



FBI

Law Enforcement BULLETIN



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Federal Bureau of Investigation
United States Department of Justice
J. Edgar Hoover, Director

FBI

Law Enforcement

BULLETIN

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MESSAGE FROM THE DIRECTOR

TO ALL LAW ENFORCEMENT OFFICIALS

WOODROW WILSON once said, "The first duty of law is to keep sound the society it serves." In our day, this becomes an increasingly harder task because of society's indifference to *its* first duty—upholding the law.

In an effort to make our great heritage under law more meaningful to Americans, May 1 each year has been proclaimed Law Day, USA. The theme this year, "Uphold the Law—A Citizen's First Duty," is most timely and germane to much of our Nation's internal strife.

In the recent past, we have seen the rule of law flouted from college campuses to riot-torn metropolitan streets. It is mocked by those who use the cause of legitimate petition and assembly as a facade behind which to plunder, loot, and destroy property. Likewise, and even more regrettable, the rule of law is debased by reckless and callous enforcement powers which stoop to brutal and unnecessary force in handling crowds and demonstrations.

When officers violate their oath of office and the ethical standards of law enforcement, they disgrace their profession. Their acts jeopardize the public respect and confidence which diligent and dedicated men have given their lives to perpetuate. They place an extremely heavy burden on their associates and invite shame, ridicule, and disrespect for their department, community, and State.

This is not to say, of course, that all charges of excessive force by officers of the law are true. Many times, persons strike and assault policemen and resist lawful arrest to such an extent that great force is necessary to bring the violators under control. In such instances, some individuals are quick to charge "brutality" when the facts show the officers acted within their rights.

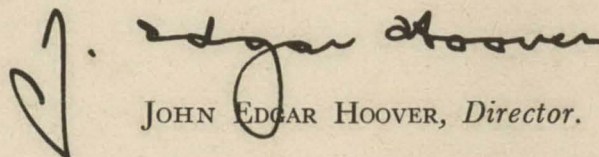
Americans should view with alarm the growing lack of respect for law and order. We have seen what occurs when extremists are

MESSAGE FROM THE DIRECTOR

encouraged by irresponsibility on the part of those charged with maintaining law and order. On the other hand, who is to say what damage is done to the impressionable minds of our young people who witness, or are urged to join in, activities in which participants defy constituted authority with no apparent misgivings and go unpunished. Abuse of the law is a dangerous practice for freedom-loving people, and there can be no exceptions to compliance, for we know "Where law ends, there tyranny begins."

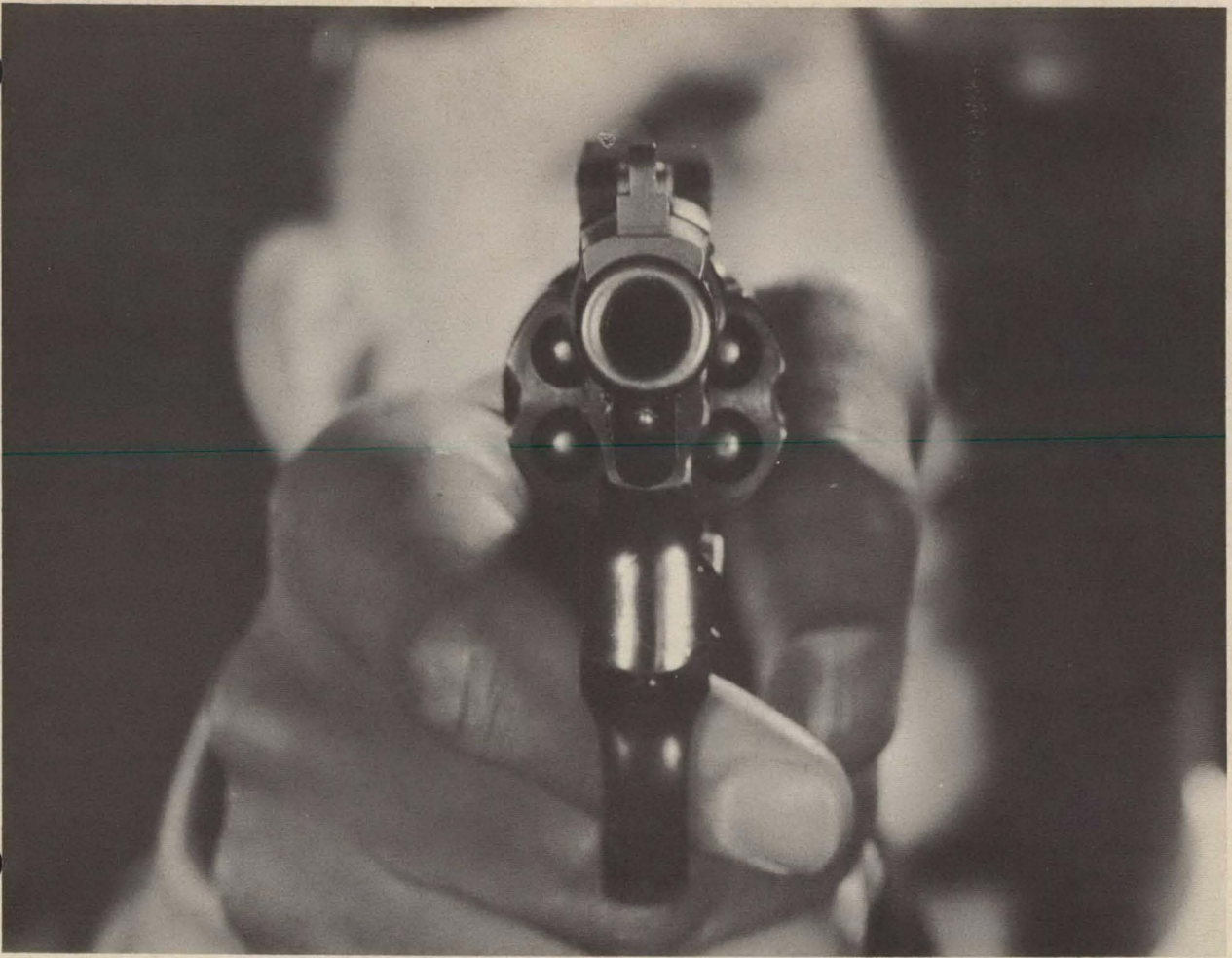
Freedom, justice, and the individual dignity of man are concomitants to the rule of law. Disrespect for this concept is a tragic weakness which undermines the American traditions of honesty, integrity, and fairplay. It is a weakness which must be eliminated from our society and, above all, from the ranks of law enforcement.

Law enforcement may take exceptional pride in knowing that its significant role in perpetuating law and order has not been overlooked. The week of May 9-15 has been set aside as Police Week and May 15, as Peace Officers Memorial Day. As we pause to observe these memorable dates, let us remember that we shall fail our responsible trust unless love and respect for the rule of law abide in the heart of every man behind the badge.



JOHN EDGAR HOOVER, *Director.*

MAY 1, 1965



Pivot, Draw, and Shoot!

Today's law enforcement officer must be equipped to cope with any emergency. Often the need is his own survival and self-protection. For many years, police officers have been given training in "quick-draw" techniques. Recognizing that danger may not always come from the direct front, the FBI has designed The FBI Pivot Course, explained in the following article, to train its Agents and other officers to pivot, draw, and fire at targets to their left, right, and rear.

IN SPITE OF THE HIGH LEVEL of civilization in which we live, our law enforcement officers are being attacked more frequently by supposedly civilized people than at any time in our history. The law enforcement officer, therefore, must stay ever alert.

Zip-guns, switchblade knives, and increased sales of firearms over the counter and by mail order make his job more hazardous every day. Part of his community commitment is to be well trained and aware of the improved methods of self-protection so he can better protect those who depend on him, as well as himself.

New Course Instituted

The need for quick-draw training for the law enforcement officer is obvious. When he expects trouble, he will already have his revolver in his hand and is trained and prepared to use it. However, when he unexpectedly encounters a situation requiring the use of his revolver, he has to draw and fire quickly and accurately in the defense of his life. Practically all past firearms training programs afford quick-draw practice with the target directly ahead of the shooter. The reason for this is primarily one of safety.



Training holster with revolver trigger guard covered.

It is conceivable, and frequently happens, in actual cases that the target will be 90 degrees to the left or the right of the shooter or at his rear. To cover these situations, a new course—The FBI Pivot Course—has been instituted at the FBI Academy which provides training in pivoting, drawing, and firing, all in one motion.

