

TROOPER

Official Publication of the Virginia State Police Association

“I DIDN’T SEE A TROOPER”

A Familiar Refrain Frequently Voiced by Citizens Traveling the Highways of Virginia...Why?

By Wayne Huggins

It took 9/11 to awaken the nation to the importance of having well-equipped and specially trained public safety professionals. It took then-Trooper Gary Horner being shot seven times to make interoperable communications among Virginia’s state and local agencies a reality. It took a massive tragedy at Virginia Tech to remind the world of the great strength and capability of the Virginia State Police. So I wonder what it is going to take to get the Commonwealth and its leaders to recognize the Department’s dire need for its most essential asset—people. Is it going to take a trooper or special agent being killed in the line of duty because backup was too far away or just not available before anyone outside the State Police recognizes their critical staffing shortages?

There are few private or public entities that could fulfill customer demand for quality service while being understaffed by as many as 767 full-time employees. Yet, the proud men and women, sworn and civilian, of the Virginia State Police

do just that everyday. Since 2005, the Department has produced a “Manpower Augmentation Study” that details the agency’s serious need for sworn personnel and civilian support staff. Today, the Virginia State Police needs an additional 347 troopers, 22 sergeants, 27 investigators, 11 first sergeants and 154 full-time support staff to accommodate current workload demands and provide 24-hour statewide patrol coverage. To accommodate current and future workload demands, the Department needs approximately 185 sworn personnel for investigative, analytical, and response specialty units. Most Virginians probably are not even aware that 38 jurisdictions statewide lack 24-hour State Police coverage. There are simply not enough troopers to provide citizens the round-the-clock, law-enforcement coverage that one would expect from the State Police in today’s 24/7 society.

So how did we get here? How did “Virginia’s finest” fall so far behind? Since the Department’s beginnings more than 75 years ago, there have never been enough sworn personnel to go around. But in the past decade is where the State Police has truly fallen behind in its growth of staff. Where sheriffs’ offices and local police departments have augmented their sworn strength 30.5 percent from 1996 to 2006, the State Police’s sworn strength has only increased by 15.5 percent during the same period.¹ Virginia has adopted staffing standards for local sheriffs’ offices, 1 deputy for every 1500 citizens. Many local police departments

also apply staffing standards. No such standards exist for the State Police. The 2008 Session of the General Assembly considered a Bill offered by Senator Ken Stolle to create a “State Police Staffing Commission,” which would have studied the Department’s staffing needs and then offer recommendations. That legislation was not passed. The Area Office in Rockingham County where I was first assigned as a trooper 37 years ago still has approximately the same allocation of troopers today; yet the population in that locality and the traffic flow on I-81 has grown enormously. The same can

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“TOTO, WE’RE NOT IN KANSAS ANYMORE...”



The phrase I chose for the title is often used when we find ourselves in circumstances less comfortable than those to which we have become accustomed. In the movie, *The Wizard of Oz*, Dorothy fell asleep at her farm in Kansas with her dog Toto and awoke in the Land of Oz, a place nothing like her home with dangers like the “Wicked Witch of the West.” We find ourselves in similar circumstances.

I am talking about the finances of the Virginia State Police Association. From 2002 to 2006, the VSPA realized the highest annual fundraising revenues we have ever experienced. Why? One reason is we benefited from the public’s sympathies towards law enforcement and public safety after the terrorist attacks in September, 2001, as did all public safety organizations. Secondly, I would credit the leadership of Ed Haith, President during this period, and the Board of Directors for initiating a new fundraising endeavor and, at the same time, requesting a larger portion of the receipts from telemarketing. We added programs, strengthened our lobbying, and made new investments. In 2007-2008, we saw over a \$200,000 reduction in fundraising revenues from telemarketing and direct mail. CDG, our telemarketer, recently advised they need to reduce our guarantee from receipts by another \$250,000 (half the current guarantee) due to less revenues. Why? The short answers are: the economy has worsened and the sympathies of the public have changed.

Your Board of Directors and I have worked hard to trim the budget to compensate for the loss of over

\$200,000 the last two years. Another \$250,000 in lost revenue will be more difficult to accommodate. We are doing all we can to reduce expenditures without jeopardizing the core purposes of our organization but this can not be done without change and possibly pain to our members. Nothing has been decided but the Board has discussed: eliminating benefits, shifting a larger portion of the cost of events such as picnics and conferences to the attendees, taking money from investments, and increasing dues. In all probability, it will take a combination of several of these actions to accomplish the task. We are also seeking ways to replace lost revenues, but we can not be so unrealistic as to believe we can replace \$450,000 of lost revenue overnight. Some of us have taken for granted and even come to expect the generosity of the VSPA without giving thought to the costs. Years ago, we became accustomed to niceties such as free calendars annually, incentive gifts for renewing our membership, severance grants, and low dues. More recently we have enjoyed free picnics, conference fees well below the cost of the meals for the attendees, very reasonable (some would say low) dues and merchandise sold with very little mark-up.

The VSPA Board of Directors will determine the appropriate actions to take. They need your input. Please talk to your division representatives and members of the executive board. You can e-mail me (kennethbumgarner@vspa.org) or the office with possible solutions to this financial dilemma. You are also welcome to attend our next board meeting, October 11 at 9 am.

