



The CCPS All-Points Bulletin

Mission: To reduce crime, enhance public safety and assist victims throughout North Carolina.

December 2011

Message from the Secretary



This is my last employee newsletter message as secretary of the North Carolina Department of Crime Control and Public Safety, and I want to once again commend each of you for doing an outstanding job. When it comes to protecting the public, this team has been one of the best in the country.

Come Jan. 1, we will become the new Department of Public Safety. I know this transition has been challenging for many employees who have had to continue their responsibilities while moving to a new location and working with new people. Let's not forget the holiday season which has added to the mix as well. Thank you for your hard work and patience.

The talents of many in the three agencies, CCPS and the departments of Correction and Juvenile Justice and Delinquency Prevention, will combine to make one efficiently-run department, nearly seven times the size we are today. Together, we will use the best practices from each agency to provide a cohesive operation, one that will, in the end, provide better services to the public and will run more efficiently.

For the past 34 years, CCPS employees have provided essential state services: enforcing state laws, preventing crime and protecting citizens from natural and man-made emergencies. While the physical location is changing for a number of employees, your much-needed duties will not change under the new Department of Public Safety. I remain impressed with the good work each of you provides to our citizens, making North Carolina a desirable place to live and work.

Have a Merry Christmas and enjoy special times with friends and family during the holiday.

Reuben Young

The Secretary's Gold Circle Award



Emergency Management

Callion Maddox, a risk assessment and planning supervisor for Emergency Management's Hazard Mitigation Branch, was recognized Dec. 13 for his work ethic, enthusiasm and unselfish commitment to the division. He has taken on a variety of complex tasks including sophisticated benefit cost analysis and fiscal operations. Maddox also shepherded more than 50 mitigation plans through the approval process. His tireless



efforts helped the branch close disasters from hurricanes Floyd in 1999 through Ophelia in 2005.



Chris Tant, an Emergency Management officer since 2003, was recognized Dec. 13 for working numerous emergency events requiring a great deal of knowledge and dedication. The events included severe weather, structure fires, hazardous materials events requiring Regional Response Team support, deployment of the N.C. Helo-Aquatic Rescue Team, activation of the State Emergency Alert System and events requiring the activation of the State Emergency Response Team. Tant was recognized for his expertise, leadership and exemplary service.

Meagan Honnold, an environmental specialist and hazard mitigation specialist for EM, was recognized for managing multiple large-scale projects for customers such as Mecklenburg County and the city of Raleigh. Her project development and implementation skills have resolved complex issues before they escalated. Honnold was recognized Dec. 13 for her initiative, professionalism, and exemplary service.

Col. **Todd Hunt** of the N.C. National Guard was recognized for his contributions to the Division of Emergency Management as the State Emergency Response Team's Air Boss. While serving in that position, Hunt oversaw the expansion of the North Carolina Helo-Aquatic Rescue Team. His knowledge and expertise always ensured missions were completed efficiently,



professionally and safely for the air crews, the rescue technicians and the victim.

Michael Cline was recognized Dec. 13 for his initiative, commitment and expertise in implementing and effectively managing the new Training Exercise Records Management System. Cline successfully introduced TERMS to local and state government agencies. Under his leadership, the number of training classes and first responder students increased substantially. The result of the efforts was improved customer service and efficiency.



Meritorious Service Award

On Dec. 13, Secretary Young presented the Meritorious Service Award to Emily Young, the Division of Emergency Management's Recovery Section chief. She was recognized for her professionalism, leadership and outstanding commitment to EM and the citizens of North Carolina. Young has managed the recovery of winter storms, hurricanes, floods and tornadoes.



"Young always goes the extra mile to ensure the needs of disaster-affected communities are being met and issues are being resolved," Young said.

Emily started with the Division of Emergency Management as an administrative assistant, and through hard work and commitment, rose through the ranks to become the section chief. She has always maintained a positive and constructive attitude while working tirelessly for as long as the recovery took.

Congratulations!



