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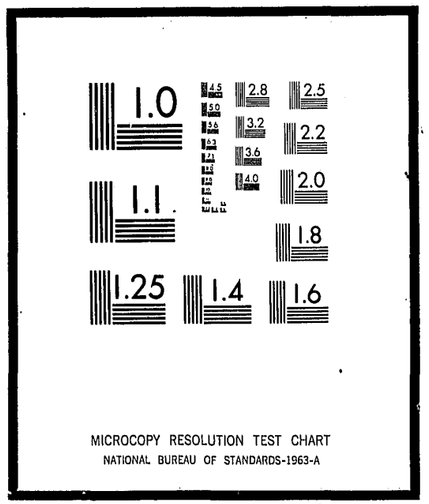

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ANNOTATION:
AERIAL PATROL IS EMERGING AS A NEW AND VITAL WEAPON IN THE CONTINUING WAR AGAINST CRIME.

ABSTRACT:
THIS LATEST CONCEPT IN LAW ENFORCEMENT TECHNIQUE HAS PROVEN ITSELF TO BE AN EFFECTIVE DEVICE IN THE REDUCTION OF CRIME; THROUGH ITS UTILIZATION IN PATROL, OBSERVATION, CRIME PREVENTION AND APPREHENSION. IT HAS FURTHER SERVED - THROUGH THE ADDED DIMENSION OF AERIAL SURVEILLANCE - TO INCREASE THE EFFICIENCY OF CONVENTIONAL PATROL UNITS. THE PURPOSE OF THIS MANUAL IS THREE-FOLD - (1) TO PROVIDE A CONSOLIDATION OF INFORMATION PERTINENT TO THE DEVELOPMENT AND IMPLEMENTATION OF AN EFFECTIVE AERIAL POLICE PATROL; (2) TO IDENTIFY TRAINING REQUIREMENTS FOR PERSONNEL INVOLVED; (3) TO ESTABLISH PROCEDURES THROUGH WHICH SUCH AERIAL PATROL IS EFFECTIVELY ACCOMPLISHED. (AUTHOR ABSTRACT)

MANUAL OF AERIAL PATROL

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DEVELOPMENT, IMPLEMENTATION AND OPERATIONS

MANUAL OF AERIAL PATROL

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FOREWORD

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- TO PROVIDE A CONSOLIDATION OF INFORMATION PERTINENT TO THE DEVELOPMENT AND IMPLEMENTATION OF AN EFFECTIVE AERIAL POLICE PATROL.
- TO IDENTIFY TRAINING REQUIREMENTS FOR PERSONNEL INVOLVED.
- TO ESTABLISH PROCEDURES THROUGH WHICH SUCH AERIAL PATROL IS EFFECTIVELY ACCOMPLISHED.

PART I

DEVELOPMENT AND IMPLEMENTATION OF AN AERIAL POLICE PATROL

CHAPTER I

NEED

REQUISITE TO ANY DISCUSSION RELATIVE TO THE INAUGURATION OF AN AERIAL POLICE PATROL IS THE DETERMINATION, FIRST OF ALL, OF THE NEED FOR SUCH A PATROL.

FACTORS INVOLVED WILL VARY FROM PLACE TO PLACE, BUT COMMON TO ALL WILL BE A REQUIREMENT FOR A CAREFUL ANALYSIS OF GEOGRAPHY AND TERRAIN, POPULATION AND CLIENTELE, AND THE RATE AND TYPE OF CRIME. A STUDY OF GEOGRAPHY AND TERRAIN IS OF PRIMARY IMPORTANCE IN DETERMINING FEASIBILITY OF AERIAL PATROL IN TERMS OF AREA (SQUARE MILES). MOUNTAIN, DESERT AND RURAL AREAS WOULD REQUIRE EMPHASIS DIFFERING FROM THAT PLACED UPON DENSLY POPULATED SUBURBAN OR URBAN AREAS.

POPULATION AND CLIENTELE REFER TO DENSITY AND ECONOMIC GROUPINGS.

CRIME RATE - TYPE AND FREQUENCY - IS PERHAPS THE MOST IMPORTANT CONSIDERATION IN DETERMINING THE FEASIBILITY OF AERIAL PATROL. HERE IS THE HEART OF THE ISSUE: HOW WILL AERIAL PATROL AFFECT THE CRIME RATE IN MY JURISDICTION?

CHAPTER II

COST

COST CONSIDERATIONS VARY WITH COMMUNITIES. MAJOR CITIES WILL GENERALLY HAVE FEWER BUDGET RESTRICTIONS AND MAY BE ABLE TO FINANCE THEIR OWN AIRCRAFT PROGRAM. SMALLER CITIES, ON THE OTHER HAND, MIGHT FIND INTER-COMMUNITY USE MORE PRACTICAL.

USE OF AERIAL PATROL BY SEVERAL ADJACENT SMALL CITIES IS OF PRACTICAL VALUE WHERE THE SIZE AND NEED OF THE SMALL COMMUNITIES DOES NOT MERIT A FULL-SIZED PATROL. THE COST OF SHARED PROGRAMS CAN BE PRO-RATED AMONGST SEVERAL PARTICIPATING COMMUNITIES THROUGH A JOINT POWERS AGREEMENT. AN EQUITABLE BASIS FOR SUCH PRORATION MAY BE ESTABLISHED BY CONSIDERING AREA (SIZE), POPULATION AND ASSESSED VALUATION, WITH ADDED CONSIDERATION GIVEN TO VARIATIONS IN CRIME RATES OR INCIDENTS PECULIAR TO A PARTICULAR COMMUNITY WHICH MAY REQUIRE MORE PATROL CONCENTRATION.

SUCH AN INTER-COMMUNITY PROGRAM WOULD REQUIRE OTHER SPECIAL CONSIDERATIONS. SPECIAL STAFFING, REPRESENTATIVE OF THE MULTI-JURISDICTION INVOLVED, MAY BE REQUIRED. INTER-CITY MUTUAL AID AGREEMENTS MIGHT NEED TO BE DRAWN TO PERMIT

THE ACTIVITY OF AN AERIAL PATROL OPERATING OVER SEVERAL CITIES, AND STAFFED BY CREW MEMBERS FROM A PARTICULAR JURISDICTION. MULTI-CITY RECORDS SYSTEMS MIGHT ALSO NEED TO BE DEVELOPED TO ACCOMODATE JOINT AERIAL PATROL REPORTING PROCEDURES.

ESTABLISHMENT OF COORDINATED COMMUNICATIONS IS PARAMOUNT.

THE PROCUREMENT OF NECESSARY AIRCRAFT AND EQUIPMENT MAY BE ACCOMPLISHED TWO BASIC WAYS - PURCHASE OR LEASE. OUTRIGHT PURCHASE OF THE AIRCRAFT MIGHT BE MOST BENEFICIAL TO A LARGER CITY NOT INVOLVED IN A SHARE PROGRAM. SMALLER CITIES MAY FIND AIRCRAFT LEASING DESIREABLE AS THIS METHOD WILL NOT REQUIRE INITIAL CAPITAL OUTLAY EXPENDITURES.

ANOTHER ACCEPTED METHOD FOR PROVIDING AERIAL PATROL INVOLVES CONTRACTING WITH A NEARBY LOCAL AGENCY ABLE TO PROVIDE THE SERVICE. IT IS FEASIBLE THAT SUCH SERVICE COULD BE OBTAINED TO WORK IN CONJUNCTION WITH THE CONTRACTING JURISDICTIONS EXISTING POLICE AGENCY.

HELICOPTER MAINTENANCE (PARTS, FUEL AND LABOR) AND MAINTENANCE FACILITIES MAY ALSO BE CONTRACTED FOR OR ESTABLISHED, STAFFED AND OPERATED BY THE AGENCY. LEASED OR CONTRACTED SERVICES PROVIDE THE SAME ADVANTAGES NOTED ABOVE FOR THE LEASING OF AIRCRAFT, ie. NEGATION OF PRIMARY CAPITAL OUTLAY EXPENDITURES.

CHAPTER III

ADVANTAGES

PROBABLY THE MOST DRAMATIC IMPACT AERIAL PATROL HAS ON TRADITIONAL LAW ENFORCEMENT IS THE IMPROVED RESPONSE TIME. IT IS IN THIS AREA THAT LAW ENFORCEMENT EITHER GAINS OR LOSES A DISTINCT ADVANTAGE IN COPING WITH CRIME. IMPROVED RESPONSE TIME, COUPLED WITH THE ADDED DIMENSION OF OBSERVATION HAS A PROFOUND EFFECT ON APPREHENSION OF OFFENDERS AND ON PREVENTION OF CRIME.

AERIAL PATROL MARKEDLY IMPROVES THE EFFICIENCY OF TRADITIONAL GROUND UNITS. GROUND UNITS, WHICH HERETOFORE WERE REQUIRED MANY TIMES TO OPERATE RATHER AIMLESSLY IN THEIR EFFORTS TO LOCATE FLEEING SUSPECTS OR TO FIND LOST CHILDREN, OR TO ACCOMPLISH ANY OTHER SEARCHING OPERATION, CAN BE AERIALLY DIRECTED AWAY FROM AREAS WHICH OBVIOUSLY WILL NOT PROVE FRUITFUL. THEY CAN OFTEN BE GUIDED, WITHOUT DELAY, DIRECTLY TO THE SUSPECT OR INTO THE DESIRED SEARCH AREA.

AERIAL PATROL HAS THE ABILITY TO REDUCE SIGNIFICANTLY THE TIME REQUIRED TO CONDUCT ROOF SEARCHES AT SUSPECTED

BURGLARY LOCATIONS. ADDITIONALLY IT PROVIDES THE MEANS TO ROUTINELY SEARCH ROOF TOPS IN COMMERCIAL AREAS, REDUCING THE BURGLARY POTENTIAL AND VASTLY REDUCING MAN-HOURS SPENT ON SUCH CHECKS.

LOST CHILDREN, MISSING PERSONS AND RESCUES REQUIRE THE EXPENDITURE OF CONSIDERABLE TIME IN LOCATING AND RECOVERING THE VICTIMS. SEARCHES OF LARGE, FENCED STORAGE AREAS, RAILROAD YARDS, PARKS, BEACHES AND OTHER ROUGH TERRAIN, REQUIRING MANY HOURS TO SEARCH ON FOOT, CAN BE SCANNED FROM THE AIR IN MINUTES. RESCUES FROM MOUNTAINS, DESERTS AND FROM BOATING MISHAPS CAN BE MORE QUICKLY AND EASILY EFFECTED BY AN ADEQUATELY EQUIPPED AERIAL PATROL.