“We are NOT in Kansas anymore....”

A handwritten signature in black ink that reads "Kenneth Bumgarner".

Kenneth Bumgarner
VSPA President

be said of most jurisdictions throughout the Commonwealth. In addition, the State Police has experienced a significant broadening in responsibilities. A decade or two ago, no one was looking to the Department to track convicted sex offenders, seek out online child predators, investigate identity theft or illegal firearms transactions, recover evidence from laptops and cell phones, or be responsive to a terrorist or weapons of mass destruction (WMD) attack. Also, no one would have anticipated the current situation regarding illegal aliens and the pressures that issue has brought to bear. While some additional positions have been provided for some of these responsibilities, some have not and none are staffed adequately. The Department takes pride in its investigative specialties and services it has to offer, but has not been permitted to boost its ranks in proportion to the increases in programs, population growth or the enormous growth in traffic flow. As a result, its core mission of traffic safety has suffered because of resources being drawn away to fulfill other necessary expectations.

Virginians deserve only the best of their State Police, no matter where they may live or travel within our great Commonwealth. Every sworn member has pledged to serve and protect our citizens, and they do so with immense pride and valor. But the Department’s depleted ranks are putting too many of our troopers and special agents even more at risk. Had there been more troopers on patrol on I-81 in Southwest Virginia and on I-66 in Fairfax County the drunk drivers who crashed into Troopers Kris Chapman and Justin Mahalik, respectively, may have been prevented from doing so—and these troopers would not still be home recuperating from severe injuries suffered because of those crashes. For the purpose of officer safety in many jurisdictions, local deputy sheriffs and police officers do not have to worry about responding to a call without back-up. Such is a luxury not afforded many

of Virginia's troopers. Initially there was no backup for Trooper Paul Sine when he encountered and pursued on foot two wanted felons in Page County earlier this year. He had no idea they were armed until after they were apprehended. Fortunately after the trooper caught the first suspect, a local sheriff's lieutenant responded and helped him safely capture the second one. Trooper Sine put his life on the line to put two dangerous, career criminals behind bars for the public's safety. Not knowing if or when backup may arrive has become a way of life for our troopers—a Russian roulette of sorts for them—and their families.

Obviously adding 592 sworn personnel to the ranks cannot happen overnight. But there are ways to enhance the Department's numbers and presence on our highways. Right now those troopers and agents assigned to such specialties as the tactical, canine, and dive teams must split their time between patrol, training requirements and call-outs. Add court dates and safety talks, and these dedicated individuals have little time to devote to safeguarding our highways. First and foremost, creating a Homeland Security Division with specialty personnel and then backfilling those positions in the field would be the equivalent of putting 100 more troopers on patrol. Secondly, by fully funding overtime payments for those required to work over 40 hours a week instead of having them acquire and take compensatory leave would keep approximately 96 more troopers on the road. Such a step would be an important start in the right direction and provide immediate relief at a fraction of the cost of adding new positions. Thankfully, due to the efforts of Delegate Kirk Cox the 2008 General Assembly did provide about 1/3 of the funding necessary for overtime.

The State Police's shortages may not be obvious to most because we seldom publicly complain nor have ever let a lack of manpower affect performance. Its members have always stepped

up and excelled when called upon to serve. The Virginia State Police is the only law-enforcement agency in the Commonwealth capable of providing and sustaining a significant presence of patrol and investigative resources at a major incident, whether it is a queen's or presidential visit, a mass tragedy, natural disaster or traffic safety campaign, like *Operation Air, Land & Speed*, anywhere in the Commonwealth. The Department also offers key support and assistance to our local, federal and other state public safety partners. The Commonwealth needs its leaders' support and action to prevent the marginalization of its State Police.

The health and safety of Virginia's citizens and its State Police today, tomorrow and beyond depend on it and certainly deserve it!

The next time you hear someone say, "I didn't see a trooper" you can now explain why.

¹ 2008 VSP Manpower Augmentation Study

FOURTH TROOPER IN THREE MONTHS STRUCK & INJURED BY PASSING MOTORIST ON VIRGINIA INTERSTATE

Virginia State Police Media Release
News Release No. 36—June 16, 2008

ROCKBRIDGE CO., Va.— For the fourth time in three consecutive months, a

Virginia State Police trooper has been rushed to a hospital after being struck and injured by a passing motorist. Trooper P.C. Gardner, assigned to the Virginia State Police Salem Division, is currently recuperating from injuries sustained in a crash [June 16] on Interstate 81 in Rockbridge County.

At approximately 6:47 a.m., Trooper Gardner was seated in his vehicle finishing up a traffic stop. With emergency lights activated, his silver Chevrolet Impala was parked in the right shoulder of the southbound lanes of I-81 at the 201.7 mile marker. The violator had just pulled away and was merging into traffic when Trooper Gardner heard the sound of tires on the shoulder's rumble strips. When he looked into the rearview mirror, he saw a tractor-trailer heading towards his patrol vehicle. With only seconds to spare, the trooper jumped across his front seat to the passenger side of his car as it was hit by the tractor-trailer.

