



This Issue:

The Detection and Prevention of Suicide Bombings

The suicide bomber – low-cost, easy to train, and totally expendable – has become Al Qaeda's weapon of choice in its Global War on Capitalism. He (or sometimes she) is often impossible to stop, and usually not easy to detect. There are, though, some telltale signs that U.S. security guards are now looking for.

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"The Week That Was" in Washington, D.C.

Orders to "Run for your life!" were followed in short order by the announcement of new port-security grants and the Pentagon's latest list of base closings, consolidations, and realignments. All three became major national stories, and all are related – in several curious ways – to the global war on terrorism.

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ALPR Systems and How They Grew

Crime-fighting goes high-tech with the introduction and increasing use of affordable, relatively compact, and user-friendly OCR and ALPR technology. Today, speeders are the most likely target. Tomorrow and the day after it will be known criminals and/or suspected terrorists.

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A Long Tradition of Voluntary National Service

The recent spate of articles and commentaries about the "Minuteman" group that, without invitation, helped the U.S. Border Patrol apprehend over 300 illegal migrants is a timely reminder that other citizen groups have provided significant homeland-defense help throughout American history.

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States of Preparedness

In this issue: Oklahoma continues to provide more resources for first responders and counterterrorism personnel; new partnerships in homeland security and emergency preparedness formed in Texas; Indiana agencies address suspicious activity and fraud; Kansas responders get "Tough" and go wireless.

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The Detection and Prevention of Suicide Bombings

By Neil Livingstone
Smart Security

Al Qaeda, which views women from a sixth-century perspective and regards them, at best, as second-class citizens, is suddenly championing women as equals in one critical role: as suicide bombers. The terrorist organization has launched a new women's magazine, *al-Khansa*, which instructs women on how to be suicide bombers, or *Mujabeda*. The magazine also includes information such as dietary tips and advice on how to "dominate the passions" with special breathing exercises as one prepares for martyrdom.

The existence of such a magazine is not only a sad commentary on extremism in the Muslim world, it also is indicative of the expanding threat posed by suicide bombers – especially in Iraq and Israel, but also, potentially, in the United States and other Western countries. Although it was not acknowledged publicly (so as not to offend the politically correct), the primary focus of U.S. law enforcement and intelligence after 9/11 was on young Arab males between 15 and 35 years of age. All nineteen of the hijackers on 9/11 were clearly encompassed in this profile. But during the past several years a number of women – although still a minority, as compared to men, in terms of their use as suicide bombers – have increasingly strapped on bomb belts and entered clubs and restaurants or carried bags of explosives aboard buses to kill and maim innocent civilians.

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"The Week That Was" in Washington, D.C.

Commentary, By James D. Hessman
Coast Guard

For several days last week the attention of official Washington was focused neither on the war in Iraq nor on the judicial nomination process, but on homeland defense. What turned out to be a relatively brief period of turmoil and confusion – and occasional panic – started on Wednesday morning, 11 May, shortly before noon when Capitol Police, the U.S. Secret Service, and other security and law-enforcement agencies ordered a massive, and immediate, evacuation of the White House, the Capitol, the Supreme Court Building, and the U.S. House and Senate office buildings.

More than 35,000 people, including many extremely surprised tourists, were given the foreboding news that "This is not a drill!" – and some, according to various news reports, were told to "Run for your life!"

Fortunately, no one seems to have been trampled in the rush or otherwise injured, it was a clear and pleasant day, and the all clear sounded less than 20 minutes after the frenzied mass evacuation started.

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Editorial and Circulation Office

517 Benfield Road, Suite 303
Severna Park, MD 21146
www.domesticpreparedness.com
(410) 518-6900

Editorial Staff

James D. Hessman
Editor in Chief
JamesD@domprep.com

Channel Masters

Rob Schnepf
Fire/HAZMAT
rschnepf@domprep.com

Joseph Cahill
Emergency Medicine
jcahill@domprep.com

Colonel (Ret.) Robert Fitton
Military Support
bfitton@domprep.com

Ashley Moore
Standards
amoore@domprep.com

Bonni Tischler
Customs & Border
btischler@domprep.com

Jay Kehoe
Law Enforcement
jkehoe@domprep.com

John Morton
Interviews
jmorton@domprep.com

James D. Hessman
Coast Guard
JamesD@domprep.com

Neil Livingstone
Smart Security
nlivingstone@domprep.com

Anthony Lanzillotti
State Homeland News
tlanzillotti@domprep.com

Business Office

Susan Collins
Circulation Director
subscriber@domprep.com

Sharon Stovall
Copy Manager
sstovall@domprep.com

Martin Masiuk
Advertising & Sponsorships
mmasuk@domprep.com

Subscriptions

\$50.00 annually 26 Issues for single user,
delivered via web or email. To order, visit
www.domprep.com and click on subscribe.

