A four-frequency Sheriff's radio installation provided transmit-receive capabilities between dispatcher and air units, on two separate frequencies. A third frequency enabled the helicopter to communicate with any patrol unit within range. The fourth, and most significant frequency, was restricted to air and ground units within the experimental patrol area.

Combination electronic sirens and 100 watt public address speakers were installed for voicing directions to officers or other persons on the ground. Two manually controlled 100,000 beam candle-power lights were externally mounted on the aircraft. These lights are capable of illuminating an area approximately 1200 square feet, from an altitude of 300 to 500 feet.

At the onset of "Project Sky Knight," police-classification pilots, selected from the Department's Aero Bureau, were given intensive training in all phases of day and night flying, with special emphasis on emergency procedures. In addition to years of police experience, these officers had several thousand hours of helicopter flight time, and all held F.A.A. commercial ratings. Uniformed and armed, these men represent one-half of each pilot-observer aerial patrol team.

The second half of the team, the observer, was developed from well-qualified patrol officers with a substantial background of radio car experience. They were subjected to intensive training as aerial observers. Sixteen hours of controlled exposure to aerial observation techniques taught these men "how" to observe from a helicopter. Years of prior experience had already trained them in "what" to observe.

Many merchants in the Lakewood area participated in the program, by installing alarm lights on the roofs of their establishments. These 110 volt, 26,000 candlepower hooded reflector lamps, turning at 30 revolutions per minute -- when activated -- are visible to helicopter crews at a range of three to four air miles in daylight; greater distance is, naturally, covered during darkness. Light installations were made in conjunction with existing sound and silent alarms on banks, markets, and other places of business. Extensive testing and the actual activation of a light soon proved that airborne officers could observe the alarm, transmit information to ground units and arrive at the location within seconds, usually well in advance of ground units. This is a significant time-saver -- perhaps a life-saver, too!

Although there were initial complaints of objectional noise, modifications of equipment have eliminated these complaints, permitting effective patrol between 300 and 500 feet at satisfactory speeds. The citizens have enthusiastically supported the helicopter patrol concept. A survey conducted by the Lakewood City Council in March, 1967 revealed that more than 92% of those residents responding to some 23,500 postcard questionnaires were strongly in favor of the

continuation of helicopter patrol; 6% did not wish continuance, and less than 2% expressed no opinion. This near unanimous approval and support, voiced in so short a time, is indicative of the general public's attitude toward the spiralling crime rate and is an endorsement for a continuing, long-range program to deter the criminal.

To further illustrate the general acceptance of this crime fighting technique, the "Sky Knight" project, which originally covered a nine square mile area comprised of 84,500 people, was expanded in February, 1967 to encompass the entire Lakewood Station area of 35 square miles and a population of 205,000. This expanded area includes the cities of Artesia, Bellflower, Cerritos, Hawaiian Gardens, and Paramount, as well as Lakewood.

ACCOMPLISHMENTS OF "SKY KNIGHT"

"Sky Knight" patrolmen remain over their district in increments of one to one-and-one-half hours; with "down-time" utilized for refueling and reporting; air time averages approximately five flight hours per shift. Flying approximately ten hours per day, the "Sky Knight" crews established conclusively the great worth of aerial surveillance to law enforcement systems. Responses were made to situations covering the gamut of police activities, from robberies to searches for missing children. A great number of these responses were productive, with a significant number of arrests made at the scene due to helicopter tactics.

Of even greater import is the crime deterrent capacity of the helicopter patrol. In several cases the offenders' awareness of the helicopter's capability was demonstrated, resulting in their surrender after committing or aborting criminal actions. During the first twelve months of operation, "Sky Knight" was instrumental in the accomplishment of numerous apprehensions:

- Five Robbery Suspects
- Five Theft (Petty and Grand) Suspects
- Six Major Traffic Offenders (Drag Races)
- Seven Criminal Assault Suspects
- Eight Auto Theft Suspects
- Twenty Burglary Suspects

The following are but a few of the productive activities performed by "Project Sky Knight" and are enumerated here to point out some of the capabilities of the helicopter as a patrol vehicle:

A car salesman observed a suspect speed from the lot in a stolen red sports car. He reported the theft to Lakewood Station. Sky Knight was alerted by radio and quickly located suspect and vehicle speeding through residential streets. Switching to air-to-car frequency, Sky Knight directed ground units toward an intercept. Aware of, but unable to escape the helicopter, the suspect panicked and lost control of the car, hitting a tree. Uninjured, he attempted to hide in bushes but was observed continuously by the helicopter crew and taken into custody at that location. (Sheriff file Y-275-010)