REMOTE AREAS WITHIN A JURISDICTION BECOME SO READILY ACCESSIBLE THAT THEY ARE ROUTINELY AND EFFECTIVELY PATROLLED.

RAPID TRANSPORTATION OF INVESTIGATOR AND OTHER KEY PERSONNEL IS AN ADDITIONAL BENEFIT OF AERIAL PATROL.

GROUND UNITS WILL ATTAIN AN ADDITIONAL SENSE OF SECURITY THROUGH THE "BACKUP" OFFERED BY AERIAL PATROL. INDIVIDUAL OFFICERS INVOLVED IN HAZARDOUS OR POTENTIALLY HAZARDOUS

INVESTIGATIONS OR CONTROL SITUATIONS, IN REMOTE OR URBAN AREAS, WILL HAVE THE SECURITY OF AN IMMEDIATE AERIAL "BACKUP". WHEN NECESSARY AND EXPEDITIOUS, THE AIRCRAFT MAY LAND ENABLING THE CREW TO RENDER ACTUAL PHYSICAL AID TO THE GROUND UNIT.

HAZARDOUS PRACTICES, HERETOFORE REQUIRED OF GROUND UNITS IN APPREHENDING VIOLATORS, MAY BE MARKEDLY REDUCED. HIGH SPEED VEHICLE PURSUITS CAN BE "TAKEN OVER" BY THE AIRCRAFT, ELIMINATING HAZARD TO THE PURSUING GROUND UNIT AND TO THE PUBLIC.

AERIAL PATROL CAN PROVIDE ASSISTANCE TO OTHER PUBLIC AGENCIES. IT MAY BE UTILIZED TO ASSIST PUBLIC UTILITIES, FIRE AND ROAD DEPARTMENTS IN ROUTINE SURVEYS, AND IN EMERGENCY OPERATIONS.

CHAPTER IV

DISADVANTAGES

AMONG THE DISADVANTAGES OF AERIAL PATROL ARE PERIODIC LIMITATIONS PLACED UPON IT BY WEATHER. INCLEMENT WEATHER OCCASIONALLY REQUIRES GROUNDING OF THE AIRCRAFT.

THE NATURE OF AERIAL PATROL REQUIRES POLICE OFFICERS WITH SPECIAL SKILLS. HISTORICALLY THE COMBINATION OF MEN, MACHINERY AND MOTION HAS RESULTED IN ACCIDENTS. HOWEVER, THE HAZARD POTENTIAL CAN BE OVERCOME, AND ALL BUT ELIMINATED, THROUGH TRAINING.

LIMITED GROUND CONTACT IS ANOTHER FACTOR FOR CONSIDERATION. A RESPONDING AERIAL PATROL WILL NOT ROUTINELY LAND IN URBAN AREAS. IN MOST INSTANCES IT MAY ONLY OBSERVE, CONTROLLING AND DIRECTING GROUND UNITS ON FOLLOW-UP.

SOME ADVERSE PUBLIC REACTION MAY FOLLOW THE INAUGURATION OF AN AERIAL PATROL. MOST COMMON COMPLAINTS WILL INVOLVE 1) NOISE, 2) SPYING FROM THE SKY, AND 3) INVASION OF PRIVACY. POSITIVE PUBLIC REACTION CAN BE ACCOMPLISHED THROUGH PROPER COMMUNITY RELATIONS ACTIVITIES. ADEQUATE

PRESS COVERAGE, WHICH EXPLAINS THE GOALS OF THE PROGRAM; PUBLIC DISPLAY OF EQUIPMENT; TALKS BEFORE SERVICE CLUBS AND SCHOOLS - ALL OF WHICH EMPHASIZE THE ADVANTAGES OF AERIAL PATROL - WILL QUICKLY GAIN PUBLIC SUPPORT FOR THE PROGRAM.

CHAPTER V

REQUIREMENTS

ESTABLISHMENT OF AN AERIAL PATROL WILL NECESSARILY REQUIRE SPECIALIZED PERSONNEL AND EQUIPMENT. THIS CHAPTER DEALS WITH THESE NEEDS IN SEPARATE SECTIONS.

SPECIALIZED PERSONNEL

AERIAL PATROL REQUIRES 4 CATEGORIES OF SPECIALIZED PERSONNEL, THEY ARE:

1. PILOTS
2. OBSERVERS
3. SUPPORT (MAINTENANCE, ETC.)
4. SUPERVISORS

EACH CREW SHOULD CONSIST OF A PILOT AND AN OBSERVER. ANY INCLINATION REQUIRING THE PILOT TO BE BOTH THE FLYER AND THE OBSERVER SHOULD BE RESISTED. SAFETY AND EFFICIENCY REQUIRE THAT THE PILOT'S PRIMARY RESPONSIBILITY BE THE OPERATION OF THE AIRCRAFT, LEAVING GROUND OBSERVATION TO THE OBSERVER.

GROUND SUPPORT PERSONNEL REFERS TO AIRCRAFT MECHANICS

REQUIRED FOR THE NUMBER OF AIRCRAFT INVOLVED AND HOURS FLOWN.

SUPERVISION CAN, IN MOST INSTANCES, BE ACCOMPLISHED WITHIN THE ORGANIZATIONAL STRUCTURE AS IT ALREADY EXISTS AT THE TIME THE PROGRAM IS INSTITUTED, (i.e., PATROL SUPERVISORS AND ADMINISTRATORS).

PERSONNEL REQUIRED

THIS WILL BE DETERMINED BY THE SCOPE OF THE OPERATION. EACH AIRCRAFT FIELDED WILL REQUIRE A PILOT AND AN OBSERVER, PLUS RELIEF, TIMES THE NUMBER OF SHIFTS INVOLVED. ADEQUATE GROUND SUPPORT AND SUPERVISION WILL BE PREDICATED UPON THE MAGNITUDE OF THE PROGRAM. A SIGNIFICANT FACTOR IN CALCULATING DEPLOYMENT OF PERSONNEL IS FATIGUE. THE FATIGUE FACTOR GENERALLY LIMITS A PILOT TO APPROXIMATELY FIVE HOURS FLIGHT TIME OUT OF EACH EIGHT HOUR SHIFT. ROUTINE REPORTING, MEAL AND REFUELING BREAKS WILL USUALLY CONSUME THE THREE HOURS OF NO FLIGHT TIME IN AN EIGHT HOUR SHIFT. THIS CLOSELY APPROACHES ACCEPTED GROUND UNIT CRUISE OR PATROL TIME.

FACILITIES

THE FOLLOWING MAJOR FACILITIES ARE REQUIRED:

A. HELIPORT

FOR HIGHEST EFFICIENCY, HELIPORTS SHOULD BE LOCATED AT OR VERY NEAR THE POLICE FACILITY. IDEALLY, IT SHOULD NOT BE LOCATED AT THE LOCAL AIRPORT. AN AERIAL PATROL WHICH OPERATES OUT OF A LOCAL AIRPORT MUST CONTEND WITH MANY PROBLEMS. THEY ARE SOME DISTANCE FROM THEIR SUPPLIES. COMMUNICATIONS ARE MORE DIFFICULT TO MAINTAIN. SUPERVISION IS LESS DIRECT. THERE IS INTERFERENCE FROM LOCAL AIRPORT TRAFFIC. AIR TRAFFIC PATTERNS LIMIT AREAS OF RANDOM OPERATION. CONTROL TOWERS LIMIT OPERATIONS IN MARGINAL WEATHER.

STATE LAWS WILL VERY LIKELY REQUIRE THAT A PERMIT BE OBTAINED PRIOR TO THE INSTALLATION OF A HELIPORT. WHEN AERIAL PATROL WILL OCCUR IN FEDERALLY CONTROLLED AIRSPACE, F.A.A. HAS ESTABLISHED PROCEDURES WHICH MUST BE FOLLOWED. LETTERS OF AGREEMENT BETWEEN THE OPERATING

AGENCY AND THE LOCAL AIRPORT CONTROLLERS ARE THE USUAL METHOD FOR OUTLINING THOSE PROCEDURES.

B. FUEL FACILITY

A FUEL FACILITY, READILY AVAILABLE, IS REQUIRED. THIS MAY BE EITHER A PERMANENT INSTALLATION, A TEMPORARY TANK TRUCK OR TRAILER.

STATE FIRE CODES AND THE STATE FIRE MARSHAL MAY REQUIRE A PERMIT FOR THE FUEL FACILITY, AND WILL OUTLINE REQUIRED SAFETY MEASURES.

C. MAINTENANCE HANGAR

WHENEVER POSSIBLE, THE MAINTENANCE AND STORAGE HANGAR SHOULD BE ADJACENT TO THE HELIPORT.

COMMUNICATIONS

SPECIAL COMMUNICATIONS EQUIPMENT IS REQUIRED. IT IS:

A. VHF RADIO

F.A.A. REQUIRES VHF RADIO IN AIRCRAFT OPERATING WITHIN FEDERALLY CONTROLLED AIRSPACE. INASMUCH AS MOST COMMUNITIES HAVE, OR ARE SITUATED NEAR, AN AIRPORT, THIS EQUIPMENT WILL BE REQUIRED.

B. POLICE RADIO

AIRCRAFT WILL OBVIOUSLY NEED TO BE EQUIPPED WITH A POLICE RADIO. PROBLEMS WILL ARISE IN THE INTER COMMUNITY USE OF AERIAL PATROL WHEN THE PARTICIPATING POLICE AGENCIES ARE ON SEPARATE FREQUENCIES. THIS CAN BE OVERCOME BY SEVERAL METHODS:

1. UTILIZATION OF A SINGLE FREQUENCY.
2. TUNABLE MULTI FREQUENCY RADIO IN A/C WITH ALERTING DEVICE TO SELECT PROPER FREQUENCY WHEN CALLED.
3. INTER-CITY RADIO NETWORK WITH CENTRALIZED DISPATCHER TO RELAY MESSAGES TO A/C.