For the Experienced Officer

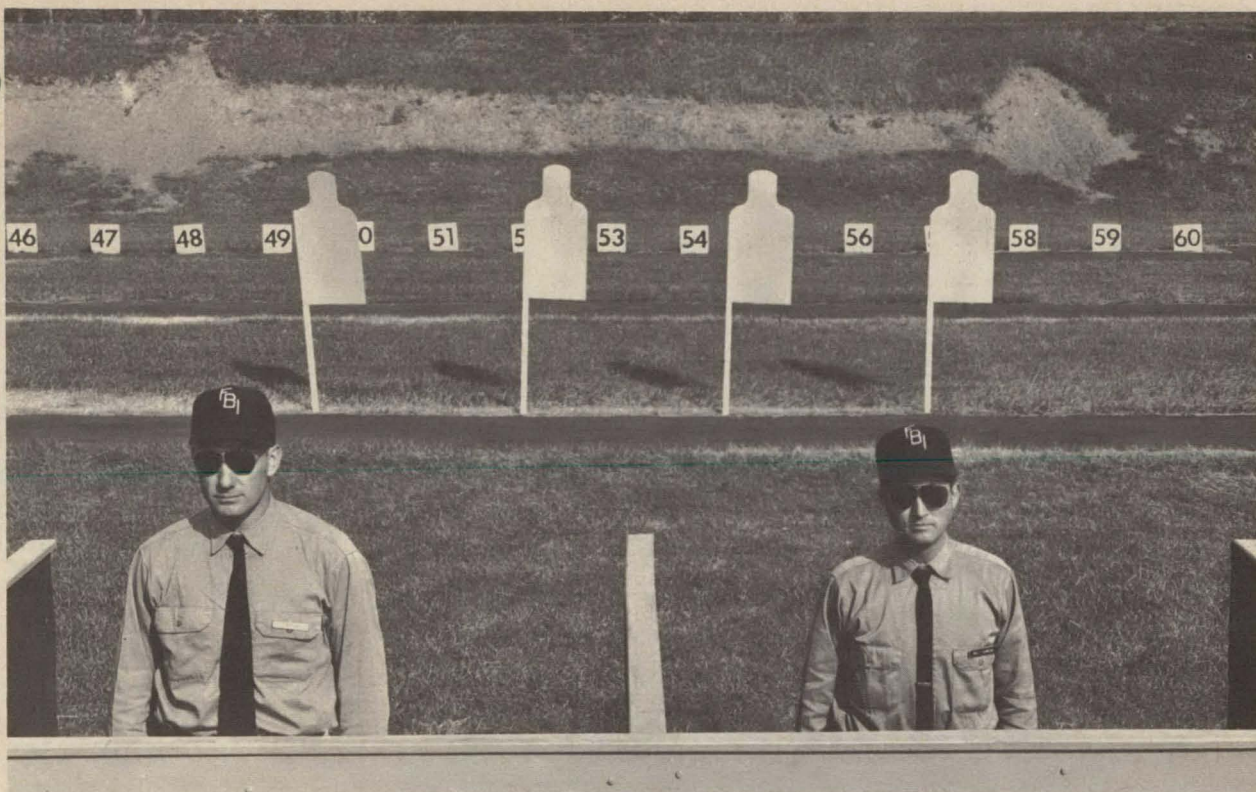
The FBI Pivot Course is designed for advanced shooters, for those to whom, because of sufficient training and practice on quick-draw courses, the safe handling of firearms has become second nature. Positive identification of the suspect and justification for shooting in an actual case are mandatory for the law enforcement officer. It is also his duty to be certain he is shooting at the criminal without jeopardizing an innocent bystander. No firearms course can be taught properly without stressing that the shots are fired by an officer only when he is certain his life is in immediate danger and it is a "kill or be killed" situation.

Safety in training cannot be overstressed in any firearms course. Even greater stress must be placed on safety in the pivot course because the shooter's entire body is turning 90 to 180 degrees.

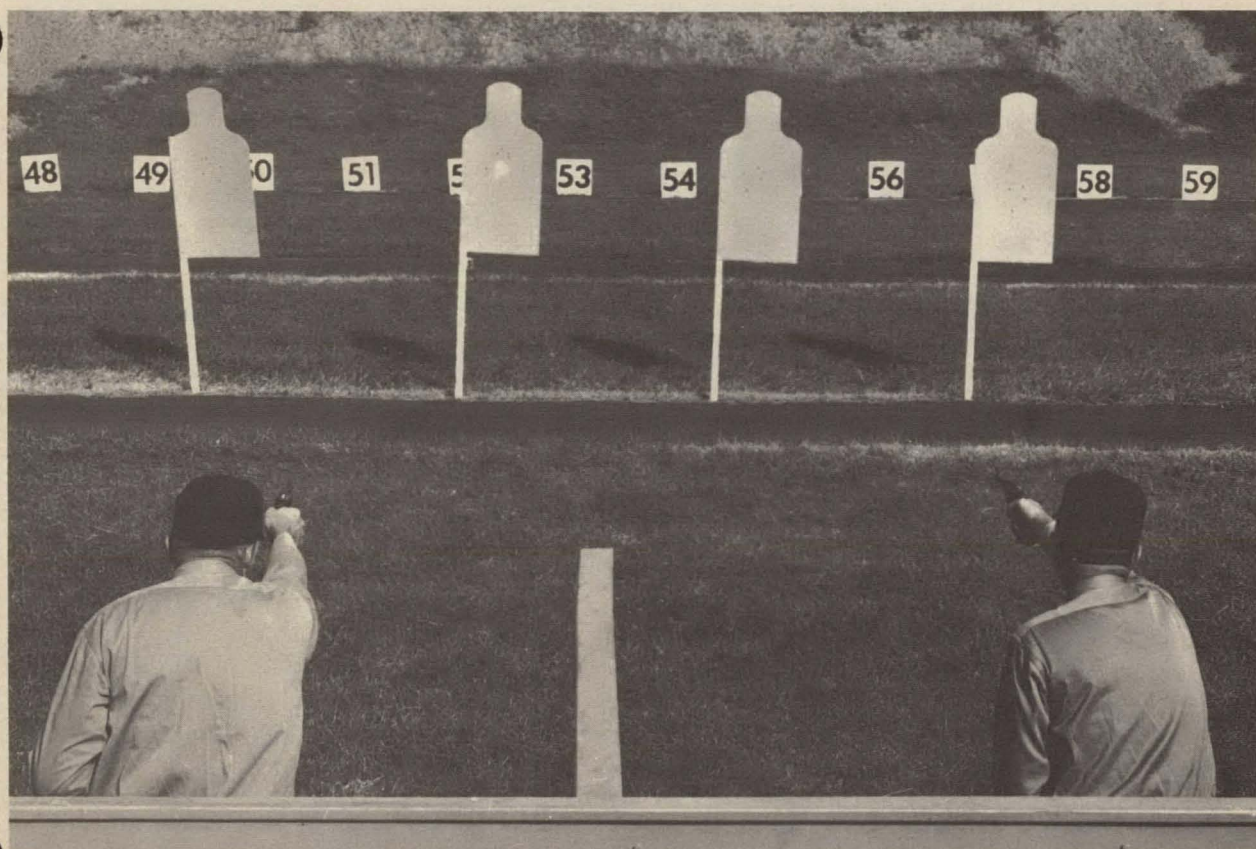
Shooters are trained to fire starting from three positions: (1) facing 90 degrees to the left of the target, (2) facing 90 degrees to the right of the target, and (3) facing 180 degrees away from the target. This means the shooters with holstered loaded weapons, on command, turn as they draw and fire.

Protective Measures

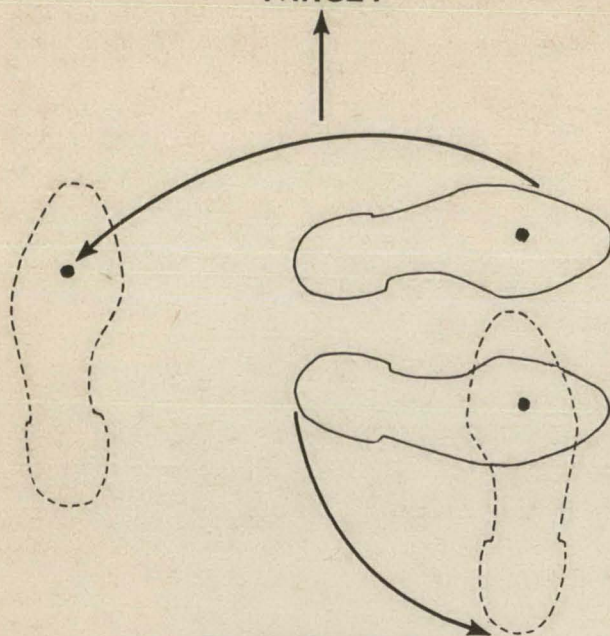
Because of these unusual shooting positions and the possibility that less experienced or careless shooters might complete their draw before finishing the pivot, the FBI Academy designed and constructed shooting stalls which shield each shooter on three sides. The stalls are open on the down-range side facing the target. These stalls are 4½ feet high, 5 feet wide, and 5 feet deep. They are constructed of 16-gage steel sheets and sandwiched between ¾-inch marine plywood. Thus, any bullets fired prematurely will penetrate the plywood and flatten out on the steel sheet. They will not ricochet, protecting both the shooter and the man in the adjacent stall. In tests, this construction has successfully stopped .38-caliber



Ready for pivot (above) and shooting from protective stalls (below) at FBI firing range, Quantico, Va.



TARGET



PIVOT TO LEFT

DIAGRAM #1

special service bullets and up through .357 Magnum bullets from all angles at pointblank range.

Shooters are also provided with training holsters of the quick-draw design but which have leather covering the entire trigger guard making it impossible for the shooter to place his finger on

the trigger while the revolver is still seated in the holster.

The pivot course is fired on Army "E" (Bobber) targets positioned 10 and 25 yards in front of the shooting stalls. The course is based on proven shooting techniques used in existing quick-draw courses. After the pivot, the shooter may fire from the semi-crouched, hip level, or shoulder point shooting position or the kneeling position at distances up to 25 yards.

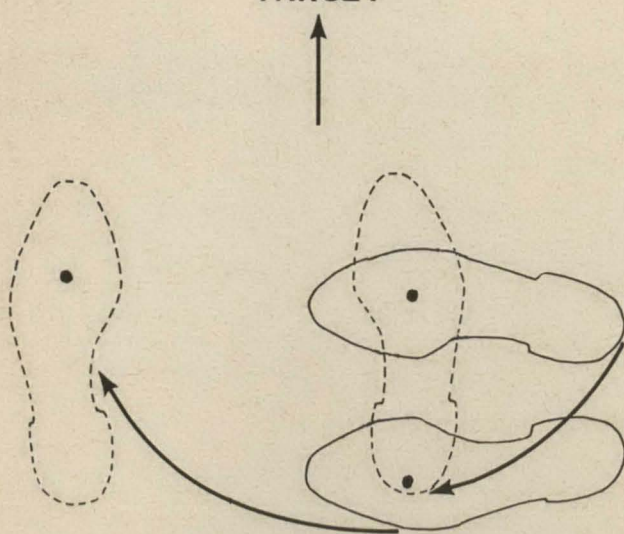
The shooter, starting from a position facing 90 degrees to the right of the target, turns counter-clockwise to face the target. Preliminary movement of his feet for the shooting position is with the left foot, moving to the rear obliquely (about 45 degrees). He then pivots on the ball of each foot as he draws his revolver. (See diagram 1.)

