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THE GEORGIA TROOPER

Vol. 26, No. 2
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The State of Georgia Dive Team

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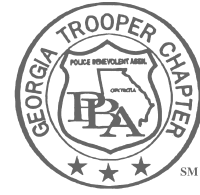
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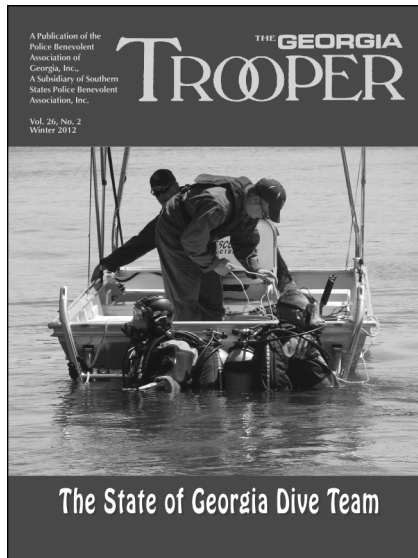
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ON THE COVER



*SOG Dive Team training at Lake Sinclair –
Sgt. Shan Burnette driving boat,
TFC Brandon Brown above,
TFC Chris Davis left,
TFC Josh Augusta right.*

Van Keller
Editor
The Georgia Trooper

The Georgia Trooper is the official publication of the Georgia Trooper Chapter of the Police Benevolent Association of Georgia, Inc., a non-profit organization made up of state troopers dedicated to the improvement of the law enforcement profession in the state of Georgia, and is not an official publication of any governmental agency or department.

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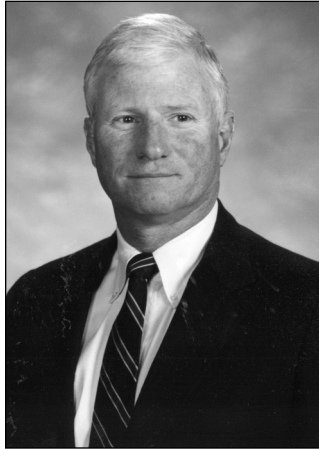
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Letter from the Editor

Once again, it is amazing how time flies. It seems like it was only yesterday when I was writing the last one of these letters. In it I said I wished somebody would put on a big cookout for all of the active and retired department members. Well I got my wish. On December 1st, 2012 the GSP Historical Society is hosting a cookout at the Atlanta Motor Speedway in Hampton to celebrate the 75th Anniversary. I think it is a great idea and I strongly encourage everyone to attend if possible. I know I'll be there. Even though I plan to be around for the 100th Anniversary I don't want to miss this one.

My old trooper school classmate Bob Addison is hosting a couple of events at his lodge in Abbeville. The first is a fish fry on November 12th and on the next night he is having a wild boar BBQ. I'm not sure if this issue will be out before these dates but I hope so. I'm also planning to go to both of these. Even though I live up in the northwest part of the state, my wife's father has a farm outside Helena so we can "Kill two birds with one stone" by making the trip down that weekend.

The feature article this time is about the new SOG Dive Team. I had the pleasure of going on a training exercise with them at Lake Sinclair near Milledgeville last spring and I thoroughly enjoyed it. I was on the original GSP Dive Team that was created in 1992 but we never got the equipment or support that the new team has. Surprisingly, I was able to put my training into practice when I recovered a shotgun that had been used to murder a retired Miami



Van Keller

police officer in Lake Eufaula near Cuthbert. Unfortunately after that the team just kind of faded away.

The problem of distracted driving in the other article is something I have strong feelings about. Like most people I have had several close calls of almost being hit head-on by drivers who were texting while driving. What idiots. With the new laws in place I hope all of the troopers on the road today will write as many tickets as they can to these people and try to put an end to this stupidity.

Finally, I would like to thank Sgt. Greg Shackelford for all of his help on the dive team article. I truly would not have been

able to write it without his help. This is not the first time he has proven to be invaluable to me and I sincerely appreciate it. Also I would like to thank Bob Addison for his efforts. He has been hosting events for several years out of his own pocket and I hope he continues to do so. I would like to thank the GSP Historical Society in advance for their hard work in putting on such a big event and I wish them success. Maybe if everything goes well they will make it an annual thing. Personally I can't wait for December 1st.

To submit an article, make a suggestion, present an idea for an article, make comments or to offer constructive criticism please contact me at 706-673-5690 or vankel@charter.net or Van Keller 3220 Old Crider Rd Rocky Face, GA 30740.

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 THE GEORGIA TROOPER

Funny Story

A trooper stopped a vehicle because he suspected the driver was DUI. After deciding to take the driver to the jail for a breath test he called another trooper who happened to be near to standby for a wrecker. The passenger in the vehicle was also drunk but there were no charges against him. It was a cold winter's day so the second trooper waited in his patrol car.

He noticed the passenger motioning for him to come to the vehicle. "I'm drunk," the man said "and I don't want to go to jail but I need to get out and stretch. I got shot in Viet Nam and I'm getting real stiff sitting here in the cold." "Sure get out," the trooper replied. He was not about to give the guy a hard time knowing he was a war veteran but he did wonder why he didn't just crank the vehicle and turn on the heater.

"You were shot in Viet Nam," the trooper said. "Yea, I got shot seven times." "With what?" "An AK47," the man replied. Obviously the trooper's face did not hide the fact that he found this very hard to believe. "I know you think I'm lying but look." The man pulled his shirt up and pointed to several purple puckered scars. "I'd have to pull down my pants to show you the rest." "Don't do that," the trooper said chuckling, "I believe you. How did that happen?"

"Well I was a Ranger and," the man stopped mid-sentence. Then he said "I can see you don't believe this either. You're wondering how a little runt like me ever got to be a Ranger." Because the man was about 5'3" and weighed no more than 125 lb. the trooper was sure he looked skeptical again but he could not help it.

"I was already in the army, stationed in Korea, when Viet Nam started and they needed guys to be 'tunnel rats'. Well that is the worst job in the Army and the only

ones who could do it were little runts like me. You had to crawl down in dark wet tunnels by yourself with nothing but a 45 pistol and a flashlight. And you never knew what you would run into; rats, snakes, Viet Cong. All kinds of bad stuff."

"So to get me to volunteer they waived the height and weight requirements and let me go to Ranger School. When I got shot everybody else in my company got killed but me and two other guys and they both died in the Medevac chopper. They thought I was going to die too for a while."

The trooper was truly amazed at this story. He would have had a very hard time believing it if he had not seen the bullet scars. Actually he was still having a hard time believing it.

"Do you ever have nightmares?" the trooper asked. "Yea, I was really terrified of being captured and tortured. One night I dreamed I had been captured and they were taking me to interrogate me. My hands were tied with a bamboo pole holding my arms behind my back. I knew they were going to torture me so I figured out a way to get them to go ahead and kill me. My guards had rifles with bayonets so I thought if I got close enough to bite one really hard maybe they would either stick me or shoot me and I wouldn't get tortured. Then it was the time. I was right next to one of them. I bit the guy on the neck and hung on."