IN AREAS WHERE RADIO TRAFFIC IS EXTREMELY HEAVY, THE ADDITION OF A FREQUENCY FOR

EXCLUSIVE USE BETWEEN AIRCRAFT AND GROUND UNITS, IS REQUISITE.

C. INTERCOMMUNICATIONS

INTERCOM CAPABILITIES BETWEEN PILOT AND OBSERVER IS HIGHLY DESIREABLE.

D. PUBLIC ADDRESS SYSTEM

A PUBLIC ADDRESS SYSTEM IS AN INVALUABLE TOOL FOR AERIAL PATROL. IT PERMITS AIR TO GROUND VOICE COMMUNICATIONS. AIRCRAFT CREWS ARE ABLE TO BROADCAST PERTINENT INFORMATION TO PEOPLE IN A NEIGHBORHOOD, TO BROADCAST INSTRUCTIONS REGARDING EVACUATION, VOICE CONTROL OF SEARCHES AND THE ISSUANCE OF INSTRUCTIONS OR ORDERS TO ANYONE ON THE GROUND REGARDING ANY MATTER.

AIRCRAFT REQUIRED

NUMBER OF AIRCRAFT REQUIRED WILL DEPEND UPON:

1. THE TIME AND EXTENT OF COVERAGE DESIRED.
2. THE DESIRED AVAILABILITY OF STANDBY AIRCRAFT.
3. ECONOMICS

EACH COMMUNITY IS BETTER EQUIPPED TO MAKE THIS DETERMINATION IN LIGHT OF LOCAL CONDITIONS AND NEEDS. AS AN EXAMPLE CONSIDER MAXIMUM COVERAGE, THREE SHIFTS A DAY - 365 DAYS A YEAR RELIEVE ON STATION. FOUR AIRCRAFT ARE REQUIRED: 1 AIRBORNE, 1 STANDBY TO RELIEVE, 1 STANDBY AND 1 UNDERGOING MAINTENANCE.

OTHER EQUIPMENT NEEDS

AIRCRAFT, GROUND UNITS AND CREW WILL REQUIRE CERTAIN SPECIALIZED EQUIPMENT. THIS EQUIPMENT INCLUDES:

A. FOR THE AIRCRAFT

1. SIREN

   USED TO ALERT THE NEIGHBORHOOD, TO EVACUATION OR TO THE SEARCH FOR A MISSING CHILD, OR TO ANY OTHER PERTINENT POLICE MESSAGE.

2. LIGHTING SYSTEM

   AIRCRAFT WILL REQUIRE STANDARD INTERIOR AND EXTERIOR LIGHTING, AS WELL AS A HIGH INTENSITY SPOTTER FOR ILLUMINATING GROUND AREAS AT NIGHT.

3. LITTERS

LITTER EQUIPMENT SHOULD BE AVAILABLE ON THE AIRCRAFT AT ALL TIMES.

4. FIRE FIGHTING EQUIPMENT

a. DETACHABLE WATER TANK FOR APPLICATION OF WATER ON FIRES.

b. HOSE LAYING TRAYS

c. PROVISIONS FOR HAULING EXTERNAL LOADS, ie., PUMPS, EQUIPMENT, ETC.

MOST VALUE WOULD BE GAINED IN REGIONS WHERE AERIAL PATROL IS MOST APT TO BECOME INVOLVED IN FIRE FIGHTING OPERATIONS: MOUNTAINS, FOOTHILLS, BRUSH AREAS, FORESTS, ETC.

5. WEAPONS

6. MAPS

7. SEAT BELTS AND SHOULDER HARNESS

8. RADIO ALARM SYSTEM

THERE IS CURRENTLY UNDER DEVELOPMENT A RADIO ALARM SYSTEM WHICH COULD BE UTILIZED TO ALERT THE AIRCRAFT TO A ROBBERY OR BURGLARY TAKING PLACE. SUCH EQUIPMENT CAN GREATLY INCREASE THE

POSSIBILITY OF APPREHENSION, IN THE IMMEDIATE FUTURE.

B. GROUND UNITS

1. IDENTIFYING SYMBOLS

POLICE RADIO CARS ARE GENERALLY READILY DISCERNIBLE IN THE DAYTIME. HOWEVER, SOME MEANS OF MARKING AND/OR LIGHTING THE VEHICLE MAY BE DESIREABLE TO INSURE QUICK IDENTIFICATION BOTH DAY AND NIGHT, ESPECIALLY DURING INITIATION OF AERIAL PATROLS.

2. HAND RADIO

GROUND PERSONNEL, WHO MAY BE OPERATING UNDER THE GUIDANCE OF THE AIRCRAFT, BUT AWAY FROM THEIR PATROL UNITS, SHOULD HAVE GOOD TWO-WAY HAND RADIO CAPABILITIES.

C. PILOT

IT IS ESSENTIAL THAT THE PILOT BE RELATIVELY UNENCUMBERED WHILE PILOTING THE AIRCRAFT. HE SHOULD WEAR A CRASH HELMET AND CARRY STANDARD POLICE EQUIPMENT. A "STRIPPED" GUN

BELT CARRYING ONLY SIDEARM, HANDCUFFS AND AMMUNITION POUCH, IS IDEAL. KHAKI CLOTHING AND LIGHT JACKET BEARING OFFICIAL INSIGNIA WILL ORDINARILY BE SUFFICIENT UNIFORM.

D. OBSERVER

OBSERVER EQUIPMENT WILL BE THE SAME AS FOR THE PILOT EXCEPT THAT HE WILL REQUIRE A LIGHTED KNEE-BOARD.

CHAPTER VI

DEPLOYMENT

TIME FOR DEPLOYMENT (SHIFT ASSIGNMENT) OF THE AIRCRAFT WILL DEPEND UPON LOCAL CONDITIONS AND NEED. BECAUSE OF THE PROVEN APPLICABILITY OF AERIAL PATROL DURING DARKNESS, NO LIMITATION AS TO TIME OF DAY NEED BE CONSIDERED. AROUND THE CLOCK DEPLOYMENT MIGHT EVEN BE FEASIBLE AND DESIRED. FLEXIBILITY OF AERIAL PATROL EASILY PERMITS DEPLOYMENT OVER ALL OR ANY PART OF A 24 HOUR PERIOD, ACCORDING TO THE DESIRES AND/OR NEED OF THE DEPLOYING AGENCY.

THE PREVIOUSLY MENTIONED PILOT FATIGUE IS A MAJOR LIMITING FACTOR IN DEPLOYING AIRCRAFT. THE RESTRICTIVE ASPECTS OF THIS PERIODICALLY INTERRUPTED DEPLOYMENT CAN BE PARTIALLY OFFSET BY HAVING THE AIRCRAFT REFUELED, PREFLIGHTED AND READY FOR TAKEOFF DURING CREW LUNCH BREAKS OR REST PERIODS. THIS WILL PERMIT IMMEDIATE RESPONSE WHEN REQUIRED.

ESTABLISHMENT OF PATROL BEATS OR AREAS IS A PRIME CONSIDERATION AND INVOLVES THE FOLLOWING:

A. GEOGRAPHY

B. TERRAIN

C. COMMUNITY MAKEUP

1. URBAN
2. SUBURBAN
3. COMMERCIAL
4. RURAL

GUIDANCE IN DETERMINING BEAT SIZE CAN BE GAINED BY CONSIDERING RESPONSE TIME. IDEALLY, AND FOR MOST EFFECTIVE COVERAGE, PATROL BEATS SHOULD BE ESTABLISHED TO PERMIT AIRCRAFT RESPONSE TO ANY LOCATION WITHIN THE BEAT AREA, IN A MAXIMUM 5 MINUTES. THIS APPROXIMATES A 50 SQUARE MILE AREA. THIS MAY NOT APPLY IN RURAL AND DESERT REGIONS, WHERE COVERAGE BASED ON SQUARE MILES WOULD BE IMPRACTICAL, AND UNNECESSARY. IN JURISDICTIONS HAVING LARGE, UNPOPULATED REGIONS, THE MAJORITY OF REPRESSIVE PATROL TIME SHOULD BE OVER PRIME AREA.

CHAPTER VII

PERSONNEL SELECTION

GREAT CARE MUST BE EXERCISED IN SELECTING AERIAL PATROL PERSONNEL:

A. PILOT

PILOTS SHOULD FIRST OF ALL BE COMPETENT POLICE OFFICERS. IT REQUIRES MUCH LESS TRAINING TO QUALIFY AS A PILOT. THE PILOT'S PATROL EXPERIENCE SHOULD BE EXTENSIVE AND HE SHOULD KNOW THE PATROL AREA FROM THE GROUND, ALTHOUGH THIS LATTER KNOWLEDGE NEEDN'T BE SO EXTENSIVE AS IN THE CASE OF THE OBSERVER. HE MUST BE A COMPETENT PILOT WHO HAS RECEIVED SPECIAL TRAINING IN AERIAL ENFORCEMENT AND BE TEMPERMENTALLY SUITED TO THE ASSIGNMENT.

IT IS DESIRABLE THAT TRAINEES POSSESS F.A.A. AIRPLANE PILOT LICENSES PRIOR TO CONSIDERATION AS ROTORCRAFT PILOTS. THEY WILL REQUIRE AN ANNUAL CLASS II MEDICAL EXAMINATION. IT IS RECOMMENDED THAT THEY HAVE 200 HOURS FLIGHT

TIME IN HELICOPTERS PRIOR TO PATROL ASSIGNMENT ALTHOUGH THIS IS NOT NECESSARILY REQUIRED.

B. OBSERVER

THE OBSERVER SHOULD, BY ALL MEANS, BE A COMPETENT POLICE OFFICER WITH BROAD PATROL EXPERIENCE AND KNOWLEDGE OF THE BEAT AREA. HE SHOULD BE SELECTED FROM VOLUNTEERS RATHER THAN ARBITRARILY ASSIGNED. MOST IMPORTANT REASONS FOR VOLUNTARY SELECTION ARE:

1. SOME POLICEMEN ARE NOT TEMPERMENTALLY SUITED TO FLY ROUTINELY.
2. SOME ARE NOT SO MOTIVATED
3. SOME ARE NOT PHYSICALLY SUITED TO FLYING
   a. AIRSICKNESS
   b. EAR PROBLEMS
   c. DISORIENTATION

IT IS DESIREABLE THAT OBSERVERS BE ROTATED THROUGH THE POLICE COMPLEMENT, IN ORDER TO EXPAND EACH DEPARTMENT'S EXPERIENCE IN AERIAL PATROL, AND MAINTAIN EFFICIENCY. ROTATING OBSERVERS FROM AIR TO GROUND UNITS WILL BROADEN THE UNDERSTANDING OF THE GOALS OF THE PROGRAM AND

WILL HELP DEVELOP SUPPORT FOR IT BY ALL POLICE PERSONNEL. THIS IS ESPECIALLY TRUE DURING THE EARLY STAGES OF AERIAL PATROL ESTABLISHMENT.

