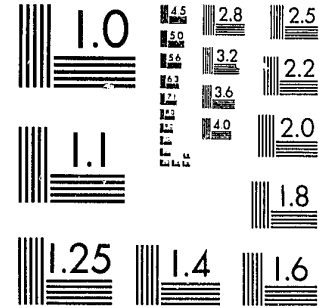


National Criminal Justice Reference Service

ncjrs

This microfiche was produced from documents received for inclusion in the NCJRS data base. Since NCJRS cannot exercise control over the physical condition of the documents submitted, the individual frame quality will vary. The resolution chart on this frame may be used to evaluate the document quality.



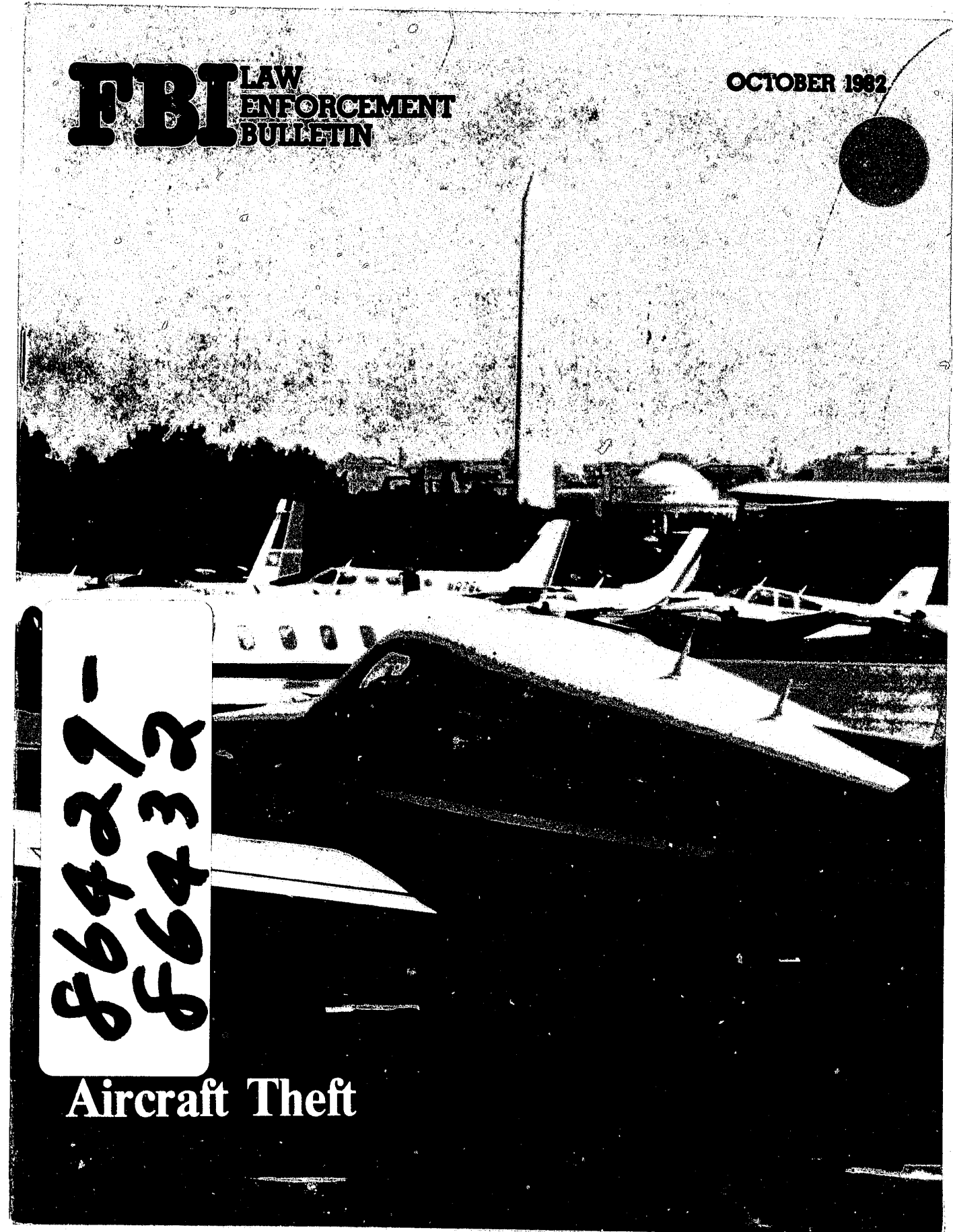
MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

Microfilming procedures used to create this fiche comply with the standards set forth in 41CFR 101-11.504.