The driver of the tractor-trailer then lost control and the tractor-trailer went through the guardrail and down an embankment off the right side of the Interstate. The tractor-trailer jackknifed and came to rest against the embankment. The driver, Mikel B. Elliott, 57, of Blacksburg, Va., has been charged with one count of reckless driving. Elliott was not injured in the crash.



Trooper Gardner was transported by ambulance to Stonewall Jackson Hospital in Lexington, Va. His injuries are not considered life-threatening.

“While we realize there are risks associated with being in law enforcement, what’s happening on the side of Virginia interstates to our troopers is completely unacceptable,” said Colonel W. Steven Flaherty, Virginia State Police Superintendent. “Every one of the incidents that have occurred this year statewide could have been prevented had the drivers simply complied with our state’s ‘Move Over’ law or not been drinking and driving.”

Virginia’s “Move Over, Slow Down” law requires drivers to change to another travel lane or to slow down and cautiously pass emergency personnel stopped on the side of the road. Violation of the law carries a punishment of up to \$2,500 fine and/or 12 months in jail. For more information regarding the Move Over law, brochures and public service announcements, visit the Virginia State Police Website at <http://www.vsp.virginia.gov>.

Monday’s incident occurred only 39 miles north of last month’s close call for Master Trooper J.H. Rasnick. On May 13, 2008, Master Trooper Rasnick was seated in his patrol vehicle on the side of I-81 at the 162 mile marker in Botetourt County when it was sideswiped by a tractor-trailer. State police are still searching for the suspect tractor-trailer.

It was at the 38 mile marker on I-81 in Smyth County on February 2, 2008, that Trooper K.S. Chapman was struck by a drunk driver and severely injured. Trooper Chapman was also seated in his vehicle when injured.

On May 7, 2008, Trooper K.J. Brown was seated in his vehicle on Interstate 66 in Northern Virginia when it was struck by a passing motorist. For Trooper J.T. Mahalik, it was a drunk driver who ran off the road and struck his patrol vehicle on I-66 on April 30, 2008. Trooper Mahalik and the violator were both seated inside the vehicle when it was struck from behind. The crash caused Trooper Mahalik’s car to catch fire. Despite his injuries, Trooper Mahalik was able to rescue the violator and himself from the burning car.

MIKE SMITH UPDATE: MOTORCYCLE RAFFLE RAISES OVER \$19,000

The most ambitious VSPA fundraising effort ever is nearing a successful conclusion as the recent raffle of a 2007 Harley Davidson Motorcycle brought in \$19,633.08. These funds along with other monies already raised and the proceeds of the 4th Division Golf Tournament will “put us over the top.” Almost a year ago, the VSPA Board voted to assist Dispatcher Mike Smith and his family with the enormous financial burdens they had incurred due to serious health related problems Mike is experiencing. Through a variety of activities including

the raffle, as well as, individual and corporate contributions, the campaign has met its goal within the targeted time frame of one year.

The drawing of the winning ticket was done by Mike’s daughter at the VSPA annual family picnic at Camp Virginia Jaycee on August 9th. The winner was none other than VSPA member, Master Trooper Mark Sutherland. Congratulations Mark!!

The VSPA would like to especially thank Special Agent Accountant Mike Keen and retired Senior Special Agent Doug Orebaugh for coordinating the raffle. Thanks also to everyone else who participated as your generosity has helped to relieve the burdens of a wonderful family! Mission Accomplished!!

IF YOU BUILD A BETTER POLICE CAR, WILL LAW ENFORCEMENT BUY IT?

By Daniel Fowler,
Congressional Quarterly Staff

Ever wonder what firefighters, emergency medical technicians, members of the military and the people who deliver your mail and pick up your trash have in common?

According to William Santana Li, chairman and chief executive officer of Carbon Motors Corp., the answer is: they all have purpose-built vehicles for their jobs.



Three-legged race fun at the VSPA picnic.



This little guy wishes he won the Harley!



Camp Virginia Jaycee featured War and Peace.

Conspicuously absent from the list are law enforcement personnel, who generally drive retrofitted Ford Crown Victorias, Chrysler Dodge Chargers or General Motors Chevrolet Impalas.

“I still find it shocking that six years after 9/11 our country’s 800,000 women and men in uniform are patrolling our communities in a vehicle designed in the 1970s as a retail passenger car with some lights on it,” Li said, “and somehow the fire department has their own vehicles, the hospitals have their own ambulances, the military has a huge fleet of purpose-built vehicles. Jeez, your mailman and your garbage man have a special purpose-built vehicle.”

But Carbon Motors, a fledgling automaker created by former Ford executives, plans to change that. Later this year the company will release a prototype of what it dubs the “world’s first purpose-built law enforcement vehicle.” Once Carbon Motors releases the prototype, dubbed the Carbon E7, it will be several years before the car is on the road, Li said.

“We can’t wait to compete,” Li said. “What we’ve done over the last several years is work with about 800 law enforcement agencies—small, medium, large, urban, rural, coastal, state, federal, local authorities—across the entire country. And what we asked them for was: can you please tell us what you want, need and desire?”

From this interaction, Li said, the company received more than 85 “key critical requirements that would need to be met if you had a clean sheet of paper and wanted to build something specifically for them.”