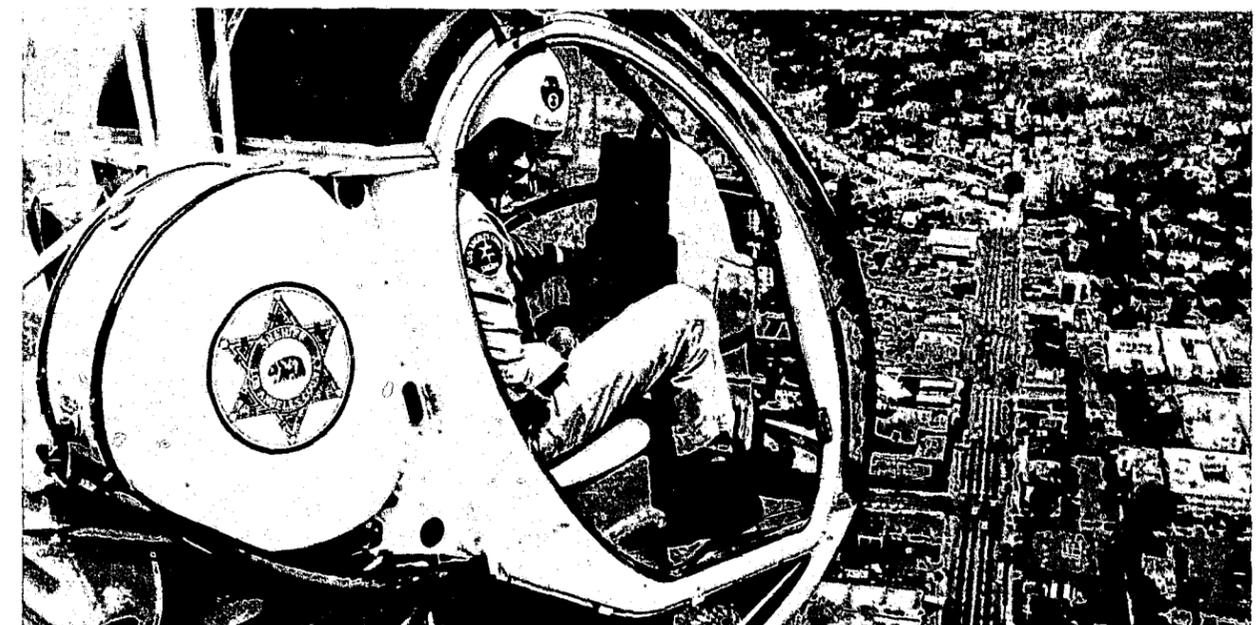
A helicopter unit located a vehicle containing the wife of a rape-sodomy suspect after she had eluded detective units. Keeping the vehicle constantly in view, they observed the woman meet with the suspect. Ground units

directed to the location took the suspect into custody. (Sheriff file Y-340-278)

Two armed robbery, kidnap and grand theft suspects fled on foot into the dark, after a collision with a police unit. A responding Sky Knight crew quickly observed the fleeing suspects and flooded the area with light, giving them no place to hide. Ground units easily located and arrested both suspects. (Sheriff file Y-345-678)

Responding to a silent burglar alarm at an automotive supply store, helicopter crews observed a burglary suspect attempt to escape through the darkness, utilizing a hole in the fence at the rear of the store property. Unable to avoid the lights from the hovering helicopter, the suspect surrendered to Deputies directed to him by air crews. (Sheriff file Y-365-966)

Airborne Deputies observed a man attempting to force a woman into a car in a dark area. Due to the apparent emergent nature of the



situation, Sky Knight landed at the nearest intersection while radioing for assistance. The suspect abandoned his assault attempt and fled. He was subsequently taken into custody by a responding ground unit while the aerial crew saw to the victim of the assault. (Sheriff file Y-376-996)

A night helicopter patrol responded to a burglar-there-now call at a variety store. After initially circling the area to check for vehicles, they illuminated and observed a hole cut in one section of the roof and one suspect crouched nearby. Armed with this information, a ground unit took the suspect and his partner, still inside the building, into custody. (Sheriff file Y-370-255)

On a night watch, Sky Knight and two ground units were dispatched to a robbery call at a retail dairy in the Lakewood area. The victim had only a meager description of the suspect, who fled on foot. The helicopter crew thoroughly checked the vicinity. Unable to locate the suspect after taking the report information, the ground units departed. Meanwhile, the helicopter crew observed a vehicle drive from a darkened area behind a row of apartments. The car continued some distance without lights and Sky Knight requested a ground unit intercept. Deputies directed to the vehicle detained the driver and recovered the stolen money. (Sheriff file Y-351-501)

Offenders as well as local residents have become increasingly aware of the helicopter's versatility.

