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Helicopter-New York Police on Patrol, The

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BOOK REVIEWS

HYPNOTISM AND CRIME. By *Dr. Heinz E. Hammerschlag*. Wilshire Book Co. Hollywood, Cal. 1957. Pp. 148. \$2.00.

"Hypnotism and Crime" is the English translation of a book published several years ago in German by Dr. Heinz E. Hammerschlag. It is published by the same organization that issued such ephemeral "books" as "Hypnotism Revealed," "Mental Powers through Sleep Suggestion," "Hypnotism Made Practical," etc. for drugstore distribution. One chapter is devoted to decrying the abuses of hypnotism on the stage, yet we find an English foreword by Melvin Powers, a stage hypnotist!

It is regrettable that the interesting problem of the relationship between hypnotism and crime is given a thoroughly naive treatment. The well-meaning attempts of the author are hampered by his magical and archaic conception of hypnotism. He sees people as having either active or passive natures and makes statements such as, "In general only those people who exert a strong suggestive effect dispose of a powerful psychic activity." The recognition of the fact that hypnotism is an inter-personal relationship depending on the subject's motivation to enter trance is totally lacking in the author's description of the phenomenon.

The book is devoted to a series of cases allegedly involving the use of hypnotism either in crimes or in eliciting confessions to crimes. Only two cases are reported after 1900. One of these involves the controversial confession of van der Lubbe, of Reichstag fire fame, which if anything, relates to brain washing techniques rather than to hypnotism as we know it. The other case presents the only cogent aspect of this monograph. It was studied extensively by Dr. Ludvig Mayer, a competent investigator and authority on hypnotism. It would have been preferable for the author to have devoted a monograph to this single case rather than to the highly dubious material which characterizes the remainder of this book.

The evidence on this case presented here is that of a farmer's wife who is repeatedly seduced by a quack doctor and an accomplice while under hypnosis. Further, the girl gives the hypnotist

some 3,000 Marks over a period of time and is persuaded allegedly by hypnotism to make several unsuccessful attempts on her husband's life. This case alone in all the annals of criminology seems to present reliable evidence that hypnotism has played a role in an actual crime and could potentially be used in others. Unfortunately, the presentation of this case is very uncritical. The absence of a clear formulation of the victim's personality makes evaluation difficult. It is clear that the girl's life at home was emotionally sterile and one must wonder about her real wishes. Except for the use of hypnotism, the story of a girl who is seduced by a clever and sexually attractive psychopath, made to contribute financially to his support and even to attempt murder of her husband, is not particularly novel. Since this is the only case of this kind reliably reported, caution is necessary before drawing conclusions from it. It is quite probable that this represents an instance where a girl leading an emotionally impoverished existence seized upon hypnotism to justify actions she desired to do and for which she could not accept responsibility. This interpretation would be quite consistent with the results of recent studies and our present day understanding of hypnotism.

The author concludes that "the outcome of our investigation may well be described as unequivocal. We must affirm the possibility of misusing hypnosis for purposes of crime." In summing up this book we can only regret that this fascinating topic has not been treated in a more sophisticated fashion. It is conceivable for hypnosis to be used by an individual to justify actions he desires to do but for which he feels unable to accept responsibility. There is not sufficient evidence, however, to support the author's supposition that an individual can be forced to act in a fashion really incongruent with his basic wishes; and accordingly the conclusions reached seem untenable and highly misleading.

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AN EVALUATION OF THE SERVICES OF THE STATE
OF OHIO TO ITS DELINQUENT CHILDREN AND
YOUTH. By *H. Ashley Weeks and Oscar W.*

Ritchie. Bureau of Educational Research, Ohio State University, 1956. Pp. 320 (Lithographed). \$4.50.

A grant by the Ohio State Department of Public Welfare supported this evaluation. The question: "What is the impact of the state institutions upon the feelings and viewpoints of the boys and girls who are confined in them?" The answer to such a question is the key to the worth of any institution, law and social technique. The more attempts to find it the better. Each added effort may improve upon the last.

Three facilities were studied: The Juvenile Diagnostic Clinic; Boys' Industrial School; Girls' Industrial School. Information was obtained chiefly by means of a "lengthy" questionnaire; in smaller part from records in the Office of Research and Statistics. Respondents to the questionnaire numbered 1280.

The ideal evaluation is possibly from pooled observations made by a "quality" staff, each member of which is in daily contact with boys and girls in a small group. If that is impracticable, the next best recourse may be pooled observations by a few full-time skilled "casual" interviewers who discover the "feelings and perceptions" (attitudes?) of each boy and girl. This is a borrowing from experience in industry. The imported "expert" evaluator is a last resort in the opinion of this writer.

Questionnaires are tricky. That points of weakness cancel out is only a guess. Even so, they have some virtue. They can show, e.g., how many boys and girls say there should be a new cottage—which may be important. But some other questions call for a level of introspection which is unlikely to be found in juveniles who are under restraint. They have axes to grind. Examples, "What kind of time do you have here?" (Check one of five possible answers). "Why do you feel this way?" (No suggested answers to be checked.) Such questions would be very different among students in a free public high school such as are approached through the Purdue Polls.

