

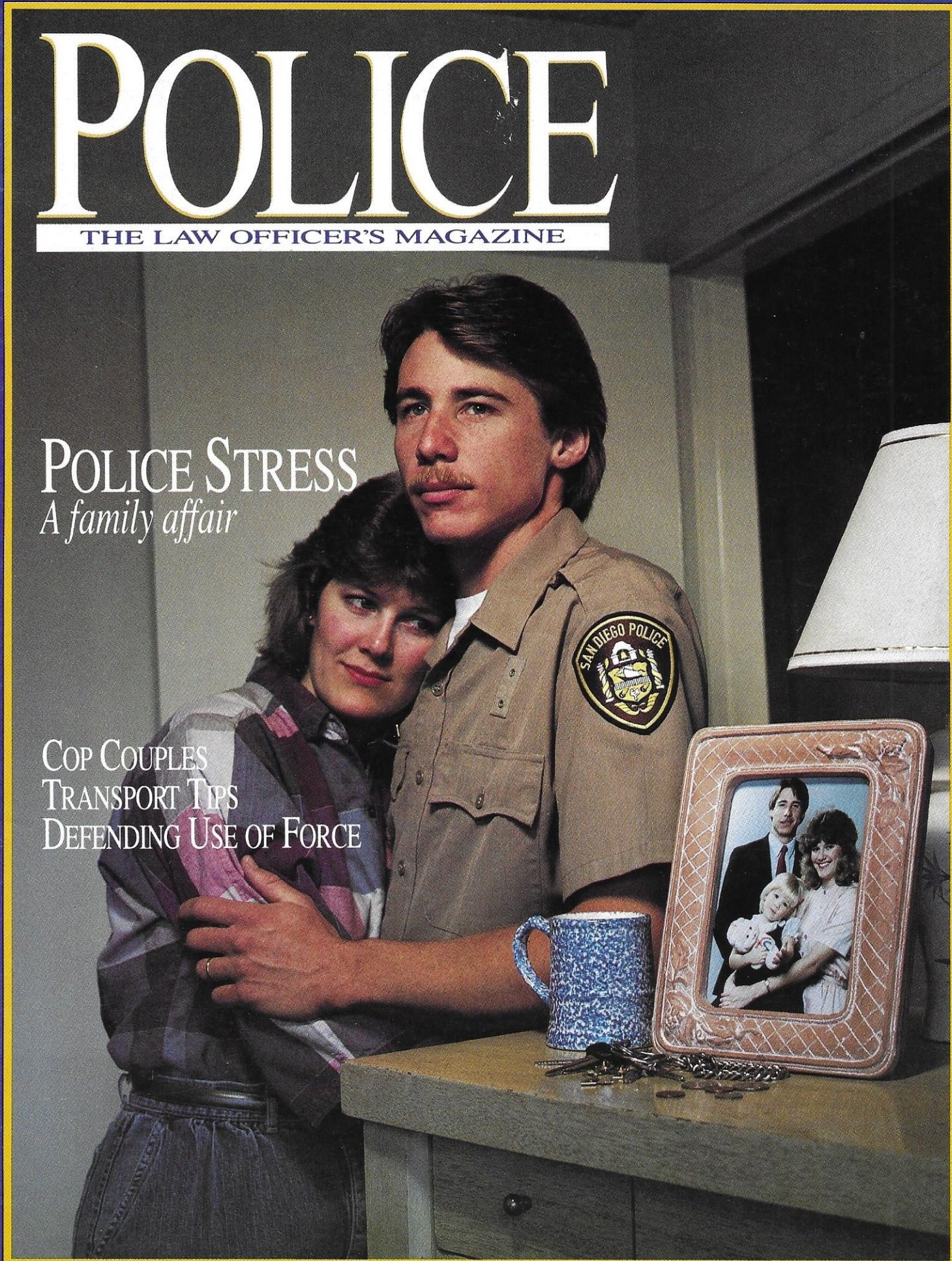
POLICE

THE LAW OFFICER'S MAGAZINE

POLICE STRESS

A family affair

COP COUPLES
TRANSPORT TIPS
DEFENDING USE OF FORCE



POLICE

THE LAW OFFICER'S MAGAZINE



29 THE UNFAIR FAMILY AFFAIR

Police officer stress: that predator waiting to destroy officers *and* their loved ones. Find out how the law enforcement family can overpower the stress-factor fiend.