CHAPTER VIII

TRAINING

PILOTS AND OBSERVERS MUST UNDERGO INTENSIVE SPECIALIZED TRAINING. THIS TRAINING SHOULD INCLUDE INSTRUCTION IN THE FOLLOWING:

A. AERIAL OBSERVATION

IT IS DIFFICULT FOR A POLICE OFFICER TO IMMEDIATELY MASTER THE ART OF AERIAL OBSERVATION. IT REQUIRES TIME AND EXPERIENCE TO BE ABLE TO OBSERVE - FROM THE AIR - THOSE THINGS OF INTEREST TO LAW ENFORCEMENT WHICH CAN BE EASILY IDENTIFIED FROM THE GROUND. A COMPREHENSIVE TRAINING PROGRAM, WHICH TEACHES THE OBSERVER HOW TO IDENTIFY WHAT HE IS LOOKING FOR, FROM THE AIR, IS REQUIRED.

B. PATROL PROCEDURES

THE PILOT AND OBSERVER MUST RELEARN A BASIC SKILL IN LAW ENFORCEMENT - HOW TO PATROL. THE AERIAL POLICEMAN FINDS HIMSELF IN A UNIQUE POSITION. HE IS NO LONGER LIMITED TO PATROL

PATTERNS DICTATED BY GEOGRAPHY, TERRAIN AND NATURAL OBSTACLES SUCH AS RIVERS, RAILROADS, DEAD END STREETS, TRAFFIC OR FENCED AREAS. HE IS LITERALLY ABOVE AND BEYOND SUCH RESTRICTIONS AND IS THUS FACED WITH LEARNING HOW TO MOST EFFECTIVELY UTILIZE HIS NEW FOUND FREEDOM.

ON THE OTHER HAND, HE NO LONGER HAS THE FAMILIARITY OF PRESCRIBED PROCEDURES TO GUIDE HIM AND MUST INNOVATE METHODS FOR ACCOMPLISHING AS MANY OF THE OLD REQUIREMENTS OF PATROL AS POSSIBLE AND TO ACHIEVE THE POTENTIAL OF THE NEW MEDIUM.

C. GROUND WORK

AIRCRAFT CREWS SHOULD KEEP TOTALLY FAMILIAR WITH THE PROBLEMS AND PROBLEM AREAS PECULIAR TO THEIR "BEAT". THIS CAN BE ACCOMPLISHED THROUGH CONTINUED TRAINING AND BRIEFINGS, WHICH PROVIDE THE CREW WITH THE NECESSARY INFORMATION TO DIRECT OPERATIONS IN ANY CONTINGENCY, FROM THE AIR.

D. CLASSROOM INSTRUCTION

CLASSROOM INSTRUCTION IN MAP READING AND NAVIGATION, AS WELL AS OTHER RELATED SUBJECTS, IS DESIREABLE. MUCH OF THE TRAINING REQUIREMENTS IN ALL FIELDS OF AERIAL PATROL WILL HAVE SOME APPLICATION TO THE CLASSROOM.

E. CREW TEAM TRAINING SHOULD BE CONTINUED AFTER PATROL ASSIGNMENT. CONSTANT TRAINING CAN BE ACCOMPLISHED BY COMPREHENSIVE CRITIQUES, FROM ALL PARTICIPANTS, OF ANY INCIDENT INVOLVING AERIAL PATROL APPLICATION. INSTITUTION OF PERIODIC "SIMULATED PROBLEMS" IS AN EXCELLENT TRAINING DEVICE EASILY INTEGRATED INTO DAILY ROUTINES WITH NO LOSS OF AIRCRAFT PATROL EFFECTIVENESS. SAMPLES OF SIMULATED PROBLEMS ARE OUTLINED IN APPENDIX "B".

NOTE: A PUBLICATION, ENTITLED "THE POLICE HELICOPTER PATROL TEAM - A TRAINING MANUAL AND FLIGHT SYLLABUS" HAS BEEN DEVELOPED BY THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT TO PROVIDE GUIDANCE IN THE TRAINING OF AERIAL POLICE PATROL PERSONNEL.

PART II

AERIAL PATROL OPERATIONS

CHAPTER IX

1100. PREPARATION FOR DUTY.

1101. PRE-FLIGHT INSPECTION OF AIRCRAFT. PILOT WILL CONDUCT A THOROUGH PRE-FLIGHT INSPECTION OF THE AIRCRAFT PRIOR TO THE FIRST FLIGHT OF EACH DAY. A LESS THOROUGH "POST-FLIGHT" INSPECTION WILL BE REQUIRED AT THE CONCLUSION OF EACH SUBSEQUENT FLIGHT OF THE DAY. THIS WILL BE ACCOMPLISHED SO THAT THE AIRCRAFT WILL BE CAPABLE OF IMMEDIATE RESPONSE WHEN ON THE GROUND. PROCEDURES FOR ACCOMPLISHING THESE INSPECTIONS ARE SET FORTH IN THE AIRCRAFT MANUFACTURER'S MANUAL. PILOT WILL FURTHER CHECK-OUT ALL OTHER SPECIAL EQUIPMENT AFFIXED TO THE AIRCRAFT INCLUDING:

a. RADIO EQUIPMENT
b. LIGHTING EQUIPMENT
c. PUBLIC ADDRESS SYSTEM
   1. ADJUST P/A SYSTEM WHILE ON GROUND. ADJUSTMENT CANNOT BE MADE PROPERLY IN FLIGHT.
d. SIREN
e. RESCUE EQUIPMENT

1102. BRIEFING. FULL CREW WILL ATTEND BRIEFING EXCEPT WHEN IT IS NECESSARY FOR THE PILOT TO PICK UP THE AIRCRAFT FROM ANOTHER LOCATION AND BRING IT TO THE STATION.

BRIEFING SERGEANT WILL EMPHASIZE INFORMATION MOST VALUABLE TO AIR PATROL, INCLUDING:

a. STOLEN OR CRIME VEHICLES. LIMIT TO VEHICLES RECENTLY STOLEN OR RECENTLY INVOLVED IN CRIMES.

b. STOLEN BOATS. MAY BE HIDDEN IN YARDS, BAYS, MARINAS, ETC.

c. LARGE TRUCKS.

d. LARGE EQUIPMENT AND MACHINERY.

e. SPECIAL PROBLEM LOCATIONS. CURRENT GANG ACTIVITY, CAR STRIPPING, BURGLARIES, ETC.

ONCOMING CREW SHOULD DEBRIEF PREVIOUS CREW.

INFORMAL BRIEFING, i.e., REVIEW OF PRIOR SHIFT STATION LOGS, REPORTS EMANATING SINCE LAST TOUR OF DUTY, ETC., ARE THE RESPONSIBILITY OF INDIVIDUAL AIRCREW MEN AND SHOULD NEVER BE NEGLECTED OR LIGHTLY TREATED.

CHAPTER X

1200. FLIGHT PROCEDURES.

1201. PATROL ALTITUDES. PATROL ALTITUDES DURING DAYLIGHT HOURS SHALL BE BETWEEN 500 AND 600 FEET ABOVE THE GROUND. PATROL ALTITUDES DURING HOURS OF DARKNESS SHOULD BE RAISED TO BE BETWEEN 700 AND 800 FEET ABOVE THE GROUND.

1202. MINIMUM OPERATIONAL ALTITUDES. MINIMUM OPERATIONAL ALTITUDE SHALL NEVER BE LESS THAN THE PRESCRIBED "HEIGHT-VELOCITY CURVE" FOR THE AIRCRAFT UTILIZED UNLESS EMERGENCY DICTATES OTHERWISE.

1203. PATROL SPEED. MOST EFFICIENT PATROL SPEED IS 50 - 55 M.P.H.

1204. PATROL ROUTINE. PILOTS WILL VARY PATROL ROUTES AND WILL STAGGER RELIEFS. PILOTS SHOULD AVOID ESTABLISHING PREDICTABLE FLIGHT PATTERNS.

1205. FLIGHT ROUTES. PATROL ALONG PREVIOUSLY DETERMINED FLIGHT ROUTES

(SAFETY CORRIDORS). SAFETY CORRIDORS ARE FLIGHT ROUTES WHICH PROVIDE READILY ACCESSIBLE EMERGENCY LANDING AREAS.

1206. FLIGHT PERIODS. ALL PATROL FLIGHTS SHALL BE TERMINATED 30 MINUTES PRIOR TO FUEL EXHAUSTION. ALL PATROL FLIGHTS ARE TO BE TERMINATED UPON THE PILOT SUFFERING FATIGUE. AIRCRAFT CAPABILITY AND FUEL CAPACITY WILL ALSO BE A FACTOR IN DETERMINING DURATION OF FLIGHTS.

1207. GROUND ILLUMINATION FROM AIRCRAFT

a. FIXED LOCATION OR SUSPECT ON FOOT. ENTER ORBIT OVER AREA TO BE ILLUMINATED. (TURNING INTO THE OBSERVER). ORBIT OVER AREA TO BE ILLUMINATED. ORBIT SPEED, APPROXIMATELY 40 M.P.H.; MAXIMUM EFFECTIVE ORBIT SPEED, APPROXIMATELY 60 M.P.H. DEGREE OF BANK SHOULD REMAIN FAIRLY CONSTANT.

b. MOVING VEHICLE. ADJUST SPEED, FOLLOW AND ILLUMINATE.

c. ILLUMINATION WHILE HOVERING. ILLUMINATION FROM A HOVERING ATTITUDE MUST BE DONE AT AN ALTITUDE IN CONFORMANCE WITH THE AIRCRAFTS "HEIGHT-VELOCITY CURVE".