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Martin D. Masiuk, Executive Director
and Publisher, mmasiuk@domprep.com
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interpretation.

This author recently returned from Israel where, less than twenty-four hours after the incident, he was a hundred meters from the site of a major suicide bombing that occurred outside a nightclub in Tel Aviv, killing four Israelis and injuring dozens more. As tragic and horrific as that incident was, such bombings are less frequent than they used to be. Most observers attribute the reduction in bombings to the fact that the so-called "Exclusion Wall" or "Separation Fence" is working.

The building of the wall – which is not a cement barrier throughout its entire length but, rather, a fence studded with sensors in many locations – was a matter of heated debate in Israel and around the world when it was first proposed. Critics, recalling the Warsaw Ghetto, complained that it would relegate Jews to ghetto status once again. Others said it unnecessarily divided Palestinian neighborhoods and walled the Palestinians off from Israel, where many of them work and/or sell their products. The United Nations, not surprisingly, condemned Israel for the security barrier. Today, the only debate in Israel is about why the wall is not yet finished. There is little hand wringing anymore over its efficacy.

Trainee Tics and Other Telltale Signs

The building and monitoring of the Separation Wall is only one of the ways that Israel is seeking to enhance its security and reduce the threat posed by suicide bombers. Israeli authorities have also spent a good deal of time developing profiles of suicide bombers and their behavioral characteristics.

It is known that terrorist organizations carefully select and prepare those who carry out suicide attacks. The people selected are given extensive training, including advice on how to blend into the target population, as well as psychological conditioning. Arrangements are also made to compensate their families with cash payments after they carry out their destructive deeds. To this end, the Saudi government issued a royal decree in September 2000 mandating that various banks in the kingdom establish special accounts to channel funds to the Palestinians. The money gathered, known as Account 98 funds, was ostensibly to be used for charitable purposes, but soon was diverted to subsidize the families of suicide bombers and, therefore, to provide an additional incentive for those willing to become martyrs. The accounts became known as "The Martyrs' Accounts" and there has been speculation that some of the account funds have actually been used to underwrite some of the costs associated with the attacks – i.e., for training, intelligence collection, cover operations, and explosives.

Israeli authorities and psychologists have also carefully developed behavioral profiles that might help security personnel identify a potential suicide bomber. Among the more obvious signs are people who exhibit the following telltale behavior:

- The wearing of heavy clothing, no matter what the season. Long coats or skirts may be used to conceal explosive belts and devices.
- An unusual gait, especially a robotic walk. This could indicate someone forcing or willing himself or herself to go through with a mission.
- Tunnel vision. The bomber often will be fixated on the target and for that reason will look straight ahead. He or she also may show signs of irritability, sweating, tics, and other nervous behavior. (The Al Qaeda terrorist Ahmed Ressay, who was captured at a border crossing in Washington state while driving a car filled with bomb-making materials, caught the attention of authorities because of his excessive sweating, furtive eyes, and other nervous movements.)

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- The appearance of being drugged. The suicide truck bomber who attacked the U.S. Marine Barracks in Beirut in 1983 had been drugged before the attack and was tied to the seat of his vehicle.
- Signs of drug use – including, for example, enlarged pupils, a fixed stare, and erratic behavior.
- Bags or backpacks (used to carry explosives, nails, and other shrapnel). The bomber generally holds his/her bag or backpack tightly, sometimes gingerly, and may refuse to be separated from it.
- A fresh shave – a male with a fresh shave and lighter skin on his lower face may be a religious Muslim zealot who has just shaved his beard so as not to attract attention, and to blend in better with other people in the vicinity.
- A hand in the pocket and/or tightly gripping something – this could be someone clutching a detonator or a trigger for an explosive device. Such triggers, which may be designed in the form of a button, usually are rather stiff so that they will not be set off accidentally. (One Israeli acquaintance described how he and several guards shot a would-be bomber numerous times, but found his twitching finger still on the button – and still posing a danger, therefore.)
- Evasive movements. It seems obvious that anyone who tries to avoid eye contact, or to evade security cameras and guards, or who appears to be surreptitiously conducting surveillance of a possible target location, may be a bomber.

Sagging Attendance at U.S. Sporting Events

Obviously, these and other indicators are more useful in identifying a potential suicide bomber who is on foot, rather than someone driving a vehicle. That is why vehicle barriers, chicanes, and checkpoints also are so critical to maintaining infrastructure and area security. The behavior of drivers can be observed and assessed by personnel manning the checkpoints and/or monitoring roads where vehicles have been forced to drastically reduce their speed. Another sign of a possible threat is a vehicle that is sagging on its springs and low to the ground – conditions that could be caused by the weight of hundreds, or even thousands, of pounds of explosives.