by Lucille M. Bell

32 PARTNERS IN LIFE

As more women enter into law enforcement, the trend of marriages between police officers is on the rise. Five police couples share what it takes to make these marriages work.

by Sue Chance M.D.

36 AN INVESTMENT IN HEALTH

Indianapolis, Ind., is taking good care of its police officers by providing a comprehensive, preventative health-care program.

by Robert L. Snow

39 AFTERMATH OF VIOLENCE

The suspect has just been shot by a bullet from your gun. What should you say—or not say—to ensure that your defense is flawless?

by Massad Ayoob

4 EDITORIAL

Fighting the drug war. What's the best strategy?

10 NEWSBRIEFS

17 OFFICER SURVIVAL *by Paul Berkowitz*

Easy ways to increase safety during violent prisoner transport.

22 THE ARSENAL *by Keith W. Strandberg*

High-tech training equipment helps improve defensive tactics.

66 THE BEAT *by Louis A. Balestrieri*

Policing: from an M.O.S.'s perspective.

6 LETTERS 42 OPPORTUNITIES 46 CALENDAR 49 PRODUCT PATROL

Cover: Family support is an important aspect of dealing with the stress associated with the law enforcement profession. Photography by Kira Corser.

VOLUME 12 NUMBER 6

Transporting Violent Prisoners

Easy, expedient techniques that work

One of the more annoying and certainly dangerous situations encountered by law enforcement officers is that of transporting unruly prisoners bent on escape or assault by spitting, biting, kicking, hitting, or even inflicting injury upon themselves. Often, this behavior begins only after the suspect is handcuffed and placed in the patrol car for transport, and the "take 'em off and fight like a real man" syndrome sets in.

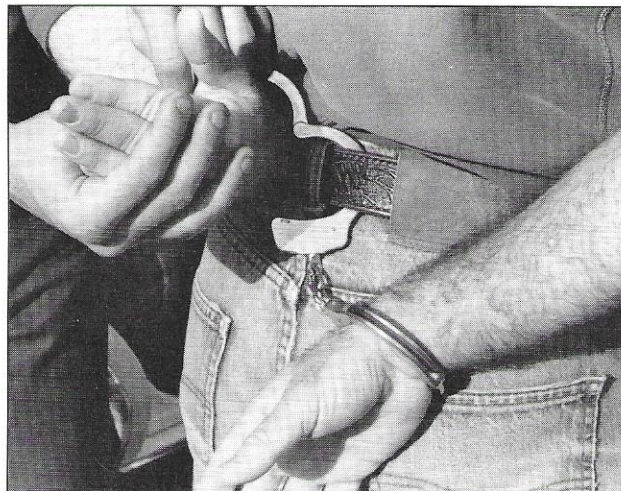
While there are no foolproof solutions for these violent displays, application of a few simple, tried-and-true techniques can go a long way toward controlling such prisoners. The goal of these techniques is to minimize a prisoner's self-induced injuries, as well as damage to the patrol car and danger to the transporting officers.

It is true that there are very few things under the sun that are really new, and the following techniques are no exception. Nor are these procedures sophisticated or complex. Rather, they are expedient cures for an age-old problem in law enforcement, presented as a reminder that sometimes the oldest and most simple solutions can be the most effective.