Clockwise Pivot

The shooter, facing 90 degrees to the left of the target, turns clockwise to face the target as he draws. His preliminary foot movement is with the left foot, which he moves about 45 degrees forward obliquely. Again he pivots on the ball of each foot to face the target. Body movement and the draw are completed almost simultaneously. (See diagram 2.)

The most difficult pivot is the 180-degree turn when the target is at the shooter's back. The fastest and smoothest draw is obtained by pivoting in

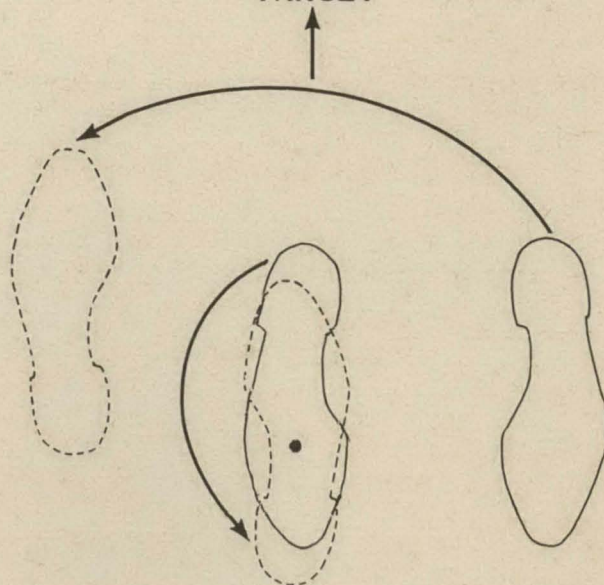
TARGET



PIVOT TO RIGHT

DIAGRAM #2

TARGET



PIVOT TO REAR

DIAGRAM #3

a counterclockwise direction. The shooter swings the left leg to the rear, pivoting on the ball of the right foot and drawing simultaneously. (See diagram 3.)

In shooting from each of the three positions, the officer simulates reaching for the revolver as if he were wearing a coat. The step he takes with the left foot assists him in reaching underneath the coat. By pivoting on the balls of the feet, the shooter maintains good balance as he draws and fires.

It should be noted that the above instructions

for directions of pivots are for a right-handed person drawing his revolver from the right hip.

Fired in Two Phases

The course is fired in two phases, one at 10 yards and the other at 25 yards, five rounds being fired singly, on command, from each of the three positions, making a total of 30 rounds. Where facilities are limited, an entire line of trainees can be trained in the preliminary steps and pivoting with empty or "dry" revolvers.

Tri-City Hot Sheet Bolsters Fight Against Crime

IN A MOVE TO IMPROVE the effectiveness of fighting crime, a central control, daily "hot sheet" has been inaugurated through cooperative efforts of all law enforcement agencies in a tri-city area on the east coast.

The purpose of the bulletin is to make available on a daily basis—Sundays and holidays included—to each individual police officer the latest information on wanted or missing persons, stolen cars, and other pertinent police data, enabling him to take action on matters of which he would ordinarily have no official knowledge.

The information and alarms contained in the daily hot sheet are furnished to central control by local and nearby police agencies through channels arranged and authorized by department heads.

While central control is physically located within the offices of one of the participating agencies, the unit is maintained for the use of all agencies and officers in the area involved. Operational procedures and policies have been formulated and will continue to be governed by the heads of participating police agencies.

Working officers are cautioned against making arrests based upon hot-sheet alarms without first checking with their own headquarters or with central control. Wanted alarms backed by warrants of arrest contain information as to which officer actually has the warrant in his possession if he is not in the headquarters of the agency authorizing the alarm.

In case of serious crime or emergency, a special edition is published and distributed at any hour of the day or night upon request.

Messages of a cancelable nature appear once and are given an item number for future reference. A cancellation message appears as the first message on every sheet. All agencies have strict regulations requiring that central control be notified at once when a message should be canceled. Cancellation messages, in addition to being included on the hot sheet, are radio broadcast to all agencies three times daily, such broadcasts being preceded by an audible tone sounded three times.

The hot sheet is published by central control in cooperation with participating agencies and is delivered to the various headquarters via department cars. *Albany CRIMDEL*
DATED 10/30/64 BOFI # 63-4296-1.

ELECTRONICS SAVES TIME

Equipment has been installed in a midwestern police department to transmit fingerprints electronically between district stations and the bureau of identification at headquarters. The equipment consists of a modified telephoto printer that transmits pictures of the inked impressions and the results of a search through the fingerprint files. The transmission of the prints takes but 6 minutes.

Under the former system of transmitting prints and records by department messenger service between the districts and headquarters, there was a delay of approximately 6 hours before an arresting officer received returns from the prints of his prisoner. *CHICAGO CRIMDEL*

DATED 12/3/64
BOFI # 63-4296-9.

How Does Your Department Rate on Courtesy?

Courtesy when considered along with all the major responsibilities facing law enforcement appears to be a relatively minor thing. The lack of it, however, could be a steady source of headaches for any agency.

MUCH OF THE DIFFICULTY in the world today can be directly attributed to hatreds and prejudices of man. Usually, the person who attempts to hold back his fellow man and discriminate against him because of prejudice or jealousy succeeds only in retarding his own development.

Police officers should always remember that they represent, in law, the greatest democracy in the history of the world, this democracy having been founded on the ideal of liberty and justice for all. Closely allied with our concept of individual freedoms is the principle of courtesy.

Courtesy as it applies to law enforcement is the essence of and key to good public relations. Courtesy is definitely an integral and vital tool in obtaining for the law enforcement profession the acceptance and respect of the public which are so essential. Law enforcement officers, from the patrolmen on the beat to the highest executives, should have a sound, basic knowledge of the value of courtesy.

Past Influences Present

In the past, there have been several unfortunate factors which adversely influenced the public's concept of law enforcement. The low wage scales, long a nemesis of the profession, made it difficult to attract men of above-average ability, thus in many instances paving the way for other

abuses. Many immigrants who have come to this country harbor suspicions of police because of unhappy experiences with police in their former homelands. In instances where a situation has been poorly handled by a particular policeman or department, citizens hold a grudge against all law enforcement. They tend to be critical of police unless their safety or property is threatened or unless they have a particular need for the law.

New Relationship

In the past 20 or 30 years, the public and law enforcement agencies have developed an entirely new relationship. Police can no longer concentrate entirely on one or two isolated thieves or burglars. Now, the modern police department, with its many complexities, has additional problems, one of which is the imposing of laws and regulations upon an often resentful and uncooperative public. Violations of regulatory acts on the part of the public continue to increase irrespective of the best efforts of law enforcement and civic leaders.

Much police work today is done under trying circumstances which tend to add to the irritations already experienced by the citizen. The mental picture of the policeman in the mind of the average citizen, consequently, is not always a flattering one.



Here are some of the more objectionable traits of some law enforcement officers which rankle the citizen:

1. An overbearing attitude carrying with it an attempt to deflate the ego of the citizen in public;
2. An unpleasant tone of voice;
3. Failure to be pleasant to adults and children alike;
4. Unnecessary rough treatment of prisoners, drunks, women, and juveniles;
5. Taking advantage of citizens while driving police equipment, such as breaking the speed limits, unnecessary use of siren, and similar practices;
6. Giving undue attention to women in public places;
7. Drinking or apparently drinking while on duty;
8. Failure to recognize the rights of others;
9. Unkempt or careless dress.

Some police are inclined to assume that unfriendly citizens are their natural enemies and that all citizens are unfriendly. Unfortunately, these officers frequently act accordingly. Thus neutral and even friendly citizens, when treated in a discourteous manner, soon become hostile also.

Without assistance from the public, arrests become difficult and convictions almost impossible, and repercussions can be most serious. Legislatures may fail to listen to the police for advice in passing laws; juries may discount the police officer; financial support may tend to decrease; and other benefits may be lost.

Police as a Public Servant

Much police business today is not strictly criminal in nature, and many of the necessary contacts do not involve arrests. Traffic investigations are a

good example. Others include requests for assistance of all kinds and inquiries on matters outside the scope of police province. The police officer, as a public servant, is expected to perform these services and, in carrying out his duties, operates within a framework of laws and regulations. How the officer handles these services is as important as any other police work he does.

For a police agency, the best medium of good public relations is the officer who conducts himself efficiently and courteously. The impression he makes on the individual citizen may be the one that remains with that person for years. The officer's attitude, then, should be a proper frame of mind and a willingness to serve in a friendly, impartial manner, free of bias or prejudice. If criticism is justified, steps should be taken to correct the action. Since law enforcement is a public trust, the public has an inherent right to sit in judgment on police service and is not hesitant to exercise it. If given a patient and decent hearing when he has a complaint, the citizen goes away knowing that he has received courteous treatment. The department can then objectively analyze the situation and take corrective action if necessary.

The efficiency of any police department depends largely on the continued confidence of the people served, and this confidence can be won by courteous treatment of individual citizens.

Courtesy to Tourists

Courtesy is a quick passport to creating good will and friendliness. Extended to the tourists or strangers in the city by its police force, courtesy will make them feel they are welcome. Visitors receiving courteous treatment are inclined to pass on these favorable impressions to their friends, who may be potential future visitors.

Merchants and businessmen derive a considerable amount of revenue from visitors and tourists, and it is in the interest of the police officer—whose salary and working conditions are largely dependent upon the prosperity of the community—to make visitors welcome and to afford them all the assistance possible.

Anticipating inquiries concerning major points of interest and the various types of cultural attractions and exhibits available, the officer should be fully familiar with their locations, the hours open, and admission prices, if any. An officer with this information will leave an impression of lasting importance to those tourists or visitors he assists.