The security wall and the various methodologies that have been developed for profiling possible suicide bombers offer some protection against terrorists, particularly when combined with metal detectors, guards, and other barriers.

Interestingly, though, although U.S. forces in Iraq have regularly been the victims of suicide bombers, the phenomenon has not yet reached the United States – much

to the surprise of many in law enforcement. It is remarkable, in fact, that a terrorist wearing a bomb belt – taped to his chest with ball bearings, perhaps – has not taken a seat in the stands at a college football game or other major sporting event and blown himself/herself up, along with dozens of other people sitting in the same area. Should such an incident occur it would surely traumatize the American public and make it likely that people would stay away in droves from other public events not only in the following days and weeks but for many months thereafter.

In future columns Dr. Livingstone will discuss a number of other ways of detecting, deterring, and preventing suicide bombers from carrying out their deadly missions.



“The Week That Was” in Washington, D.C.

By James D. Hessman
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What had happened was that a two-seat 1,000-pound civilian-owned Cessna 150 aircraft had – unintentionally, it is presumed (but several official investigations are still underway) – flown into a huge bubble of restricted airspace surrounding the entire Washington, D.C., area and was only three miles away from the White House before it heeded several warnings to turn away. The F-16 fighter jets that had been scrambled from Andrews Air Force Base in nearby Maryland to intercept the Cessna reportedly were in position – and would have been authorized – to shoot down the Cessna if it failed to turn away.

The maximum speed of the Cessna 150, according to one of several marvelously detailed articles in the Washington Post, is 160 mph and the aircraft’s maximum takeoff weight is 1,600 pounds – more than enough to carry a dirty bomb or small nuclear device, or a medium-sized biological or chemical weapon.

All Went “Reasonably Well” - Almost

The detection of the incoming aircraft, the orders to evacuate, and the crowd-control procedures that were followed all went reasonably well, according to Capitol Police, White House, and DHS (Department of Homeland Security) spokespersons. There were a number of communications problems – D.C. Mayor Anthony A. Williams and other city officials were not notified about the mini-crisis, for example, until the aircraft was no longer a threat – but it seemed

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obvious that the overall U.S. domestic-preparedness alert system is now much more effective than it was before the terrorist attacks of 11 September 2001.

Whether “much more effective” is sufficient is still far from clear, though, and there is considerable evidence that it was *not* sufficient last Wednesday, and will not be for the foreseeable future. A slightly faster aircraft – one capable of just over 200 mph, for example – would actually have reached the White House, or Capitol, or the Pentagon or any other potential target along its projected flight path by the time the F-16s were scrambled.

A slightly larger aircraft, moreover, carrying a dirty bomb or any other WMD (weapon of mass destruction) into the District of Columbia at any point could have caused incalculable damage even if it were shot down. Also, the fact that so many White House and Capitol Hill employees (plus tourists) were evacuated does not mean that they were therefore safe – many were still on the way out, in fact, by the time the all clear had sounded.

The best that can be said, therefore – assuming that the Cessna intrusion was just “a stupid mistake,” as one commentator suggested – is that the 11 May incident was a useful albeit unscheduled drill from which a number of valuable lessons might be learned. Those subscribing to this optimistic theory, though, might ask themselves how many lessons were learned from the *first* terrorist attack (26 February 1993) on the World Trade Center and how many, if any, of those lessons were used to minimize the loss of life during the second attack on 11 September 2001 – more than eight years later.

Port-Security Funding: Better, But Still Insufficient

By a remarkable coincidence – there is no way it could have been planned – the Department of Homeland Security announced on Friday 13 May that it would allocate approximately \$141 million in port-security grants to improve security at U.S. ports “by providing funding to increase protection against potential threats from small craft, underwater attacks, and vehicle-borne improvised explosives, and to enhance explosive detection capabilities aboard vehicle ferries and associated facilities.”

The specific dollar totals of the grants, which will be distributed to 66 port areas that “have been identified as eligible applicants,” are determined through a new “risk-based formula” that, DHS said, “considers three elements – threat, vulnerability, and consequence,” to ensure that the bulk of the funding is allocated to “federally regulated ports, terminals, and U.S.-inspected passenger vessels” that are

considered to be “assets of the highest national strategic importance.”