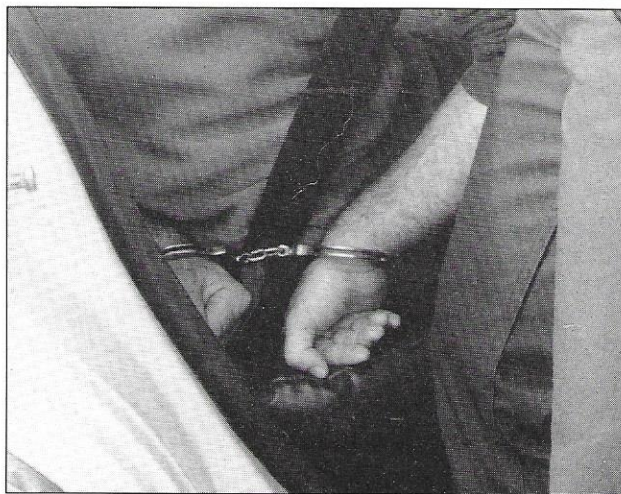
Control of Hands

It is standard practice today to handcuff prisoners with their wrists secured behind their backs. All too often, however, prisoners will succeed in slipping their shackled hands under their legs to a position in front, giving them more opportunity to assault or affect an escape. Even if a prisoner is initially seat-belted into the car, it is a relatively simple matter to release the belts in most cars and initiate these efforts. A number of expedient

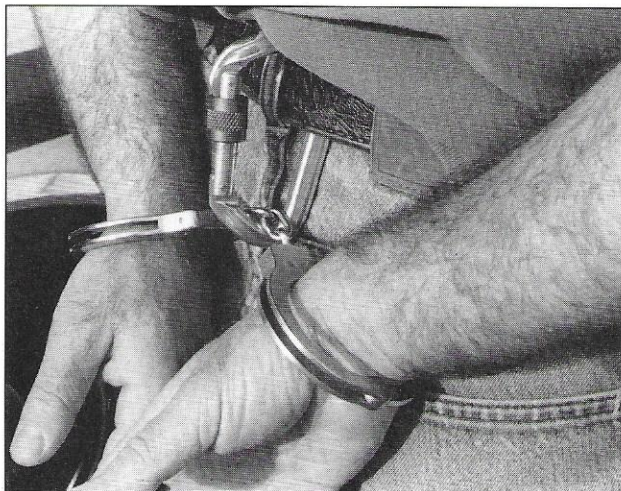
One ratchet of a handcuff can be secured through a prisoner's belt or belt loop to ensure that hands are secured behind the back.



A lap safety belt can be fully extended and looped once around the handcuff chain or hinge before being fastened to its button-release catch.



A carabiner or flexi-cuff can easily be used to secure handcuffs to a prisoner's belt or belt loops.



PHOTOGRAPHY • PAUL BERKOWITZ

PAUL BERKOWITZ

Case Study: A Fatal Visit

■ In a valley carved long ago by a glistening trout stream, lies the rural town of Johnsonburg, Pa., cradled between two thickly forested ridges of the Allegheny Mountains. Here folks still go to bed with the doors unlocked. The big cities and their problems are far away, and people with guns come looking for deer, bear and turkey, not trouble—except on one cold January evening in 1984, when 22-year-old Dennis Benson walked into the Johnsonburg police department with a death wish and a pump-action 12-gauge shotgun.

Officer Carl Whippo heard the entrance door open and the sound of footsteps descending a short flight of stairs into the small municipal building. The Johnsonburg Police Department, five strong and close-knit, held cramped quarters in the basement of the multi-purpose brick structure. The 63-year-old officer sat behind a desk in the tiny squad room, engaged in idle conversation with Sergeant Kenneth Launer and Councilman Michael Rippy.

Sergeant Launer, who had just gone off duty, also heard the approaching footsteps and glanced into the adjoining room, seeing a distorted figure silhouetted behind a wall of thick glass blocks.