1208. PUBLIC ADDRESS SYSTEM.

a. ADJUSTMENT. ADJUST P/A SYSTEM WHILE ON GROUND. ADJUSTMENT CANNOT BE MADE PROPERLY IN FLIGHT.

b. OPERATION. ORBIT SO THAT SPEAKER POINTS INTO CIRCLE. MOST EFFECTIVE ORBIT SPEED IS APPROXIMATELY 40 M.P.H. MOST EFFECTIVE ALTITUDE IS 300 TO 500 FEET ABOVE THE GROUND.

c. BROADCAST FREQUENCY. REPEAT MESSAGE BROADCAST EACH 200 YARDS. SPEAK SLOWLY AND CLEARLY.

1209. SIREN. SIREN WILL BE UTILIZED TO ATTRACT THE ATTENTION OF PEOPLE ON THE GROUND TO A PUBLIC ADDRESS BROADCAST. PROCEDURE WILL BE THE SAME AS FOR OPERATING THE PUBLIC ADDRESS SYSTEM. OPERATE SIREN ONLY BRIEFLY.

1210. PILOT RESPONSIBILITY. THE AIRCRAFT PILOT WILL HAVE THE RESPONSIBILITY FOR THE FOLLOWING:

a. AIRCRAFT SAFETY - FLIGHT PATH, ALTITUDES AND SPEED.

b. CONDUCT OF THE FLIGHT.

1. WHEN TO FLY - WEATHER - VISIBILITY - AIRCRAFT CONDITION

2. DURATION OF FLIGHT

c. VHF COMMUNICATIONS WITH AIRPORT TOWERS

1211. OBSERVER RESPONSIBILITY. THE AIRCRAFT OBSERVER WILL HAVE THE PRIMARY RESPONSIBILITY FOR THE FOLLOWING:

a. MONITOR SHERIFF'S RADIO.

b. OBSERVE ACTIVITY ON THE GROUND.

c. DIRECT TACTICAL OPERATIONS OF THE AIRCRAFT.

1. DIRECT PILOT WHERE TO FLY

2. DIRECT PILOT WHEN TO ORBIT

3. OPERATE SPECIAL EQUIPMENT

a.) LIGHTS

b.) P/A SYSTEM

c.) SIREN

d.) MISCELLANEOUS ELECTRONICS AND SUPPORT EQUIPMENT

4. MAINTAIN WORK SHEET

d. COMPLETE REQUIRED REPORTS

e. ASSIST PILOT AS NEEDED

CHAPTER XI

1300. GENERAL PROCEDURES.

1301. AIRCRAFT AND VEHICLE PURSUIT. WHEN REQUESTED, AIRCRAFT WILL RESPOND TO LOCATION OF FLIGHT VIOLATION BY OTHER AIRCRAFT. ATTEMPT TO OBTAIN REGISTRATION NUMBER OF SUSPECT AIRCRAFT. FOLLOW IF FEASIBLE. MAINTAIN VISUAL CONTACT. ALERT AIRPORT TOWERS REGARDING AIRCRAFT DESCRIPTION AND NUMBER. REQUEST RADAR ASSISTANCE. VEHICLE PURSUITS WILL USUALLY BE INITIATED BY GROUND UNITS. OBTAIN DESCRIPTION, LOCATION AND DIRECTION OF VEHICLE. WHEN IDENTIFICATION IS MADE, NOTIFY GROUND UNIT AND VECTOR GROUND UNITS TO INTERCEPT SUSPECT VEHICLE.

1302. AERIAL SURVEILLANCE. THERE ARE TWO KINDS OF AERIAL SURVEILLANCE, 1) ACTIVE - WHEN VEHICLE IS PURSUED OPENLY (211 CHASE ETC.) AND STEALTH IS NOT NEEDED, AND 2) PASSIVE - WHEN SUSPECT OR VEHICLE IS NOT AWARE OF SURVEILLANCE (NARCOTICS OR VICE INVESTIGATIONS). ALTITUDE DURING SURVEILLANCE WILL VARY. ACTIVE PURSUITS REQUIRE ANY SAFE ALTITUDE. PASSIVE SURVEILLANCE REQUIRE APPROXIMATELY 1,000 FEET DURING DAY-LIGHT HOURS AND 500 FEET DURING DARKNESS. AIRCRAFT WILL

NORMALLY BE POSITIONED TO PROVIDE THE OBSERVER THE BEST VIEW OF SUSPECT VEHICLE DURING SURVEILLANCE. ACUTE OBSERVATION IS REQUIRED FOR NIGHTTIME OBSERVATION. USE SUSPECT VEHICLE LIGHT PATTERNS TO ASSIST IN IDENTIFICATION.

1303. ALARM SYSTEMS. AIRCRAFT WILL MAKE FREQUENT CHECKS OF BEACON ALARM LOCATIONS. UPON OBSERVING A BEACON ALARM, AIRCRAFT WILL RESPOND AT ONCE AND NOTIFY GROUND UNITS ENROUTE. AT LOCATION AIRCRAFT WILL CONDUCT AN IMMEDIATE SEARCH FOR SUSPECTS AND VEHICLES AND WILL BE THE HANDLING UNIT UNTIL A GROUND UNIT IS ASSIGNED. IN RESPONSE TO ALL OTHER ALARMS THE SAME PROCEDURES WILL BE FOLLOWED EXCEPT THE GROUND UNIT WILL AT ALL TIMES BE THE HANDLING UNIT.

1304. SEARCHES. SEARCHES FOR WHATEVER PURPOSE WILL ORDINARILY BE COORDINATED BY THE HANDLING UNIT.

a. MISSING PERSONS. THE AGE OF THE MISSING PERSON, CIRCUMSTANCES OF THE INCIDENT AND GEOGRAPHY OF THE LOCATION WILL DETERMINE THE TACTICS USED.
MISSING PERSONS, URBAN AREA, HANDLED ACCORDING TO DEPARTMENTAL POLICY. THE

AIRCRAFT WILL ASSIST AS REQUESTED BY THE HANDLING UNIT.
AERIAL SEARCH OF INACCESSIBLE AND LARGE OPEN AREAS, i.e. DRAINAGE DITCHES, DAIRIES, FIELDS WILL BE CONDUCTED FROM LOW ALTITUDE AT LOW AIR SPEED CONSISTENT WITH SAFETY.
BROADCASTING A DESCRIPTION OF SUBJECT OVER THE P.A. WILL ALERT CITIZENS IN THE IMMEDIATE AREA.
CARE MUST BE TAKEN TO BROADCAST IN THE PROPER MANNER TO AVOID MISUNDERSTANDING BY PERSONS ON THE GROUND, NECESSITATING UNDUE TELEPHONE TRAFFIC TO HEADQUARTERS.

b. SEARCHES - SUSPECTS. THE HELICOPTER BECOMES A VALUABLE ASSET TO A TEAM SEARCHING FOR A HIDDEN SUSPECT, BY EXTENSIVELY LIMITING HIS MOBILITY OR ACTUALLY "PINNING HIM DOWN". IF HE TRIES TO MOVE TO ANOTHER LOCATION, THE AIRCRAFT IS NORMALLY IN A GOOD POSITION TO OBSERVE THE MOVEMENT.
IN EXTENSIVE OPERATIONS IT MAY BE DESIREABLE THAT A RANKING OFFICER, FAMILIAR WITH THE AREA, ACT AS OBSERVER AND COMMAND OFFICER

TO DEPLOY GROUND UNITS MOST EFFECTIVELY. IT IS ESSENTIAL THAT THE GROUND UNITS HAVE GOOD COMMUNICATIONS WITH THE AIRCRAFT.

c. MISSING PERSONS AND AIRCRAFT - REMOTE AREA

TO BE CONDUCTED IN ACCORDANCE WITH SEARCH AND RESCUE TACTICS, AND ESTABLISHED DEPARTMENTAL POLICY. TRAINED SEARCH AND RESCUE PERSONNEL SHOULD BE USED AS OBSERVERS.

SPECIAL TRAINING FOR OBSERVERS AND PILOTS IS REQUIRED FOR MAINTAINING PROFICIENCY IN THIS TYPE OF SEARCH.

1305. TRAFFIC. AIRCRAFT MAY OR MAY NOT BE ASSIGNED ROUTINE TRAFFIC ENFORCEMENT RESPONSIBILITY. IT WILL, HOWEVER, BE CALLED UPON BY GROUND UNITS TO ASSUME HIGH SPEED PURSUITS IN ANY CASE. UPON NOTIFICATION THAT THE AIRCRAFT HAS SIGHTED THE PURSUED VEHICLE, GROUND UNITS WILL REDUCE SPEED TO A SAFE LEVEL AND CONTINUE FOLLOWING SUSPECT VEHICLE. AIRCRAFT WILL DIRECT GROUND UNITS TO INTERCEPT PURSUED VEHICLE. DURING PARADES AND/OR OTHER SPECIAL EVENTS,

AIRCRAFT WILL PATROL PERIMETER AND REPORT ALL AREAS OF CONGESTION TO GROUND UNITS. AIRCRAFT WILL BE ALERT TO OBVIOUS TRAFFIC VIOLATIONS DISCERNIBLE FROM THE AIR SUCH AS DRUNK DRIVING, HIT AND RUN, EXTREME HIGH SPEED, ETC., REGARDLESS OF ASSIGNMENT, AND WILL REQUEST GROUND UNITS TO INVESTIGATE AND TAKE PUNITIVE ACTION IF APPROPRIATE.

1306. CALLED FOR SERVICES. UPON RECEIPT OF A CALL, AIRCRAFT WILL RESPOND DIRECTLY TO LOCATION. ENROUTE AIRCRAFT WILL ESTABLISH COMMUNICATIONS WITH HANDLING GROUND UNIT AND PROVIDE RESPONDING UNITS WITH INSTRUCTIONS AND INFORMATION. GROUND UNITS UPON APPROACHING THE SCENE WILL BE ABLE TO INSTRUCT AIRCRAFT AS TO THEIR APPROACH AND DEPLOYMENT.

IN RESPONSE TO BURGLARY AND ROBBERY IN PROGRESS CALLS, AIRCRAFT WILL BEGIN A SUSPECT AND SUSPECT VEHICLE SEARCH IMMEDIATELY. WHEN RESPONDING TO ANY CALL, AND IT IS APPARENT THAT THE HANDLING GROUND UNIT WILL BE DELAYED, AIRCRAFT WILL TAKE DIRECT ACTION IN THE FOLLOWING SITUATIONS:

a. INJURY TO VICTIM IS IMMINENT.
b. DAMAGE TO PROPERTY IS IMMINENT.
c. SUSPECT MAY EFFECT AN ESCAPE.
d. DIRECT COVERAGE IS REQUIRED.