A sixteen year old reckless driver, pursued into Sky Knight territory by ground units of four policing jurisdictions at speeds in excess of 120 MPH, pulled to the side when overtaken from the air. His reason . . . "I thought I could outrun the police cars, but when I saw the helicopter, I knew it was all over."

An unlighted vehicle "cruising" city streets

was intercepted at the directions of Sky Knight. Three youths were in the car. One stated, "We were just curious to see how good the helicopters really are!"

There are many other ways to measure the success of "Sky Knight."

A small child, lost, is tearfully returned to her mother after being spotted by helicopter wandering near an abandoned dairy; fireman grateful for illumination provided from the sky while working on a rooftop fire; the woman alone who receives immediate response from the air when a prowler is heard.

Continued study now includes exploratory research with airborne television, video recorders, more powerful air to ground lights, infra-red detection devices, and advanced radio communications systems.

REALIZATION OF PROJECT GOALS

The initial goals have been accomplished:

1. Improve police response time -- Sky Knight crews are able to respond with speed and directness far exceeding expectations. Even from a "ready stand-by" position on the ground, the helicopter can become airborne in two and one-half to three minutes. When this vehicle is airborne, the response time from any given point within the project area is never more than five minutes, and often a matter of but a few seconds. As stated by the President's Crime Commission, quick and early response is a prime factor in apprehension of offenders and presents the strongest of crime deterrents -- fear of certain apprehension.
2. Demonstrate successful daytime surveillance methods -- Sky Knight has been operating up to expectations in the daytime.



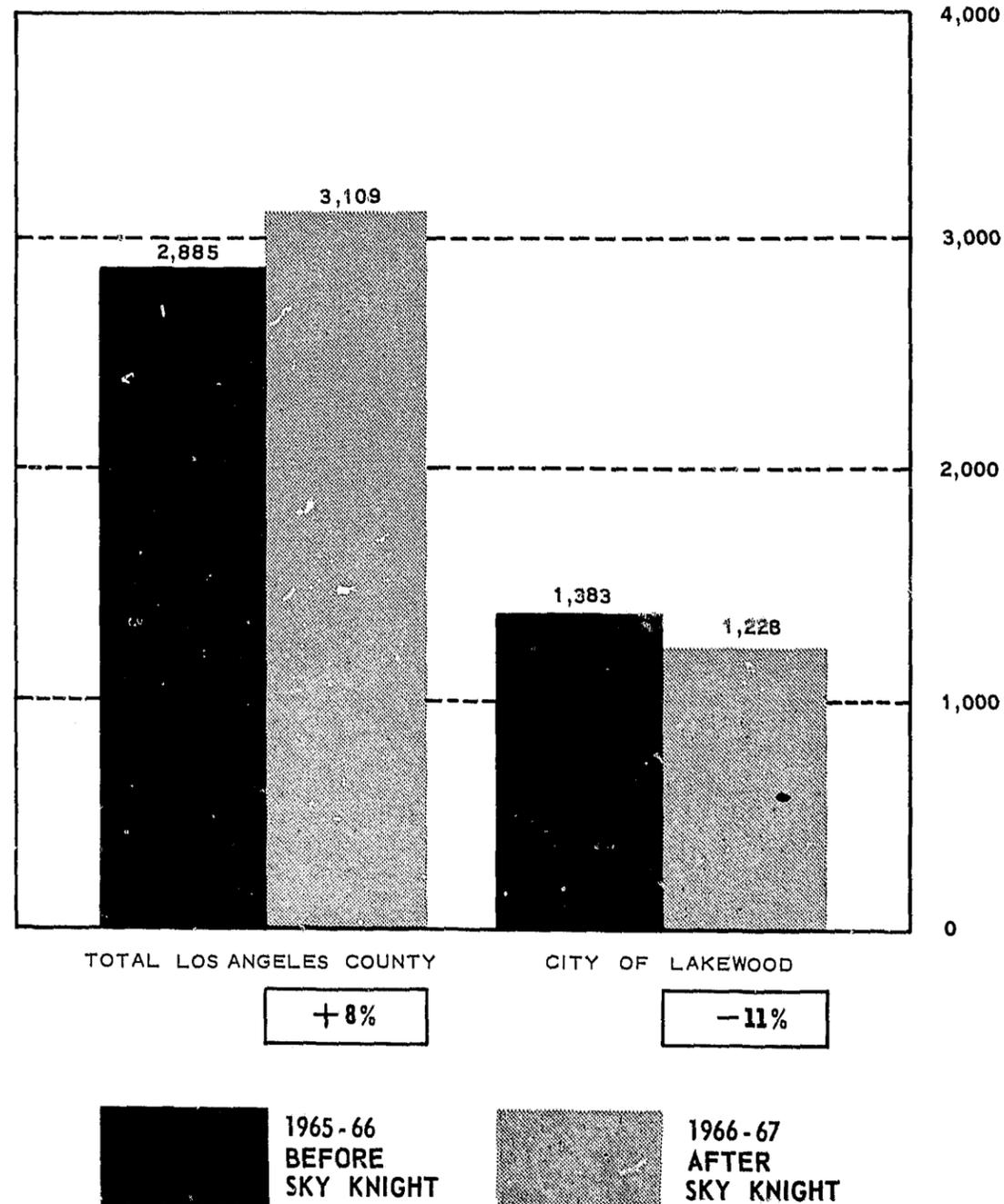
The usefulness of the helicopter had already been proven by the Sheriff's Department in innumerable cases and situations throughout the County, prior to the initiation of this project; the purpose of this goal was to display the utility of the helicopter as a patrol vehicle within the project area.