Then the footsteps abruptly stopped, and Whippo glanced up at the open squad room door just in time to see the visitor's smiling face. Still seated, Launer stretched and peeked around the corner of the door just as Benson raised the barrel of the shotgun. Launer jumped back and grabbed for his own weapon, but Whippo had nowhere to go.

An orange flame scorched the air, driving a massive swarm of lead shot into Whippo's chest, leaving him dead.

Launer heard the action of the shotgun kick out the expended casing and work another into the chamber. Benson had moved out of the doorway and was opposite the wall where Launer was crouched. Councilman Rippy, unarmed, retreated under a small sink just to his right. Benson broke for escape, offering Launer one missed shot as he ran past the squad room door and tried to retrace his route to the outside. Benson turned a corner and was again briefly silhouetted behind the glass wall. Launer capped a second magnum round which also missed, and immediately began pursuit. As Benson rounded another corner and ran back up the stairs, he made a costly error. In his confusion, he turned left instead of right at the t-intersection and found himself trapped by a locked door. While Benson wasted precious seconds trying to crash the door, Launer made up lost ground. When Launer neared the top step, he stuck his revolver around the corner and fired twice at the noise. One bullet caught Benson in the right side, but it was not enough to put him down.

Benson charged across the landing and crashed through the glass portion of the entry door. Retreating down the stairs, Launer made one more errant shot as Benson flew by like a duck in a carnival shooting range.

As Launer ran back to the squad room to check on Whippo and radio for help, Benson staggered to the rear of the building near his parked pickup truck and collapsed. The pain of his wound kept him there until the first backup units arrived from nearby Ridgway and St. Marys.

On January 21, 1984, Johnsonburg buried its first police officer killed in the line of duty. The following August, in a non-jury trial, Elk County Judge Paul Griener found Benson guilty of first-degree murder, and sentenced him to life imprisonment. —*Dan Milchovich*

solutions for this are available to the field officer.

The first, and often most readily accessible method, is to make use of a prisoner's belt or belt loops by simply securing one ratchet through the belt or loop along with the prisoner's wrist. Alternatively, one entire cuff can be slipped through the belt or loop so that the chain or hinge of the cuffs is secured behind the back. Another technique, somewhat more easily applied, is to make use of a carabiner or flexi-cuff as a means of securing the handcuffs to the prisoner's belt or belt loops behind his or her back.

If no belt or loops are present, or if it appears necessary to secure the prisoner to the seat of the car in order to prevent not only the slipping of the hands to the front, but also general movement on the seat, two other simple techniques can be applied. The first, taught by the California Highway Patrol, is to utilize the lap safety belt by fully extending it and looping it once around the handcuff chain or hinge before fastening it to its button-release catch. This technique requires no added equipment, but it does carry some attendant risks should an accident or other situation develop where there might be need to quickly extract the prisoner from the car. By looping the belt around the handcuffs, you in effect tie a knot which can be somewhat awkward and slow to both apply and remove.

Another alternative is to keep a five- to seven-foot length of thick rope on hand with which to secure the applied handcuffs by simply looping it once around the chain or hinge and then allowing the two loose ends to be bound between the fit of the closed door and frame. Use of the safety belt should accompany this technique, as policy and state law may dictate. This technique, while requiring some forethought in the form of carrying extra gear, is relatively easy to both apply and undo. It also offers increased flexibility in controlling the amount of tension or play on the handcuffs.

Further, emergency extrication of the prisoner is not impeded, since this securing technique can be immediately released with the opening of the door.

It is important to anticipate the amount of rope that will be taken up when the door is closed. Ideally, enough slack should be left so that the prisoner's wrists are not torqued by the shortening of the line as the door is shut. It is also desirable to leave a portion of the line hanging free outside, between the closed door and frame. This latter point offers the officer means by which to further control the prisoner when the door is initially reopened. Note that in order for the restraining rope to be securely held in place by the closed door, it must be of fairly heavy gauge or thickness and of rough texture.

