

Wayne County Sheriff's Department Training Newsletter

May 2011

Volume I Issue IV

A failure is a man who has blundered, but is not able to cash in on the experience.

Elbert Hubbard

Thoughts...

Summer is fast approaching, I think, and that means several things for LEOs. Not only will there be more vehicles on our roadways, there will be more motorcycles. This issue of our training newsletter will address safety, law enforcement, and statistics regarding motorcycles and their use. The laws regarding motorcycles in Indiana are relatively simple. There are two types of licenses, a learner's permit and an operator's license. You should especially familiarize yourself with the requirements of a person who operates a motorcycle while holding a learner's permit. Take a few minutes to look over the statistics regarding traffic violations and safety for motorcycle operators. These statistics should motivate all of us to be proactive when dealing with such violations.

REMINDERS

The firearms training schedule for 2011 is posted. **Check the calendar on the training website for this and other training dates.**

Lonnie McClintock will be here at 4:00 pm on May 5th. This training is mandatory for patrol officers and those who work OPO/DUI Project. Everyone else is encouraged to attend.

We will soon be training on the use of the audio-visual recording equipment. You will be notified when you need to attend this training.

TRAINING OPPORTUNITIES

Asset Forfeiture **Various Dates**

Bomb and Booby Trap **May 14th**
Course for the Patrol Officer

Prescription Drug Abuse **June 9th**

As always, if you are interested in attending training not listed here, let Jason Moore (enforcement) or Jeff Ervin (jail) know. Enforcement officers can request training by submitting the proper training request through the link provided below. Any requests or suggestions for training topics are always appreciated.

STAY ALERT!!

April 22, 2011 – Unfortunately, calling a jail “state of the art” or “maximum security” does not mean that facility is necessarily escape-proof.

April 24, 2011 – Being off-duty does not prevent us from finding ourselves in the middle of a dangerous situation. We should be prepared for the possibility that we may be nearby when a crime occurs and how we will respond.

April 4, 2011 – Duties that can appear “routine” can quickly become anything but that. Even when conducting follow-up investigations, we must treat every situation as potentially dangerous and act accordingly. As we all know, there is no such thing as “routine.”

If you have questions regarding training listed or an interest in attending training not found here, contact Jason Moore. Be sure to fill out a [training request form](#) for review if you would like to attend any training held outside the WCSD. Email reminders will be sent out when issues of this publication are ready to be viewed on <http://wcsdweb2.co.wayne.in.us/training>

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OWI Involving a Motorcycle

The following information is from the National Highway Traffic Safety Administration.

- According to the National Highway Traffic Safety Administration (NHTSA) in 2005, about 27 percent of motorcycle operators involved in fatal crashes had a BAC of 0.08 or higher.
- Per vehicle mile traveled in 2007, motorcyclists were about 37 times more likely than passenger car occupants to die in a motor vehicle traffic crash and 9 times more likely to be injured.
- Motorcycles are more likely to be involved in a fatal collision with a fixed object than are other vehicles. In 2008, 25 percent of the motorcycles involved in fatal crashes collided with fixed objects, compared to 19 percent for passenger cars, 14 percent for light trucks, and 4 percent for large trucks.
- In 2008, 35 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 23 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large-truck drivers.
- One out of four motorcycle riders (25%) involved in fatal crashes in 2008 were riding their vehicles with invalid licenses at the time of the collision, while only 12 percent of drivers of passenger vehicles in fatal crashes did not have valid licenses.
- In fatal crashes in 2008, a higher percentage of motorcycle riders had blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher than any other type of motor vehicle driver.
- Research has identified the following clues as good indicators to detect impairment in motorcycle operators:

50% or Greater Likelihood of Impairment

Drifting during turn or curve
Trouble with dismount
Trouble with balance at stop
Turning problems
 Unsteady during turn or curve
 Late braking during turn
 Improper lean angle during turn
 Erratic movements during turn
Inattentive to surroundings
Inappropriate or unusual behavior
Weaving

30%-50% Likelihood of Impairment

Erratic movements while going straight
Operating without lights at night
Recklessness
Following too closely
Running stop light or sign
Evasion
Wrong way

Visit <http://www.nhtsa.gov/people/injury/pedbimot/motorcycle/610DWIMotorcyWeb/pages/index.htm> to view the entire OWI detection manual and for further definitions of these indicators.