The man paused, "When I woke up I was biting my old lady as hard as I could." "Oh my God," the trooper interrupted. "Did it hurt her?" "It would have if I'd had my teeth in," the man cackled as he took out his false teeth and grinned with his bare gums. He did not have a tooth in his head. □

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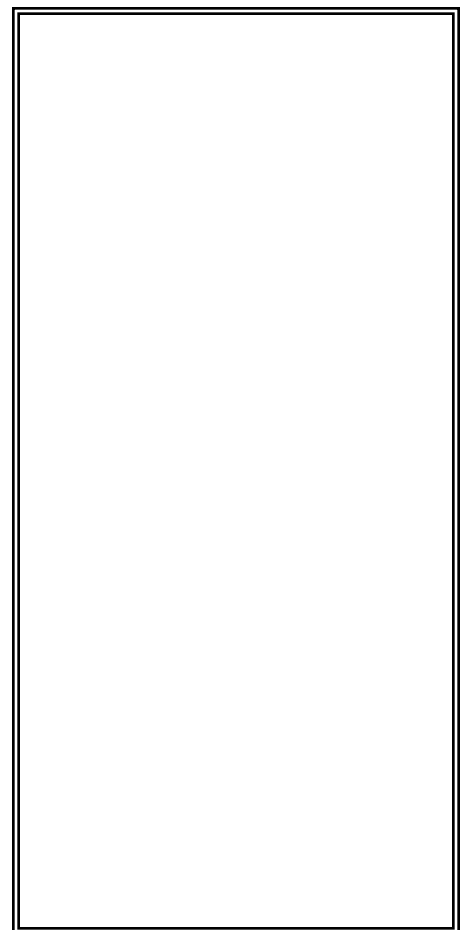
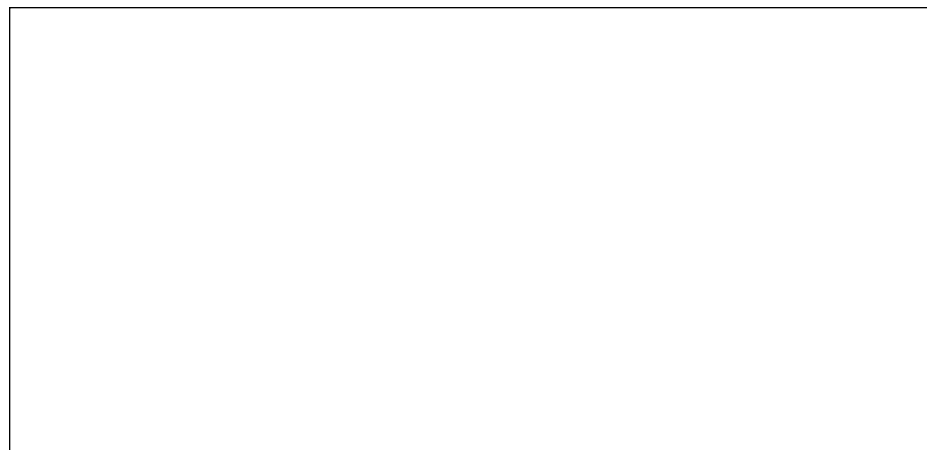
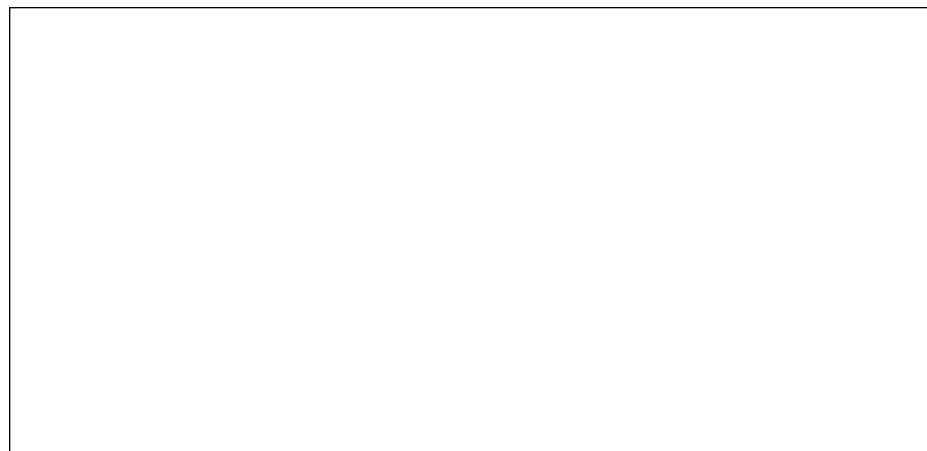
Funny Story

A trooper arrived on the scene of a one car wreck. There was a car in a ditch and a teenage girl talking on a cell phone standing beside it. Since it was afternoon and it was not bad weather the trooper could not wait to find out what had happened. As he was exiting the patrol car the girl's father pulled off the road beside the wrecked car.

As soon as the man walked up his daughter burst into tears. "I wrecked my car," she wailed. "Are you OK?" he asked. "Yes," she answered. "Are you sure?" "Yes." "That's all that matters," the dad assured her. "It's just a car. Cars can be replaced as long as you aren't hurt."

"What happened? Why did you runoff into that ditch?" he asked. "I swerved to miss a squirrel," she whimpered. "A squirrel. A ____ squirrel. You totaled a brand new car to miss a squirrel," he roared. She burst out crying again.

"From now on if you come up on anything in the road smaller than a cow just run over it. Do you understand do not swerve," he ordered. "Uh huh," she replied. The trooper was amused at how quickly at the man's concern went from his daughter's welfare to the condition of the car.



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Who Needs the PBA?

If you are a Georgia State Trooper or any law enforcement officer the answer is simple. You do.

If the only benefit provided by the PBA was legal representation the cost of membership would be a good deal but when you add in the other benefits offered it is a no-brainer. You cannot afford to be without this protection. In today's suit crazy world it is cheap insurance. To get an idea of how expensive a legal defense can be contact a good trial lawyer, the type you would want to defend you, and see what his retainer and hourly rates are. Next ask him to estimate the cost of defending you in both criminal and civil court after a deadly force encounter. I guarantee you will be shocked.

There are three stages to a gunfight: before, during, and after. Membership in the PBA is a vital part of preparing for the after stage. I remember talking to a trooper who had just been involved in a shooting incident and when I asked him if he was a PBA member he said "no but I wish I was". Because of my Involvement with the PBA, through the years I have been asked many times by troopers who needed help to see if they could join at that time and immediately receive the legal representation they needed. Unfortunately that is not possible. If you buy car insurance after a wreck, it will cover the next wreck but this time you are on your own. Just like putting on your vest after you have been shot, it is too late.

The first time I needed the PBA it was not in existence in Georgia. At that time troopers carried six shot revolvers, we did not have body armor or back-up guns

and when we exited the patrol car we were out of radio contact. By today's standards we were not very well prepared for a gunfight. Now troopers wear body armor, carry two high-capacity semi-automatic handguns, and a portable radio. PBA membership is available and it is foolish not to prepare just as well for after the gunfight. It would be tragic to win the gunfight only to lose in court afterwards

Imagine if you were in a gunfight and someone could send the biggest, meanest, best equipped, best trained, and most experienced gunfighter in the state as backup, wouldn't you do anything you could to obtain this service? The PBA cannot provide gunfighters but they can provide lawyers. So even though you may be by yourself during a lethal force encounter you will not be alone afterwards. You will have the PBA by your side. Although the Attorney General's office may provide a lawyer to defend you, he or she is also defending the interest of the state. The PBA lawyer is your lawyer and is only interested in what is best for you.

The legal representation is not limited to deadly force encounters. It is available for certain disciplinary actions and grievance procedures. The PBA provides lobbyists to express their members concerns on any legislation that is important to them. They also provide a salary replacement benefit for the families of officers killed in the line of duty. For more information call 1-800-233-3506.

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Best War Story

Many years ago a young trooper was able to get permission for his father to ride on patrol with him. The father had no previous law enforcement experience so even though it was a calm Sunday afternoon patrol he was excited to be there. After several hours of pretty routine traffic stops the trooper stopped a pickup truck for speeding 83 in a 55 on the interstate. This too appeared to be routine until the driver exited the vehicle.