Points of view or opinions stated in this document are those of the author(s) and do not represent the official position or policies of the U. S. Department of Justice.

National Institute of Justice
United States Department of Justice
Washington, D. C. 20531

5-24-83



FBI LAW ENFORCEMENT BULLETIN

OCTOBER 1982, VOLUME 51, NUMBER 10

ETMGA

Contents

NCJRS

NOV 9 1982

ACQUISITIONS

- Aircraft** [2 **Aircraft Theft** 86429
By Udy C. Wood, Jr.
- Management** [7 **Leadership and Transformation**
By Arnold R. Gerardo
- Crime Problems** [12 **Outlaw Motorcyclists: A Problem for Police (Part I)**
By Roger H. Davis 86430
- Law Enforcement Role** [18 **Public Safety on Campus**
By David Nichols 86431
- The Legal Digest** [24 **The Constitutional Right to Privacy and Regulations Affecting the Sexual Activity of Law Enforcement Employees**
By Daniel L. Schofield 86432
- 32 Wanted By the FBI**



The Cover
Both aircraft owners and law enforcement personnel can take steps to minimize the problem of aircraft theft. See story page 2.

Federal Bureau of Investigation
United States Department of Justice
Washington, D.C. 20535

William H. Webster, Director

The Attorney General has determined that the publication of this periodical is necessary in the transaction of the public business required by law of the Department of Justice. Use of funds for printing this periodical has been approved by the Director of the Office of Management and Budget through February 21, 1983.

Published by the Office of Congressional and Public Affairs,
Roger S. Young, Assistant Director

Editor—Thomas J. Deakin
Assistant Editor—Kathryn E. Sulewski
Art Director—Kevin J. Mulholland
Writer/Editor—Karen McCarron
Production Manager—Jeffrey L. Summers
Reprints—Mary Ellen Drotar



ISSN 0014-5688

USPS 383-310

Director's Message

This month marks the beginning of the 51st year of publication for the FBI Law Enforcement Bulletin. Initially called, in 1932, "Fugitives Wanted by Police," the first issue of the Bulletin simply contained a listing of wanted persons. However, an article on explosives, reprinted from the St. Louis, Mo., Police Department training publication, appeared in the third issue, in November 1932. Subsequent issues featured articles on fingerprint evidence, ciphers, examination of metals, and glass fractures—all subjects that were beginning to be addressed by law enforcement in those early days of scientific crime detection. This led to the renaming of the publication in October 1935, when it officially became known as the FBI Law Enforcement Bulletin.

Over the years, the Bulletin took on a new direction and emphasis, perhaps more so in the 1980's than in any other decade, as law enforcement gained the hallmarks of a professional service. Readers can now benefit from articles on management techniques, personnel matters, special operations, legal developments, and computer management, as well as training, investigative techniques, current crime problems, forensic science developments, and state of the art training.

The Bulletin is still a "national periodical of interest and value in the field of law enforcement." This was the summation of a young lawyer, John Edgar Hoover, when he described the Bulletin in a 1935 Director's Message and wrote "the publication should provide a clearinghouse for police officials regarding successful police methods, a medium for the dissemination of important police information, and a comprehensive literature pertaining to the scientific methods in crime detection and criminal apprehension."

To observe this 50th anniversary, I would like to recall Director Clarence M. Kelley's Message just 5 years ago, that the Bulletin's most fundamental aspect has been "the remarkable degree of cooperative assistance that it has sustained in this and preceding years."

The thousands of articles contributed over the years by law enforcement personnel have amounted to a great, and valuable, contribution to the professionalization of the business of crime detection. To all these authors, may I offer the FBI's sincere thanks.

William H. Webster

U.S. Department of Justice
National Institute of Justice

This document has been reproduced exactly as received from the person or organization originating it. Points of view or opinions stated in this document are those of the authors and do not necessarily represent the official position or policies of the National Institute of Justice.