The American Association of Port Authorities (AAPA), which worked with DHS and the Department of Transportation in developing the grant program, welcomed the DHS announcement – but also expressed concern that the amounts being provided are still well below what is required. The U.S. Coast Guard estimated in 2002 that U.S. seaports would have to spend \$5.4 billion over ten years to comply with various security improvements and upgrades mandated under the Maritime Transportation Security Act. For that reason, said Kurt Nagle (AAPA president and CEO), the organization believes that DHS port-security grants must be increased “to at least \$400 million a year to ensure the ability of U.S. seaports to protect themselves and their communities against attack.”

Nagle did not point out – he did not really have to, considering that it had been less than two days between the Cessna scare and the DHS grant announcement – that on any given day in almost any U.S. port there are scores, sometimes hundreds, of ships and small craft – ranging in size from supertankers and containerships to private yachts and sailboats – capable of carrying, and concealing, WMDs larger than any that a Cessna 150 might be carrying.

Activity, Commotion – and Maybe Progress

Whether coincidentally or intentionally, the Department of Defense (DOD) released its latest BRAC (Base Realignment and Closure) list on the same day that DHS made its grant announcement. The 2005 BRAC, which proposes the closure of 33 major bases and the consolidation and/or realignment of almost 150 others, would save an estimated \$49 billion over the next 20 years, according to DOD. It also would eliminate or shift tens of thousands of jobs – and, thus, cause economic distress in scores of cities throughout the United States while adding to the prosperity of others.

One of the several factors considered in the BRAC base decisions, officials said, was the vulnerability (to terrorist attacks, particularly) of certain bases and activities, especially in urban areas such as Crystal City in Northern Virginia. When and where possible, DOD officials said, workers at activities headquartered in private-sector office buildings that are relatively close to major naval/military bases, where security is already much tighter and can be made even more so, will not lose their jobs but simply move to office buildings (old or new) on those bases.

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The Cessna investigations are continuing, the proposed BRAC closings still have to be reviewed before Congress can or will give its final approval, and the DHS grants also are subject to additional internal and external review. So the reverberations of the Washington “Week That Was” probably will continue for some time to come. There was, in short, considerable activity in the nation’s capital, and a certain amount of commotion as well. But activity and commotion are not always, or necessarily, the same as progress.



ALPR Systems and How They Grew

By Jay Kehoe

Law Enforcement

There currently are about 330,000 police response vehicles in the United States. A great number of these vehicles are equipped with the latest in crime-fighting equipment – i.e., systems ranging from LED light bars to mobile data terminals and/or laptop computers. Most of these systems are much more than helpful; they are essential. But they also are costly. Every department nationwide, in fact, can expect to spend ten to fifteen thousand dollars (or more) – in addition to the purchase price and annual maintenance and upkeep costs – for the various crime-fighting systems installed on each of its vehicles.

Cost is one reason, but not the only one, why departments must ensure they are effectively using the equipment in the vehicle to get maximum benefit from the taxpayer dollars invested. In several specialized areas of law enforcement, particularly in the forensic sciences, technology and innovation have been at the forefront in identifying criminals and linking suspects to crimes. State-of-the-art communications and record-management systems assist patrol officers with basic communications and record keeping, obviously. Occasionally, though, creative thinking “outside the box” has led to important operational breakthroughs in crime fighting and elsewhere in the law-enforcement field.

Today, so-called ALPR (automated license plate recognition) systems give police officers the ability to capture, optically scan, and recognize vehicle registration plates through the use of an optical character recognition (OCR) system, and then to compare the information recorded to the information in a known database. However, relatively few law-enforcement agencies have attempted to use ALPR technology – for one simple reason: its extremely high cost. The cost of most current ALPR systems ranges from twenty thousand dollars to sixty thousand dollars, and many of the systems available are somewhat limited in their capabilities. Usually, the target

vehicle must be at a specific location; the system’s camera must be mounted on a stable, secure base; and the vehicle must not be in motion. Because of these limitations, ALPR systems have been used primarily in gate-controlled parking lots and at tollbooths.

More Capability at Lower Cost

OCR is not new – several corporations and a number of government agencies have been using OCR technology for the last thirty years to scan and record mail, tax records, insurance information, and medical records. OCR technology is now used for a number of other purposes as well, and – of equal or greater importance – its cost is going down. Thanks to miniaturization and other improvements, systems fitted with customized hardware and mainframe computers that once sold for hundreds of thousands of dollars are now available at a much lower cost. Today, for example, Windows-based personal computers using off-the-shelf cameras are able to read – at a rate of 10 envelopes per second or higher – large numbers of marked-up envelopes, find and recognize the addresses on each, and sort them to the appropriate Zip-code delivery area. Even consumer OCR systems have filtered down to the home personal computer, for under one hundred dollars, as the key component of an all-in-one printer/copier/fax machine.