3. Initiate successful nighttime surveillance -- The Sky Knight program has conclusively demonstrated that aerial patrol and surveillance are not only possible during nighttime, but that in most categories, nighttime activities are just as effective as those conducted in the daytime. This

goal has been successfully accomplished to the extent that it may be recorded as a major contribution of the Sky Knight Project.

4. Increase patrol observation -- As is apparent from the aforementioned accomplishments, the observational potential of the helicopter as a police patrol vehicle is phenomenal. One need only to fly over a designated area to realize how much more can be observed from the patrol altitude of 300 to 500 feet than from a ground unit. There is no questioning the fact that in certain situations the helicopter is without equal in its capabilities. It has been dis-

CRIME RATE PER 100,000 POPULATION



covered that the helicopter crews can observe individual movement on the ground with a clarity not heretofore realized. The nighttime prowler and rooftop burglar are both highly susceptible to aerial observation, and psychologically deterred from operation within the area patrolled by air.

5. Increase officer security -- Ground crew officers within the Project area have stated that the mere presence of Sky Knight gives them a sense of security while performing their tasks; thus, citizens and police alike receive a psychological benefit. Standard procedure in the Lakewood Station area now includes Sky Knight "back-up" of any ground unit requesting this service. Ground units routinely avail themselves of this security during the performance of certain hazardous activities. The presence of this police vehicle hovering overhead acts as a distinct and positive deterrent to the possible assault of ground officers by suspects. Officer security is also enhanced when Sky Knight can check hazardous areas, such as rooftops or high-fenced grounds which normally are out of the ground officer's view and therefore often go without inspection. Due to the capabilities of the helicopter to patrol such locations, many such inaccessible areas can be eliminated as police hazards.

6. Reduce crime in the project area -- This can best be illustrated by using the following data: During 1966-67, the first full fiscal year after Sky Knight --

- a. Actual major crimes --
 - in the City of Lakewood decreased 8%;
 - in the total Los Angeles County area increased 9%.
- b. Crime rate per 100,000 population --
 - in the City of Lakewood decreased 11%;

- in the total Los Angeles County area increased 8%.

- c. Robberies --
 - in the City of Lakewood decreased 6%;
 - in the total Los Angeles County area increased 22%.

- d. Burglaries --
 - in the City of Lakewood decreased 7%;
 - in the total Los Angeles County area increased 9%.

Since 1958, crime in the United States has increased six times more rapidly than the population. According to the F. B. I.'s Uniform Crime Reports for 1966, the Crime Index Offenses (criminal homicide, aggravated assault, burglary, robbery, forcible rape, larceny, and auto theft) in Los Angeles County were the highest in the Nation. In fact, the Los Angeles County crime rate per 100,000 population exceeded that of the State of California by more than 34%, and the national average by more than 128%.

While major crime in Los Angeles County increased approximately 9% in 1966 over that of 1965, the population increased only 1%. However, the City of Lakewood's 8% crime decrease previously mentioned came in the face of a 3% increase in population. During the controlled study in the Lakewood area, no increase in manpower or other new law enforcement technique was used except for the helicopter.

Projecting the City of Lakewood's success with helicopter patrol throughout the County of Los Angeles, we would realize a significant decrease in the total crime picture.

If we could apply an 8% decrease in this crime figure, we would realize a substantial monetary savings to the citizens of this County, to say nothing of the "savings" in terms of lives, assaults and other criminal activities. With the rising crime rate, there is every indication that this savings would be greater in 1967, and that a considerably greater major savings would be realized as each year passes.