He was shouting that he had to get to the hospital because his wife was dying. When the trooper looked in the cab of the truck he saw a young woman who was unconscious and blood was everywhere. The man told him his wife was pregnant and having a miscarriage. He said they had come from Gatlinburg, which was over three hours away. The trooper was stunned and could not believe he had not stopped at a hospital hours earlier. With the amount of blood present and the fact the woman was unresponsive the trooper knew that time was critical.

He told the man "Follow me and I'll lead you to the hospital." When the trooper exited the highway he noticed the truck did not follow him so he chased it down and stopped it again. He got out and yelled at the driver to follow him.

As they the two vehicles were proceeding to the hospital the pickup pulled alongside the patrol car and the driver motioned the trooper to pull over into a shopping center parking lot. The driver jumped out and the trooper met him. "This isn't the right hospital," the man said. "It

is the only hospital in the area," the trooper replied. "We're going to Kennestone, my wife is a nurse there and that's where she wanted me to take her." "Kennestone is over 50 miles from here," the trooper said.

As the two men were talking a car pulled and up and the driver said "I'm a doctor is there a problem here?" "There sure is doc," the trooper said and then he told the doctor the entire story. After glancing inside the truck the doctor told the trooper to get to the hospital as soon as possible and that he would call the emergency room and have them on standby. Then he told the man in no uncertain terms to follow the trooper.

Later the same afternoon the trooper was back at the ER while working a wreck and he checked on the condition of the woman. The doctors told him they had been able to save her but she had almost bled to death.

The trooper thought back about what had happened. What were the odds of a doctor stopping and offering to help at what just appeared to be a normal traffic stop, a patrol car with blue lights on behind a vehicle and a trooper talking to the driver. The trooper had actually seen doctors drive past a wreck scene before and not even slow down. The father was impressed with his son's actions and the trooper had the pleasure of knowing he had saved the woman's life. If not for his intervention she would have arrived at Kennestone Hospital DOA.



The State of Georgia Dive Team

Georgia is the largest state, by area, east of the Mississippi River and it is covered with lakes and ponds including several huge lakes like Lanier, Hartwell, and Allatoona. Over 12,000 miles of rivers and streams crisscross the state. It has nearly 100 miles of Atlantic Ocean beaches in addition to a major seaport in Savannah. This represents a tremendous area that requires specialized personnel to perform law enforcement functions.

In 2009 the State of Georgia Dive Team was created by the Department of Public Safety. After being properly trained and equipped the team became operational in January 2010. As the only state-level team its purpose is to provide assistance to smaller agencies that do not have their own team.

Any time that a crime scene is located beneath the surface of the water specially trained scuba divers are needed to perform the investigation. Recovering bodies and other types of evidence as well as performing several other different law enforcement activities under water are some of the services provided. Working in conjunction with the Department of Homeland Security the team also has a counter-terrorist role.

The team currently consists of a fifteen man team under the command of Captain Steve Bone. They serve on an as needed basis but are on call 24/7. The members are all assigned to the GSP and range in rank from Trooper to Sergeant First Class. They are dispersed around the entire state. Approximately one third of the team also serves on

[more](#) ➤



SOG Dive Team members and ERDI instructors during Public Safety Diver training with frozen Haig Mill Lake near Dalton in the background.

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continued

Because scuba diving, especially law enforcement type diving, is a potentially deadly activity a considerable amount of training and certification are required before someone can perform various tasks underwater safely. Because LE divers do not have a choice in locations, they are often forced to dive in very dangerous conditions.

the SWAT Team. This provides that team with the capability to perform waterborne assaults, including insertion by helicopter, as well as to rescue hostages held on a boat.

To become a member the applicant must be a sworn DPS member, a law enforcement officer, and first pass the Water Agility Test. This includes a timed distance swim on the surface as well as underwater, a water tread test, and a swim mask stress inoculation. The test was developed to ensure the applicant is comfortable both above the surface and below the surface of the water.

After passing the Water Agility Test and a background investigation, the applicant must appear before an oral interview board. If selected the applicant must successfully complete both the Basic Scuba Diver course and the Public Safety Diver course before becoming operational with the team.

The basic class is the same training provided to civilian divers through the Professional Association of Diving Instructors. PADI is the largest diver training and certification organization in the world and trains both recreational and professional divers. This course teaches the student topics like the theory and physics of diving and provides them with the fundamental skills. It begins under the controlled conditions of a pool and finishes with the student diving in open water. *more* ➤



Training exercise at Lake Sinclair. Sgt. Shan Burnette seated, TFC Bandon Brown standing, TFC Chris Davis on the left and TFC Josh Augusta on the right in the water.



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SOG Dive Team boats with Milledgeville Fire Department boat on multi-agency dive training exercise at Lake Sinclair.



GSP Sgt. Greg Shackleford conducts post-dive debrief with training exercise participants from different agencies.





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continued

There are additional courses offered by PADI that team members have attended, these include Advanced Scuba Diving, Rescue Diver, where the student is taught techniques for rescuing unresponsive or panicked divers, and Enriched Air Diving using nitrox. All of the team members have been certified to use nitrox which is a special mixture of gases in a scuba tank that permits a diver to dive deeper and stay down longer.

Because scuba diving, especially law enforcement type diving, is a potentially deadly activity a considerable amount of training and certification are required before someone can perform various tasks underwater safely. Because LE divers do not have a choice in locations, they are often forced to dive in very dangerous conditions.

Unlike the typical sport diver who is in warm water with good visibility the LE diver may be in freezing water with little or no visibility. The dive may be in water contaminated with hazardous materials, which means special skills and techniques are required and post-dive decontamina-

tion procedures are necessary. Because of the dangers inherent with underwater law enforcement activities specific safety procedures have been developed.

After the basic course the training starts to intensify. The Public Safety Diver course is taught by Emergency Response Diver International. ERDI is the public safety diving agency that trains police, fire, and other public safety organizations in search and rescue techniques in just about every submerged environment known. The training is normally conducted under less than ideal weather conditions.

In the advanced training the diver is exposed to all facets of underwater law enforcement activities. They are taught not only how to recover bodies and other types of evidence, but how to process underwater crime scenes, underwater body examination, and underwater photography. The students are taught to execute search patterns and communicate using a safety line. They are also taught safety line tending techniques.



Dive Team member in "Blackout mask", used to simulate zero visibility, in training exercise with submerged vehicle in Georgia Public Safety Training Center pool.