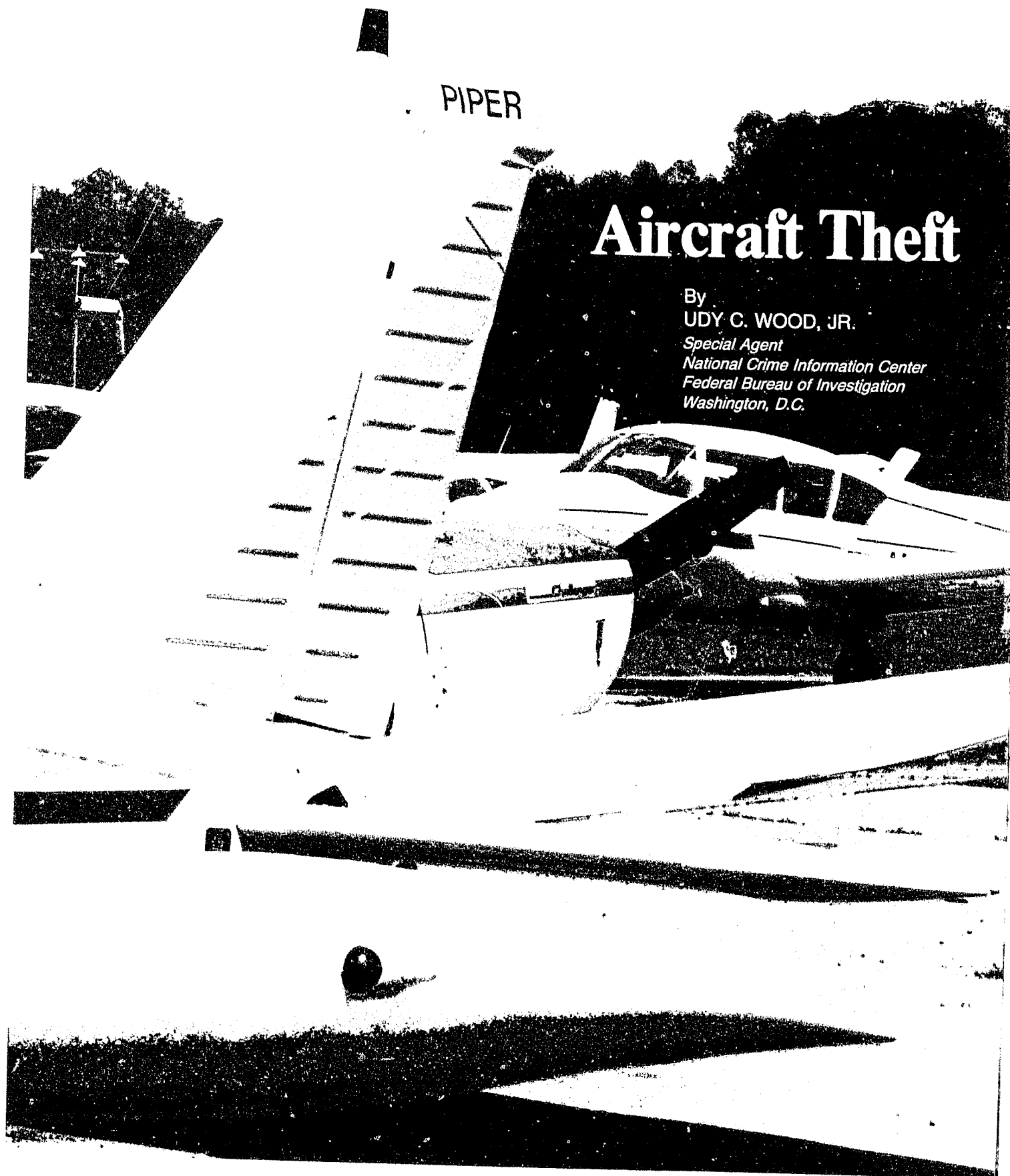
William H. Webster
Director
October 1, 1982

Permission to reproduce this copyrighted material has been granted by
FBI LAW ENFORCEMENT BULLETIN

to the National Criminal Justice Reference Service (NCJRS).

Further reproduction outside of the NCJRS system requires permission of the copyright owner.

86429



Aircraft Theft

By
UDY C. WOOD, JR.
*Special Agent
 National Crime Information Center
 Federal Bureau of Investigation
 Washington, D.C.*



Special Agent Wood

The rate of aircraft theft and theft of avionic equipment is increasing at an alarming rate in the United States. According to the Aircraft Owners and Pilots Association's International Aviation Theft Bureau (IATB), airplane thefts increased more than 217 percent between 1978 and 1980. (See fig. 1.) In January 1982 there were 347 stolen aircraft reports on file at the FBI's National Crime Information Center (NCIC). (See fig. 2.) These stolen aircraft represent a multimillion-dollar loss to insurance companies and members of the aviation community.

Figure 1

Aircraft Thefts/Recovery Statistics 1978 to 1981

YEAR	THEFTS	RECOVERED/ LOCATED
1978	76	30
1979	162	102
1980	241	115
1981	214	148

Total value of aircraft stolen in 1980—\$20.7 million

Total value of aircraft stolen in 1981—\$25 million

*Statistics compiled by Aircraft Owners and Pilot's Association International Aviation Theft Bureau.