The list, Li said, includes such things as vehicle size, how far it sits off the ground, safety requirements, storage capabilities and durability.

Unlike current law enforcement vehicles—which Li said state and local agencies purchase from dealerships

and the federal government purchases from automakers and then have up-fitted at their own auto shops or in private shops—Carbon Motors will produce the E7 with the equipment already integrated and sell it directly to law enforcement agencies.

“There’s all these inefficiencies in the supply chain of getting all the parts and therein lies the opportunity for us,” Li said. “Because if we compare those requirements that we got from the marketplace and compare them against Dodge, Ford and Chevrolet you’d be shocked to know, and we’ll be generous here, those vehicles with the up-fitted equipment meet less than 20 percent of the requirements of what law enforcement has told us that they want.”

Li equated the typical process of law enforcement agencies purchasing the vehicle and up-fitting it with equipment purchased and installed separately to “ordering a tank from one of the big defense suppliers and it doesn’t come with some big pieces of it and the Army has to finish manufacturing it themselves.”

From Factory to Showroom Floor Carbon Motors, Li said, will be the auto manufacturer, the original equipment manufacturer and the retailer.

“So it will be a...very unique business model where it’s a build-to-direct-order type of business model as opposed to the way the auto industry works today, which is bill to inventory,” Li said.

In today’s market, Li said state and local law enforcement agencies typically spend between \$22,000 and \$24,000 for the retail passenger car and then add between \$5,000 and \$50,000 worth of equipment.

According to Li, the basic Carbon Motors vehicle will cost about \$29,000 in today’s dollars and will top out at around \$75,000, depending on which of more than 30 options an agency chooses.

“We’re trying to do this on the up-front portion budget-neutral and on the downstream we want a budget offset or reduction for them in terms of the vehicle lasting that much longer, for it being that much more fuel efficient,” Li said.

The E7’s basic features include siren and sound controls, a fully integrated cockpit, a purpose-built driver’s seat, coach rear doors for improved entry and exit, and a public address system and controls.

“The officers should have the appropriate equipment as first-responders to do their job,” Li said. “And you look at what we’re doing on the interior is we’re going to integrate all the equipment. Again, similar to a cockpit for a jet fighter or a helicopter.”

The car will also have a 250,000-mile durability specification and a clean-diesel, inline six engine that will result in a 40 percent savings in fuel, the company says.

Other features that can be added include nighttime vision capability and an automatic license plate recognition system.

Li said the company has already taken purchase orders and letters of intent for the E7 “from small rural law enforcement agencies to major city law enforcement agencies,” but would not be more specific.

“Later this year, as we approach the official launch, we will be announcing more information on the specifics,” he said.

Long Odds

But auto industry analyst David B. Healy said he wouldn’t give the company much chance of succeeding.

“The cost of entry is extremely high,” he said. “No one has succeeded in it in the post-World War II period [in the United States].”

“With all the development expenses and so on, it just hasn’t been done because the economics of it are so impossible,” said Healy, an analyst with Burnham Securities Inc. “There is a huge overhead in developing a car.”

Healy also noted that the law enforcement auto market is “relatively small.”

Despite the odds, Healy said there is a need for a purpose-built law enforcement vehicle “to a degree.”

“Most police forces have been doing fine with modified Ford Crown Victorias for years,” Healy said. “And Ford is gradually discontinuing the...Victoria because the basic fleet and personal demand for it is shrinking to almost zero. It’s an obsolete car from the passenger point of view. So, police forces are looking around for a replacement. But, I think to make a profit on selling cars to police forces, you’d have to price it out of sight.”

While not necessarily completely sold on the Carbon Motors car, members of the law enforcement and first-responder community seem open to the idea.

Wendy Balazik, a spokeswoman for the International Association of Chiefs of Police, said the vehicle sounds like it could be useful. “We are very interested in learning more about it,” she said.

“As far as interest, certainly,” said Rich Roberts, public information officer for the International Union of Police Associations. “We want to know about it as much as we can...I know nothing about the car or the company at this point. This is the first I’ve heard of it. So, I’d like to know a lot more. But, just conceptually, I think it’s a great idea to have things designed specifically for law enforcement.”

Roberts said if the company “does its job right, they will have consulted with field level officers, we’re talking the men and women who actually have to go out and use these things.”

“If they have done this, then I think they’ve got a real step up to producing an important addition to the law enforcement toolbox,” he said.

But when asked if there was a need for this type of car, he said, “In these current times, need isn’t the driving factor, budget is.”

“If they do it right, they could be very competitive. You bet,” he said.

“But they’ve got to take a hard look at the marketplace.”

Roberts also emphasized the importance of having the vehicle “designed in such a way to give the officer better protection.”

“It comes back to officer safety above all else,” Roberts said. “And that means the handling capabilities of the vehicle under adverse conditions and characteristics that increase the officers’ personal safety above and beyond the question of handling.”

Wayne Huggins, executive director of the Virginia State Police Association, agreed that economics and safety would be key.

“If it allows you to do your job as good or...better, if it allows you to be as safe or safer and if it allows you to be as cost effective or more cost effective, then I would say that law enforcement would probably take a strong hard look at it,” he said.