Another frequent visitor query is that of lodging and dining accommodations. To direct them to the proper place, the officer would do well to determine what the visitor desires to pay by stating, "Sir, if you would give me some idea of the type of accommodations (or dining place) you have in mind, I can better answer your question." In this way, the visitor is not embarrassed by having to answer a direct question of, "How much do you wish to pay?"

Giving Directions

Probably the most common request made of a traffic officer or any policeman in uniform is that for assistance in locating a certain address, place of business, or specific area.

To make a favorable impression and provide the proper directions, the officer should make certain he fully understands the inquiry and decide if he is able to furnish the specific information desired. If not, he should not attempt to answer the question but should direct the individual to a place where such information is available. He may also seek the necessary information himself so that he can intelligently answer the question. Unless a person is walking, he should be directed along main routes which are easy to follow, not given alternate routes or short cuts which may only serve to confuse. By placing himself in the stranger's position, the officer will be able to give instructions that are easily followed. The following suggestions may help:

1. Smile—show a sincere interest in assisting the traveler.
2. Be friendly. Be brief in your instructions. Lengthy instructions will only be confusing.
3. Indicate turns by "right" and "left," not "north" and "south."
4. In referring to a traffic signal light, call it that, not a red light. The stranger may think you are referring to a blinking red light.
5. If the distance is long or the route complicated, direct the visitor to a service station or similar place where he may receive additional instructions. Explain to him why you are directing him only part way.
6. If there is any indication of uncertainty or doubt on the part of the visitor in receiving your instructions, ask him if he would like to repeat them.
7. If you are driving a patrol car at the time you are asked for directions and if it is at all possible for you to do so, drive some distance in that direction to give him a start. If you are busy directing traffic at the moment, ask him to pull to the curb, out of line of traffic, where you may take more time with him and not interfere with the flow of traffic.

Frequently, because of the confusion and ignorance of traffic regulations in a strange city, the driver may have unwittingly committed some traffic violation. Be sensitive to such situations and treat the stranger accordingly. If the circumstances warrant it, tactfully inquire of him as to whether you may be of assistance in directing him to his destination.

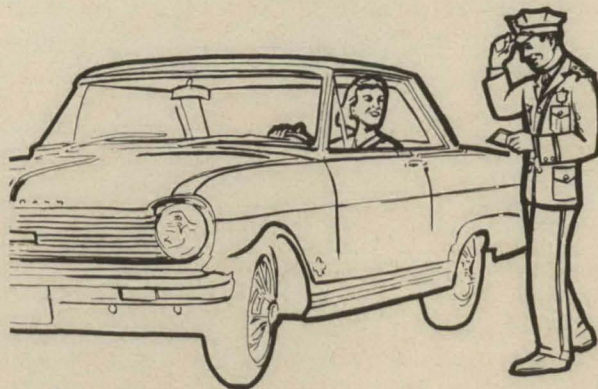
One of the most important factors in influencing a visitor's opinion favorably of a strange city will be his personal contact with a member of its police department and his general observations of the officer and the manner in which the officer discharges his duties.

As a guest and visitor, he should be made to feel at ease and welcome, and the officer's contact with him can make him feel at home if courtesy is shown.

Courteous Approach in Traffic

Law enforcement agencies should be certain that they are setting a good example of courtesy for the public in the driving habits of their own members. Safety films and visual aids stress the infectiousness of courtesy and should be a part of all training programs.

In one police department in which the accident rate was high, a program was planned for a 1-day period of instruction on driver safety for all police drivers. During the 1-day course, the instructors stressed the fact that a high percentage of complaints against individual officers resulted essentially from discourteous driving. As a result of the program, this police department showed a decided improvement during the next 6 months. There were a 28 percent reduction in fleet accidents, 62 percent fewer injuries reported, 93 percent less time lost from injuries, 27 percent less





accident repair, and fewer complaints received concerning discourteous driving.

Traffic Direction Courtesy

A broader view of courtesy can be shown in the control of traffic in a large city by letting drivers and pedestrians know what is expected of them. The traffic officer must be in a position to be readily seen, and his signals and gestures must be uniform in order to prevent confusion. Verbal instructions are given only when it is apparent that gestures are not understood and should be given politely and briefly. The use of the whistle is at times necessary and should be used judiciously. A whistle directed at a pedestrian would normally be of a softer note than one directed at a motorist.

To the Violator

Courtesy to the violator does not preclude enforcement of the laws; rather, it helps to maintain good will during the discharge of this responsibility. Courtesy is the key to the approach. It rarely fails to receive the proper response.

Each officer should have a three-fold objective in his contacts with a violator: (1) Discharge his duty by issuance of summonses or tickets; (2) make polite suggestions to correct the abuse or unlawful practice; and (3) develop and keep the good will of the violator. This can be accomplished through courteous treatment and consideration.

It is also worthwhile for an officer of the law to: maintain respect for himself and other officers; obtain recognition as a professional type of officer; let the public see the type of professional work which leads to professional pay; and obtain continuing cooperation from the public (his employer).

Courtesy, too, is the key to correction. Unless the correction of a violation is accomplished with mutual understanding in an atmosphere of friendliness, a lasting good effect from the incident may not be obtained.

People react differently in all situations because they differ in development of senses, physical skills, and character. Immediate problems of personal situations may also cause them to react alien to their character in times of stress. Thus, the key to successful traffic violation interviews is emotional control and sympathetic understanding. This gives a professional and impersonal impression and leads to mutual understanding.

In other situations such as roadblocks, when they become necessary for a routine check of driver's licenses, a traffic survey, the apprehension of a criminal, or for some other official reason, courteous treatment is expected and should be tendered.

Telephone Courtesy

One of the quickest ways the general public has to register a complaint or a crime committed is to report it to the police by telephone. Over the phone citizens can and do air their grievances, complaints, or knowledge of a crime. Too, they express their cooperation and gratitude—when they are forthcoming—as well as their disgust and mistrust when law enforcement officers have not carried out their duties as the public feels they should.

With some people, their call to the police department may be their first official contact with the law. The impression created by their police department during this call depends to a large extent on the manner in which it is received. The department should be aware of this and establish, accordingly, a system of receiving and answering telephone calls which will command the respect and confidence expected of its members. The information should be received by the officer in a sincere and friendly manner so as to convince the caller that proper consideration will be given to the facts of his complaint or inquiry.

Even though it is realized that a large percent-

age of complaints received is unfounded, perhaps nonsensical and psychopathic, a standard, courteous consideration of them must be given. It is only through such a procedure that the public can be convinced that the police are sincerely interested in serving them even in small matters.

It might be helpful in some departments to analyze all complaints received during a specified period to determine their source, their subject matter, and what percentage is being handled to the advantage of the police and the public. By such a study, it may be possible to determine the causes of much adverse criticism and thereafter eliminate those causes and, in general, to handle complaints more efficiently.

Steps to Improvement

Some of the good habits which will bring about an improvement in the important matter of telephone courtesy include:

1. Answer the telephone promptly.
2. Do not keep caller waiting while you finish other business. Be ready to talk when you pick up the receiver.
3. Officer answering call should identify himself by name.
4. Speak naturally and in a friendly manner.
5. If transfer to another department is necessary, caller should be advised of reason for transfer.
6. Return telephone calls promptly when message is left for you to call.
7. Have paper and pen ready to record important facts and information.
8. If call is to be made, plan it in advance in order not to waste time in checking files or records, or collecting your thoughts.

Courtesy on the Beat

The man on the beat is recognized as the basic unit in a police service setup to protect life and property, prevent crime, detect crime and criminals, and maintain peace and order. In uniform, he loses his identity as a private citizen, and to the average man on the street he is the police department. It is up to him to decide what opinions will be formed of the whole police department. In the protection of the public from crime and criminals, he has a challenging and rewarding occupation that can carry with it job satisfaction and civic prestige, but he must be constantly aware of the need for courtesy, his most potent weapon in public relations. In this way—through his own actions—will he form public opinion toward his department.

While an officer is making the rounds of his beat, he should hold conversations with citizens to a minimum and avoid becoming involved in discussions concerning religious, political, or racial issues. He must be exceptionally careful not to say or do anything that could be construed as critical or disparaging of any race, creed, or class of people. Careless habits of speech and tone serve only to create unfavorable impressions. He must therefore in all instances avoid abruptness in answering queries and refrain from harsh or abusive language. He must be courteous, positive in his attitude, and show a willingness to act no matter what the situation.

The beat man's influence over citizens is increased by reason of the authority he represents, but he must be careful that this does not become oppressive in his relationship with the public, particularly in situations involving great stress or excitement. Courtesy must be practiced at all times, with no exceptions. Sincere courtesy requires him to be friendly without becoming familiar, dignified without being aloof, compassionate but firm, and earnestly interested without becoming oversolicitous.