In addition, a number of breakthrough law-enforcement applications are starting to materialize. The ability to quickly identify stolen vehicles, or vehicles registered to wanted persons (including suspected terrorists) – or registered to missing or endangered persons – could quickly assist in the apprehension of thieves or terrorists, the identification of Alzheimer victims, and help in various other caretaker functions police officers are often called on to perform.

There are two problems, though. The first is that current technology relies on the officer to call in, or type in, the numbers and letters on a registration plate to see if it falls into one of the categories mentioned. The second is that, for the police officer to call it in, his or her attention must first be drawn to the vehicle for any of several reasons – e.g., suspicious activity, broken locks or windows, a hanging registration plate, or the car being parked in an inappropriate location. But if the vehicle seems to be in good condition and is operating within the law, there is little reason for an inquiry.

ALPR systems, however, do not have to sort and discriminate and/or make judgment calls. They see every plate that passes within a specific point of the camera, and compare *all*

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registration plates (which, in legal terms, are public documents) against a database of stolen vehicles and/or vehicles wanted for other reasons.

There are now about 75 or more companies worldwide that advertise ALPR systems. Some of these companies are private branding – i.e., distributing similar systems under several different names – but most are encumbered by similar limitations when it comes to using them for law-enforcement applications: a relatively high cost, a requirement for stationary mounting, and the use of customized hardware.

A Prototype of Other Breakthroughs to Come

A few companies have gone forward from the original technology and have built systems with the ability to identify moving vehicles. However, the twenty thousand dollar plus price tag is still too costly for most departments, and cramming another computer into an already crowded patrol vehicle is sometimes just not practical.

Enter into the law-enforcement ALPR race one Richard Coburn, the retired founder of one of the leading companies in the world in high-speed optical recognition, Scan Optics Inc. – which already supplies large-scale OCR systems to the postal system and several large insurance companies. Coburn asked a simple question: What does the mobile data terminal or laptop now carried in most police cars do when the officer is patrolling? There are three somewhat similar answers to that question: (1) Nothing; (2) Wait for an incoming message; or (3) Wait for the officer to stop patrolling and start typing.

Coburn's idea was simple: use the processing power of the computer, which is already in the police vehicle – and stays there, even when the officer is not – to carry out the ALPR function automatically. The only other equipment needed would be a screen-saver of some type to run in the background and an off-the-shelf-camera (or one already installed in the vehicle to record traffic stops and/or for other law-enforcement purposes).

Drawing on 30 plus years of experience, Coburn worked with Ronald Gocht, a former development engineer with Scan Optics but now retired, to create a software package that could operate in the Windows operating system to provide exactly what police departments need: a relatively low-cost (less than two thousand dollars) ALPR system that can scan a lane of moving traffic, identify all of the registration plates in its field of vision, and compare them to a known database on the police vehicle's existing mobile data terminal/laptop and camera.

Although his SentryTec ALPR is only in the prototype stage, Coburn already can demonstrate its use in real time, on real

cars. According to Coburn, the SentryTec ALPR still needs final software engineering to make it an operational police system. Future versions of the system, he said, will be available on Windows-based pocket PCs for use by officers on foot patrol, on bikes, or mounted on horses.

Similar creative ideas – from inside the law-enforcement community, from municipal administrators, and from the commercial world – using new technology or existing technology converted from other industries, will continue to change the way police work is done for many years to come. For the present, though, agency administrators must carefully weigh the costs of purchasing and operating ALPR systems and compare those costs with the benefits provided to their communities. Interestingly, to make an equipment purchase more appealing, several manufacturers have been able to demonstrate a positive cash flow, within just a few short months, from the use of such systems simply by adding the vehicle registration plates of delinquent taxpayers to the ALPR database.



A Long Tradition of Voluntary National Service

By Brent Bankus
Military Support

In the U.S. National Security Strategy, President George W. Bush makes his position clear: "Defending our nation against its enemies is the first and fundamental commitment of the federal government. To defeat this threat we must make use of every tool in our arsenal – military power, better homeland defenses, law enforcement, intelligence, and vigorous efforts to cut off terrorist financing."

Since the devastating terrorist attacks of 11 September 2001 considerable progress has been made, but in a number of operational areas – e.g., border security – the homeland-security effort is still a work in progress. A war on global terrorism has been declared, the Department of Homeland Security (DHS) has been established (along with the Department of Defense's Northern Command), and increases in manpower have been approved for a number of agencies, including the U.S. Border Patrol. Nonetheless, illegal immigrant crossings are continuing to occur at an alarming pace.

One of the worst trouble spots is near the town of Naco in Cochise County, along the border between Arizona and Mexico.