Huggins, who wasn’t familiar with the company or the vehicle, said economics includes the purchase cost, the life cycle cost and the cost to fuel it.

Ken Murphy, director of Oregon’s Department of Emergency Management and president of the National Emergency Management Association, said he likes

the premise of the company. The needs of law enforcement personnel “are just as unique as firefighters or ambulance companies or things like that,” he said.

“If it allows you to do your job as good or...better, if it allows you to be as safe or safer and if it allows you to be as cost effective or more cost effective, then I would say that law enforcement would probably take a strong hard look at it.”
—Wayne Huggins

But echoing the industry analyst Healy, Murphy warned that entering the market could be challenging.

“It is ambitious,” he said. “It’s probably not as easy

as one would think when you are going up against well-established car manufacturing organizations like Ford.”

Daniel Fowler can be reached at dfowler@cq.com.

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FORT CHISWELL GRADS JOIN VIRGINIA STATE POLICE

Reprint from Tuesday, July 8, 2008
Wytheville Enterprise

Two Fort Chiswell High School graduates with family roots in Wytheville’s 4th Division State Police Office are taking their new law enforcement skills to Brunswick County.

D. Duane Dunford, 26, and Adam Charles Svard, 22, both of Max Meadows, graduated Thursday from the Virginia State Police’s 114th Trooper Basic Session—a 35-week training program for prospective state troopers.

According to a VSP press release, the trooper academy gave the 59 graduates more than 1,300 hours of instruction in more than 100 different subjects, including crime scene investigation, survival Spanish, judicial procedures, defensive tactics, cultural diversity and firearms. “It was overwhelming at first,” Svard said. “It was tough.”

Svard, whose birthday Monday coincided with his first day of work as a trooper, is the son of longtime VSP Senior Special Agent T.S. Svard. The elder Svard has worked out of the Wytheville office since 1985 and overall has 40 years of state police experience. "It's a great career," T.S. Svard said.

Dunford's father, Dennis Dunford, has worked in maintenance at the 4th Division office for the past few years. Duane Dunford said his father encouraged him to apply for the trooper position after getting to know several of the local officers. "He was a big part of me doing it," Duane Dunford said. Duane Dunford is the son of Belisa Dunford.

Both Adam Svard and Duane Dunford said their first day on the job Monday had gone smoothly. All new troopers spend at least six weeks working with a field training officer to start their first assignment.

Although T.S. Svard said he's proud that his son also has decided on a career in law enforcement, he said he never pushed him to follow in his footsteps. T.S. Svard credited his wife, Susan, with instilling in their son the moral values needed to be a police officer. "This is something you got to want to do," he said. "You can't be pushed into it."

While the elder Svard said he only saw his son's interest in the State Police strongly develop toward the tail end of his high school days, Adam Svard said he has long been intrigued by police work. "It's just something I've wanted to do since I was a little kid," he said. With their age difference, Duane Dunford said he and Adam Svard weren't close growing up, but he added that it's nice to have a familiar face in Brunswick County as the two embark on their new careers.

T.S. Svard, who worked with most of the new troopers in a part of their pre-academy training, said the young

men radiated confidence at last week's graduation ceremony. "A bunch of boys went in and they came out men," he said. "It was a heck of a transformation."

MEET THE BOARD MEMBER: MARTY CHAPMAN

Q. How long have you been a Virginia State Trooper?

A. 20 years

Q. How long have you been a VSPA Board Member?

A. Three months

Q. What prompted you toward a life of public service?

A. Well obviously it was the promise of vast wealth!! Seriously, as hokie as it sounds, I was always very impressed by Troopers like Howard Cook, John Cobb and Bill Littreal who worked the West Point area when I was growing up.

Q. How did you first become involved with the VSPA?

A. I probated in Area 33 Gloucester. Master Troopers Gene Goins and Roy Barefoot convinced me to join.

Q. What would you say to encourage other Virginia State Police personnel to join the VSPA?

A. As state employees we need a way to convey our concerns to management and our elected officials in an organized manner. As compassionate individuals we need a way to help others through difficulties and tragedies. The VSPA has been filling both of these roles for over 30 years.

Q. Please list any immediate family members.

A. Christine and I have been married for 10 years. She works in Information Technology for Media General, Inc. in Richmond. Our twin sons, Alex and Pierce, were born in 2004. We also have a Chesapeake Bay Retriever and two calico cats.

Q. What is your educational background?

- A. • West Point High School—1982
- Washington and Lee University—1986 BA (Asian and African History —my, how useful that has been!!)
- U.S. Army Field Artillery Officer Basic School—1987
- VSP 82nd Basic School—1988

Q. Please list any awards or special recognition that you have received during your personal or professional life:

A. I was President of the Student Body and Captain of the Soccer Team in High School and won a full scholarship to college—clearly, I peaked early!

Q. Please indicate the area (i.e. city or county) where you reside.

A. Chesterfield

Q. Any additional information you would like to include:

A. I served 13 years in 7th Division as a road trooper, on a Federal Task Force, and as a HQ Sergeant before transferring to Richmond as a SA in the Criminal Intelligence Division.

I am very familiar with the pay inequity issue and grievance procedure and am happy to field questions on these or any other topics.