Law enforcement officials nationwide are acutely aware of the increased use of stolen aircraft in the international smuggling of narcotics. The modern-day aircraft smuggler is not restricted by roads or ports and can fly his illegal cargo to any part of the country.

The El Paso Intelligence Center (EPIC) in El Paso, Tex., a federally administered intelligence support facility for law enforcement, estimates that more than half of all aircraft thefts in the United States during 1980 and 1981 were drug-related. Of the aircraft recovered during this time period, more than 50 percent were recovered outside of the State where the theft occurred. More significant is the fact that 80 percent of these same recovered aircraft were determined to be involved in drug-related cases.¹

A comparison of EPIC's drug-related aircraft theft and general aviation smuggling problem areas with NCIC's stolen aircraft theft entries reveals an interesting parallel. States with high aircraft theft statistics also have a high drug-related aircraft theft/aircraft smuggling ratio.² (See fig. 3.)

Aircraft Thieves

Airplanes are relatively easy to steal as long as the thief knows how to fly and is familiar with airport procedures. Ignition systems can be hot-wired, and in many cases, the owner leaves the keys in the aircraft or at local service facilities located on the airfield. After starting the aircraft, the thief simply contacts the airport control tower to advise them that he is ready for takeoff. If, during the flight to his destination, the thief is required by Federal Aviation Administration (FAA)

Figure 2

Breakdown of Stolen Aircraft by State as of January 1, 1982

Alabama	1	Missouri	2
Alaska	6	Nebraska	1
Arizona	30	Nevada	8
Arkansas	2	New Jersey	2
California	62	New Mexico	10
Colorado	4	New York	8
Florida	77	North Carolina	6
Georgia	9	Ohio	3
Idaho	2	Oklahoma	7
Illinois	5	Oregon	1
Indiana	9	Pennsylvania	5
Kansas	2	Rhode Island	1
Kentucky	2	South Carolina	3
Louisiana	10	Tennessee	5
Maine	1	Texas	40
Massachusetts	2	Utah	1
Michigan	4	Virginia	1
Minnesota	2	Washington	2
Mississippi	2	Wisconsin	5
		All others	2

Total aircraft on file—345.

regulations to make additional radio contacts, he simply provides the reporting station with a false identification number and continues his flight.

Avionic Thefts

An additional area of aircraft-related thefts is the loss of avionic equipment. Avionics are the radios, navigation equipment, radar, and other electronic components used in the safe operation and navigation of the aircraft. This type of theft alone results in multimillion-dollar losses each year.

The avionic thief, unlike the aircraft thief, does not need to fly the stolen item away. With nothing more than simple handtools, he can easily break into the aircraft, and in a short period of time, remove the desired electrical component. The sophisticated avionic equipment manufactured today (some items are no larger than a shoebox) can cost more than \$10,000. Thieves have little trouble fencing these goods and often steal preordered items for their buyers. A popular scheme is to steal all the radios from a particular type of aircraft and then steal the radios from another aircraft of the same type, replacing them with the radios stolen from the first airplane. The owner of the second airplane may never know the radios he is using are not his own. The owner of the first aircraft will report the theft and provide the investigating officer with the serial numbers, if he knows them. He will stand very little chance of ever recovering the stolen property. The thief sells the second set of radios to an innocent buyer with little fear of being discovered, since the original owner will probably never be aware that his radios were stolen.

Law Enforcement Problems

Although many law enforcement agencies use aircraft on a daily basis

for crime prevention and investigation, few departments have officers specializing in the investigation of aircraft or avionic thefts. Frequently, the only information provided to the officer taking the theft report is the aircraft registration number, which is commonly referred to as the "N" number. This is the letter "N" followed by either a series of letters or numbers or a combination of both. The letter "N" must be the first character in all U.S.-issued registration numbers, which usually appear on each side of the rear section of the aircraft or on the vertical fin (the vertical part of the tail assembly). These numbers can be easily altered or painted over, precluding quick visual identification. In addition to "N" numbers, aircraft also have individual serial numbers, much like vehicle identification numbers (VIN). This aircraft identification number (serial number) is recorded on a data plate that must be attached to the body of the aircraft. The data plate, which is fireproof, will usually list the aircraft's manufacturer, model and serial number. The location of the aircraft data plate is left to the discretion of the manufacturer.