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INDIANA CODE REVIEW

IC 9-24-8-3 – Motorcycle Learner's Permit Regulations

- **Must wear a helmet**
- **Can only operate motorcycle during daylight hours**
- **No Passengers**

IC 9-24-8-4 – Motorcycle Operator's License and Endorsement

There are many brands and style of motorcycle helmets. For people in the State of Indiana who are required to wear a helmet when operating a motorcycle, the helmet must meet the standards found in 49 CFR 571.218. There are some things you can look for to determine if a helmet is DOT approved or just a novelty item. Sometimes, you will just have to use your own judgment to determine whether a helmet complies with the statute. Proper helmets should be labeled with:

- **Manufacturer name or identification**
- **Precise model designation**
- **Size**
- **Month and year of manufacture**
- **DOT Sticker (watch out, these can be easily faked) – novelty helmets may be labeled as such**
- **Instructions for use**

Federal Motor Vehicle Safety Standard No. 108 – permits the use of modulating headlamps on motorcycles. These are not the same as wig-wag emergency lights.

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TECH TIPS & TRICKS

(Courtesy of tech guru Alan Moore)

Even though in my mind talk groups are no different from channels, some radio-head thinks that channels should be called "talk groups". In this document, I am going to use the term channel because that makes more sense to us, but if you hear "talk group" it means the same thing.

Calls that involve working with State Police or neighboring agencies will probably require that you move to the KMA-1 or KMA-2 channels. This is because it is unlikely that they will have our OPS channels or even our main dispatch channel. You have probably noticed that your radio has several zones, which is a set of channels that have something in common. For instance, one zone contains all the channels that are used by agencies in Wayne County, such as the dispatch frequency, OPS channels, etc... On your Motorola XTS2500 portables, the following zones are programmed:

- 89- Wayne County
- STK - State Wide ?
- STSW - State ?
- ST8 - ?
- 21 – Fayette Co
- 81 – Union Co
- 68 – Randolph Co
- 70 – Rush Co
- 18 – Delaware Co
- 33 – Henry Co
- 30 – Hancock Co

It is not my intention to go through each zone and channel and tell you what they are for (because I do not know, hence the ? after the ST zones), but you can cruise through your zones to see what is there. Unfortunately, the KMA channels are in the "STK" or "REG" zone depending on which radio you are on, not in the "89" zone, so you have to change zones to get to those channels. The procedure is different for your mobile and for your portable.

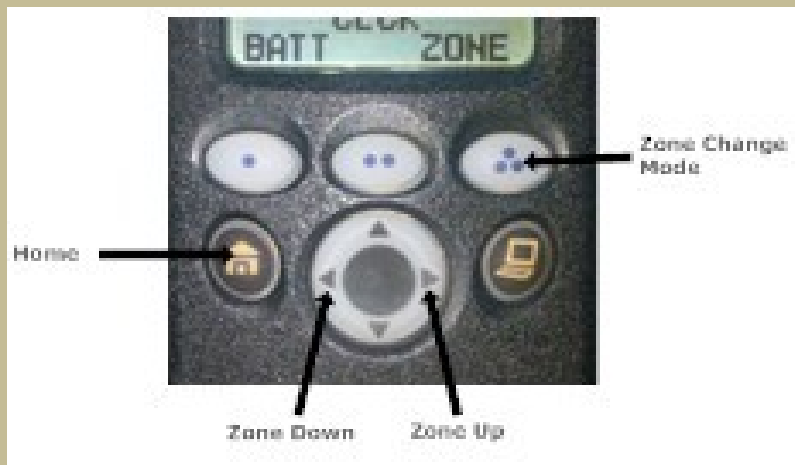
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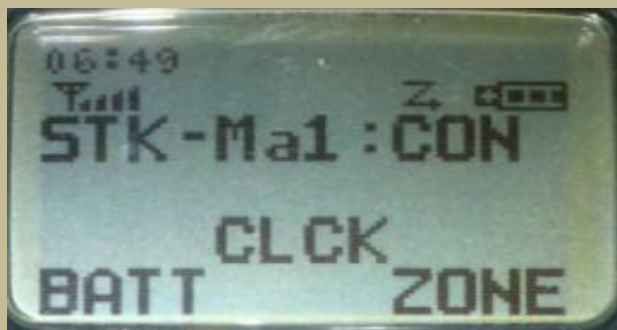
Remember: On either radio, if you get “lost”, you can press and hold the **Home** button for a few seconds.