Toward the Law Breaker

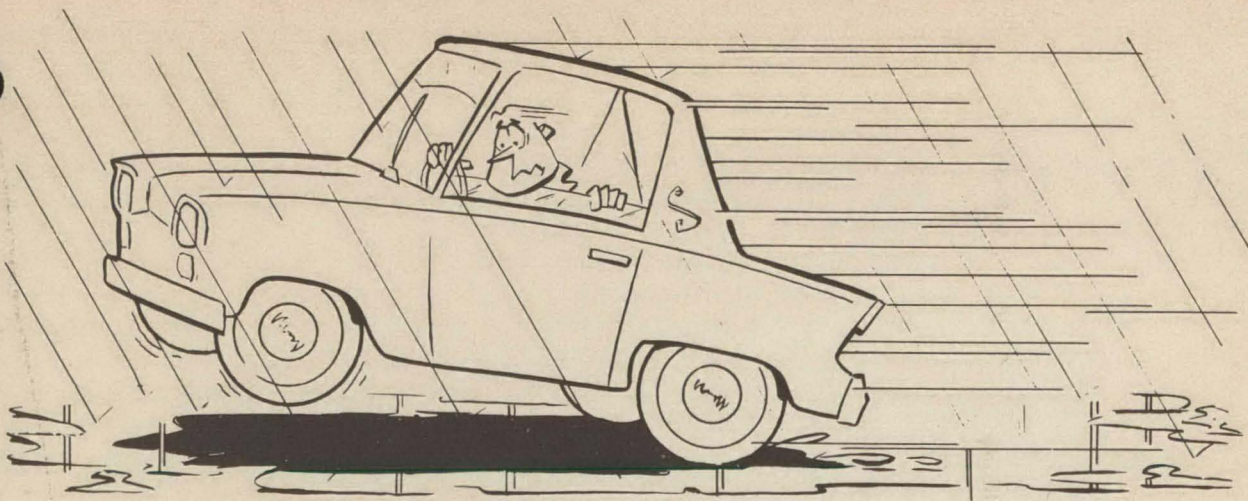
In his treatment toward the law violator he can be firm, yet courteous and exacting, in the enforcement of the law and still gentlemanly in his bearing. If he does resort to abusive treatment of criminals, he does not alter the status of the criminal in the least. He tends to lower his own status instead to the same level of the criminal.

In dealing with the traffic violator, there is no need for other than civil and courteous behavior. It may be the first time that the motorist has been stopped for a traffic violation. Courteous treatment can put the violator at his ease. If he asks for information, it should be supplied in a friendly, polite manner.

In the course of his official duties, the beat man may be called upon to investigate a traffic accident. This is one of the few types of investigations in which the general public may actually see the police in action. It is his opportunity not only to do good police work, but to make a favorable impression on those concerned by the manner in which he handles the situation.

His courteous, sincere, and solicitous treatment of the victim, the notification of relatives, the find-

(Continued on page 20)



In heavy rain or slush your front wheels actually climb up on a tough film of rain, and your car hydroplanes.

New Facts About Skidding— They May Save Your Life

E. D. FALES, Jr.*

SUDDENLY SCIENCE—and race drivers—are zeroing in on your most frightening peril: the skid (and its killer-cousin, the spinout). In 10 years these have helped slaughter a quarter million people—unnecessarily.

The trouble is: Until now no one but a few racers have really known how to stay out of skids—or what to do in one. Suddenly all that is changing.

Recent dramatic discoveries now point the way to sudden emergency stops without the senseless “panic skid”—or spin.

And if a skid *does* begin, they help you lasso it—before it becomes a hair-raising spinout.

Most of all they reveal some traps no one had suspected.

Did you know, for example, that in heavy rain or slush your front wheels leave the road? They actually climb up on a tough film of rain, and your car hydroplanes.

This discovery has just been announced by scientists at the National Aeronautics and Space Administration's big research center at Hampton, Va., where NASA has been doing research on plane-landing and ground-handling problems. It's now known that you may drive for miles on the verge of a skid without knowing it. A puff of wind, or a gust from a truck, may send you spinning.

This may explain some of the mystery crashes that happen “for no reason” on rainy days.

On wet roads, your car's a boat. Most people think you slip on wet roads because water is “slippery.” But NASA engineers, studying plane skids, learned that this is only part of the problem.

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Watching a tire spinning on a wet belt one day, they suddenly saw it come to a full stop—for no known reason—while the belt still traveled at 60 m.p.h.

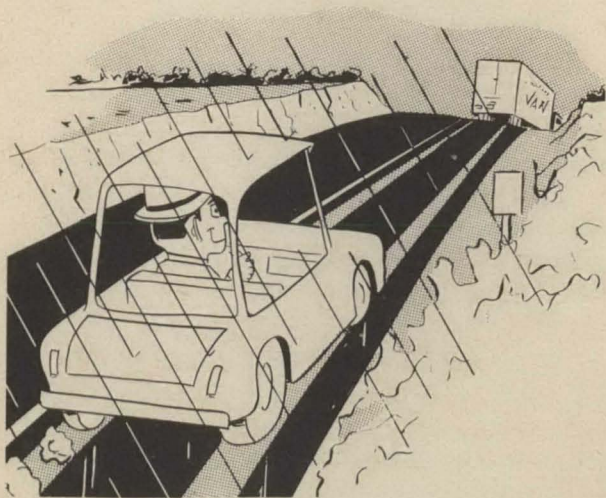
Later, in full-scale experiments, it was found that at less than 30 m.p.h. (if you carry 24 pounds' pressure) your front tires begin to lose contact with the pavement. At around 50 they're lifted up on a tough film of water and only the outer ribs are touching. Yet that tire footprint on the road is what your life depends on.

At about 55 your front tires lose all contact. (Think of that the next time you're rushing in fast traffic in a downpour.) Hydroplaning may begin when you can hear your wheels splashing in one-fifth inch of water or more. Warning clues: You see clear reflections of other cars and poles, or you notice raindrop "dimples" appearing in the road.

The "Spindown"

This is an even more dramatic phenomenon. The same thing the NASA men saw happen to a wheel in a laboratory can happen to your front wheels. At 60 m.p.h. they can actually coast to a full stop.

What can you do? Best thing in heavy rain is to slow down. It's also a good idea to stop and put more air in your tires—a lot more air. (Never let air out; that makes chances of skidding worse.) Most new tires have deep tread grooves through which water pressure can escape. Otherwise they may go completely out of control on water. Most new treads are about eleven-sixteenths inch deep. Measure yours; if the midtreads are worn 80 per-



On rainy days protect yourself from skids by driving in the "tire wipes" left by cars or trucks ahead.

cent—or to about one-eighth inch—either buy new tires or get off the road until the hard rain stops. NASA scientists say there's no other choice. You have almost zero traction.

What Not To Do

Never add weight in the belief it will give your tires more traction on water. Here NASA made another discovery: It isn't weight that holds trucks to wet roads, as most people believe. It's high tire pressure. Reason: Tests show that high-pressure tires can cut better into the rain film.

Most trucks carry 50 pounds of pressure or more, whereas most auto tires carry between 16 and 30 pounds. A 6.70-by-15 tire will hydroplane and lose all road contact at about 60 m.p.h. But if pressure is upped to 40 pounds, it won't hydroplane under 65 m.p.h.

Drive the "Wipes"

Protect yourself by driving in the "tire wipes" left by cars or trucks ahead. On busy turnpikes at 50-55 m.p.h. these usually leave a fairly wide track where little water remains. Don't tailgate. Even in heavy rain such wipes remain for several hundred feet.

On Dry Roads

Don't make the common mistake of thinking a warm, dry road is skidproof. This has cost thousands of lives. Not until you've had a long, hair-raising panic skid on a dry road do you realize this truth: A dry road can be as slippery as ice.

Here's the sequence. You see a car or truck stalled ahead. In panic, you slam on your brakes. A skid begins. Suddenly you think the skid is over. But just then your car seems to get its second wind. It tears off in a scary new slide, may even *seem* to skid faster. (On a downgrade it probably does.)

The Molten-Rubber Slide

What's happened? NASA scientists now know. In the first moment of slide your tires get hot, suddenly lay down a long, slick trail of molten rubber. You're greasing your own trail to destruction. The tires ride on this—just as a stick of solder suddenly slides easily in its own melt.

Other discoveries have been made by a daring

Dutch jet pilot named A. R. Slotemaker (pronounced "slottamaker"). Slotemaker, who is also a sportscar racer, is skid expert for Renault.

Finding that nobody knew much about skids, Slotemaker began his own investigation. Day after day, on a runway greased with chemicals, he began skidding cars—everything from Renaults to big American cars and agile London taxis.

Today he runs the world's first skid schools—nine of them—in Holland and England. Recently I rode with him in some wild tests. He told some of the things he has learned.

Free Your Wheels

Next time you skid, remember: Your best friends are four free-rolling wheels. They have enormous side force to help straighten your car.

"But they can't do this if you are controlling them," Slotemaker says. "Don't lock them up with brakes and don't accelerate."

Slotemaker feels this is so important that he declutches his Renault the instant he feels a breakaway. "If you drive an automatic shift," he says, "you can achieve almost the same wheel freedom by yanking your foot clear off the gas."

Brace for the "Reverse-Skid"

All drivers know you should steer into a skid. You do it instinctively, in fact. But what U.S. drivers have never been told is to look out for the reverse, or counterskid.

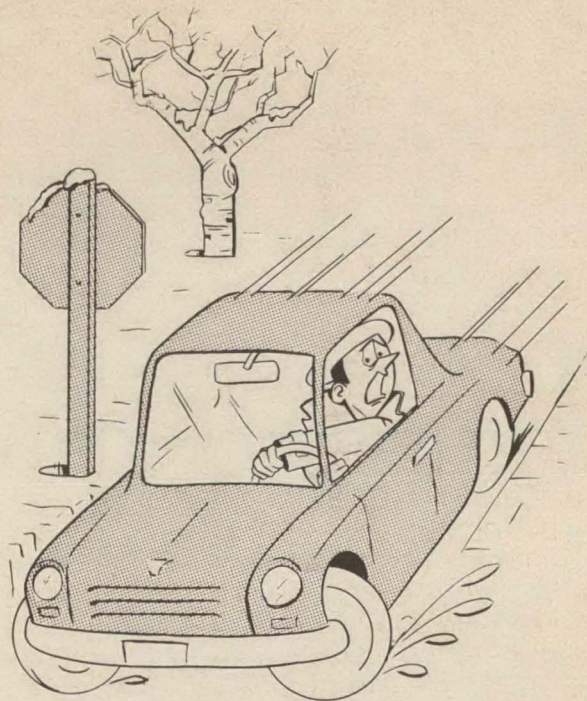
Let's say you see a stalled bus ahead. You slam on brakes, lock them up. Suddenly your rear wheels break to the left. You countersteer left, release the brakes. And suddenly your car straightens out.