Control of Feet and Legs

Transporting prisoners who kick is another frequently encountered

nuisance and hazard. Application of leg irons, while offering some measure of relief, is not a particularly handy or easily applied security measure, and in itself does not necessarily restrict kicking leg movement within the car. One of the best means of controlling kicking in transport is the presence of a cage mounted well back in the car, which in itself offers only cramped leg room. Alternatively, however, a length of rope, as described earlier for the hands, can easily be applied around the legs of a seated prisoner, looped once, and then secured between the closed door and frame. The vital step in the application of this technique is to loop one end of the line under the seated prisoner's thighs or knees and then

Applied handcuffs can be secured by looping a piece of thick rope once around the chain or hinge and allowing the two loose ends to be bound between the car's closed door and frame.



Our New Gore-Tex® Jackets: Different By Design.

Everyone recognizes the Gore-Tex® name. They should.

Gore-Tex membranes and Gore-Seam™ taping combine waterproofness with comfort and breathability. For this, they're the best.

But their higher technology can't just be stuck on ordinary fabrics inside old designs: in order to perform properly, it requires new fabrics and new designs.

That's why Blauer's new GTX series of Gore-Tex Jackets looks different. More modern. More comfortable. More effective.

And guaranteed waterproof by design. Find out about them in our new catalog.

Blauer Manufacturing
Company, 20 Aberdeen Street,
Boston, MA 02215 617/536-6606.



© Gore-Tex and
Gore-Seam
are trademarks
of W.L. Gore &
Associates, Inc.

Blauer

Uncompromising Performance.

shift the line in its looped configuration down over the upper calves, shins or ankles, and to secure it by way of the closed door.

Control of the Mouth

The last transport problem to be addressed is that of prisoners who bite or spit. A number of measures have been used over the years, from application of cloth gags and tape to homemade hoodwinks. One inexpensive, convenient and safe remedy comes in the form of the everyday medium-size paper shopping bag. This item, when loosely fitted and secured over the head by means of a short piece of tape binding the edges of the bag under the chin, provides a cheap, disposable, sanitary and safe barrier to spit and other offensive fluids, and further impedes efforts at biting. Additionally, its composition is such that little argument could be offered that the prisoner's safety was

Loop one end of a rope under the prisoner's thighs or knees, and then shift the line down over the upper calves, shins or ankles.

compromised, since breathing is not significantly impaired by the porous and open-ended bag, and there is no real chance of strangulation, since the bag and tape are both weak enough that they would tear before any significant constriction could occur. Also, should vomiting occur, the fluid will not be trapped inside the bag around the head, thus avoiding the hazard of asphyxiation. Alternatively, it is a quick and easy process for the officer to rip the bag off if the decision is made to allow the prisoner to exit the car to vomit onto the ground, or if CPR needs to be administered via safety mask.

As with any defensive techniques, application of those presented here should be restricted to situations where



their use can be justified as falling within departmental guidelines as "reasonable force" and always in conjunction with other accepted defensive techniques and maneuvers.■

Paul Berkowitz is a supervisory ranger with the National Park Service and is a certified instructor in firearms and defensive tactics.

Our Scotchlite™ Trim: We Don't Skimp On Safety.

Blauer has always been a stand-out for making police work safer.

We were the first company to offer high-visibility fluorescent orange police rainwear.

And the first to introduce the convenient safety of reversible blue-to-orange rain and outer wear.

Today, our biggest visibility-giver at night, dawn and dusk is Scotchlite™ reflective trim. We use miles of it. On sleeves, backs, shoulders, legs, and hats.

Scotchlite reflective trim and lettering are the brightest and the best. We recommend it. Using anything less would be a compromise — a compromise of your safety.

Blauer Manufacturing Company,
20 Aberdeen Street, Boston, MA
02215 617/536-6606.



Scotchlite is a registered trademark of 3M

Blauer

Uncompromising Performance.