NEED FOR HELICOPTER PATROL

We must seek new ways to increase the efficiency of the "man on the beat", while at the same time bringing about a reduction in major criminal activities, without greatly increasing the catastrophic costs now incurred by policing. The helicopter makes aerial procedures possible that will improve the capability of the law enforcement patrol function. The ability of the police helicopter to see more, travel further and respond with speed and directness heretofore impossible, make it potentially the most important crime deterrent vehicle available to law enforcement today.

The following advantages can be made available to a police agency only through helicopter patrol:

1. Constant availability of a helicopter for purposes of surveillance and tailing vehicles or suspects has been an impressive investigative tool.
2. Its ability to transport investigative specialists to a crime scene can be a definite aid to early apprehension and successful prosecution.
3. In hot pursuit, the helicopter has no equal. An additional efficiency factor is its ability to "lock on" to a vehicle and maintain visual contact until the conclusion of the activity. This aids the welfare and safety of the general community, by significantly reducing the need for prolonged "high speed" chases. Correlated with its success at pursuing vehicles is the helicopter's proven ability for either pursuing or immobilizing individuals on foot.
4. The helicopter can become an integral part of the progressive police administrator's planning function. There is no substitute for this vehicle in its ability to place the police administrator in a position to command an overall view of his jurisdiction, its police hazards and available physical resources for problem solving.
5. The helicopter is unique in respect to its landing flexibility. It can land in a great variety of locations. The advantages of this capability are quite apparent.

6. Helicopter-mounted cameras can record all significant actions and apprehensions, day and night.
7. Civil disturbances often result in a vast amount of confusion, particularly at night, with ground patrol units unable to identify the key points of difficulty, and participants often claiming they did not hear an order to disperse. The helicopter's overall view of the scene, together with loud speaker and riot suppression equipment, will do much -- both tangibly and psychologically -- to bring the situation to a rapid and acceptable conclusion. The recent "Hippie Riot" experienced by the City of Arcadia serves as a prime example:

On Sunday, June 4, 1967, 2500 to 3000 "hippies" and "beatniks" gathered at a park in Arcadia for the purpose of a "Love In". Traffic on the adjacent streets was virtually at a standstill. Several fights had broken out, and two people were taken to the hospital. In removing the injured persons from the park, the ambulance and the Arcadia Police Department units were delayed from leaving by "hippies" and others who climbed onto the vehicles and rocked them back and forth, taunting the officers. The "hippies" had two or three loud musical groups and the Arcadia Police Department was receiving numerous phone calls from citizens protesting the noise. At 8:45 P.M., the Arcadia Police Department requested assistance from the Los Angeles County Sheriff's Department. One Captain, two Lieutenants, eight Sergeants and 55 Deputies were deployed within one hour. A helicopter was also dispatched. The helicopter and crew made several passes over the area, announcing that the park was "closed"; a caravan of radio cars circled the park in a show of force. The crowd quickly dissipated, until only 800 people remained. One-half hour later, the helicopter, with an Arcadia Po-

- lice Department officer aboard, again flew over the area, this time issuing a dispersal order, declaring the situation an unlawful assembly. On the ground, Deputies and Arcadia Police Officers formed a line and cleared the park of the remaining people and vehicles.
8. Give citizens a feeling of security. An example of this can be shown in the crime of Assault. Unlike Burglary or Robbery, Assault is strictly a personal, rather than a property offense. The average citizen feels more strongly about his personal safety than he does about the safety of his property, and rightfully so. Personal safety and security may be a vital consideration

- in the choice of a neighborhood in which to live or raise a family. The mental health or psychological well-being of an entire community is adversely affected by the existence of known predators, such as the Boston Strangler. If the risk of personal assault can be lessened by aerial surveillance techniques, the value of this service goes beyond monetary calculation.
9. In the area of citizen safety, the ability of this vehicle to detect fires through the early observation of smoke or flames is of extreme importance. It is quite apparent that such smoke or flames would be observed much sooner by aerial patrol than by ground units.



HELICOPTER PATROL'S FUTURE

Long range potential of this new, "third dimensional" law enforcement technique has generated this plan to establish aerial patrols throughout Los Angeles County. This unprecedented law enforcement cooperative effort has already engendered task force discussions with the Los Angeles County Board of Supervisors, the City of Los Angeles, and eighteen other cities within this County who have also expressed a desire to avail themselves of this progressive policing tool.

To this end, the Los Angeles County Sheriff's Department has directed studies in two major areas that are vital to the future of law enforcement. The first consideration is the establishment of an interagency radio-dispatch system, designed to provide communications between all police departments and the helicopters. Simultaneously, this system will have the capability of permitting immediate, efficient communication between ground units of any jurisdiction, and the helicopter crew in their district. Engineers estimate such a system can be operational almost immediately.