But just as you relax, you feel the anguished reverse skid. The rear wheels are flung out to the right. Caught unaware, you spin off the road.

To avoid this, Slotemaker says, you've got to remove the countersteering at just the right moment during the first skid.

But what *is* the right moment? The only way you can learn is by skidding repeatedly, under expert guidance, on a safe skid patch.

Yet tragically there are no skid schools in America. The first is about to be opened for the 1,000 employees of the Cornell Aeronautical Laboratory in Buffalo. Hopefully, others will follow—by the dozen. It wasn't until Renault brought Slotemaker



In slush the front end takes charge, refuses to steer, and goes into a "plow skid."

to the United States for skid-control demonstrations that experts began to see the need for schools.

How Do You Correct a Skid?

By instant countersteering. Most common mistakes: Drivers (1) don't recognize coming danger, (2) are slouched and off balance, and (3) fail to act in the first split second.

What other pointers about skidding should you keep in mind? Here are some from Slotemaker; from Dr. William "Bill" Milliken, sports-car racer and executive of Cornell Aeronautical Research; John Fitch, many times a sports-car champ, who, at Lime Rock, Conn., teaches racers to skid; and John O. Moore, former head of Cornell Injury Research, who has studied many skid tragedies.

Jab Braking

Slotemaker teaches "jab braking," or what John Fitch calls "make-and-break braking." This isn't the sluggish brake pumping, as most drivers think of it.

Jab braking is courageously punching the pedal with your foot in short, infighting jabs. Don't lift

your foot high; just an inch or two. It brings the wheels to the lockup point hard, then lets them go. You may not stop any faster than in a locked-wheel slide—but there's one difference: Between each jab you can steer.

To advanced drivers, who get special certificates in England, Slotemaker teaches a precision jab-braking system known only to a few racing drivers: cadence braking.

"The trick," says Slotemaker, "is to hit the brakes in cadence or in time with the car's natural rhythm. You get the shocks and springs working with you."

Slow brake pumping won't do this. Nor will too-fast jab braking. You've got to know (by practice on a safe skid patch) your own car's rocking rhythm. Once you know it, you can throw enormous braking pressure downward on the front tires—more than the weight of the car.

Such rhythmic weight transfer is spectacular—but effective. In a panic stop from 55 m.p.h. we left four short tire burns. And even though we were on a downgrade we brought our Olds 88 to a full, smoking—but nonskid—stop in just about 5 seconds.

On Ice and Snow

Wet ice near the melting point has been found by National Safety Council testers three times slipperier than ice close to zero degrees—so be extra careful on those mild days next winter. It's only slightly less slippery than snow. If your car wheels will lock up on a dry road at 700 pounds' brake pressure (per drum), they should lock up at around 400 pounds on a wet road, at 250 pounds on dry, packed snow, and at only 200 on ice.

But the most treacherous surface of all, says Cornell's Dr. Milliken, is harmless-looking slush.

"In slush," says Milliken, "you get a different skid. Your rear wheels may not break away at all. Instead, the front end takes charge, refuses to steer, and goes into something we call a 'plow skid.'"

Nothing leaves a driver so shaken. In a passing situation it can throw you off the road in a wink, or slide you head on into another car. And it demands a new rule: In slush, never—repeat, never—pull out to overtake another car.

General Tips

Never apply brakes in a puddle. Avoid puddles on curves. Hydroplaning is at its worst.

If you suspect that a rainy road is freezing, there are two safe ways to test: (1) Keep your vent window open and listen. On rain, you'll hear tire splash. But if the splashing sound stops, look for ice. (2) Don't hit your brakes to test for ice. Instead gun your engine—for one second only. If you feel your car leap ahead even slightly, you're on water. If your tires spin, you're on ice.

What's Coming Next?

Someday your tires and car—and the roads, too—will be engineered to eliminate almost all skid danger. Already you can buy (for about \$100 installed) a device called a "perma skid sensor." This detects a lockup before it occurs, valves pressure from any wheel for a brief instant, releases it just long enough to keep it from skidding.

The writer has tried it—and it works wonders on everything but glare ice.

Studded tires give you a good bite on ice, but some either wear rapidly or have to have the studs (small objects built, or drilled, into the rubber) replaced frequently.

A "Precision Driving Monitor" now being marketed by John Fitch sounds a buzzer whenever you handle your car improperly (the usual cause of skids). This device sounds off under excessive acceleration, too-hard braking, or too-abrupt turns.

Some roads, according to New York University's Dr. William Toth are skid prone. They trap you. But slotted roads, now being tested in a few places, drain off water rapidly and prevent hydroplaning. The slots are cut laterally. And nonskid surfaces, also being tried on a few sharp curves, are eliminating skids and spins. A special surface material made by Shell Oil Co. gives roads enormous new traction where needed.

TRAFFIC DEATH RATES

Traffic death rates are highest in the Rocky Mountain and Southern regions; lowest in New England, Mid-Atlantic, and Pacific regions. States where a large percentage of travel is in urban areas have low death rates and high nonfatal accident rates; vice versa in States where more travel is rural.—(Report of President's Committee for Traffic Safety)

DATED 9-9-64

Page 3

FBI Law Enforcement Bulletin

Integrity in Law Enforcement

JAMES D. SWINSON

Sheriff, Fairfax County, Fairfax, Va.

Sheriff Swinson is a retired Marine Corps Colonel and served for many years in intelligence while on active duty. The following statement is excerpted from training lectures which Sheriff Swinson makes before new members of his department. It is believed his comments on personal integrity will be of interest to Bulletin readers.

FOR ANY MAN WHO NEEDS TO MAKE A CHOICE, Ralph Waldo Emerson offers this advice: "Integrity is better than any career."

We men in law enforcement can shorten the statement: For us, integrity is itself our career.

The Federal Bureau of Investigation is an example of a law enforcement agency which was built on the sound foundation of integrity. Yet, that agency has not always had the standing which it enjoys today. The cynic will say that with good pay, job security, and freedom from outside pressures, it is easy to have integrity. But that is not the final answer. Integrity is the ability to withstand temptation, not merely to avoid it.

In the case of the FBI, the establishment of an effective and honest law enforcement agency was one of the biggest challenges in the history of law enforcement. But the right man was appointed to the job and given the authority to get the job done. He built his organization, not by eliminating temptations, but by eliminating the weak members who could not stand up to temptation.

All of us have seen or heard of corruption among law enforcement agencies. Police corruption has been a major obstacle to the advance of effective law enforcement dating back to, and even before, the "Gay Nineties." There is good reason to believe this problem still exists today in some areas of our country.

To the dedicated police officer, there is something sickening and treasonable about police "payoff" and a system of enforcement which winks at violators who meet "requirements." Money and influence cannot buy the sacred trust belonging to responsible law enforcement officers.

Above Reproach

A community, aroused by widespread evidence of vice, gambling, and similar crimes, has good cause to be suspicious of the police protection it is receiving if these conditions prevail uninterrupted. Citizens lose confidence in a department which appears inert or unable to cope with such

lawlessness. When raid after raid on known gambling and vice dens is fruitless, they naturally assume that persons within law enforcement are responsible for "leaks" or "tipoffs." Under our system of government, the public has a right to expect that the activities of law enforcement will be above reproach.

Favor, partiality, and dishonesty are the forerunners of corruption and have no place in the enforcement of law and order. A breach of public trust through corruption by a police officer is a despicable crime and can only bring disrespect and shame to him and his department. The lack of integrity by one member of an enforcement agency is an indictment of the whole department.

No Room for Weakness

J. Edgar Hoover stresses repeatedly to his staff that "One man did not build the reputation of the FBI—but one man can pull it down." In a police organization, the whole is no stronger than its weakest member. Therefore, our job is to see that each link is forged to give the maximum in strength and stability.

There is no room in law enforcement for weakness. We must recognize that many men have character weaknesses commonly referred to as "wine, women, and song." We must beware of men of this type in law enforcement. If they exist, the fact cannot be kept a secret because those outside of the law are always looking for such information. Once they are aware of the "weak link," they will surely attempt to make use of it sooner or later. A man with such tendencies becomes a security risk just as though he were a homosexual or a drug addict. If we are unfortunate enough to have a weak link on our force, we must take steps to eliminate it regardless of other considerations.

Resist Temptation

Some years ago, I assigned to a very special case a man whom I considered my most proficient officer. He made wonderful progress until the "enemy" introduced a "doll" into the case. He yielded to temptation and blew the case sky high. When confronted with the facts, he pleaded for just one more chance. Because of my personal like for him and my high regard for his professional



Sheriff Swinson.

ability, it became a most distasteful duty for me to fire him. I simply could not take the chance that he would not reform. I could not eliminate the temptation, so I had to eliminate the one who did not have the fortitude to resist.

Another Case

Let's take the case of another man who acquired a taste for high living which he could not afford on the salary he was making. The larger his circle of acquaintances became, the bigger his bills and the further into debt he went until he became desperate. At the opportune time, he was approached by an individual who offered him a large sum of money if he would collect and turn over certain information. He jumped at the opportunity and turned over some data for which he was given a part of the money. He was told to get other data; he would then be paid the full amount, plus an additional bonus. He turned over the material but was again shortchanged. Deciding to drown his troubles he went to a bar, became intoxicated, and poured out his entire story to the bartender. The bartender promptly

reported him to the proper authorities who put an end to his activities for a long time. Another sad ending for one who could not resist temptation.

Proper Leadership

The job that J. Edgar Hoover did in elevating the FBI to its present position of honor and respect can be done on a smaller scale in every city and county in the United States. And it needs to be done!

Let us begin by surrounding ourselves with the proper people. We must know our personnel; we must recognize the strong and weak points of each; and we must ascertain that they have the proper assignments. In short, the round peg must be in the round hole.

Next, let us analyze ourselves. Do we set the proper example of leadership and integrity? In every police scandal, there has always been some highranking police official involved. It simply is not possible for the lower rank police and depu-

ties to carry on an illegal operation for an extended period without the countenance of someone higher up the ladder.

