

# APSCON 2018

LOUISVILLE, KY | JULY 9-14



## FIXED-WING OPERATIONS COURSE

### LOCATION:

Kentucky EXPO Center  
Room C110-111

### COURSE LENGTH:

Three days, 24 classroom hrs.

### DATE / TIME:

Mon., July 9 – Wed., 11, 2018  
0800 – 1700 hours each day

### INSTRUCTORS:

#### JOSH GOLDSCHMIDT

Sergeant, Portland (OR) Police Department

*Josh has been a member of the Police Bureau for 22 years. During this time he has worked as a patrol field training officer, Training Division instructor, various investigative assignments and as a member of the SWAT team. Josh has served as an Air Support Unit TFO and Pilot for over 19 years. While serving as the Air Support Unit Training Officer Josh developed the unit's first formal training curriculum. He is currently the Chief Pilot. Josh has over 2500 flight hours, holds a Commercial Fixed-Wing rating and is a Certified Flight Instructor (CFI). This will be Josh's 9<sup>th</sup> year as an instructor at the ALEA Annual Conference.*

#### JOHN NIELSEN

California Highway Patrol (Retired)

*John served as an Officer with the California Highway Patrol for 30 years. For more than 24 years, he was assigned as a fixed-wing pilot in the Air Support Unit in Northern California. During that time, John helped pioneer the use of a day/night IR camera on his unit's fixed-wing aircraft. John's unit spent years developing law enforcement tactics for fixed-wing support. With over 12,000 hours flying law enforcement missions, John is a recognized expert in the field. He is retired from active duty with the CHP, and is working in the private sector for Air Bear Tactical Aircraft.*

**COURSE OBJECTIVES:** This course is designed to provide the student with an extensive education related to the operation of fixed-wing aircraft for law enforcement use. In times of fiscal constraints, fixed-wing aircraft have proven to be an economical solution to providing aviation assets for law enforcement agencies. The curriculum for this course will guide the student through the various missions and applications of fixed-wing aircraft operations. In addition, the course extensively covers the use of these aircraft in all aspects of law enforcement airborne operations. Successful completion requires attendance at all 24 hours of classroom courses. **Maximum enrollment: 60**

**INTENDED AUDIENCE:** This course is intended for law enforcement personnel that are considering or are operating fixed-wing aircraft.

### COURSE OUTLINE

DAY ONE		
0800 – 0930	Introductions, Missions and Applications	Josh Goldschmidt
0930 – 1030	Fixed Wing Case Study	Josh Goldschmidt
1030 – 1200	Pursuit Management	John Nielsen
1200 – 1300	Lunch   On Own	
1300 – 1500	Fixed-Wing Technology and Equipment	Rich Bookbinder
1500 – 1700	Fixed-Wing Patrol Tactics	Wade Bourassa

DAY TWO		
0800 – 0930	Surveillance, Tactics and Planning	Josh Goldschmidt
0930 – 1100	Training and Planning for Emergency Procedures	Josh Goldschmidt
1100 – 1200	Formation Flying	Rich Bookbinder
1200 – 1300	Lunch   On Own	
1300 – 1400	Pre and Post Accident Survival Considerations	Brian Sweeney
1400 – 1530	Safety and SMS	Bryan Smith
1530 – 1700	Fatigue and Sleep Deprivation	Dr. Dudley Crosson

DAY THREE		
0800 – 0930	Human Factors: IIMC	Rich Bookbinder
0930 – 1100	Crew Resource Management	Dr. Dudley Crosson
1100 – 1200	Mission Risk Analysis	Glenn Daley
1200 – 1300	Lunch   On Own	
1300 – 1400	Fixed-Wing SAR Operations	John Nielsen
1400 – 1500	Fixed-Wing Case Study	Wade Bourassa
1500 – 1600	Fixed-Wing Case Study	Rich Bookbinder
1600 – 1700	Course Review and Critique	John Nielsen

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Updated 3/19/18



## **AIRBORNE PUBLIC SAFETY ASSOCIATION / FIXED-WING OPERATIONS COURSE / INSTRUCTOR PROFILES:**

### **RICH BOOKBINDER**

Sergeant, California Highway Patrol

*Rich has been a California Highway Patrol (CHP) law enforcement officer for the past 23 years, and has 30 years experience as a professional pilot. He served as a CHP Unit Safety Officer from 1998 to 2010 and as the CHP's Chief Airplane Pilot from 2010 to 2017. Currently Rich is an aerial supervisor and pilot at the CHP Golden Gate Air Operations Unit in Napa, California. Rich holds an Airline Transport Pilot (ATP) rating for multi-engine airplane, Commercial/Instrument rating for helicopter and single-engine airplane and a Certified Flight Instructor (CFI) rating for airplane multi-engine and instruments. He has over 10,000 hours of combined fixed-wing and helicopter flight time. Rich is a long-time APSA instructor. He holds a Bachelors Degree in Aeronautical Science from the Embry-Riddle Aeronautical University.*