The second study is devoted to the establishment of ground-air visual and aural alert systems. This analysis is directed toward combining alarm lights, as now used, and electronic radio transmission of alarms to immediately alerted airborne officers, at the initiation of a crime. Early alert and rapid response will form a combination which will result in increased apprehensions and subsequent deterrence of criminal activities.

A COUNTY-WIDE HELICOPTER PATROL PROGRAM

The plan formulated envisions the County of Los Angeles divided into thirteen helicopter patrol districts (this does not consider the general services helicopter patrol that the Sheriff's Department maintains over the mountains and coastal waters as an adjunct to its search and rescue operations).

However, this does include the Antelope Valley, Malibu, and Newhall districts currently patrolled by this Department. The remaining ten districts will be located in the metropolitan basin area. The map on

the following page indicates the proposed geographical composition of these patrol districts. This map is tentative and a more true picture can be determined once the program is initiated and the crime trend for the participating jurisdictions is evaluated.

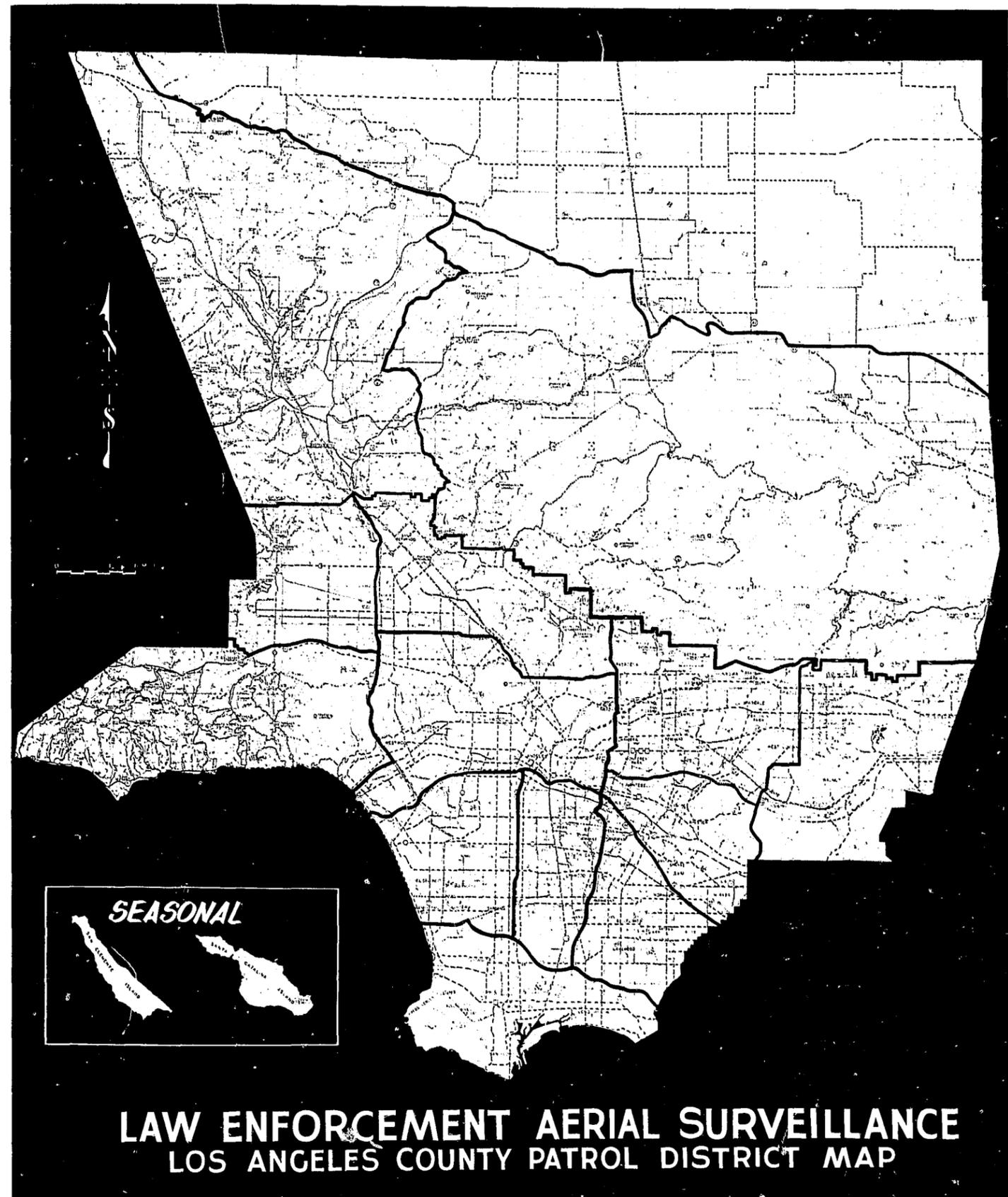
In order to provide aerial patrol during the hours of high crime incidents, each district would utilize two helicopters. As a general rule, the hours of patrol would be 11:00 A.M. to 3:00 A.M., or 12:00 A.M. (noon) to 4:00 A.M. This would encompass two shifts (16 hours). Approximately ten hours per day (five hours per shift) would be spent in flight, and the remainder of the time would be spent refueling, reporting, and at "ready standby". As a safety factor, one helicopter would be undergoing maintenance while the other is in operation.