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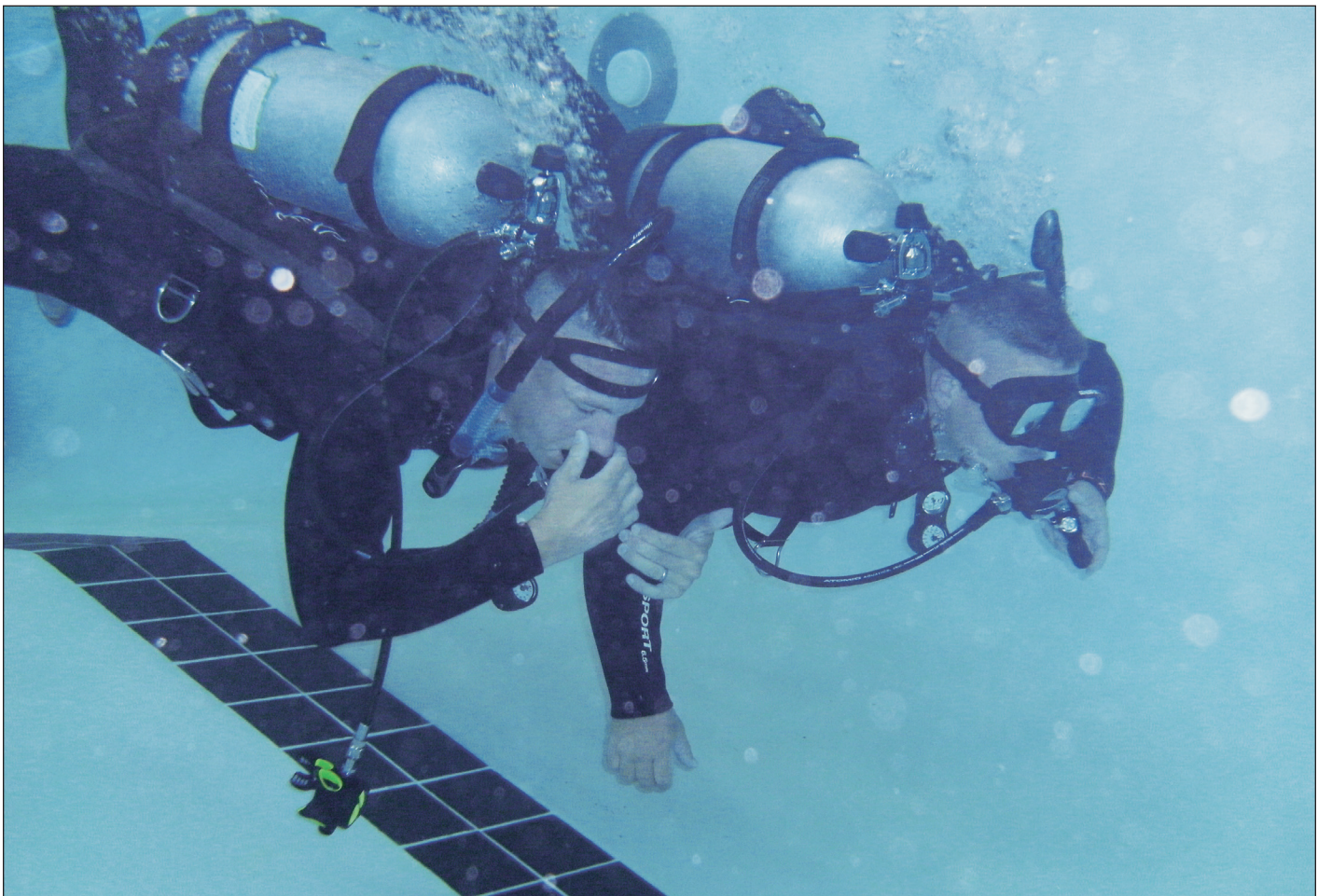
The team also has two boats, a Mercury 430HD RIB (Rigid Inflatable Boat) powered by a Mercury 25 horsepower outboard motor and a Rescue One 16 foot aluminum flat bottom. It is powered by a Mercury 45 horsepower outboard motor and is equipped with a bow mounted folding divers platform. It also has a light bar with two blue strobe lights and it is clearly marked as a law enforcement vessel.

After the diver becomes operational he goes on call 24/7. He also attends at least one day of training each month which is conducted at various sites, usually open water locations, around the state. Periodically team members have the opportunity to participate in several different kinds of advanced dive training. Several team members

have attended the prestigious FBI Underwater Post-Blast Investigators course. Additionally ten team members have been certified by PADI as Divemasters.

The SOG Dive Team is very well equipped. In addition to the normal scuba diving equipment each member

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Rescue Diver training in pool at Dalton High School. SFC Justin Howard on left and Lt. Jerome Bowman on right.





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continued



A display of Dive Team equipment, on blue tarp, and SWAT Team equipment with Barrett .50 caliber rifle in foreground and GSP Dodge Charger patrol car in background.

The dive team has participated in numerous callouts since its creation. It has been involved in several multiple agency operations and has recovered more than ten bodies in addition to numerous guns and other items of evidence. Although the team has been trained to operate in a salt water environment the majority of its work has been in fresh water lakes.

is issued a full face mask, military grade communications gear, and a dry suit. This allows them to operate under a wide variety of conditions. Their commo gear lets them communicate with personnel on the surface as well as other divers underwater. The mask and dry suit permits them to dive without the water making contact with their body. This is critical in very cold or contaminated water. Each member is given a small air tank called a pony bottle to be used as a secondary air source in the event the primary is exhausted or has a malfunction.

There is a variety of other gear available for use by members; underwater cameras, both still and video, underwater metal detectors and a Diver Propulsion Vehicle also known as an underwater scooter. The electrically powered DPV lets a diver long travel distances underwater without having to swim. An added bonus is that the diver can stay down longer because he does not use his air supply as quickly. They have a hydrophone, which is a type of underwater microphone, which can be used to recall multiple divers who are widely separated at distances up to 2000 meters.

The team also has two boats, a Mercury 430HD RIB (Rigid Inflatable Boat) powered by a Mercury 25 horsepower outboard motor and a Rescue One 16 foot aluminum flat bottom. It is powered by a Mercury 45 horsepower





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Sgt. John Bloodworth loads Rescue One dive boat onto trailer under RIB boat as TFC Chris Davis assists.

outboard motor and is equipped with a bow mounted folding divers platform. It also has a light bar with two blue strobe lights and it is clearly marked as a law enforcement vessel.

The boats are transported by a double stack trailer towed by the SWAT Team's Ford F-450 truck. The trailer is equipped with an air compressor allowing the scuba tanks to be refilled at a dive site. The team also has a Kawasaki Mule 4x4 side by side ATV (All Terrain Vehicle) that has two bench seats. It is utilized to transport divers and equipment to remote and otherwise inaccessible locations. All team equipment is stored at the Special Operations Facility located at Charlie Brown Airport in Atlanta.

The team operates and trains with the GSP Aviation Division. Its helicopters can be used to transport divers, insert divers by using the helocasting technique, and to observe the dive site from above. The team also works closely with the Department of Natural Resources on most operations especially on lakes. Although the DNR does not have divers they have a fleet of different types of boats and Sonar units that allow them to scan the bottom of lakes and rivers from the surface.

When the dive team's assistance is requested the first step is for the captain to dispatch the closest member to the scene. He assesses the situation then reports his findings back. Next the captain decides how many and which divers in particular are to be deployed and he attempts to determine the time frame for the operation. Once the team arrives and goes in the water they continue until either the item is found or the area is cleared.

The dive team has participated in numerous callouts since its creation. It has been involved in several multiple agency operations and has recovered more than ten bodies in addition to numerous guns and other items of evidence. Although the team has been trained to operate in a salt water environment the majority of its work has been in fresh water lakes.

Plans for the future include increasing the size of the team to 25 members and getting more members certified in the different specialty diving disciplines. The SOG Dive Team is a highly trained well equipped group of dedicated troopers who do a difficult and dangerous job. They are a source of pride not only for the department but the entire state as well. □



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The Deadliest Threat to Traffic Safety Ever

This is, without a doubt, the most hazardous time to drive in America's history. Everyone agrees that DUI drivers are a deadly threat to other motorists as well as themselves. Even though DUI driving is on the decline because of strict enforcement and heavy penalties it is still a major traffic safety concern. But talking on the cell phone and texting while driving present an even bigger concern because of the huge numbers of drivers doing it and, unlike DUI drivers, who normally are only out in significant numbers late at night and on weekends, they are doing it 24/7.

If familiarity does not breed contempt then it surely breeds complacency. After the learning phase, driving is almost subconscious or automatic until something goes wrong. The same thing can be said for driving as for law enforcement, that it is 98% boredom and 2% panic. Because people spend so much time driving, it is easy to slip into the auto-pilot mode. Most drivers, especially inexperienced or untrained or both, cannot drive skillfully and safely even when they are not talking or texting. Unless they are in a

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continued

high-risk profession, driving is statistically the most dangerous thing most people do.