MEET THE BOARD MEMBER: GLENN ARMSTRONG

Q. How long have you been a Virginia State Trooper?

A. Seven years

Q. How long have you been a VSPA Board Member?

A. I was elected back in March.

Q. What prompted you toward a life of public service?

A. I've always wanted to be a State Trooper. After I got out of the Marine Corps, it seemed like the perfect time.

Q. How did you first become involved with the VSPA?

A. I became involved after talking with Sean Fregoso while working in 2nd Division; Sean was the 2nd Division Representative at the time. We took Trooper Teddies to kids in the hospital at Christmas.

Q. What would you say to encourage other Virginia State Police personnel to join the VSPA?

A. Join as soon as you can. The benefits of helping others are like no other benefit.

Q. Please list any immediate family members.

A. Sandy—wife of 12 years; Kristin—daughter, 17 and Katlyn—daughter, 9.

Q. What is your educational background?

A. I went to high school in Branson, Missouri and graduated in 1994. After high school, I joined the U.S. Marine Corps and stayed until 1999.

Q. Please indicate the area (i.e. city or county) where you reside.

A. I currently live in Marion and work Smyth County.

MANASSAS PILOTS RECEIVE AWARDS



Trooper Blanton

Trooper-Pilot Keith Blanton recently received a safe flying award for operating Department aircraft 1000 hours accident free. Trooper Blanton joined the Department in December 1988 and for the last six and a half years has been assigned to the Aviation Unit in Manassas. Each pilot is recognized for achieving accident

free flying at 500 hours, 1000 hours, and then every 1000 hours thereafter. Along with the certificate, Trooper Blanton received his aviator wings with a gold bar indicating the milestone. Congratulations to Trooper-Pilot Blanton for achieving this award.



Trooper Clark

Trooper-Pilot Mike Clark recently received a safe flying award for operating Department aircraft 4000 hours accident free. Trooper Clark joined the Department in 1992 coming from the United States Marine Corps where, among other duties, he flew in the Presidential Helicopter Squadron, HMX-1. Trooper Clark has in excess of 7000 hours of flight time and is also a certified flight instructor in both airplanes and helicopters. Trooper Clark is based in Manassas and has worked there since joining the Department. Congratulations to Trooper-Pilot Mike Clark for his safe flying and devotion to duty.

FORMER TROOPER MAGAZINE CONTRIBUTOR SUCCEUMBS TO CANCER

Sergeant Robert P. “Mac” McNamara, II, of the Richmond Police Department, passed away July 27, 2008, after a brief battle with cancer. A 21-year veteran with Richmond Police, he also authored a variety of articles featured in the *Trooper Magazine* during the late 1990s. An Ohio native and noted law-enforcement instructor, Sgt. McNamara is survived by his wife, Richmond Police Sergeant Marsha McNamara, and a daughter, Nicole. He was 50. We extend our deepest sympathies to the entire McNamara family.

ASHBY AND YOUNG PRESENTED WITH SILVER AWARD

Every year the Virginia State Police Association recognizes outstanding acts of valor, courage and support rendered by citizens of the Commonwealth in assisting VSP personnel in the performance of their duties. The Silver Award is presented to a citizen who has proved to be of special support while assisting a State Police employee in the normal performance of their duty.



Left to right: Glenn, Dr. Evan Ashby and Mike

On June 18, Dr. Evan Ashby of Fancy Gap, Virginia, was presented the Silver Award for his work by First Sergeant Mike Musser and Glenn Armstrong, the 4th Division VSPA representative. Dr. Ashby is the Medical Examiner for Carroll and Grayson County. He retired from private practice several years ago and settled in Carroll County. He is a member of the Cana Volunteer Fire Department and has served as a team physician for local high school athletics. In the years he has served as medical examiner, he has never failed to respond to any scene when requested by law enforcement. He is always cheerful and eager to help law enforcement, fire and rescue departments in any way. He routinely provides law enforcement with digital photos that he takes of scenes as well at no cost to their agency. He is known as Doc Ashby by all the public safety personnel and is a true asset to the community.

David Young of Hillsville, Virginia was also presented the Silver Award for his work by First Sergeant Mike Musser



Left to right: Glenn, David Young and Mike

and Glenn Armstrong, the 4th Division VSPA representative. David Young is a professional photographer who serves with the Hillsville Fire Department as their agency treasurer. He volunteers his time to respond to incidents involving police, fire and rescue in order to photograph various scenes at no cost to the agencies. He provides law enforcement agencies with CD's of each scene he photographs that include hundreds of photos. He has requested that he be called by Troopers to any incident so that he can provide his photography services at no charge. The Troopers of Area 25 have essentially become spoiled by his services to the point their issued cameras are rarely used now. David is also responsible for national recognition of the Hillsville Fire Department by publicity over the Internet and news media for press

coverage leading to the media often having the information before the Trooper even clears the Scene.

MASTER TROOPER ACHIEVES NATIONAL D.A.R.E. AWARD

Despite having just won D.A.R.E. America's prestigious 2008 Officer of the Year Award, it was business as usual for Master Trooper Gene E. Ayers in his office at the Academy. With the start of the new school year, D.A.R.E. workbooks had to be sent out and the annual report needed to be done. One would hardly know that just one week prior on Aug. 13, Ayers was being recognized before 1,000 law enforcement and educators from around the world for his 12 years of dedicated service to the Drug Abuse Resistance Education (D.A.R.E.) program.