During normal operation, the helicopter will be continuously engaged in routine surveillance and the investigation of ground activities which appear to be of a suspicious nature. In both day and night operations, the plan affects instantaneous availability of an airborne law enforcement officer at the scene of an emergency. Routinely and constantly, he is in a position to observe the activities below. In emergency, he can land and give assistance.

Every police vehicle in the County must be equipped with a helicopter radio frequency that will permit car-to-helicopter and helicopter-to-car communications. Also, each independent police station must be equipped to communicate with the helicopter, and will direct its operation when utilized within such city's boundaries.

COST FACTOR

The total expenditure for two helicopters, based on a 1967-68 fiscal year study, covering all equipment, insurance and personnel costs for two eight-hour shifts, seven days per week, would be \$194,714 annually. Thus, when this cost is applied to the ten Metropolitan patrol and three outlying districts, the cost would be \$2,141,854.



This program is designed for County-wide operation, whereby each citizen will pay his fair share through the County General Fund. The cost for this program, when viewed in relation to its increase of the County Budget, would be an additional one and forty-two hundredths of a cent per \$100 of assessed valuation. This would increase the current County tax rate from its present \$2.4587 to \$2.4729 per \$100 of assessed valuation. The phenomenal benefits of helicopter patrol could be made available to all residents in Los Angeles County for less than two cents a week per household, or just over one-half of a cent per person.

A program of this magnitude cannot be implemented overnight. Time will be needed to develop operating policy, procedure and agreements once overall approval has been obtained. However, local areas that desire to immediately avail themselves of this innovative patrol technique can do so on a contractual basis, during the interim period.

Today, many local cities are participating in such undertakings as joint computer agreements, enabling these entities to take advantage of current technology at enormous savings, not otherwise feasible on an individual basis. The helicopter offers similar jurisdiction-wide cooperative-sharing potential.