DIRECT ACTION IS DEFINED AS THE LANDING OF THE AIRCRAFT IN THE IMMEDIATE VICINITY OF THE INCIDENT AND THE CREW TAKING POLICE ACTION. SECTION 1307. OF THIS MANUAL SHALL GOVERN SUCH LANDINGS.

1307. LANDINGS. AIRCRAFT SHOULD AVOID LANDING IN THE OPERATING AREA EXCEPT IN EMERGENCY SITUATIONS. SAFETY OF THE AIRCRAFT AND CREW AND OF THE GENERAL PUBLIC SHALL BE THE PRIMARY CONISDERATION IN ALL SUCH LANDINGS.

1308. ROUTINE OBSERVATIONS. UPON MAKING A ROUTINE OBSERVATION (SUSPICIOUS VEHICLE, PERSON, ETC.), AIRCRAFT WILL ADVISE AREA GROUND UNIT OF THE NATURE OF THE OBSERVATION AND ITS LOCATION. AIRCRAFT WILL REMAIN IN THE VICINITY DURING THE GROUND UNIT FOLLOW-UP OR UNTIL SIGNALED CODE 4.

1309. AVIATION LAW. AIRCRAFT MAY BE THE PRIMARY ENFORCER OF AVIATION SECTIONS OF THE STATE AERONAUTICS COMMISSION. FOLLOW-UP OF ALL REPORTED AERONAUTICAL LAW VIOLATIONS MAY BE ASSIGNED TO OTHER INVESTIGATING SECTIONS.

CHAPTER XII

1400. RECORDS.

1401. STATION LOG. ALL CALLS AND DETAILS DIRECTED TO THE AIRCRAFT WILL BE INCORPORATED INTO THE STATION LOG AND THE DISPATCHERS "DAILY WORK SHEET" JUST AS IS THE ACTIVITY OF STATION RADIO CARS.

1402. DEPUTY'S DAILY WORK SHEET. DEPUTY'S DAILY WORK SHEET WILL BE COMPLETED BY THE OBSERVER AND TURNED IN AT THE CONCLUSION OF EACH SHIFT.

1403. PILOT'S LOG. AIRCRAFT PILOT WILL MAINTAIN HIS PERSONAL LOG. HE WILL, IN ADDITION, COMPLETE THE NECESSARY FLIGHT RECORDS AS REQUIRED.

a. FLIGHT TIME REPORTS
b. AIRCRAFT FLIGHT TIME
c. FLIGHT RECAP SHEETS ON SPECIAL FLIGHTS

1404. MAINTENANCE LOGS. MAINTENANCE LOGS WILL BE MAINTAINED BY THE

UNIT RESPONSIBLE FOR MECHANICAL SUPPORT. THESE INCLUDE.

a. AIRFRAME.

b. ENGINE.

c. ROTORS, MAIN AND TAIL.

d. RETIREMENT LIFE COMPONENTS.

PILOT AND MECHANIC SHARE RESPONSIBILITY FOR THE MAINTENANCE OF THESE LOGS AS REQUIRED BY F.A.A..

1405. FIRST REPORTS. FIRST REPORTS WILL USUALLY BE COMPLETED BY THE HANDLING GROUND UNIT.

WHEN AIRCRAFT IS REQUIRED TO HANDLE AN INCIDENT INCLUDING THE REPORT, THE OBSERVER WILL COMPLETE THE REQUIRED REPORT. ALL REPORTS WILL BE ACCOMPLISHED AS PER THE "MANUAL OF REPORTING PROCEDURES".

CHAPTER XIII

1500. COMMUNICATIONS.

1501. VHF RADIO. AIRCRAFT PILOT WILL BE RESPONSIBLE FOR ALL COMMUNICATIONS THROUGH VHF RADIO. THE USE OF VHF RADIO IS CONTROLLED BY F.A.A. & F.C.C. RULES AND INCLUDE THE FOLLOWING:

a. AIRPORT CONTROL ZONE. WHEN OPERATING WITHIN THE AIRPORT CONTROL ZONE, ADVISE TOWER OF POSITION PERIODICALLY, OR AS REQUIRED, ESPECIALLY IN MARGINAL WEATHER.

b. OTHER TOWER REQUIREMENTS. ACCOMPLISH ALL OTHER TOWER REQUIREMENTS IN ACCORDANCE WITH PREVIOUS AGREEMENT WITH AIRPORT.

c. MONITOR VHF. MONITOR VHF RADIO FREQUENCY AT ALL TIMES WHILE IN AIRPORT CONTROL ZONE.

1502. SHERIFF'S RADIO. AIRCRAFT OBSERVER IS PRIMARILY RESPONSIBLE FOR THE MONITORING AND OPERATING OF SHERIFF'S RADIO. THE

PILOT MUST ALSO MONITOR SHERIFF'S RADIO WHENEVER POSSIBLE. SHERIFF'S RADIO OPERATION WILL BE IN ACCORDANCE WITH EXISTING DEPARTMENTAL REGULATIONS. THE FOLLOWING SPECIAL REGULATIONS SHALL ALSO BE FOLLOWED:

a. ADDITIONAL FREQUENCY. FREQUENCY SIX (6) HAS BEEN ADDED TO SHERIFF'S RADIO TO BE USED EXCLUSIVELY FOR AIRCRAFT TO GROUND UNIT COMMUNICATIONS. (STATION "B" - CENTRAL DISPATCHER - WILL BE ROUTINELY INVOLVED IN ALL FREQUENCY 6 COMMUNICATIONS).

b. PROCEDURE FOR CONTACTING AIRCRAFT OR GROUND UNIT. DO NOT MONITOR FREQUENCY 6. WHEN COMMUNICATION IS REQUIRED, UNIT WILL REQUEST STATION "B" TO ADVISE CALLED UNIT TO SWITCH TO FREQUENCY 6. COMMUNICATING UNITS WILL SWITCH TO FREQUENCY 6 AND REMAIN ON THE FREQUENCY THROUGH THE CONCLUSION OF THEIR OPERATION.

c. RADIO OPERATION. TO MINIMIZE BACKGROUND NOISE WHEN OPERATING AIRCRAFT RADIOS, OPERATOR SHOULD SPEAK IN A NORMAL TONE, HOLDING THE MICROPHONE SO THAT IT BRUSHES

THE LIPS. GROUND UNITS HAVE NO SPECIAL REQUIREMENT IN THIS REGARD.

d. ESTABLISHING GROUND UNIT MONITOR. IN ALL AIR/GROUND OPERATIONS, A GROUND UNIT MONITOR MUST BE ESTABLISHED TO MAINTAIN COMMUNICATION WITH THE AIRCRAFT. IT SHALL BE THE RESPONSIBILITY OF THE PATROL SERGEANT OR THE HANDLING GROUND UNIT TO ESTABLISH THE GROUND UNIT MONITOR.

1503. PUBLIC ADDRESS SYSTEM. THE FOLLOWING SPECIAL PROCEDURES APPLY TO THE OPERATION OF THE PUBLIC ADDRESS SYSTEM:

a. DO NOT OVER INCREASE VOLUME.

b. HOLD MICROPHONE SO THAT IT BRUSHES THE LIPS.

c. SPEAK SLOWLY AND CLEARLY.

1504. HAND SIGNALS. HAND SIGNALS WILL BE UTILIZED BY GROUND UNITS IN NON-RADIO COMMUNICATIONS WITH AIRCRAFT. STANDARD HELICOPTER HAND SIGNALS ARE DEPICTED AND DESCRIBED IN APPENDIX A.

HAND SIGNALS BETWEEN THE OBSERVER AND PILOT ARE EQUALLY IMPORTANT TO MINIMIZE CONVERSATION IN THE COCKPIT OF THE AIRCRAFT WHEN INVOLVED IN AN INCIDENT, THE FOLLOWING MAY BE UTILIZED:

a. CLIMB. FIST CLENCHED WITH THUMB POINTING UPWARD UTILIZING A THRUSTING MOTION.

b. DESCEND. FIST CLENCHED WITH THUMB POINTING DOWNWARD UTILIZING A THRUSTING MOTION.

c. LEVEL OFF. PALM DOWN, HAND FLAT, FINGERS EXTENDED, RAPID LEFT AND RIGHT SIDEWARD MOTION.

d. BANK LEFT OR RIGHT. PALM DOWN, FINGERS EXTENDED, BANKING HAND LEFT OR RIGHT IN DIRECTION OF DESIRED TURN. TO INCREASE RATE OF TURN, INCREASE BANK OF HAND.

e. DECREASE SPEED. PALM UP, FINGERS POINTED UP, PULLING MOTION TO REAR.

f. INCREASE SPEED. PALM FORWARD, FINGERS EXTENDED UP, THRUSTING MOTION FORWARD.

g. INDICATE DIRECTION. POINT FINGER IN DIRECTION DESIRED

1505. LIGHT SIGNALS. FOLLOWING LIGHT SIGNALS WILL BE UTILIZED BY AIR AND GROUND UNITS:

a. AIRCRAFT TO GROUND UNIT TO MONITOR RADIO. AIRCRAFT WILL FLASH LANDING LIGHTS RAPIDLY SEVERAL TIMES (MORE THAN 4).

b. WHEN GROUND UNIT WISHES TO SIGNAL "LIGHTS OUT" TO AIRCRAFT. FLASH ANY LIGHT FOUR (4) TIMES AT AIRCRAFT. AIRCRAFT WILL CONTINUE TO ORBIT PENDING RADIO CODE 4.

c. GROUND UNIT TO REQUEST ILLUMINATION. GROUND UNIT WILL DIRECT STEADY BEAM OF LIGHT AT AIRCRAFT. AFTER AIRCRAFT ACKNOWLEDGES, DIRECT LIGHT BEAM TO AREA TO BE ILLUMINATED.

d. AIRCRAFT SIGNAL CODE 4. FOUR (4) FLASHES OF LANDING LIGHTS.

e. ACKNOWLEDGE SIGNAL. ONE (1) FLASH OF LIGHTS.