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That area is where, in an attempt to help curb illegal immigration, volunteers from across the United States embarked on a month-long effort to assist the U.S. Border Patrol in apprehending illegal immigrants from entering the United States. More specifically, approximately 800 volunteers from the self-styled "Minuteman" group made their way to Arizona to lend assistance – which, it should be made clear, had not been requested by the federal government.

However, it seems equally clear that the actions of the Minutemen – although allegedly “controversial” (a term much favored by the national press) and perhaps politically embarrassing – were not necessarily illegal, either.

According to the group’s website, “The mission of the Minuteman Civil Defense Corps, headquartered in Tombstone, Arizona, is to report suspicious illegal activities to proper authorities and deter, by legal means, illegal aliens, drug traffickers, and terrorists from entering the United States ... along the immediate U.S. Mexican border.”

After arriving in Arizona in late March the Minuteman volunteers attended a three-day training session on the “rules of engagement,” then took up surveillance positions along the Arizona border with Mexico and started to report illegal border crossing incidents to the U.S. Border Patrol. According to Chad Groening of the Agape Press, the U.S. Border Patrol confirmed that 315 apprehensions of illegal immigrants had been "directly facilitated" by Minuteman volunteers during the period from 1 April 2005 to 26 April 2005.

In addition, Mike Albon, a spokesman for U.S. Border Patrol Local 2544, which represents the agents patrolling the 27-mile sector where the Minuteman volunteers camped out during this period, said that the Border Patrol had received no complaints from his rank-and-file about the volunteers' work. "The Minutemen have not caused any problems for the agents in the field," Albon also said. "We have not received any complaints [about] any of their activities being out of line. They have been ... [very] supportive of the [Border Patrol] agents in the field."

From the War of 1898 to FEMA and the Freedom Corps

Volunteer organizations, both civilian and military, are not new to the American scene. There are now, in fact, several government-sponsored civilian volunteer organizations – e.g., the Citizen Corps, sponsored by FEMA (the Federal Emergency Management Agency), and the White House-sponsored USA Freedom Corps – that have received considerable praise for their efforts.

Throughout U.S. history, volunteer military organizations have played an important role in homeland defense and homeland security, particularly during declared emergencies – the Spanish-American War and World Wars I and II are perhaps the best examples. In the early days, weeks, and months of World War II, when the final outcome of that conflict was still in question, several volunteer organizations – e.g., a number of Naval Militias and Home Guard or State Guard units – were used to augment the active and reserve U.S. military forces that were being mobilized for traditional naval and military operations.

During the Spanish-American War, Naval Militia units from several states – the New York Naval Militia, one of the largest and best organized, is perhaps the best example – not only were provided harbor-security assets but also (in this isolated case) were used in combat operations outside the Continental United States (CONUS).



The auxiliary cruiser USS Yankee, crewed by the New York Navel Militia, saw action off the Cuban coast in 1898.

During World War I, Naval Militias were again used to provide harbor security. During this conflict, though, their land counterparts (i.e., the Home Guard units) also were called on – primarily to replace the large number of National Guard units that had been mobilized for the war effort.

Most if not quite all of these volunteer military organizations were sponsored by their home states, with the state governors specifically responsible for maintaining and equipping the units from their respective states. State Guard or Home Guard units, which were modeled in both form and function after the National Guard units they were replacing, provided mission support by, for example, helping local and state authorities quell labor strikes and by assisting in other local law-enforcement contingencies. Some State Guard units also assisted local agencies during natural disasters such as floods, and others guarded what today are described as “critical infrastructure” sites. Many members of these units had prior active-service experience, and some had rather distinguished careers.

During World War II approximately 35 states organized State Guard units. Like their WWI counterparts, the members of

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the State and Home Guard units of the WWII era were volunteers. As in the earlier conflict, the units were subsidized by their home states, controlled and supported by their state governors, and used strictly for state service. But they ably filled the void left by the mobilized National Guard. During the critical weeks following the Japanese attack on Pearl Harbor, an estimated 13,000 State or Home Guard troops were on state active duty – providing security for critical infrastructure sites, among other things – while also training for combat missions in the event of an enemy invasion of the United States (which, however unlikely it might seem more than 60 years later, was at that time a major concern to many American citizens).

Although they never were used in a true combat role, the WWII State and Home Guard units were a major source of militarily trained manpower available to state governors during a critical time in American history. Today, 22 states (and Puerto Rico) still have Home Guard units that can be called on if needed. These units – which are now designated State Defense Forces, or SDFs – carry on in the time-honored tradition started by their WWI and WWII predecessors as trained citizen volunteers who are fully capable of augmenting National Guard forces when and where needed.