U.S. Transportation Secretary Ray La Hood said at a recent two-day summit on distracted driving "Tougher laws may be part of the answer, but personal responsibility lies at the heart at whether behaviors change and dangerous situations and accidents are avoided. Every single time you take your eyes off the road or talk on the phone while you're driving, even for just a few seconds, you put your life in danger, and you put others in danger too," LaHood said. "This kind of behavior is irresponsible, and the consequences are devastating." He called distracted driving "A deadly epidemic."

Because of strict laws, education and cultural change, the battle against drunk driving has come a long way in the past thirty years. This is one reason why traffic fatalities have been falling in America - to only 32,800 deaths in 2010, the lowest since the Truman administration. Other reasons include safer cars with anti-lock brakes and air bags, stricter seat-belt and speeding enforcement as well as better Trauma Care Centers and EMT care at the accident scene.

Unfortunately, to offset this trend there has been an increase in distractions to drivers. Many of these other dis-

Studies show drivers take their eyes off the road for five seconds at a time to text or e-mail. During this time at 70 mph a vehicle travels over 500 feet almost 1/10th of a mile. This is like Chicken, the game teenagers used to play by driving with their eyes closed. Are we truly insane to do this or to allow it on our roads?

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tractions such as: eating, drinking, watching videos or television, reading, including maps, operating a GPS, a radio, an MP3 player or a CD player are all prohibited by Georgia law. But cell phones pose the biggest risk and research shows that these gadgets distract in a more deadly way.

There are three primary types of distraction experienced by drivers. First is visual, when the driver takes his eyes off the road. Second is manual, when the driver takes his hands off the steering wheel. And third is cognitive, when the driver takes his mind off the primary task.

In the order of danger to other drivers, the worst is texting because it requires visual, manual, and cognitive attention. Some drivers even text with both hands on the phone at the same time. Next, is talking on a hand-held cell phone because it requires manual and cognitive attention. Last, but still dangerous, is talking on a hands-free cell phone because it requires cognitive attention.

Research has shown the human brain can only effectively perform one difficult task at a time. It requires more brain power to write than to speak, so driving well and texting correctly simultaneously is impossible. A person either needs to drive or to text but not both. The brain has to work harder to process language and communication with somebody who is not physically present. Conversation

with passengers is much less distracting, apparently because those passengers are also aware of the traffic situation and moderate their conversation.

A study by Carnegie Mellon University using brain imaging found that merely listening to somebody speak on the phone led to a 37% decrease in the brain activity associated with driving. This suggests that even hands-free use of cell phones cannot help much. A University of Utah study revealed that talking or texting while driving affected performance such as: speed, following distance, and reaction time making drivers more collision-prone than having a blood-alcohol level of .08, the legal limit in America. It appears to raise the risk of an accident by four times and texting multiplies the risk by 23 times.

Studies show drivers take their eyes off the road for five seconds at a time to text or e-mail. During this time at 70 mph a vehicle travels over 500 feet almost 1/10th of a mile. This is like Chicken, the game teenagers used to play by driving with their eyes closed. Are we truly insane to do this or to allow it on our roads?

The studies show that cell phone conversations are highly distracting compared with other speaking and listening activities in the car. One might think that listening

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to talk radio or an audio book would degrade driving skill; it does not. A quiz after the driving test confirmed that the drivers were actually paying attention to the programs. Likewise, it is easy to equate talking to a friend on a cell phone with talking to a friend in the passenger seat. But a December report in *The Journal of Experimental Psychology: Applied* debunked that notion. "The paradox is that if the friend is sitting next to you, you drive safer," Dr. Strayer said. "When you talk to that person on a cell phone, you're much more likely to be involved in an accident."

Americans sent 196 billion texts in June 2011, up 50% from in June 2009. Of course, not all of these were sent by drivers but the fact that any of them were is outrageous. The huge increase shows that texting is a major method of communicating for many people and it will be difficult, if not impossible, to make them quit doing it while driving.

There were an estimated 1.3 million crashes last year involving cell phones and the number could actually be much higher because, unfortunately for statistical purposes, whether a person was using the phone or not is based on the honor system. And unless there is evidence to the contrary, many people say they were not using the phone, whether it is true or not.

Even the technology of the devices is making them more dangerous. The older devices had physical buttons that the user could feel so it was possible to text or dial without looking at it. But the newer devices have touch screens so the user must look directly at the device.

There should be a separate category for the most deadly single group, multitasking drivers. There are over 111,000,000 workers who use their vehicle as a mobile office. They talk, text and even use a computer at the same time as they are trying to drive. They feel that they can make more money by making an efficient use of their time vs. wasting time driving. If lawmakers are part of this group, how do you think they will vote?

The most dangerous driver, one who could even be considered a Super Threat, is a cell phone talking and texting DUI driver. This combines the bad judgment, slow reactions and poor driving skills of a DUI driver with being distracted. This combination is an even deadlier threat than either by itself.

As if this is not risky enough, add in the possibility of bad weather or an untrained driver with sub-par skills under the best conditions, or a vehicle with defective equipment, such as slick tires or bad brakes, and the chances of a disaster keep multiplying. And this is only for one driver. The worst case scenario is if both are in the same condition. Currently, there have been no studies on how many call and text while DUI.

In addition to passing laws, there are several different strategies that could be employed to combat distracted driving. We are a litigious society; look at the ridiculous warnings that are stamped on gun barrels. Perhaps a campaign of suing the car manufacturers for equipping the cars

with built in cell phones would be a start. They are afraid to lose sales to their competitors, but ironically a ban would solve their problem.

The cell phone companies could be sued for the same reason. Also, a company could be sued when their employee is talking or texting and injures or kills someone. Insurance companies could drastically increase rates or even cancel coverage for a driver talking or texting who wrecks. And states could suspend or give points on the driver's license.

The current laws on texting while driving are very difficult to enforce, so a \$550,000 grant through the National Highway Traffic Safety Administration will allow police departments in Connecticut and Massachusetts to test a variety of anti-texting tactics over the next two years, from ad campaigns to roving patrols. The goal is to find "real-world protocols and practices to better detect if a person is texting while driving," said NHTSA chief David Strickland. That is why the NHTSA grant will pay for "spotters on overpasses" and other roadways, who could identify drivers while they type, and there is already evidence that this technique works.

In 1999 Japan became the first country to ban hand-held cell phone use while driving. In 2001 New York became the first state to enact a similar law, but only seven have since followed. Thirty states have banned texting while driving.

There are several Georgia laws related to 'distracted driving.' A basic overview of these laws is presented below. To read the laws in their entirety refer to the Official Code of Georgia Annotated.

40-6-250 *Wearing a device which impairs hearing or vision.* Headphones have been prohibited for many years because of the distraction and the driver could not hear horns or other warnings. Now, unbelievably, headphones are still illegal unless they are used for communication purposes. Listening to music is less dangerous because it is passive and communicating is active. They use different parts of the brain.

40-6-241 *Driver to exercise due care.* This states that a person shall not engage in any actions which shall distract the driver from the safe operation of the vehicle. It includes everything except operating radios and mobile telephones. When this law was written mobile telephones, also called car phones, were actually two-way radios and were very expensive so there were not very many of them in use and they were not a problem.

Even 25 years ago cell phones were expensive and the per-minute usage charge was high, so most people did not own one, and if they did, they did not use it frequently. Times have changed and now almost everyone in America, especially anyone old enough to drive, owns a cell phone or similar device.

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40-6-241.1 Prohibits any person who has an instruction permit or a Class D license and is under 18 years of age from operating a motor vehicle while engaging in wireless communications. This means talking, writing, sending, or reading a text-based communication, or listening on a wireless telecommunications device. It also includes a cellular telephone, a text-messaging device, a personal digital assistant, a stand alone computer, or any other substantially similar wireless device that is used to initiate or receive a wireless communication with another person. The only time the driver can engage in wireless communication is during a driver emergency. And there is a list of the situations that are permitted.