"This award is not about me!" was how Ayers opened his acceptance speech at the 21st D.A.R.E. International Training Conference in San Antonio, Texas. "This is about the Virginia State Police! They have been extremely supportive of my efforts and have given me the freedom to do anything and everything necessary to provide the best training we can for the officers and children of Virginia."

There is no mistaking the sincere gratitude in the 26-year VSP veteran's voice and smile when asked about the national honor. Ayers has served as Virginia's State D.A.R.E. Training Coordinator since 1996 and currently works with approximately 100 school systems across the Commonwealth. A 2003 recipient of the Virginia D.A.R.E. Officer of the Year Award, he is the first Virginian to receive the national Officer of the Year Award since its inception in 1990.

Humble about his selection for the prestigious award, Ayers says the real credit goes to Virginia's youth. "This is about our kids! This is about the sacrifice the D.A.R.E. Family makes every day to do whatever it takes to save the lives of as many of our children as we possibly can."

"A lot of folks, even in our Department, don't even realize that the program is still around," said Ayers, who has spent the last year writing the parent component of a new D.A.R.E. training curriculum on over-the-counter and prescription drug abuse. In 2007, the D.A.R.E. program reached 50,432 Virginia fifth and sixth graders, and 190,000



Mstr. Trooper Gene Ayers with Susie, his wife and best friend of 31 years. "She has been my backbone and sacrifices as I live away from home during the week and doesn't complain when I am gone all the time." A Radiologic Technologist Senior at the Virginia-Maryland Regional College of Veterinary Medicine at Virginia Tech, Susie lives at their home in Botetourt County.



Seen here with U.S. military D.A.R.E. trainers in Okinawa, Japan, the Alleghany County native is also in demand worldwide for his expertise and training. He returns to Germany in September to update D.A.R.E. trainers on the latest curriculum changes and standards.



As if winning a prestigious national award wasn't enough, Ayers also won the drawing later that day for a "Daren the Lion" life-sized mascot costume! The costume will be loaned out to D.A.R.E. trainers around the state for use at events, training, etc.

people through civic and community presentations.

The D.A.R.E. program has also expanded to include bullying prevention lessons and a new Internet safety curriculum, developed by IKEEPSAFE, for elementary students and parent/community groups.

As he closed his remarks at the conference, Ayers was already looking forward to the future, "As we celebrate the 25th anniversary of D.A.R.E., let's

look at this as just the beginning and let's keep striving to be a little better today than yesterday, and make tomorrow's goal even higher."

NINE VSPA MEMBERS RECEIVE SCHOLARSHIPS

The VSPA has awarded eight scholarships totaling \$8,555 to nine of our members. In its fourth year the Member Scholarship Program has now awarded approximately \$35,000 to over 40 members. 2008 was the first year, however, that all applicants received a scholarship. This year the scholarship amounts ranged from \$145 to \$1500.

Created in 2005, the Member Scholarship Program seeks to provide financial assistance to members who are furthering their education and or professional skills. The VSPA Board set aside \$200,000 in a special account with the intent being never to touch this principal amount and to award the scholarships from the interest that is accrued. That goal has been met each year since the program was created.

Applications are redacted and sent to a "three-judge" panel, none of whom are affiliated with nor have any vested interest in the Department. The judges score the applications by considering a variety of factors including the relevance of the degree sought to our career, financial circumstances of the applicant and the number of dependents. Once scored and averaged the redacted applications are then considered by the VSPA Scholarship Committee who then determine if an award should be made and the value of the scholarship.

The deadline for scholarship applications is normally around June 1st of each year. The application deadline is advertised in the spring "Trooper" newsletter each year or can be obtained by visiting the VSPA website, www.vspa.org. The two-page application can also be obtained at the aforementioned website or by calling the VSPA Offices, 804-320-6272.

Congratulations to this year's recipients!

CONTEMPLATING TRAVEL?

With summer slipping away perhaps you are considering one last getaway. Or with fall approaching and the holiday season quickly arriving maybe you're contemplating travel late this year. Irrespective of what is prompting your planning the VSPA Travel Website is a great way to make all of your travel arrangements. From air to rail to that long awaited cruise, the VSPA Travel program can help. If you have not had the opportunity to visit the website, you can go to www.vspa.org. On the lower left portion of the homepage are a variety of icons relating to VSPA Travel. Merely click on the appropriate icon and your destination is a few keystrokes away. So begin your planning today. It's easy, accessible 24/7 and you will be supporting your VSPA at the same time.

CHRISTMAS IS AROUND THE CORNER SO START SHOPPING EARLY...