To change to one of the KMA channels (in the STK zone) on your Motorola XTS2500 portable:



Press the **Zone Change Mode** button once. Assuming you are on the county dispatch frequency the **89** in **89WCS-Disp** will start flashing.

Press the **Zone Up** button. The front display will change from **89WCS-Disp** to **STK-MA1**. You are now on KMA1. Your display should look like this:



Turn the channel selector knob on the top of the radio clockwise one click to change to KMA2. To change back to the county dispatch channel, use the same steps as above but use the **Zone Down** button and turn the channel selector knob all the way counter-clockwise. It does not matter whether you turn the channel selector knob or change zones first.

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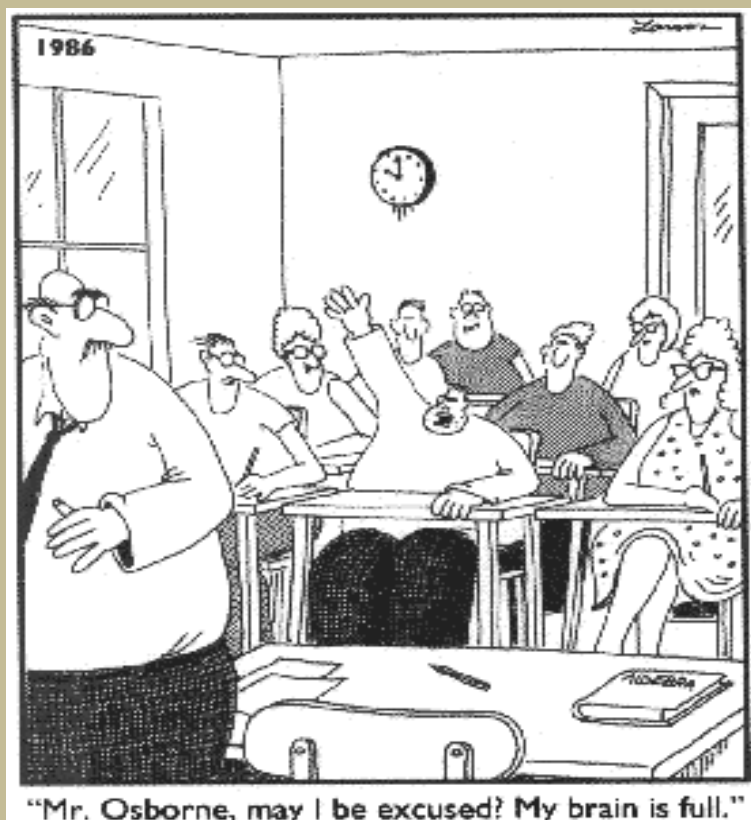
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To change to one of the KMA channels (in the REG zone) on your Motorola mobile:

Normally the display on your radio will be **WAYNE CO** with **WCS-Disp** under it. To change to the **REG** zone press the **ZNUP** button on your radio.

Your display should change to **REG MUTUAL** with **WCS-Disp** under it. If you have been on KMA1 or KMA2 before it may say **CHA K-MA1:Con** or **CHA K-MA2:Con** instead. If it does, you are already on that channel. If not, turn the channel selector clockwise until the second line reflects the correct channel.

To get back to the county dispatch channel press the **ZNDN** button.



"Mr. Osborne, may I be excused? My brain is full."