It does not include citizens band radios, citizens band radio hybrids, commercial two-way radio communication devices, subscription-based emergency communications, in-vehicle security, navigation, and remote diagnostics systems or amateur or ham radio devices. The fine for this offense is \$150.00 and if the driver is involved in an accident the fine is doubled.

40-6-241.2 Prohibits any person who has a Class C license and is over 18 years of age from operating a motor vehicle while engaging in wireless communications including but not limited to a text message, instant message, e-mail, or Internet data. The fine for this offense is also \$150 but surprisingly is not doubled for a driver involved in an accident. There are several exemptions to this law.

The National Safety Council which for years has pushed for using seatbelts and DUI awareness has called for all-out ban on using a cell phone while driving. "People understand the dangers, but they just don't want to give it up themselves," said Ms. Froetscher, of the NSC. "We have to educate people that it's a risky behavior." Despite the overwhelming body of evidence that cell phone use while driving is risky, the idea of a total ban is sure to be controversial.

Over three years ago, President Obama signed an executive order prohibiting federal employees and government contractors from texting while driving. The order includes

the employees whose use of government owned or leased cars, as well as privately owned cars used for government business. The order also bans the use of government-issued devices for texting while operating any motor vehicle.

The order includes restrictions on the use of devices to send or read text messages, emails, or to check navigation data while on an active roadway, even if the user is stopped in traffic or at a traffic light. The president signed this order one day after NHSTA released the results of a study that reported 5,800 deaths and nearly 600,000 injuries in traffic accidents in 2008 where driver distraction was indicated on the police report.

This is a huge step in the right direction. So now state and local governments, private companies, as well as individuals need to follow the example set by the federal government to stop texting while driving. A Nationwide Mutual Insurance company survey showed that 45% of Americans had been hit or nearly hit by a driver on a cell phone. So it is not surprising that a NY Times/ CBS News poll showed that 50 percent of Americans believe that texting behind the wheel should be punished at least as harshly as drunken driving.

The research could not be more convincing. Talking hands-free is just as distracting as talking with a device held to your ear, talking and even hands-free, is more likely to lead to an accident than driving drunk. And texting while driving tremendously increases the chance of an accident.

Most of the current laws and programs are not effective and the final solution may be to design the devices to physically prevent texting while moving, even walking which is also hazardous. This would be similar to the in-car GPS systems in some high-end vehicles, for example BMW, which require a driver to come to a complete stop before being able to use the device.

To decrease your chances of being injured or killed in a traffic accident remember the Safety Trinity: Wear a seat-belt, Don't drink and drive, and Don't text or talk and drive.

For more information on the topics discussed go to; distraction.gov, negligentdriving.com and nhtsa.gov. □

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Trooper Survival: Movement During a Gunfight

By Van Keller

Before it was routine for law enforcement vehicles to be equipped with video cameras, capturing an actual gunfight on film was very rare. Today, over twenty years after the advent of in-car cameras, it is fairly common to see a gunfight on tape. Now understanding what actually happened is not dependant on the participants and witnesses often distorted recollection of the event. The entire scenario complete with audio can be viewed and studied in detail.

Probably the most surprising discovery was the amount of movement by everyone involved. It is a very dynamic event. Instead of standing up and shooting it out like in the movie *High Noon* people were moving all over the place. This fact has changed the way many firearms instructors

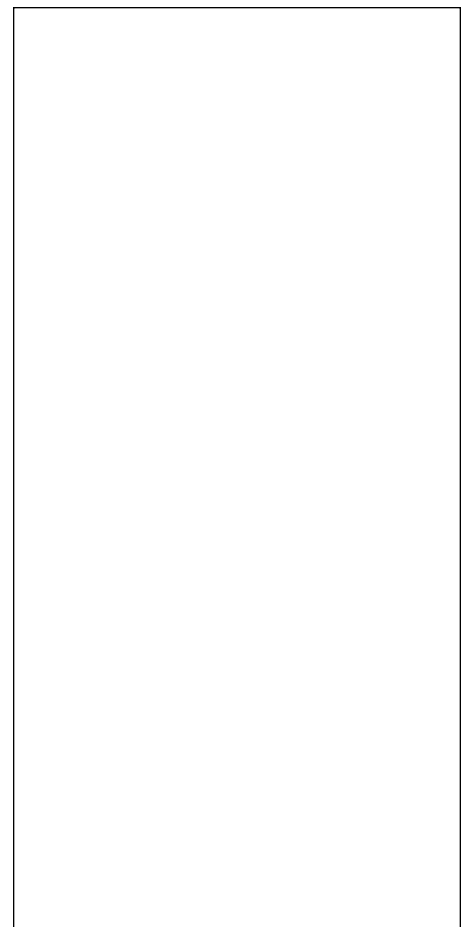
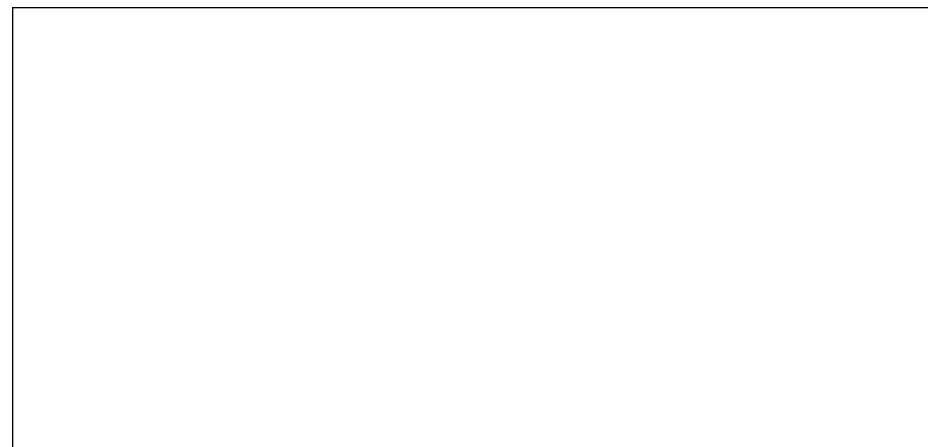
train their students. The old theory taught by firearms instructors was "Either shoot or move but don't do both at the same time." Today students are being trained not only to move but how to shoot while moving as well.

It is a fact that "Getting off the X" or moving off the line of force is a lifesaving tactic in a gunfight but all of the different types of movement and the reasons for employing them need to be considered as well. It is important to understand the principles of movement from both sides of the equation.

Immediately after a big shootout in the movie *Appaloosa* Viggo Mortensen's character said "That was quick" and Ed Harris' character replied "Everybody could shoot". Nobody moved they just stood there and shot each other, all of the participants were on the ground in seconds.

Just like boxers and bullfighters, troopers must move

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to keep from getting hit. So it stands to reason that a trooper in a gunfight should move to avoid being shot too. The only reason for a trooper to move is to gain an advantage.

There must be an objective to moving. Move off the X, move to cover, move to create distance, move to get closer (To disarm), move to outflank or move to change position relative to the target (Kneel to prevent shooting bystanders).

A civilian may move in order to get away from the assailant but a trooper cannot leave, he has an obligation. He must stay and finish the fight. On the other hand the bad guy may be moving not to gain a tactical advantage but in an attempt to escape from the trooper.

The five different types of movement are forward, backward, lateral (Side-to-side), oblique angle, and down. Each will be discussed in detail later.

The military uses special terms to describe how much a rifle shooter should lead (Fire in front of) a moving target. These terms also describe how the target appears relative to the shooter. It classifies the movement as full lead, half lead, and no lead. A full lead is when the target is moving laterally, at a 90 degree angle to the shooter. A half lead is when the target is moving obliquely, either toward or away, at a 45 degree angle to the shooter. No lead is when the target is moving directly toward or away,

at a 0 degree angle to the shooter.