Value-Added Assets

There are several other U.S. volunteer military organizations that have historically provided "value added" assets to the national government on short or no notice. Two of the best known are the Civil Air Patrol (CAP) and the U.S. Coast Guard Auxiliary. Both organizations are sponsored by their parent federal services, the U.S. Army Air Corps (later the U.S. Air Force) and the U.S. Coast Guard.

Gill Robb Wilson, an aviation advocate and visionary thinker, conceived of the Civil Air Patrol in the late 1930s. With the help of New York Mayor Fiorello H. La Guardia, the new CAP was established on 1 December 1941. By 1943 it was formally recognized by a presidential executive order and became the official auxiliary to the U.S. Army Air Corps; later, in 1948, the CAP officially became an auxiliary organization of the new United States Air Force.



World War II Civil Air Patrol Pilots

The idea of organizing a civilian auxiliary to the U.S. Coast Guard also started to take shape in the 1930s. By 1940 the newly formed Coast Guard Reserve had enrolled more than 2,500 men. The following year, when preparations for U.S. entry into the war were well underway, the Coast Guard Reserve was divided into two components. One served as a feeder system for the active-duty Coast Guard; the other consisted of civilians who owned small pleasure craft that could be used for a number of short-range security missions.

By early 1942 the United States was in the war, and German U-boats were arriving off the U.S. east coast in large numbers. The U.S. Navy and U.S. Coast Guard were woefully short of escort vessels equipped with the anti-submarine weapons needed to keep the U-boats from running amok in the shipping lanes. In desperation, the Navy ordered the acquisition of civilian craft that were in any way capable of going to sea in good weather and remaining on station for a period of at least 48 hours. These vessels, armed with depth charges stowed awkwardly on their decks, and manned by the Coast Guard as a wartime component of the Coast Guard Reserve, patrolled along the 50-fathom line running along the U.S. Atlantic and Gulf Coasts. As new-construction ships of the line were commissioned, these civilian craft were relegated to other less rigorous duties for which they were better suited.

Although none of them ever sank a German U-Boat, these gallant ships and crews provided a valuable service simply by being on station, visible guardians of the sea that probably deterred at least some U-boat attacks. In addition, many of them were credited with saving the lives of sailors swimming away from torpedoed vessels.

As the preceding examples show – and the list is not all-inclusive – organized and well-led volunteer organizations have in the past been, and today still are, perfectly capable of providing positive contributions to augment the active-duty military in times of national need. Considering the demands imposed by the open-ended Global War on Terrorism and the high operating tempo of today's active and reserve forces – along with the increased importance of border security at all points of entry into the United States – it seems reasonable to suggest that the Department of Homeland Security and Department of Defense should consider using *all* the assets available to them, including civilian volunteers, when developing and refining their plans to defend the U.S. homeland.



States of Preparedness

By Anthony Lanzillotti
State Homeland News

OKLAHOMA

Continues to provide more resources for first responders and counter-terrorism personnel

The Oklahoma City National Memorial Institute for the Prevention of Terrorism (MIPT) recently opened its doors to the public to honor the victims of the 1995 terrorist attack on the Murrah Federal Building. MIPT, which was created in 1999, sponsors research on equipment, training, and procedures that might help first responders prevent future terrorist attacks and/or respond to mass-casualty incidents of any type. During the commemoration ceremonies, deliberately scheduled during the Week of Hope, VIPs, special guests, and everyday Oklahoma citizens were able to browse MIPT's terrorism knowledge base via computer and view the various other memorials dedicated to victims of terrorism. The MIPT knowledge base – which is free online, and constantly updated with new reports, studies, journals, and other publications – provides a useful additional tool for law-enforcement officers and first responders.

Related Note: Dan Biby, president of the Oklahoma Chapter of the Association of Contingency Planners, has authored a new field-reference guide for first responders and public health officials. His "Disaster Dictionary" includes over 1,200 terms and phrases, with accompanying descriptions, related to disasters of various types as well as a number of appendices – the latter include helpful information on weapons of mass destruction and a useful summary of the U.S. Incident Command System.

Biby is an original member of the Tulsa Partners, a volunteer organization dedicated to preparedness, and has been an emergency management planner and trainer in Oklahoma for over 16 years. Biby compiled the dictionary because of his own experience, pointing out that responders from different disciplines "have to be able to speak a common language" if they are to be able to deal with the numerous difficult issues confronting them. The use of a common terminology "is the first step," he said. Biby's "Disaster Dictionary" is published by K&M Publishers and Brookside Group Ltd.