Do we lead instead of drive? The old saying of "Don't do as I do, do as I say" has no place in modern law enforcement. The police rookie of today is usually an intelligent young man, much better educated than his predecessors. He can usually absorb more in a shorter period of time than the policeman of yesteryear. For these reasons, he will be far more receptive to the leader than the driver.

As we train young men in the technicalities of law enforcement, let us not forget to teach them the moral responsibilities which go along with being a law enforcement officer. Let us remember the words on the seal of the FBI—Fidelity, Bravery, Integrity.

The Bible says of Faith, Hope, and Charity that the greatest of these is Charity; and so it is with Fidelity, Bravery, Integrity—in law enforcement, the greatest of these is *Integrity*.

Flamethrower Junior Size

LT. OLIVER R. BAILEY of the San Joaquin County Sheriff's Office, Stockton, Calif., recently had occasion to examine a new homemade weapon used by juveniles in his area.

The weapon—a flamethrower in miniature but with a highly dangerous potential—was found in the possession of a youth arrested by members of the sheriff's office.



Lieutenant Bailey demonstrates the spray can flamethrower.

The homemade device is a pressurized can of metallic spray paint with a wire extending 6 inches in front of the spray jet and a candle inserted in a loop in the wire. When the candle is lighted and pressure applied to the nozzle, the flame spurts out some 3 to 4 feet from the nozzle of the can.

In a southeastern Alaska community, two sub-teenagers directed a similar-type spray through the flame of a cigarette and started a multithousand-dollar fire in a commercial building.

SAN FRANCISCO CRIMEL
DATED 12-11-64
BoFi # 63-4296-47-SER. # 948
NUTS WITH A KICK!

An official of a State prison in the South inspected an incoming package of English walnuts for an inmate. One of the nuts had broken in two and, upon examination, was found to have had the nut meat removed and a barbiturate capsule inserted. Examination of the remainder of the walnuts determined that all had been identically treated—nut meats removed, capsules inserted, and the shell halves glued back together again.

SAVANNAH CRIMEL
DATED 11/17/64
BoFi # 63-11281-118

COURTESY

(Continued from page 12)

ing of lost property, and the attendance to other details that arise when a person has been injured may bridge the gap between the public and the police department with credit to the department.

Toward Fellow Officers

Courtesy toward fellow workers is not only a matter of a relationship between fellow officers on the same level of employment but encompasses that relationship which exists between the superior and the men working under his direction. There must be a distinction made between service and servility, courtesy and softness. This can be shown in the deference to command officers in respect to rank, not because of the individual. It is a form of military courtesy as a mark of respect toward authority. Conversely, the superior treats his men with courtesy to complete the cycle of military courtesy.

Men must have faith and confidence in one another. The chief needs the good will of every employee, and to gain it he must show that he recognizes and appreciates each individual member of his force. Officers cannot recognize the importance of their fellow citizens until they have formed the habit of being considerate of their colleagues.

Courtesy to fellow officers adds dignity to the profession. It assists in creating high morale and an "esprit de corps" and in maintaining these elements at a high level. In other words, courtesy is contagious.

Special Events

Special events, such as parades, festivals, spectator sports, and centennials, bring many visitors into a community or particular area asking directions and seeking information. A well-informed, courteous response to their numerous queries pays big dividends at a time like this. Crowd control at public gatherings is police control with emphasis placed on a cheerful, friendly, helpful but firm and positive attitude. The officer's attitude promotes to a great degree a friendly spirit of enjoyment which could quickly change to a hostile one by the rudeness of a remark, impatience, or unnecessary exertion of authority.



In the temporary release of normal restraints and inhibitions following the enjoyment of public events, the understanding officer will maintain a flexible and reasonable attitude. When tempers flare and nerves wear thin as spectators try to find their way through delayed or congested traffic, a calm, efficient, and courteous officer will handle the situation with credit to his department—and to his community.

Summary

The success of law enforcement in our society today depends to a great extent on the support of the general public. Police administrators realize that favorable public opinion is obtainable only through good public relations and the continued maintenance of courtesy and understanding on the part of all police officers.

In this study of good public relations, reference has constantly been made to the basic unit, the patrolman. The personality of an individual is without question of more importance to the success of a police department than in any other type of organization. The public's appraisal of a department then is governed largely by the appeal of the personalities of its individual members and the manner in which they conduct themselves with the public in the execution of their appointed duties. The confidence the man on the street can place in any individual member of the police force is an accurate measure of the confidence he can place in the whole department.

Mr. J. Edgar Hoover, Director of the Federal

Bureau of Investigation, has this to say on courtesy:

"Any police officer who lacks courtesy toward his fellow man and toward the citizens who pay his salary might drag the entire department down to his level in the eyes of the citizenry. It is my personal opinion that unless a police officer is endowed with the great asset known as courtesy he is a failure. When we think of the great men of our times, we think of courtesy. It is an outstanding trait of these men.

"The citizens of our respective communities deserve courteous treatment, and unless they receive it from officers of the law, they will look upon every man who wears a badge as a bully who glories in his authority. If, however, in our daily lives we practice courtesy toward all with whom we come in contact, we shall earn all citizens' respect and thereby build a greater profession."

VALUE OF CANINES ON SEARCH ASSIGNMENTS

Man-dog teams are frequently responsible for the solution of baffling cases and merit the approbation of their police department.

On one occasion, a man-dog team was ordered to the administration building of a community center after a call had been received that a prowler was seen entering the building. The dog was released and commanded to search. He stopped at a desk and insisted on drawing his master's attention to it. The officer thoroughly examined the desk and looked underneath it but saw nothing. He pulled the dog away, but when the animal continued to bark at the desk, a closer search revealed a trapdoor hidden underneath. The prowler was hiding within.

Another incident occurred when the police department received a call that an individual they were seeking was observed entering a vacant house. Efforts by members of the police department to locate the man were fruitless—until a man-dog team was brought onto the scene. The dog searched the three floors of the house and finally located the elusive man standing up in the coal furnace. At least six officers had thoroughly searched the house. Without the use of the dog, the unlikely hiding place of the man would probably have been overlooked.

ST. LOUIS CRIMDEL
May 1965

DATED 2/20/64.

BoF # 63-4291-42

FBI NA Associates To Meet in June

FBI DIRECTOR J. EDGAR HOOVER has announced that two sectional retraining sessions of the FBI National Academy Associates are to be held in June 1965.

These regional conferences are scheduled for June 6-9 at the Newporter Inn, Newport Beach, Calif., and for June 27-30 at the Atlanta-Biltmore Hotel, Atlanta, Ga.

The session in California will be for National Academy Associates living in Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming. These States comprise section I. The section III conference in Atlanta will be for associates living in Alabama, Delaware, Florida, Georgia, Kentucky, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia, Puerto Rico, and the District of Columbia.

In the recent past, a better understanding of Federal constitutional law has become increasingly important to the law enforcement officer. Because of this, the major training phases of the programs will deal specifically with this issue. Instruction will be given by representatives of the FBI Training Division. Other subjects concerning pertinent problems presently confronting law enforcement will be discussed.

Retraining sessions for sections II and IV, the Central States and the Northeastern States respectively, will be held in 1966. SAC LET. NO. 65-
DATED 1/12-65

VIOLENCE CLUB

Following the arrest of a 16-year-old boy in a west coast city on charges of two assaults, police uncovered a juvenile club of about 15 members whose sole reason for existence was to carry out malicious attacks.

Potential members of the club were awarded 10 points for each assault they carried out. A total of 100 points was required to gain full membership.

The 16-year-old had already amassed 80 points on 8 attacks he had carried out—duly witnessed by other members of the club. SAN FRANCISCO
CRIMDEL

21

DATED 12-4-64

BoF # 63-4291-42

Hoover Attacks Critics of Crime Rise Figures

MIRIAM OTTENBERG*

Staff Writer, The Evening Star, Washington, D.C.

ATTACKS BY SOME NEWSPAPERS and sociologists on the FBI's crime statistics were condemned by FBI Director J. Edgar Hoover last night as a deliberate attempt to minimize the Nation's crime problem.

He spoke out after various sociologists and criminologists were quoted as saying things aren't as bad as they look—or wouldn't be if the FBI changed its methods of compiling crime figures.

One sociologist admitted to a reporter why critics are suddenly challenging the FBI's long-accepted crime figures.

For the past decade, he explained, an increasing number of offenders have been put on probation or sent to psychiatric clinics rather than to jail or released early on parole. And the FBI's index of serious crime has risen 58 percent since 1958. The rate of crime repeaters has also climbed.

Fearing that some people may make a connection between more crime and more experimental methods of dealing with criminals, these sociologists have solved the problem by attacking the crime statistics.

The sociologists are also embarrassed because the latest FBI crime figures clearly demonstrate that poverty and deprivation are no longer the sole answer for crime.

Crime, according to these figures, is on the rise in the suburbs and the known perpetrators are juveniles from middle-class homes. All this time,

the sociologists have insisted that the way to get rid of crime is to clear out the slums.

Without going into why some people are trying to play a numbers game with crime figures, Hoover declared: "There is a deliberate attempt in some circles to minimize our national crime problem."

"In doing this, some well-known valid factors are used which help to explain the increasing volume of crime, along with much inaccurate and unreliable conjecture and opinion," he continued.

"The high volume of crime nationally is a fact which cannot be rationalized away."

Actually, FBI statisticians analyzing the latest crime figures find that your chances of becoming the victim of a serious crime are increasing six times faster than the population is growing.

Unless something is done to reverse the trend, FBI crime-reporting experts agree, the Nation faces another 78-percent increase in serious crime over the next decade.

Against the background of a presidential request to Congress for assistance to local law enforcement agencies in curbing spiralling crime rates, the theorists still maintain their arguments against the FBI's crime figures. They argue, for instance, that babies and old people shouldn't be counted in figuring crime rates since they don't commit crimes.