### **BRYAN SMITH**

Chief Pilot, Pinellas County (FL) Sheriff's Office Aviation Unit // APSA Safety Program Manager

*Bryan Smith is the current Safety Program Manager for APSA. He currently works for the Pinellas County (FL) Sheriff's Office Aviation Unit as the chief pilot in both rotary and fixed-wing aircraft and serves as an instructor pilot. Bryan also works on the International Helicopter Safety Team where has chaired the SMS Committee and worked on the flight training workgroup. He has a B.S. in Criminology & Law from the University of Minnesota and a M.S. in Criminal Justice Administration, with a emphasis in safety management, from Florida Gulf Coast University. Over the last nine years he has had the privilege of being a regular instructor at ALEA events around the country. Bryan is dedicated to finding reasonable and effective safety solutions specifically for the public safety aviation industry, which have real impact on not only safety but industry performance as well.*

### **DR. DUDLEY CROSSON**

Ph. D. Aviation Physiology; Delta P // APSA Aeromedical Liaison

*Dudley Crosson, PhD is the Principal of Delta P, a Aeromedical Safety company in Port St Lucie, FL. An Aeromedical Safety Officer (AmSO) is an aerospace physiologist who is also a qualified aviation safety officer. Dr. Crosson provides aeromedical safety support to various public safety and non-Department of Defense aviation units.*

*From 1988 to 2002 Dudley Crosson was a consultant in Aerospace Physiology for NASA flight operations. Since 9/11, he has functioned as an AmSO for various public safety aviation and non-DoD aviation units.*

*Current Collateral Responsibilities:*

- Aeromedical Liaison to the medical community for the Airborne Public Safety Association (APSA)
- Member of the Aerospace Medical Association's (AsMA) Aviation Safety Committee
- Visiting Professor (Aerospace Physiology) at the U of HI - Hilo
- Member of the CAMTS Aviation Advisory Committee

### **GLENN DALEY**

Lieutenant, NYPD Aviation Unit (Retired)

*Glenn served with the NYPD from 1981 to 2004. During his 23-year career he held numerous enforcement assignments, including assignment to the Emergency Service Unit. His duties there included specialization in high-rise rescue's and tactical operations. In 1993 he was assigned to the Aviation Unit at the rank of Sergeant as a Pilot/Operations Supervisor. In 2000, he was promoted to Lieutenant and continued to serve in the Aviation Unit performing duties of SAR Pilot, Instructor Pilot and Platoon Commander until his retirement in 2004.*

*Glenn is a graduate of Embry-Riddle Aeronautical University. He holds a Masters of Aeronautical Science degree, with concentrations in Aviation/Aerospace Safety and Aviation/Aerospace Operations.*

*Glenn currently serves as an SMS consultant/instructor for 'The Squadron' consulting firm. He served as an S-76 Captain and Director of Operations for the Associated Aircraft Group division of Sikorsky Aircraft from 2004 – 2012. He currently serves as a Sikorsky S-76 VIP Captain in the New York Metro area.*

*Glenn holds the following ratings:*

- Airline Transport Pilot – Helicopter
- Airline Transport Pilot – Multi-Engine Land
- Certified Flight Instructor (CFI) – Helicopter
- Certified Flight Instructor (CFI) – Airplane
- Instrument Flight Instructor – Helicopter
- Instrument Flight Instructor – Airplane

### **BRIAN SWEENEY**

Officer, Portland (OR) Police Department

*Brian has been a member of the Portland Police Bureau for 16 years. During this time, he has worked a variety of assignments throughout the department.*

*Brian has been assigned to the Air Support Unit for the past 4 years and is currently a Tactical Flight Officer and Pilot within the unit.*

*Brian holds a Commercial Pilots License (SEL/MEL) rating and is working towards becoming a Certified Flight Instructor (CFI).*

### **WADE BOURASSA**

Sergeant, Saskatoon Police Service Canada

*Wade has served as a police officer for the Saskatoon Police Service for 18 years. He is currently a Sergeant in charge of the Saskatoon Police Service Air Support Unit. Since 2013 as a pilot and Tactical Flight Officer, Wade has worked to re-invent the Air 1 program in Saskatoon. In three short years, calls for service were increased by 140%, Arrests went up 60% and pursuits managed went up by 130% with no budget increase. Wade has a unique perspective and experience on patrol support using a fixed-wing aircraft on a really tight budget. Wade takes pride in finding innovative ways to do things that work.*

*Wade was the 2016 recipient of the APSA Fixed-Wing Operator of the Year Award and is an IFR rated commercial pilot.*

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