At close range with a handgun leading the target is not necessary. This concept is important for the trooper to understand for two reasons. First, if he is shooting, to realize how much harder it is to hit a bad guy moving laterally. Second, is to realize that he is also harder to hit if he is doing the same thing but that if he is moving at no lead it appears to the assailant that he is not moving at all.

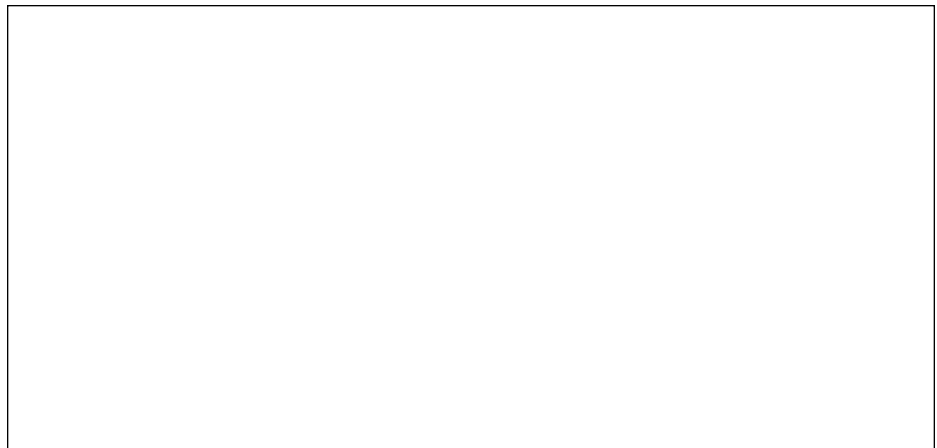
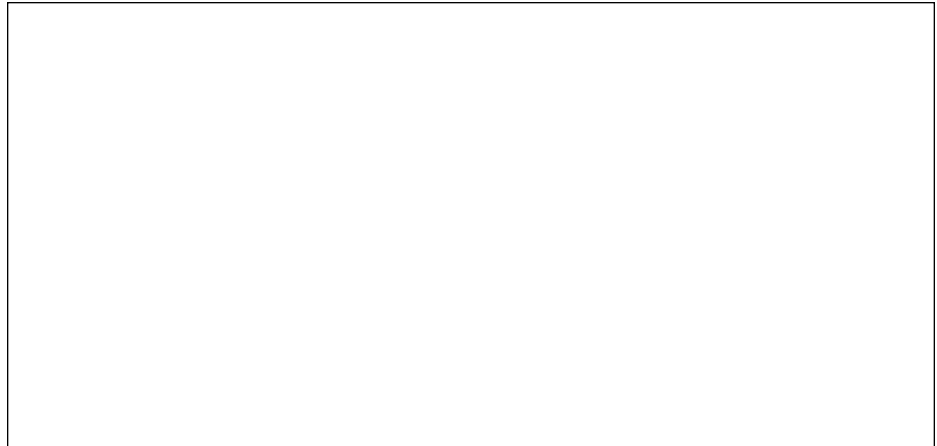
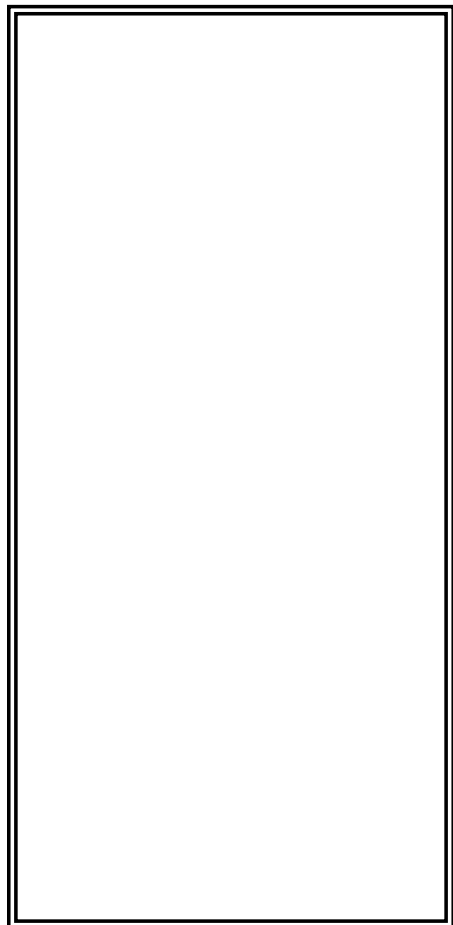
There are four possible outcomes for a gunfight.

1. The trooper shoots the assailant without getting shot.
2. The assailant shoots the trooper without getting shot.
3. Neither one gets shot.
4. They both get shot.

To win the gunfight you must stop the assailant without being shot. A trooper does not win a gunfight if he gets shot in the process. Unless everybody runs out of ammo without hitting anything, simply not getting shot will not end a gunfight. Shooting and incapacitating someone will. This does not necessarily mean killing them.

There are also four ways for movement to occur during a gunfight.

1. The trooper moves and the assailant does not.
2. The assailant moves and the trooper does not.



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3. They both move.
4. Neither one moves.

The revelation that everyone moves during a gunfight should not amaze anyone. Untrained people will run from gunfire or even when a gun is pointed at them and nobody is trained to be shot at. Most people do not move as part of a tactical strategy, they run because having a gun fired at you is loud and scary and the thought of being shot is terrifying.

There is no substitute for combat experience. Everyone wonders how they will react under fire the first time. There is no way to replicate being shot at in combat. Even if someone stands downrange and bullets are fired extremely close unless the shooter is a psycho on loan from a nearby prison, the fear of being shot and death is not the same.

To fully understand the principles of movement during a gunfight you must understand the OODA Loop. Either refer to the Trooper Survival article from several years ago or research it on the internet. In a nutshell the OODA Loop was developed by Major John Boyd who studied fighter pilots engaged in "Dogfights".

What he discovered was that all air to air combat required was that a pilot to accomplish four things in order to win: observe, orient, decide, and act. Boyd theorized that