The following employees were promoted:

Alcohol Law Enforcement: **Benjamin Fields**

National Guard: **Stanley Lowe**

State Highway Patrol: **Andy Helsabeck** and **Jason Steward**

The following employees celebrate significant service milestones in their state careers:

30 years

State Highway Patrol: **Michael Sills**

20 years

Governor's Crime Commission: **Clyde Clark**

State Highway Patrol: **Kenneth Hamby**, **Destry Moose** and **Georgia Warren**



Comings and Goings



Welcome to our new employees:

Administration: **David Farmer**

Butner Public Safety: **Charles Foreman**, **Kevin Rigsbee** and **Alan Spataro**

Best wishes to our recent retirees:

Emergency Management: **Bettye Poole**

State Capitol Police: **Lynn Howard**

State Highway Patrol: **Melvin Allen**, **Mark Brown**, **Rex Carter**, **Alvin Coley**, **Michael Davis**, **William Humphrey**, **Jehrie Jacobs**, **Stevie Joe**, **Ferrell Kidd**, **Rhonda Moore**, **Timothy Ramsey**, **Jeffery Rose**, **Joseph Sadler**, **Patricia Somers**, **Marc Walker** and **Ricky Wensil**

To CCPS Divisions and Staff

**By Glenn Mack
Chief Information Officer
CCPS Information Technology Section**



As you have probably noticed, things are changing. People are moving, new people are showing up, new services or applications will be needed or added in a short period of time. With that comes the need for IT services and solutions to adapt to those changes.

I want to assure everyone, both existing customers and new, that we are committed to providing the same level of service you have grown accustomed to. We have been working around the clock to ensure no interruption of service occurs during our migration and department merger. Should you encounter any issues or problems as we move forward, I still highly encourage you to use our online help desk ticketing system. This is the best way to receive your issue and prioritize it with our daily schedule and tasks.

I did want to personally thank everyone and say what an honor it has been to serve as your chief information officer for the past 2 ½ years. I could not think of a better group of people to work with and for, and I put a high value on the services and mission that we all have worked hard to provide for the citizens of North Carolina.

Lastly, I cannot end my end of year commentary without mentioning my direct staff by name. When you see them roaming the halls with a cable or laptop in hand, take a moment to thank them. A quick pat on the back or a heart-felt thank you goes a long way.

IT Operations

Geof Toner
Chris Fuquay
Danny Barnes
Lois Tipton
Jose Sanitago

Application Development

Greg Jones
Ed Bottom
Tony Schiro
Lee Queen
Ramesh Vaddi
Carolyn Bell

Thank you CCPS for a great 2011 and I look forward to working with all of you as we begin our new journey in the Department of Public Safety

Regards,
Glenn Mack
Chief Information Officer
N.C. Department of Crime Control & Public Safety

Employee Spotlight

Sitting behind a hill on an Interstate on-ramp, Trooper **Chris Rogers** waits for speeding violators. A trucker calls out on his CB radio warning other truckers, “You won’t see him ’till you get by him.”

A red Oldsmobile Alero sets off the radar and Rogers turns on his blue lights and pulls out to stop the violator. The car belongs to an independent auto dealer who says he was just trying to keep up with the flow of the traffic. Rogers has heard that excuse many times, and quickly asks the driver what the posted speed limit sign says.

Rogers, a trooper since 2004, works out of the State Highway Patrol’s Troop E headquarters in Salisbury. He patrols Interstate 85 and other major highways throughout Rowan County, driving about 200 miles a day.



Trooper Chris Rogers

“This job can be low-stress, but can change in the blink of an eye,” Rogers said. “You never know who you’re stopping. I am always on alert.”

The morning of Dec. 6 is a typical morning. Rogers is sent to a minor traffic accident in the rural community of Enochville. An 87-year-old woman has pulled onto the road and an oncoming car hit her, crunching her back fender. While the driver of the second vehicle is taken to the hospital with non-life-threatening injuries, the elderly woman is not hurt and unusually composed.



“I hope I’m that well at 87,” Rogers mused. “She’s doing great, and I have to give her a ticket.”

From the time Rogers arrives, surveys the accident, talks to rescue workers and witnesses, types up the wreck report and explains to the driver the unsafe movement ticket he is issuing her, the insurance information she will need and her court date,

an hour has elapsed. He doesn't have to go to the hospital this time because there are enough witnesses, but when he does have to go, it can tie up more than an hour.

Rogers next stops a white Ford Expedition going 70 in a 55-mile-per-hour zone on U.S Highway 29. The driver had seen the patrol car, but never slowed down.

"The general public has the illusion that troopers have to give them 10 miles over the speed limit, but that's just not true."

When Rogers stops a car on the Interstate, he goes behind his patrol car to the passenger side of the stopped vehicle.

"That does three things: I can see approaching traffic as I exit my vehicle, it puts more distance between me and the violator so I have more time to observe any activity and I'm not caught between two vehicles if a car should rear-end mine and push it into the other car."