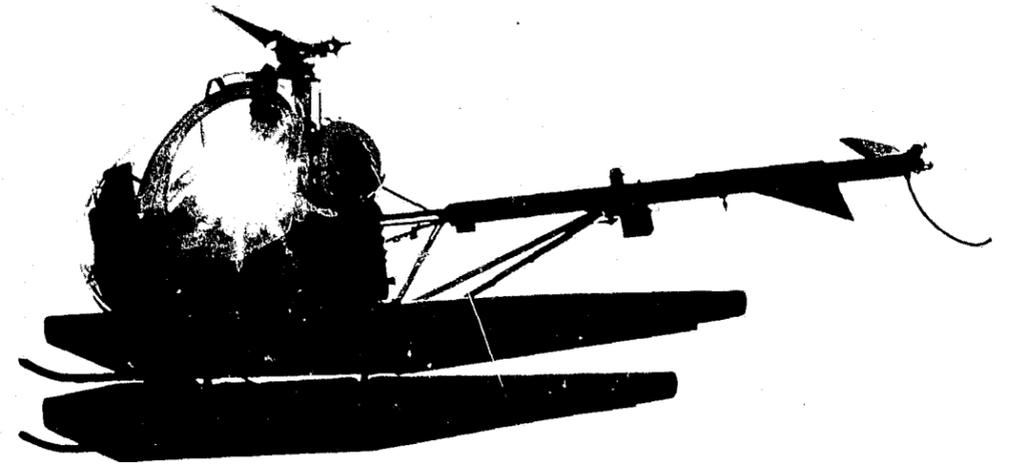
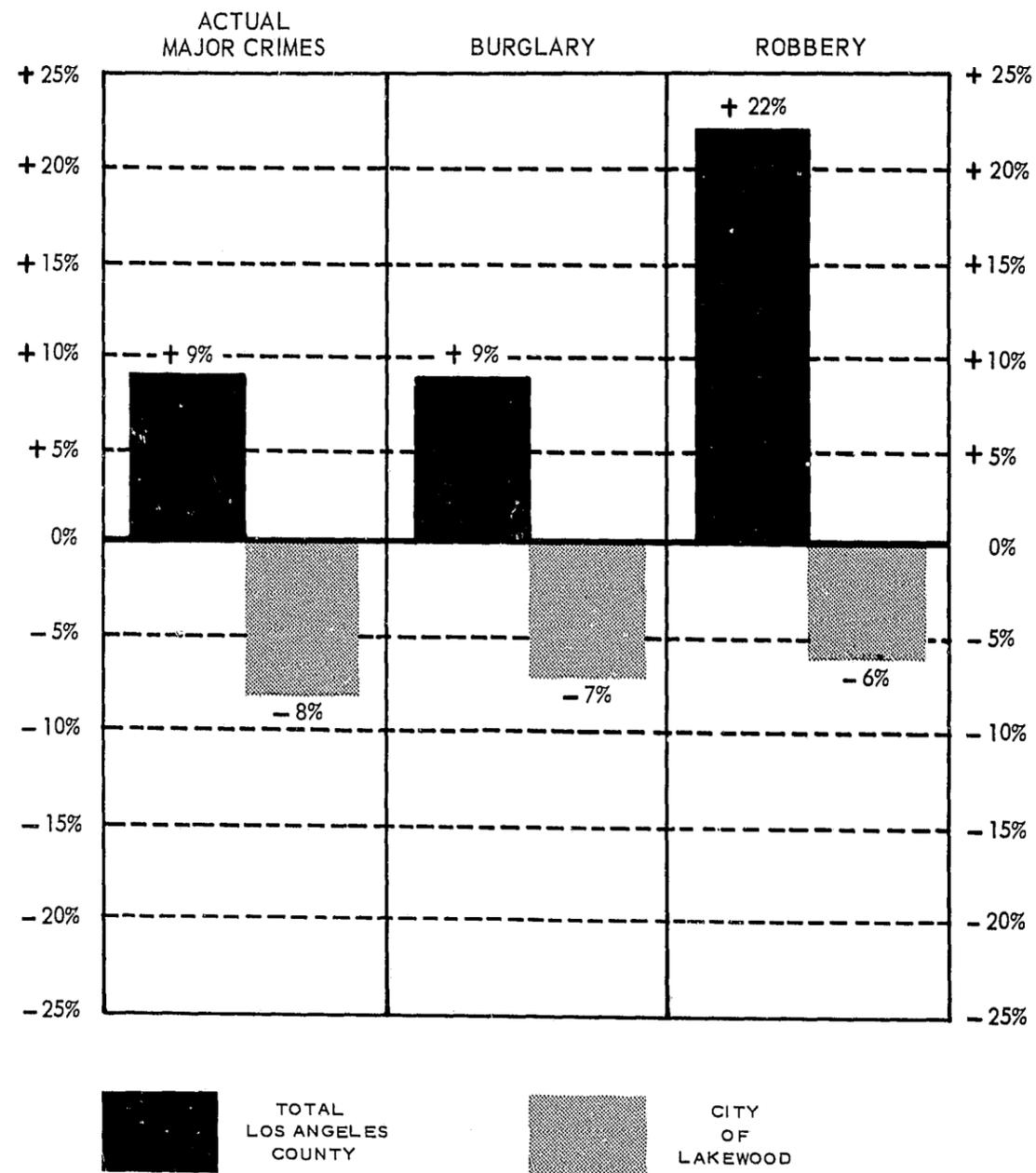
Mutual sharing of helicopter patrol costs between several adjoining jurisdictions would reduce the expenditure to less than the cost for a city to employ two new patrolmen and supply them with the necessary equipment for field duty. Project Sky Knight indicates that the spiraling crime trend can be reversed, without the need for steadily increasing police patrol ground forces.

The returns from helicopter patrol -- in the form of dollar benefits -- are substantial, but they are not the most important motivating factors for investing in this program -- the most significant "return," one that is extremely difficult to gauge, concerns the use of helicopters to improve the quality of police service that must be performed, in order to ensure the safety and further development of a community. An appreciation of this challenges the vision of all government officials.

The physical, legal, scientific or social tools capable of ultimately eliminating crime may hopefully -- but doubtfully -- be developed in some Utopian future. Meanwhile, law enforcement administrators and governmental officials must take full advantage of every workable, innovative step to fulfill our primary purpose -- public protection. Airborne patrol is such a step -- perhaps the most revolutionary change in four decades.



CRIME COMPARISON
 Between
 Fiscal 1965-66 and 1966-67
 (Sky Knight initiated June 6, 1966)




SUPPRESSED
CRIME



END