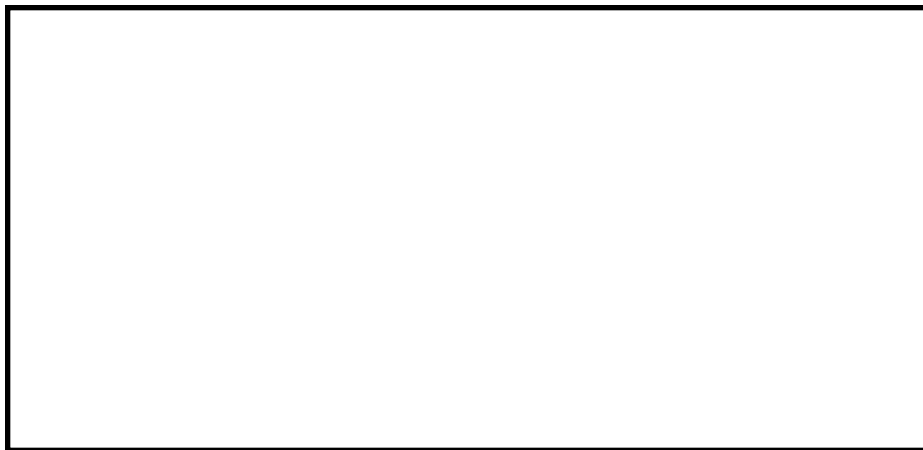
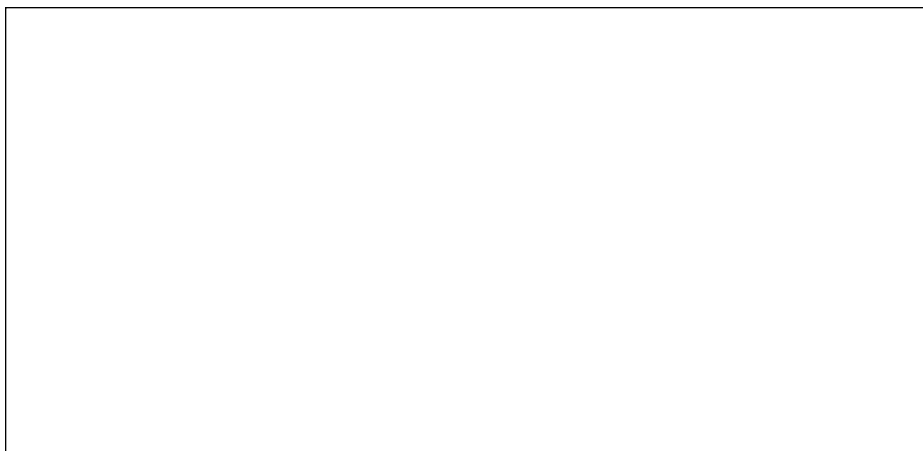
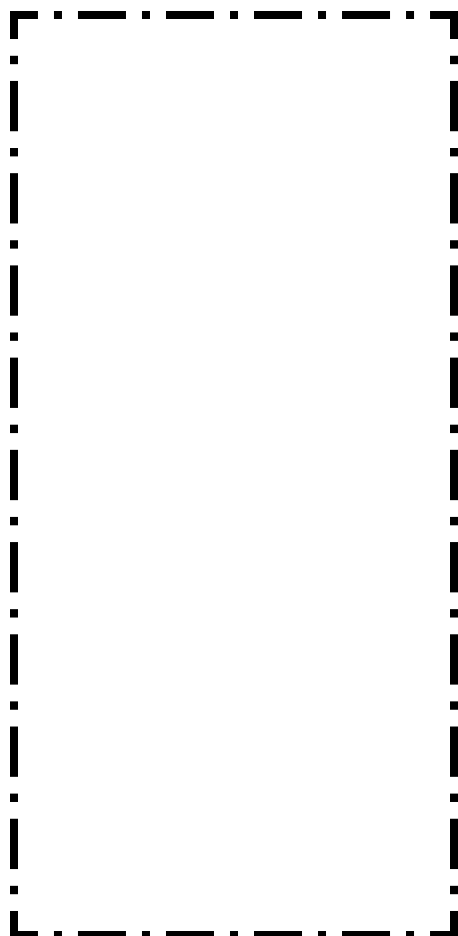
each party to a conflict first observes the situation. On the basis of this observation he orients, that is makes an evaluation of the situation and the possible courses of action. Then on the basis of this orientation he makes a decision. Finally he implements the decision and he acts. Because his action has created a new situation, the process begins anew.

Boyd argued that the party who constantly completes the cycle faster gains an advantage that increases with each cycle. His opponent's reactions become increasingly slower by comparison and therefore less effective until he is finally overcome by events (OBE). This condition either forces him to surrender or be defeated. The OODA Loop is the essence of combat and is present in any human conflict.

The most important advantage of moving is to get inside the assailant's loop and make him react to you. By only moving a short distance at close range you may be able to move completely out of the assailant's field of view because of tunnel vision.

Because the bad guy normally surprises the trooper, by attacking him or brandishing a weapon, the trooper is way behind in the loop at this point and must do something to surprise his opponent and place himself in the position of advantage.

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Tactical surprise is a method of getting inside your opponent's loop. In the game of chess white always moves first, like the bad guy in a gunfight. This forces the black player to react to the white player's initial moves and he is behind. In order to win he must make a pivotal move that gives him the advantage and forces the white player to react to him. This is a good example of the concept of tactical surprise and that is what a trooper must achieve to win.

There are two indisputable principles relative to shooting and moving.

1. A moving target is harder to hit.
2. A moving shooter is less accurate.

So it is easy to infer that shooting while moving at a moving target is the most difficult possible scenario. Distance favors the better shooter. You do not have to be a world class shooter to hit at 3 feet. Proximity favors the quicker mover. The farther apart two shooters are the more important shooting skill is and the less important movement is.

Paul Howe is a 20 year veteran and former Special Operations soldier who was assigned to Delta Force. He was on the ground in the Battle of Somalia (Blackhawk Down). He currently owns and operates Combat Shooting and Tactics in Texas. Below are his thoughts on shooting and moving during a gunfight from the article *Training for the fight or Avoiding Fantasy Gunfighting* on www.combatshootingandtactics.com

"Reference shooting on the move. It is a skill that all shooters aspire to learn and spend a great deal of time and effort trying to master. I have never had to use it in combat. When moving at a careful hurry, I stopped planted and made my shots. When the bullets were flying, I was sprinting from cover to cover, moving too fast to shoot. I did not find an in between. If I slowed down enough to make a solid hit when under fire, I was an easy target, so I elected not to.

As for shooting and closing on a target, it only makes the bad guys accuracy better and walking into a muzzle may help you to test your new vest sooner than you wanted to. Diagonal movement works, but again if you have to slow down too much, you are an easy target, and are generally in the open. Speed can act as your security in this case to get you to a point of cover."

The human brain can only effectively perform one difficult task at a time, it cannot multi-task. At best trying to do so makes one a jack-of-all-trades and the master of none. What are you trying to accomplish, what is your objective? If you shoot while running you will shoot poorly and chance falling down. Even if you remain on your feet you will move much slower and risk being shot without being able to return fire accurately.

Very few people including law enforcement and military personnel have ever shot at a moving target on the range. Most have never fired while moving on the range

because of safety considerations. Normally they train for one scenario, where both the shooter and target are stationary on the square range.

Almost no one has ever trained live-fire to shoot at a moving target while they are moving. And even if they have, there are major differences between the moving targets on the range and actual moving humans. Most moving targets move in a single direction at a fixed speed. The very expensive targets that are radio controlled by an instructor still cannot duplicate a thinking and reacting human. For these reasons Force on Force training with some type of non-lethal weapons has become very popular.

FOF is not lethal combat, it is still basically a game and it cannot be relied upon as a valid lab experiment. Training exercises are just that; do not confuse them with combat because deadly force is missing. Being hit with any non-lethal projectile, Simunitions, Airsoft, paintballs, BBs or even a Taser is not even close to being shot with a bullet. It hurts but serious injury or death is highly unlikely.

Too often in FOF everyone is running around trying not to get stung because they know they cannot stop the fight with one well placed hit. Even though students hit their opponent they may still be shot themselves. If the fear of losing overcomes the fear of getting stung then unrealistic tactics will be employed. Some of the principles employed apply to combat and some are merely gamesmanship.

The two basic options during a gunfight are to stand your ground and fight or to move. If you move you can either shoot while moving or not. Whether to move, shoot while moving or shoot standing still is a decision that must be made by the trooper in the gunfight. Every situation is unique; there are a number of variables to be considered. You should use the principles to guide you but you must quickly make a decision and then act.

For most LEOs moving laterally off the X can save their lives, but not troopers. Because moving in one direction places them in the path of passing traffic it may be a death sentence and the other direction is blocked by a vehicle. So the trooper cannot be trained to automatically move and shoot like some LEOs are.

This column has been divided into two parts because of the large volume of material presented and space constraints. Among other topics, the different techniques for firing while moving will be examined in part two. Specific techniques for troopers will also be discussed.

Authors note: The use of he instead of the more cumbersome he/she in the text is intended for ease in reading and not to slight the many outstanding female troopers nationwide.

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