Rogers uses "verbal judo" when approaching a driver, saying who he is and the reason he stopped the car. The trooper believes that treating people the way you would want to be treated goes a long way towards deescalating situations. If at the end of a traffic stop the driver is thanking you even though he or she will be paying hundreds of dollars in court costs, he says, "You've done alright."

That cool-headed approach served Rogers well this past October when he was called to a reckless driving and possible driving while impaired case.

"A man was doing burnouts, J-turns and other dangerous moves in the road," Rogers said. He hit a mailbox and knocked the mirror off his car. Rogers found him on a bridge overpass in the middle of Peach Orchard Road trying to fix his mirror. The man said someone had side-swiped him. Rogers detected a strong odor of alcohol and slurred speech, and the man failed the field sobriety test. The driver wanted to fight, but Rogers was able to talk him out of it.

Rogers learned that only two days before a member of the man's family had committed suicide by stepping in front of a train. The trooper's patrol car was nose-to-nose with the man's car and he was now being cooperative, so Rogers had him sit on the car hood while he went back to his vehicle to enter information into the computer. Rogers had one leg in his car and one out when the man suddenly darted into the path of an on-coming vehicle. The driver was able to slam on her brakes and stop in time, but the man kept going, heading for the side of the bridge. He climbed up to apparently jump to I-85, some 30 feet below.



The man was in the forward leaning position when Rogers grabbed his arm and shirt and pulled him to the ground. He put his left knee on the man's back and an arm over the back of his neck to hold him down while he called for help using his lapel mic, pressing his cheek to the call button.

"They tell you in patrol school that if you need help, minutes seem like hours. It seemed like forever."

A sheriff's deputy was first to arrive, followed by other patrol officers. The man was handcuffed, searched and transported to an area hospital for psychiatric evaluation. He was subsequently charged with DWI, resisting an officer, driving while license revoked, careless and reckless driving and assaulting a law enforcement officer.

Later, the man explained that he had stopped both his medication and therapy, the reason he was out of control. He thanked Rogers for saving his life.

"Trooper Rogers is the type of person who is focused on doing a good job at all times," said First Sgt. B.E. Hower of Troop E. "He is concerned that lives and property are protected, and we applaud him for helping this man. That's just the kind of guy he is."

The October incident is the only physical confrontation Rogers has had with a motorist thus far in his career, but that's not the first time he's been in physical danger.

Rogers was born in Greensboro and his family moved to Salisbury when he was 8. He graduated from Salisbury High School in 1994, then attended Appalachian State University in Boone. He majored in exercise physiology and graduated in 1999. A fellow college friend encouraged Rogers to attend the State Highway Patrol's basic school with him, and although he had thought about working with the U.S. Secret Service, he chose another route: training pit crews for NASCAR racing.

To make the pit crews work as fast as possible when changing tires and fueling cars between pit stops, Rogers coached them in strength training—circuit, weight and cardiovascular. Rogers explained that the tires weigh about 85 pounds each, the jacks are 30 to 40 pounds, and the gas cans are 125 pounds. A pit crew has to lift the gasoline above their heads to reach the race car's fuel tank.

Rogers started out working with racecar drivers Rusty Wallace and Jeremy Mayfield at Penske Racing in Morrisville. When the Elliot racing team called and asked if he would be one of their pit crew members, he accepted and traveled with the drivers and their crew members across the United States at various NASCAR events.

In Pocono, Penn., he was working with race car driver Shawna Robinson. At one of the pit stops, he was getting ready to jack up her car when it turned back on top of him and ran over his right foot and broke it, and while he was trying to pull back, his left leg got caught in the wheel well and snapped. Rogers said it almost killed him.

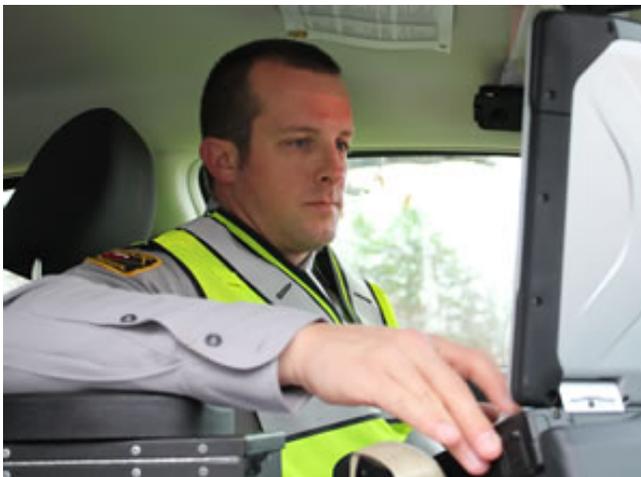
He was in the hospital's intensive care unit for a month. While there, he developed pneumonia and had blood clots in his lungs. The doctor gave Rogers a 50-50 chance of survival. Eight screws and a titanium plate hold his left leg together. He said the doctor later told him that a normal adult could not have survived, but because his body was stronger than normal, it pulled him through. However, he was told he would never run again and would always walk with a limp.