CHAPTER XIV

1600. ADMINISTRATION.

1601. ORGANIZATION. PILOT IS ASSIGNED TO THE AERO BUREAU BUT SERVES UNDER THE FUNCTIONAL SUPERVISION OF THE PATROL STATION COMMAND. THE OBSERVER IS REGULARLY ASSIGNED TO THE PATROL STATION.

1602. SUPERVISION. WATCH COMMANDER, DESK SERGEANT AND FIELD SERGEANTS WILL ACTIVELY SUPERVISE AIRCRAFT ACTIVITIES. SUPERVISORS WILL MONITOR RADIO, PERIODICALLY OBSERVE THE ACTIVITIES OF THE AIRCRAFT UNIT AND INSURE COMPLIANCE WITH REGULATIONS AND PROCEDURES.

1603. FIELD SERGEANTS. FIELD SERGEANTS ARE ENCOURAGED TO UTILIZE AIRCRAFT AS A SUPERVISORIAL TOOL:

a. OBSERVATION. OBSERVE GROUND UNITS FROM THE AIR.

b. OPERATIONS. DIRECT LARGE SCALE OPERATIONS.

CHAPTER XV

1700. SAFETY.

1701. RULES FOR SAFETY. THE FOLLOWING RULES FOR SAFETY SHALL BE STRICTLY ADHERED TO DURING OPERATIONS INVOLVING THE AIRCRAFT:

a. SAFETY MARGIN. ALL PERSONS SHALL STAY AT LEAST FIFTY FEET AWAY FROM THE HELICOPTER ROTORS WHEN ROTOR BLADES ARE IN MOTION UNLESS OTHERWISE AUTHORIZED BY THE PILOT OR OBSERVER.

b. APPROACHING AIRCRAFT. WHEN WITHIN FIFTY FEET OF THE HELICOPTER, ALL PERSONS SHALL APPROACH OR LEAVE FROM THE FRONT OR FROM THE SIDE NEAR THE FRONT, WHERE THE PILOT CAN OBSERVE THE PERSON AT ALL TIMES. NEVER APPROACH OR LEAVE THE HELICOPTER FROM ANY SIDE WHERE THE GROUND IS HIGHER THAN THE GROUND ON WHICH THE SHIP IS STANDING OR HOVERING UNLESS OTHERWISE INSTRUCTED BY THE PILOT OR OBSERVER.

c. LEAVING HELICOPTER. WHEN LEAVING THE HELICOPTER WHILE ROTOR IS IN MOTION, WALK DIRECTLY AWAY TO THE FRONT OR SIDE UNTIL FIFTY FEET CLEAR OF THE BLADES. WHEN LEAVING OR APPROACHING AIRCRAFT, KEEP HEAD DOWN. ROTORS LOWER AS R.P.M. DECREASES.

d. TAIL ROTOR. STAY AWAY FROM TAIL ROTOR AT ALL TIMES.

e. PARKED VEHICLES. VEHICLES AND OTHER CONVEYANCES SHALL BE KEPT AT A DISTANCE FROM THE HELICOPTER EQUIVALENT TO THAT PRESCRIBED FOR PERSONS, OR GREATER IF THE PILOT OR OBSERVER SO DIRECT.

f. SMOKING. THERE SHALL BE NO SMOKING WITHIN 100 FEET OF THE HELICOPTER DURING LANDING OR TAKE-OFF OPERATIONS.

g. RADIO ANTENNAS. RADIO ANTENNAS ON POLICE VEHICLES WILL BE FASTENED DOWN WHEN VEHICLES ARE PARKED IN THE IMMEDIATE VICINITY OF THE HELICOPTER LANDING AREA.

1702. AERIAL SAFETY. THE FOLLOWING RULES FOR SAFETY SHALL BE STRICTLY ADHERED TO DURING FLIGHT OPERATIONS OF THE AIRCRAFT:

a. LANDING LIGHTS. AIRCRAFT WILL DISPLAY LANDING LIGHTS ON ALL NIGHT LANDINGS TO ALERT GROUND UNITS AND PERSONS ADJACENT TO THE LANDING AREA.

b. IN FLIGHT. THE PILOT WILL MAINTAIN CONSTANT VIGIL FOR OTHER AIRCRAFT IN OR NEAR THEIR FLIGHT PATH.

c. FEDERAL AND STATE AIR REGULATION. ALL AIR REGULATIONS WILL BE FOLLOWED BY PILOT.

d. FIREARMS. STANDARD FIREARMS SAFETY PRACTICES WILL BE FOLLOWED.

e. VISIBILITY. AIRCRAFT WILL NOT BE FLOWN INTO CLOUDS. ROUTINE DAY OPERATIONS WILL BE DISCONTINUED IF HORIZONTAL VISIBILITY FALLS BELOW ONE-HALF MILE. NIGHT OPERATIONS WILL BE DISCONTINUED IF HORIZONTAL VISIBILITY FALLS BELOW ONE MILE.

CHAPTER XVI

1800. DISASTER PROCEDURES.

1801. RESCUES. AIRCRAFT WILL WORK WITH, AND AT THE DIRECTION OF, EXISTING RESCUE SERVICES. RESCUE LANDINGS AND LITTER PROCEDURES ARE AS PER EXISTING METHODS.

RESCUE WORK REQUIRES HIGHLY TRAINED PERSONNEL AND SPECIAL EQUIPMENT. IT IS ADVISABLE TO UTILIZE ESTABLISHED TRAINED RESCUE UNITS, REGULAR OR RESERVE. HELICOPTER RESCUE PROCEDURES SHOULD BE AN ADDITION TO THOSE PROCEDURES NORMALLY EMPLOYED.

THESE RESCUE UNITS SHOULD BECOME THOROUGHLY FAMILIAR WITH HELICOPTER PROCEDURES THROUGH PERIODIC TRAINING SESSIONS. PILOTS, AS WELL AS GROUND RESCUE PERSONNEL MUST BE ROUTINELY RETRAINED.

IF THE HELICOPTER USED FOR PATROL IS SUBJECT TO CALL ON RESCUE MISSIONS, IT IS IMPERATIVE THAT OBSERVER AND PILOT BE THOROUGHLY TRAINED IN RESCUE PROCEDURES.

1802. MAJOR CALAMITIES, FLOOD, FIRE, EARTHQUAKE. AIRCRAFT MAY BE UTILIZED TO ESTABLISH A SECONDARY AERIAL COMMAND POST. WHEN FEASIBLE, THE OBSERVER SHOULD BE A RANKING OFFICER WHO HAS RESPONSIBILITY IN THE DIRECTION OF THE OPERATION. AIRCRAFT MAY BE USED AS FOLLOWS:

a. DEFINE PERIMETER. QUICKLY DEFINE PERIMETER OF OPERATION AND NOTIFY GROUND COMMAND PERSONNEL.

b. ESTIMATE SITUATION. AIRCRAFT ARE IN A SUPERIOR POSITION TO MAKE THE INITIAL ESTIMATE OF THE GROUND. IN THE INITIAL, CONFUSING STAGES OF A NATURAL CALAMITY, THE AIRCRAFT CREW SHOULD NOT HESITATE TO DEPLOY AVAILABLE GROUND UNITS AND SHOULD CONTINUE TO DO SO UNTIL RELIEVED OF THIS RESPONSIBILITY BY GROUND COMMAND. THE AERIAL ROLE MAY THEN BECOME ADVISORY.

SUMMARY

THE AERIAL PATROL OPERATIONS SECTION OF THIS MANUAL IS DESIGNED TO READILY ACCEPT CHANGES OR ADDITIONS TO ITS CONTENT.

THE BASICS HAVE BEEN COVERED AND ARE WORKING PROCEDURES APPLIED ROUTINELY AND DAILY BY HELICOPTER PATROL CREWS PERFORMING POLICE PATROL FOR THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT.

THE CONCEPT OF HELICOPTERS AS TOTALLY INTEGRATED UNITS OF POLICE PATROL HAS, BY NO MEANS, REACHED AN APEX, IT IS, IN FACT, IN ITS INFANCY. THERE IS LITTLE DOUBT THAT EXPANDED APPLICATION AND SOPHISTICATION OF THIS THIRD DIMENSIONAL PATROL WILL CONTINUALLY REQUIRE PROCEDURAL UPDATING.

IT IS WELL TO REMEMBER THAT SIXTY YEARS AGO THE AUTOMOBILE WAS CONSIDERED; UNSAFE, INORDINATELY EXPENSIVE, NON UTILITARIAN, A NOISY EYESORE AND NO MATCH IN TRANSPORTATION FOR THE DEPENDABLE HORSE AND BUGGY.

POTENTIAL OF AERIAL PATROL IS BOUNDLESS, LIMITED ONLY BY THE IMAGINATION OF THOSE WHO IMPLEMENT ITS SERVICE.

HOVER OR LAND HERE

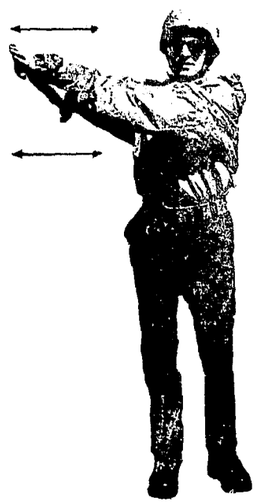
Extend arms straight forward at shoulder level with the palms of your hands downward. Keep your back into the prevailing wind and point the front of your body and fingertips to the desired landing or hovering spot.

WAVE OFF

Extend arms straight up and criss-cross them repeatedly over your head.

MOVE ENTIRE HELICOPTER TO THE RIGHT OR LEFT

Extend arms forward at shoulder level, one arm directly above the other, with the palms of your hands pointed outward in the direction you want the helicopter to move. Keep your arms in this direction and move them approximately 18" to 24" in the direction your palms are pointing. Repeat this procedure as often as needed but DO NOT bring your arms back beyond the vertical center-line of your body.



MOVE HELICOPTER FORWARD

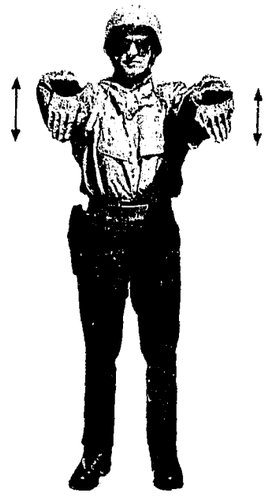
Raise both hands to eye level with elbows flexed, forearms vertical and palms turned towards your face. Execute beckoning motions with your hands and forearms.