The VSPA is taking orders for B-407 helicopters and Cessna 182's. The base

DEAR VIRGINIA STATE POLICE ASSOCIATION,
IT IS WITH GREAT GRATITUDE AND WITH A HUMBLE HEART THAT I WRITE THIS LETTER. THIS IS BEING WRITTEN WITH THE UTMOST APPRECIATION FOR ALL OF YOUR GENEROSITY AND SUPPORT. MY FAMILY AND I HAVE SEARCHED OUR HEARTS TO FIND WORDS TO SAY THANK YOU FOR ALL YOU HAVE DONE AND CONTINUE TO DO FOR US. MOST IMPORTANTLY, THANK YOU FOR YOUR PRAYERS. THIS HAS BEEN A LONG AND DIFFICULT ROAD TO RECOVERY, BUT I TRULY BELIEVE IT IS BECAUSE OF YOUR MANY PRAYERS THAT I HAVE MADE GREAT PROGRESS.

ON A PERSONAL NOTE, I WANT TO LET YOU KNOW HOW I AM DOING. AS I STATED BEFORE MY RECOVERY HAS BEEN LONG AND DIFFICULT, BUT THROUGH LONG HOURS OF THERAPY, I AM ABLE TO WALK WITHOUT ANY ASSISTANCE AND AM HOPEFUL TO RETURN BACK TO WORK SOON. AGAIN, MY FAMILY AND I WANT TO EXTEND OUR SINCERE THANK YOU FOR ALL YOUR SUPPORT AND PRAYERS. WE ARE SO GRATEFUL! GOD BLESS EACH OF YOU!

SINCERELY,
TROOPER KRISTOPHER CHAPMAN
AND FAMILY



is available with a VSP patch or with the med-flight patch (pictured); your choice. Prices range from \$90 to \$100 plus shipping. Orders take approximately four to six months to receive your order from the manufacturer.

Other gift giving ideas could be a 2008 VSPA Challenge Coin—double-sided and in full color. Available only while supplies last. Dick Kramer prints like the one seen below are another super thought for your favorite member of the State Police. They have just been reduced in price until all are gone. A signed print—Item #1005—was \$49.95 and is now \$29.95. An unsigned print—Item #1006—originally sold for \$34.95 and has now been dropped to an amazing price of \$14.95.

To order a helicopter or any other VSPA merchandise, visit our web site at www.vspa.org or contact Janice at 804.320.6272. Janice's direct e-mail is janicebowry@vspa.org.



Attention VSPA members! Visit our web site that features:

- downloadable membership forms
- the latest newsletter articles
- various other police related links
- legislative updates
- calendar of events
- online merchandise

If you need any help with the features, please feel free to give us a call—804.320.6272

KUDOS!!!

To the students who won a scholarships for the 2008-2009 school year (in no particular order).

Gavin Bruno, Stephanie Boice, Kevin Hammond, Heidi Childs, Alexandra Seal, Jami Elmore, Julia Wilson, Katherine Tucker, Devon Thompson, Rachel Gregory, Elizabeth Castle, Tiffany Osborne, Amber Austin, Irene Girgente, Rachel McMurray, Charles Carrico, Justin Martin, Andrew Webb, Rebecca Chafin, Brittany Chumley, Caitlyn George, Andrea King, William Crowder, Jr., Taylor Crowder, Elizabeth Ritsch, Heather Bevell, Justin Miller, Randall Pinkard, John Havrilla, III, Gavin Blosser, Tyler Burnett, Sarah Burgett, Jessica Hatcher, Lindsay Jamerson, McKenzie Davis, Jessica Michaels, Tonya Pleasants, Catherine Smith, Amanda Murphy, Allison Monroe, Stephen Boice, Kyle Bryant, Ashley Hall, Margaret Inge, Tonya Elliott, Ashley Hall, Tyler Spahr, Bridget Pillow, Angela Guerrero, Jamie Sorrels, Beverly Waller, Caitlin Pearce, Jeffrey Edds, Jr., Ashlyn Caldwell, Emily Findley

The VSPA is impressed by your achievements. Best of luck to you in the upcoming school year!

Upcoming seniors, visit the VSPA web site in April 2009 to download a scholarship and financial aid form for the 09/10 school year. www.vspa.org.

HAVE YOU UPDATED YOUR...

E-Mail Address: If you have a new e-mail address, please update it immediately so you can continue receiving all VSPA real time updates.

Beneficiary Form: If your family situation has changed, please remember to notify the VSPA immediately. This can avoid enormous problems for your family.

Home Address: Have you recently moved or transferred? Please let the VSPA know so you will receive all mailings.

Phone Numbers: From time to time we may attempt to contact you. Are your phone numbers on file with the VSPA current?

A NOTE FROM THE VSPA AUXILIARY

The 2008 VSPA Auxiliary dues of \$12 are now due. Please mail your check to Vicky W. Robertson, 14320 Sylvan Ridge Road, Chesterfield, VA 23838.

SAVE THE DATE(S)

OCTOBER

11th Board Meeting · VSPA Office · Richmond, VA

DECEMBER

6th Board Meeting · VSPA Office · Richmond, VA

MARCH

13th - 15th, 2009 35th Annual Conference · The Homestead · Hot Springs, VA



We're on the web: www.vspa.org

TO BE MUTUALLY HELPFUL TO ONE ANOTHER



Virginia State Police Association

6944 Forest Hill Avenue
Richmond, VA 23225

Phone (804) 320.6272
Fax (804) 320.2616
Email vspa@vspa.org

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