The FBI, as manager of NCIC, maintains a nationwide online computer/telecommunication system which contains over 9 million records for stolen property, wanted persons, miss-

Figure 3

Aircraft Thefts	Drug-Related Aircraft Thefts	General Aviation Smuggling Problem Areas
1. Florida	Florida	Florida
2. California	California	Texas
3. Texas	Arizona	Georgia
4. Arizona	Texas	California
5. New Mexico	Georgia	New Mexico
6. Georgia	New Mexico	Arizona

"States with high aircraft theft statistics also have a high drug-related aircraft theft/aircraft smuggling ratio."

ing persons, and criminal histories that are instantaneously available to more than 60,000 local, State, and Federal criminal justice agencies throughout the United States, Puerto Rico, U.S. Virgin Islands, and Canada. Stolen aircraft are listed in the NCIC Vehicle File; stolen avionics are listed in the NCIC Article File.

Theft Prevention

Aircraft owners can take the following steps to assist in the prevention of aircraft theft:

- 1) If the aircraft cannot be stored in a locked hanger, it should be parked in a well-lighted and secure area of the airfield.
- 2) Aircraft tiedown straps (used to secure the aircraft to the parking spot in case of high winds or prop wash) should be a metal cable of sufficient strength to discourage cutting.
- 3) Keys should not be left in the aircraft. If left with a local service facility or rental agency, insure that they are locked in a secure place when not in use.
- 4) Antitheft devices, such as wheel locks or other items which immobilize the aircraft should be used.
- 5) Owners should have a complete list of all serial numbered items on the aircraft (engine, avionics, and other components). This list should be kept in a secure place away from the aircraft.



- 6) Aircraft logbooks are a wealth of information for stolen aircraft investigations, containing such things as aircraft modifications, etc. There should either be a separate copy of the logbook or the original should be stored away from the aircraft.
- 7) Owner identification numbers (social security numbers) can be engraved on components that have removable serial number plates. Business cards can be hidden in doors, under carpets, in seats, or other areas in the aircraft as long as they do not restrict the movement of flight controls.
- 8) Radios and navigation equipment should be checked regularly to insure that they have not been switched.
- 9) A current color photograph of the aircraft should be kept. This will be a valuable aid to the investigating officer in the event the aircraft is stolen. The paint color and scheme may be the quickest way to locate the aircraft if the "N" numbers have been changed.
- 10) When a theft is discovered, a local law enforcement agency, not the FAA, should be contacted. The FAA does not have jurisdiction in aircraft or avionic thefts.

“Although many law enforcement agencies use aircraft on a daily basis for crime prevention and investigation, few departments have officers specializing in the investigation of aircraft or avionic thefts.”

What Can Law Enforcement Do?

Law enforcement officers should become familiar with aircraft and aircraft components. They should visit aircraft manufacturing plants in their area and ask them to provide information regarding the location of aircraft “N” numbers, serial numbers, data plates, and part numbers.

Officers should contact local aircraft dealers who will be able to supply them with brochures depicting aircraft types, styles, and configurations. They should also contact local aircraft insurance companies to establish liaison with the field adjuster, who will be

knowledgeable about aircraft types and the location of serial numbers or production part numbers. An additional source is available through the Drug Enforcement Administration, which prints a booklet titled “General Aviation Aircraft Used by Drug Smugglers.” This booklet contains photographs of most aircraft being produced today and will aid investigators in the quick visual identification of specific aircraft types.

Stolen aircraft data should be immediately entered into NCIC. Aircraft and aircraft engines are entered in the Vehicle File; aircraft parts and avionics

are entered in the Article File.

Nationwide stolen aircraft alerts may be placed by providing the local FAA General Aviation District Office (GADO) or FAA Flight Service Station with descriptive information of the aircraft. The aircraft alert is then forwarded to all FAA control towers and aircraft controllers. FAA can also provide law enforcement with a microfiche printout of the ownership history of all aircraft registered in the United States.

Although aircraft-related thefts decreased by 13 percent in 1981, the value of the stolen aircraft increased by \$4.3 million, primarily because two jet aircraft with a combined value of over \$7 million were stolen. Both jet aircrafts were recovered.

Between January 1978, and January 1981, 693 aircraft were reported stolen. A total of 395 aircraft—57 percent—have been recovered or located. (See fig. 1.) Aircraft that have been verified as seized in foreign countries and have not yet been returned to the registered owners or insurance companies are listed as being “located.”

Owners of aircraft should be educated in ways to prevent the theft of their property. It is also up to law enforcement personnel to educate themselves in the area of aviation equipment. Through this combined effort, progress may be made in the fight against aircraft theft.

FBI



END