"That's all I needed to hear," Rogers said. "'Never,' as stubborn as I was – not me."

He went back to racing and carried the rear tires instead of being in front of the car. Unfortunately, the team closed for lack of sponsors, and he wound up doing odds and ends. He called his college buddy, now Trooper E.B. Miller, and decided to go to basic school. A physician told him there was no way he was going to make it, that there was too much running in basic school. The doctor said he could try, though.

"That's all I needed to hear," Rogers said. After morning physical training, he would pack his leg with ice and the swelling would go down within two hours. Much to his embarrassment, instructors began to use Rogers as an example to the other cadets, "If Rogers can do it...."

Rogers graduated from the 109th basic school in 2004 and was fortunate to be assigned to his home county.



"I was told I wouldn't like working in the county where I grew up, stopping people I know," Rogers said. "That hasn't happened yet. My parents say I must have hung out with all the right people."

Rogers has two young boys, Justin, 6, and Lucas, 3. He uses them as examples when he stops violators and discovers that child seats are not being used or used properly, his biggest pet peeve. Sometimes the car seats are not buckled in or they're buckled incorrectly, or parents unbuckled the strap to let the child sleep. Last year, Rogers covered an accident where a child was ejected from his car seat because the belt was below his belly, not strapped across his chest. Otherwise, the infant would have survived the crash when the vehicle rolled over.

"A child doesn't know any better. It's up to the parents to be responsible," Rogers said.

Rogers sees drivers do all kinds of strange things in front of him. One evening, while working the night shift, Rogers followed a car that was weaving a bit in the road. The

car's passenger tossed out a beer can that hit the patrol car's windshield. Rogers pulled the car over immediately and after a field sobriety test on the driver, he arrested the man for driving while impaired and he ticketed the passenger for littering.

Catching someone litter is not often that easy. He has stopped cars for tossing out cigarette butts and notices that their ashtrays are clean as a whistle. He tells the driver, "the world is not your ashtray."



Waiting at another on-ramp further down the road, Rogers said, "They teach you in radar school to visually estimate speed. The radar corroborates that speed."

The judge will want to know the driver's excuse, and the excuses are many – the speedometer doesn't work, this is a rental car, it's not my car. Rogers said people will fight over a \$130 seat belt ticket, but if they're stopped

for speeding, they generally accept the consequences.

Sometimes, the stops are more difficult. Last year, a murder suspect wanted in New York was mistakenly released from the Charlotte jail. Charlotte Mecklenburg police were following the suspect in unmarked cars, but needed someone with blue lights to pull him over. That's when Rogers and another trooper fell in behind the suspect and waited until they had enough back-up to pull him over. The stop went off without a hitch.

Rogers said there is considerable variety and flexibility in his job. He was able to graduate from the executive protection school and believes it's one of the best programs he's attended. The program taught him how to get out of difficult situations fast, how to eat appropriately and how to dress for action. And he has enjoyed putting his training to use.

During his time off, he goes to the gym to work out, and takes his boys fishing, to a park or to see their grandparents. When he was growing up, he and his two younger brothers played football, basketball, baseball, track. "Every sport you can think of." His father took them skiing, tubing and wake boarding on High Rock Lake. He traveled with the Boy Scouts on a 10-day sailing trip in the Bahamas. In college, he played intramural sports and spent time in the outdoors, hiking, mountain biking, snow skiing and fly fishing.

Just before the end of his shift this December day, he stops a White Nissan Altima with Florida tags going 79 mph. The driver pulls directly in front of a Chevy Avalanche, trying to avoid the trooper. The driver of the Avalanche hit his brakes. When Rogers got the Florida driver over to the side of the road, he charged him not only with speeding, but for an unsafe movement. The driver complained, "I didn't know you were trying to stop me."



"Some people go from the left lane all the way to the right to try to blend in with traffic," Rogers explained. "It just doesn't work."

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The *All-Points Bulletin* is your newsletter! If you have information you would like included, please contact the Public Affairs Office at (919) 733-5027 or send e-mail to pmcquillan@nccrimecontrol.org before the 15th of each month.