TEXAS

New partnerships in homeland security and emergency preparedness are formed

Texas sheriffs in towns and cities along the Mexican border have united to form what they call the Texas Border Sheriffs' Coalition. Their goal is to speak with a unified voice in seeking additional federal Homeland Security grant funds for

security and preparedness. Zapata County Sheriff Sigifredo Gonzalez Jr., the coalition chairman, said that the group's goal is "to obtain some type of federal funding to be able to work our border issue as it pertains to protecting the public in general." Webb County Sheriff Rick Flores added that terrorists "will not hesitate to pay drug cartels to get them across the border." He also commented on intelligence reports that continue to indicate the possibility of terrorists using the Mexico-Texas border as an allegedly easy way to illegally enter the United States. The coalition was formed following recent reports of inadequacies in border security and the controversial deployment of a large number of volunteer "Minutemen."

Groups in other parts of Texas have formed similar partnerships, primarily to improve training and interoperability. The Kerrville Independent School District (KISD), which was awarded \$104,000 in grant funding last year to help in state efforts in emergency preparedness, teamed up last week with instructors from the Kerrville Police Department to host a joint training session attended by Kerrville police officers, Kerr County deputies, members of the Texas Department of Public Safety, and Texas Parks and Wildlife agents, among others. Additional training will soon be offered to KISD teachers, officials said, and to fire and emergency services personnel. KISD Special Programs Director Kendall Young and Superintendent Dan Troxell were on hand to observe the new training programs and to review emergency preparedness plans drafted by KISD.

INDIANA

Agencies address suspicious activity and fraud

Representatives of at least two healthcare facilities in the state of Indiana have reported suspicious incidents during which unauthorized personnel seem to have gained access to various sections of the facilities. In one incident, two unidentified people dressed in business attire and carrying clipboards walked into the outpatient ward of Porter Hospital in Valparaiso and asked for a tour of the facility. An alert employee challenged the pair after they had gained access, causing them to leave before they could be identified and/or questioned further. A similar incident was reported at the St. Vincent Hospital and Health Services facilities in Indianapolis, where, according to authorities, an unspecified number of men tried to access restricted areas. Hospital officials said that the intent of the trespassers has not yet been determined.

Continued on the Next Page

Indiana Department of Health spokesman Andy Zirkle confirmed the report at one Indianapolis hospital, but would not go into detail. The U.S. Department of Homeland Security and the Joint Commission on Accreditation of Healthcare Organizations are carrying out their own investigations of the two incidents. These reports follow previous incidents of similar suspicious activity at healthcare facilities in Los Angeles, Boston, and Detroit, as well as growing concerns over the security of radioactive medical isotopes stored at these and other facilities. Both of the Indiana facilities employ security personnel, but the exact number on duty at any given time will vary from day to day. However, as indicated by the Valparaiso incident, an alert and proactive staff member can add an additional effective layer of preparedness to deter illegal activity. Awareness training for healthcare workers is currently among the major personnel issues being considered nationwide, and some states have already included such training in their security programs.

Related Note: The Indiana Department of Homeland Security (IDHS) has released a public notice to caution the public against fraudulent phone calls being placed to victims of recent storm and tornado disasters. The notice explains that various unknown individuals have been soliciting personal information, including bank account numbers, from victims after identifying themselves as representatives of the Federal Emergency Management Agency (FEMA). The IDHS notice informs Indiana residents that FEMA disaster-assistance funds are provided at no charge to individual recipients, and requests that fraudulent phone calls involving this type of solicitation be reported immediately to local law-enforcement officials.

KANSAS

Responders get "Tough" and go wireless

Five jurisdictions in the state of Kansas have deployed a new wireless technology system for use in law-enforcement and emergency-response operations. The principal components of the system – created by CDW Government Inc. of Lansdowne, Va. – are Panasonic Toughbook® laptop computers that have been installed in patrol cars and other emergency vehicles. These rugged computers apply Intergraph Public Safety's Computer Aided Dispatch System to augment and improve the information sharing, coordination, and dispatch capabilities of a number of intrastate departments.

The five jurisdictions utilizing the system are four cities – Leawood, Olathe, Overland Park, and Shawnee – and the Johnson County Sheriff's Department. Each jurisdiction is now able to receive and view information from the other participating jurisdictions via laptop and to use the

information received to respond more quickly to evolving emergencies. Each user is also able to use the system to access state, local, and federal databases, a capability that translates into faster and more direct receipt of pertinent information. The system also is fitted with software that can translate English into Spanish, and vice versa, giving police officers and other responders yet another tool for communicating with crime and disaster victims, and with other citizens. Officials said that the system also has improved productivity, because the system allows users to complete official reports while remaining in the field.

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