Actually, the crime rate doesn't measure the number of criminals but the number of victims. Babies are as likely to become murder victims as their elder sisters and older people are frequent targets for purse snatchers and yoke robbers.

**This article is reprinted through the courtesy of The Evening Star in which it appeared Sunday, April 4, 1965.*

Some sociologists have been quoted as saying that the FBI should alter its crime statistics somehow to take into consideration the disproportionate increase in the 15-to-24 age group, the "war babies" now responsible for 70 percent of the serious crime.

An FBI spokesman said that the FBI for many years has been acutely aware of this age group. Arrests of these young people have been increasing almost twice as fast as their population growth.

The main reason why the FBI estimates a 78 percent crime increase over the next decade is due to an expected population rise of 10 million in the crime-prone 15-to-24 age group. The FBI experts, however, reject the theory that just because there are more young people there automatically is more crime. Theoretically, they argue, crime should be going down as educational opportunities and living standards go up.

Venereal Rate Jumps

The FBI's youth crime figures are paralleled by HEW figures showing that in the past decade, the syphilis rate in the 15-19 age group has doubled and the illegitimacy rate for girls under 20 has increased 47 percent.

FBI experts consider this symptomatic of family instability and breakdown, like its own youth crime figures.

Across the Nation, in the suburbs as well as in the cities, more and more juveniles under 18 are becoming involved in serious crime. In the past decade, arrests of persons under 18 for nontraffic offenses have increased by 123 percent, almost triple the population increase in the 10-17 age group.

The suburbs are being hit even harder than the city folk by the juvenile marauders. Suburban communities report a higher proportion of juvenile arrests for such crimes as burglary, larceny and auto theft than the cities do.

In the big cities, 48 percent of those arrested for serious crime are under 18, compared with 51 percent in suburbia. A preliminary survey has indicated that only a small percentage of these juveniles are going from the center of town out to the suburbs to do their stealing. Most of these young thieves actually live in the suburbs.

Nowhere is juvenile crime more prominent and the efforts to minimize it more insistent than in auto theft. Some sociologists argue that if most auto thefts were written off as "joyriding," the

published rate of serious crime would go down. The FBI calls that "defining away crime."

Joyride Auto Thefts

The International Association of Chiefs of Police advisory committee to the FBI on crime reporting has rejected on three occasions various proposals to eliminate "joyride" auto theft.

FBI statisticians agree for these reasons: A nationwide survey showed that in the vast majority of auto thefts, the police don't know the reason for the theft when they finally recover the car. Furthermore, a car is often a man's most valuable asset. Its loss, even temporarily, is serious and frequently, when the car is located, there are signs of deliberate damage.

FBI and police also point out that most serious crimes are accomplished in stolen cars. They don't regard a high-speed chase after an armed robbery as any childish prank.

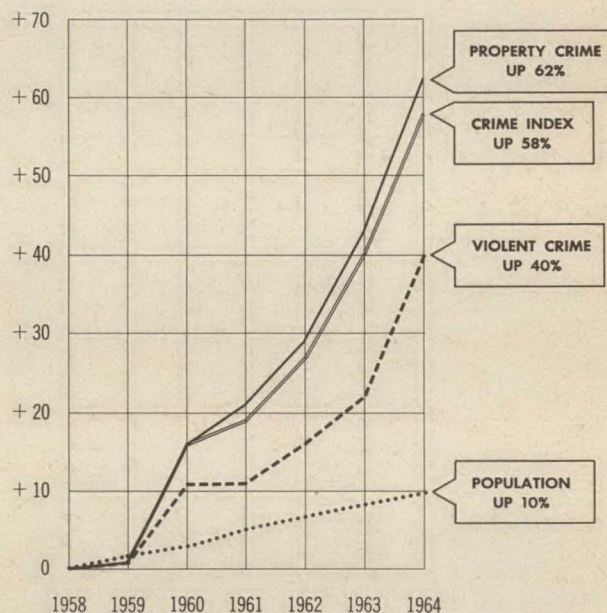
"It is incongruous to argue that our young people should have a license to borrow a citizen's

(Continued on inside back cover)

NATIONAL CRIME TRENDS

1958 - 1964

PERCENT CHANGE OVER 1958



These trends, based on FBI figures, show how crime has outstripped population since 1958. That year was chosen because thereafter FBI reports dropped statutory rape, larcenies under \$50, and manslaughter from the crime index. The index now includes murder, forcible rape, robbery, aggravated assault, burglary, larceny over \$50, and auto theft.

WANTED BY THE FBI

ANGELO MELI

Unlawful Interstate Flight To Avoid Prosecution—Murder

ANGELO MELI, reportedly a vicious gangland assassin, is currently wanted by the FBI for unlawful interstate flight to avoid prosecution for murder. A Federal warrant was issued on August 18, 1964, at New York, N.Y., following a request for FBI assistance in locating Meli who is believed to have fled the State of New York.

The Crime

On July 11, 1963, Meli and two other individuals allegedly participated in the gangland slaying of a man who was shot to death in a florist shop in Brooklyn, N.Y.

Caution

Meli has been convicted of violating narcotics laws. He is now being sought for a malicious shooting murder; therefore, he should be considered armed and extremely dangerous.

Description

Age----- 35, born January 25, 1930, New York, N.Y. (not supported by birth records).
Height----- 5 feet 10½ inches.
Weight----- 180 pounds.
Build----- Medium.
Hair----- Dark brown.



Angelo Meli.

Eyes----- Brown.
Complexion----- Ruddy.
Race----- White.
Occupation----- Restaurant worker.
Scars and marks----- Face heavily marked with acne scars.
FBI No----- 695,002 B.
Fingerprint classification----- 24 L 1 R 000 15 Ref: 1
L 1 R 000 3

Notify the FBI

Any person having information which might assist in locating this fugitive is requested to immediately notify the Director of the Federal Bureau of Investigation, U.S. Department of Justice, Washington, D.C., 20535, or the Special Agent in Charge of the nearest FBI field office, the telephone number of which appears on the first page of most local telephone directories.

STUDENT DOESN'T LET STUDYING INTERFERE WITH "EDUCATION"

A student attending an eastern university did not let studying interfere with his criminal education. He was "majoring" in car theft on the side.

First, he would steal the license plates from a car. Then he would prepare a counterfeit registration for the vehicle by using a blank certificate and, with a base lock rubber stamp, make a facsimile of the State validating stamp to correspond with the stolen plates. Next, he would steal a car and use appropriate data from it to complete the registration certificate.

If stopped by police while driving a stolen car, he merely showed the counterfeit registration as proof of ownership. This usually allayed any suspicion police might have held.

To alter his appearance when in the process of stealing a car, he always wore contact lenses, of which he had two pairs, one with blue pupils, the other with brown, but he always made a practice of wearing glasses whenever he had his picture taken.

The student was involved in the theft of seven automobiles in a 15-month period. He was identified and arrested by the FBI on the university campus after a car he had abandoned on the west coast was traced back to the fraternity house where he lived.

AI BANY CRIMDEL
DATED 9-30-64

FBI Law Enforcement Bulletin

FOR CHANGE OF ADDRESS

Complete this form and return to:

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FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C. 20535

(Name) (Title)

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HOOVER ATTACKS CRITICS

(Continued from page 23)

automobile with its average value of \$1,048, increasing the cost of police services, causing insurance rates to jump and frequently resulting in serious injury," an FBI official said. "Too often, and we've got the cases to prove it, the so-called byride is the beginning of a career of crime."

Amateur statisticians have argued there are more car thefts because of more cars. Not true, says the FBI. During the past decade, auto thefts increased by 92 percent while auto registrations increased by 42 percent.

The other method of "defining away" crime proposed by some sociologists is to raise the larceny minimum from \$50 to \$100 or more on the theory that the cost of living has gone up.

The FBI takes the position that whether the thief steals a \$10 camera or a \$300 one from your car, the criminal act is the same. Also the value of the property stolen is relative to the victim's circumstances. To a newsboy, the loss of his bicycle hurts as much as the loss of a diamond pendant to a wealthy woman. FBI experts also point out that, statistically, the crime rate won't be affected if the cutoff figure goes to \$100. All forms of larceny are going up. Since 1958, larcenies without regard to value and larcenies over \$50 showed the same 47-percent increase.

A final claim that the FBI's crime figures are distorted comes from those who say police reporting of crime has improved, so more crimes are reported. The FBI says that's nonsense since the improved reporting of one police department or

even 10 of them could hardly affect nationwide trends.

The fact is, says the FBI, that the number of offenses reported doesn't even cover all the serious crimes that actually occur. Out of fear, shame, embarrassment or a reluctance to get involved, some people don't ever tell police that they have been victimized.

So crime is still being underreported, not over-reported.

LEAD-SOLE RESTRAINING SHOE

A semi-retired cobbler has designed a shoe for his police department which can be used to restrain recalcitrant prisoners.

Obtaining a pair of size 14 work shoes, he used the left shoe for the extra leather he needed to build up the restraining shoe for the right foot. Twenty-six pounds of lead were sewed into a section between the upper floor of the shoe and the sole. The floor of the shoe proper is approximately 4 inches from the sole. The added height has a tendency to keep the prisoner off-balance.

The finished shoe weighs 27½ pounds and can be worn without discomfort, but is exceedingly hard to lift when attached to the foot.

Escape is virtually impossible, as the shoe cannot be removed without a key. The cobbler said he got the idea from an item about another restraining shoe which was published in this magazine in September 1957.

MEMPHIS CRIMDEL

DATED 12-8-64

B.A. 4 62 420 08

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C. 20535

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INTERESTING PATTERN



This impression is interesting and unusual because of the ridge formation on the right side of the pattern at the crease between the first and second joint of the finger. The pattern is classified as a loop with eight ridge counts. A search would be conducted as a whorl.