MOVE HELICOPTER BACKWARD

Raise both hands to eye level with elbows flexed, forearms vertical and palms turned away from your face. Execute pushing motions towards the helicopter with hands and forearms.

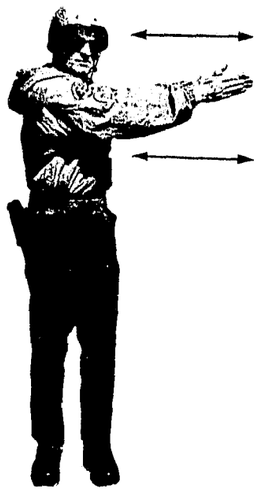
RAISE HELICOPTER

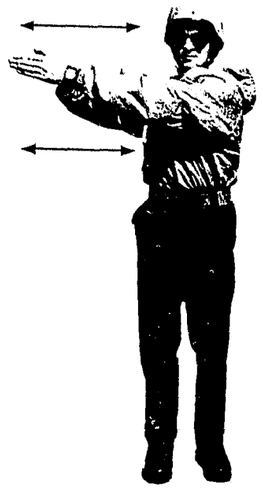
Extend forearms horizontally with your palms up. Move your hands up and down. DO NOT lower your hands below the horizontal level of your forearms.



LOWER HELICOPTER

Extend forearms horizontally with your palms down. Move your hands down and up. DO NOT raise your hands above the horizontal level of your forearms.





MOVE TAIL BOOM TO RIGHT OR LEFT

Extend arms forward at shoulder level with your palms placed together and your fingertips pointing straight forward. Keep your arms in this position and move them approximately 18" to 24" in the direction you want the tail boom to move. Repeat this procedure as often as needed but DO NOT bring your arms back beyond the vertical center-line of your body.

HOLD YOUR POSITION

Extend arms forward at shoulder level with palms down and hands clenched into fists.

LOAD SECURE

Arms extended forward at shoulder level, elbows flexed and the right hand grasping the left fist.

LOAD RELEASED OR RELEASE THE LOAD

Arms extended forward at shoulder level, elbows flexed and the right hand grasping the left fist. Releasing the left fist will indicate the load is released. Rapid gripping and releasing of the left fist will indicate the load should be released immediately.

LOAD OR AIRCRAFT IS HUNG UP

Place both hands on your neck, finger tips to the back and push upwards, stretching your neck to simulate a hanging position.

WHEELS OR LOAD THIS HIGH OFF GROUND

Hands horizontally extended across front of body, palms facing each other. Top hand indicates the wheels or load and bottom hand indicates the ground. Distance between hands will indicate distance wheels or load is off the ground.

AIRCRAFT CLEAR – LIFT OFF

Thumbs up motion with arms extended. Indicates A/C clear and load secure. Lift off.

CUT ENGINE

Slashing motion across throat with right hand, fingers extended indicates shut down engine.

MANUAL OF AERIAL PATROL

APPENDIX B

TRAINING PROBLEMS

PRACTICE PROBLEM #1 (NIGHT)

459S SILENT BURGLARY ALARM

LOCATION: HUGHES MARKET, LAKEWOOD SQUARE

TIME: AFTER 10:00 P.M.

SITUATION: BY PRIOR ARRANGEMENT, TWO LAKEWOOD CARS WILL STATION THEMSELVES AT THE MARKET IN POSITION FOR 459S CALL. WITH THE MARKET'S PERMISSION, A MAN WILL BE SECRETED ON THE ROOF. THE GROUND UNIT WILL ASK FOR SKY KNIGHT ON FREQUENCY #6. HE WILL ASK SKY KNIGHT TO ASSIST HIM IN LIGHTING THE LOCATION.

PROBLEM: SKY KNIGHT IS TO ILLUMINATE THE ROOF AS REQUESTED AND DISCOVER THE MAN ON TOP. NORMAL PROCEDURES WILL BE USED. ALL SAFETY PRECAUTIONS WILL BE OBSERVED. SKY KNIGHT WILL BE ADVISED OF THE DATE OF THE TEST BUT NO TIME WILL BE GIVEN.

MANUAL OF AERIAL PATROL

APPENDIX B

PRACTICE PROBLEM #2 (DAY OR NIGHT)

211 (ROBBERY) JUST OCCURRED

LOCATION: TACO STAND, SOUTH & LAKEWOOD, SOUTHWEST CORNER

TIME: 10:20 A.M. OR P.M.

SITUATION: 211 JUST OCCURRED. SUSPECT 1 (DEPUTY) WILL ASK ATTENDANT AT TACO STAND TO CALL LAKEWOOD STATION AND ADVISE THEM TO EXECUTE THEIR 924 (STATION DETAIL - PREVIOUSLY ARRANGED). THE STATION DISPATCHER WILL ASK RADIO DISPATCHER TO TRANSMIT TO SKY KNIGHT, "EXECUTE 924 NOW."

SUSPECT 1 WILL DEPART LOCATION ON FOOT FOR A VEHICLE TWO BLOCKS AWAY. SUSPECT 1 WILL JOIN SUSPECT 2 IN AN AUTO. SUSPECT 1 WILL BE FOLLOWED BY VICTIM (SIMULATED) WHO WILL PROVIDE DESCRIPTION OF AUTO AND DIRECTION.

SUSPECT 1 & 2, ON FREQUENCY #6, (COLD CAR) WILL CONTACT SKY KNIGHT TWO MINUTES AFTER EXECUTE TIME AND TELL THEM THAT A BLUE 1965 SEDAN JUST DEPARTED SOUTH ON BLACKSTONE.

MANUAL OF AERIAL PATROL

APPENDIX B

PROBLEM: LOCATE AND TRAIL SUSPECT'S VEHICLE. SKY KNIGHT WILL BE ADVISED OF DATE, TIME AND LOCATION PRIOR TO EXECUTE TIME. FURTHER INFORMATION WILL BE GIVEN BY THE SUSPECT'S VEHICLE ON FREQUENCY #6.

PRACTICE PROBLEM #3 (DAY OR NIGHT)

211 (ROBBERY) THERE NOW - SKY KNIGHT ON GROUND

SITUATION: TWO SUSPECTS WILL ROB AN UNDISCLOSED LOCATION. THE NUMBER 1 SUSPECT (DEPUTY) WILL ADVISE THE CLERK TO CALL LAKEWOOD STATION REGARDING EXECUTE 924 NOW. THE TWO SUSPECTS WILL WAIT ONE MINUTE AND DEPART LOCATION.

SKY KNIGHT WILL BE ON THE GROUND WITH THE AIRCRAFT REFUELED AND PRE-FLIGHTED. THE PILOTS ARE ON STANDBY IN THE STATION. THE CALL, WHEN RECEIVED BY THE DESK, WILL BE BROADCAST ON THE P.A. SIMULTANEOUSLY WITH NOTIFICATION TO RADIO DISPATCHER.

SKY KNIGHT PILOT PROCEED TO AIRCRAFT. OBSERVER OBTAIN ALL INFORMATION FROM DESK (LOCATION, AUTO DESCRIPTION, ETC.). SKY KNIGHT TO BE GIVEN ADDITIONAL INFORMATION ON F-6 AFTER AIRBORNE, REDIRECTING CARS TO INTERCEPT SUSPECT.

PROBLEM: TO DETERMINE EXACT TIME OF RESPONSE TO LOCATION BY SKY KNIGHT.

LOCATE, FOLLOW, AND HAVE INTERCEPTED SUSPECT AND VEHICLE.

MANUAL OF AERIAL PATROL

APPENDIX B

PRACTICE PROBLEM #4 (NIGHT)

PROWLER

SITUATION: RADIO CAR WILL CONTACT SKY KNIGHT ON F-6 AND REQUEST ASSISTANCE REGARDING LIGHTING AREA, WITH POSSIBLE SUSPECT.

LOCATION SELECTED WILL BE A SCHOOL OR PARK NORMALLY LIGHTED ON ROUTINE PATROL. A SUSPECT WILL BE SECRETED ON THE GROUNDS AND WILL KEEP MOVING IN AN ATTEMPT TO EVADE DETECTION BY SKY KNIGHT LIGHT.

SKY KNIGHT TO BE ADVISED OF DATE, BUT NOT TIME OR LOCATION.

PROBLEM: SKY KNIGHT TO LIGHT SUSPECT AND DIRECT PATROL CAR TO SUSPECT LOCATION.

ALL SAFETY PRECAUTIONS TO BE OBSERVED BY PARTICIPANTS. SKY KNIGHT TO USE NORMAL LIGHTING ALTITUDE AND NOT TO DESCEND LOWER THAN 350 FEET.

MANUAL OF AERIAL PATROL

APPENDIX B

PRACTICE PROBLEM #5 (DAY OR NIGHT)

211 (ROBBERY) LIGHT ALARM

SITUATION: TWO SUSPECTS WILL ROB CUMMINGS LIQUOR AT SOUTH STREET AND ADENMOOR. THE ALARM LIGHT WILL BE ACTUATED; 45 SECONDS LATER, THE SUSPECTS WILL DEPART THE LOCATION ON FOOT TO A CAR ONE BLOCK AWAY. SKY KNIGHT WILL NOT BE ADVISED THAT THE LIGHT IS A DRILL UNTIL HE REPORTS THE ILLUMINATION TO THE RADIO DISPATCHER. AT THIS TIME, THE DISPATCHER WILL ADVISE SKY KNIGHT THAT IT IS A DRILL. THE DESK DISPATCHER AND THE RADIO DISPATCHER WILL BE ADVISED PRIOR TO THE TIME OF THE LIGHT ALARM.

SKY KNIGHT WILL BE GIVEN ADDITIONAL INFORMATION ON F-6 AFTER OBSERVING THE LIGHT.

PROBLEM: TO DETERMINE TIME OF RESPONSE IN OBSERVING THE LIGHT AND TIME REQUIRED TO HAVE A GROUND UNIT RESPOND. ALSO TIME REQUIRED TO LOCATE, FOLLOW AND HAVE INTERCEPTED SUSPECT'S VEHICLE.

END