Recommendations are offered. "Reception and Classification Program should be enlarged," e.g., It is probable that the personnel of the Diagnostic Center is already painfully aware of the need, but it naturally welcomes support both from without and within. A similar comment might be made appropriately regarding a recommendation for both the Girls' and Boys' Schools.

It is to be hoped that school teachers and parents, in the more or less distant future, will have so far reduced public apathy that it will be less difficult than now to "put over" the needs of our public institutions.

ROBERT H. GAULT

Evanston, Illinois

PUBLICATIONS RECEIVED

(Titles listed here are not thereby precluded from later review)

YOUTH AND DELINQUENCY. A State-Wide Enquiry by Citizens and Officials of the State of New York. (Report of Regional Hearings and State-Wide Conference of the New York Temporary Commission on Youth and Delinquency) 1956. THOMAS J. WATSON, JR., Chairman.

PAROLE IN PRINCIPLE AND PRACTICE. A Manual and Report. MARJORY BELL, Editor. N.P.P.A. 1957.

MONEY OF THEIR OWN. By *Murray Teigh Bloom*. Scribners, 1957. Pp. 302. \$4.50.

THE HANGOVER. By *Benjamin Karpman*. Charles C Thomas, 1957. Pp. 531. \$9.50.

POLICE SCIENCE

THE HELICOPTER—NEW YORK POLICE ON PATROL

WALTER E. KLOTZBACK

Deputy Chief Inspector Walter E. Klotzback is commanding officer of the Emergency Service Division of the New York Police Department, a post that he has held since February, 1951. Except for a very short tour of duty as a rookie patrolman in a precinct station in 1924-25, Inspector Klotzback has been associated with the Emergency Service Division as he rose through ranks in the New York Police Department. His article describes one of the unique aspects of the New York Police Department, its use of air power in police work—EDITOR.

Air-mindedness of the New York City Police Department was graphically demonstrated in 1930 when the official department magazine, *Spring 3100*, featured a four-color cover painting of a biplane flying over police headquarters in its first issue. This cover was a dedication to the pioneer work of the Aviation Bureau which had been founded just six months earlier under the direction of Police Commissioner Grover Whelan. That was 27 years ago.

Today, the Aviation Bureau has completed a significant transition from a fixed-wing aircraft to helicopters.

POPULARITY OF THE HELICOPTER

Emergence of the helicopter as the exclusive arm of the Aviation Bureau heralds the futuristic look in sky patrol during the second half of the Twentieth Century. New York's 8,000,000 residents are well accustomed to looking up at the "sky cops" who patrol the City's 589 miles of terrain ways in five helicopters.

The helicopter's popularity in New York City is manifold. The rotor-motor is good naturedly referred to as "egg-beater", "whirly-bird", "flying windmill", "mix-master", and "chopper copper" by a populace who see the world's heaviest air traffic coming and going daily from Idlewild and LaGuardia airports. To them, the presence of the police helicopters signifies the "Big S" in sky patrol, *safety*. At the beaches in the summer, the helicopters make friends with hundreds of thousands of bathers who receive a personalized protection as the pilots skim along and hover over sandy shores and busy anchorages. Ocean liners bringing thousands of passengers

every week into New York harbor often look upon the police air patrol as the first official American welcoming party. Fishing and pleasure craft cutting through New York's 578 miles of waterfront are given protection and assistance by police on the wing.

Bureau heads in the Police Department have on many occasions found that the helicopter can be called upon to perform special tasks impossible for other police units to undertake.

HISTORY OF THE AVIATION BUREAU

A short history of the Aviation Bureau of the Police Department will not only account for its *raison d'être* but illustrate how police work has expanded into the cubic dimensions in New York City. The Police Air Service Division, today known as the Aviation Bureau, was established on October 24, 1929, and was charged with the duty of protecting the lives and property of New York's citizens from all dangers from the air.

A series of flying accidents during the summer months of 1929 activated the Police Commissioner into taking positive steps against the new menace of modern civilization, "the reckless and incompetent flyer." The duties of the Aviation Bureau were to be five-fold, the same as for other units of the Department.

1. Preserve the peace,
2. Protect life and property,
3. Prevent crime,
4. Enforce all laws, and
5. Detect and arrest all violators of law.

This responsibility was assimilated by the Aviation Bureau when it was charged with enforcing the federal, state, and local laws and regulations governing air traffic and suppressing low and dangerous flying.

The first group of police pilots began training on October 24, 1929, at Roosevelt Aviation School, Mineola, Long Island. This group consisted of seven patrolmen, all of whom had previous flying experience. On January 7, 1930, three members were successful in passing the limited commercial written and flight tests and were authorized by the Department of Commerce to pilot licensed aircraft. On February 1, 1930, the first contingent of temporarily assigned Air Service Division members were placed in this command for permanent duty. In March 1930, test parachute jumping started.

On March 28, 1930, the first police air base was officially opened at Glen Curtiss Airport, North Beach, Queens. An acting captain in charge, three acting sergeants, and 29 patrolmen were divided into three platoons with pilots assigned to "day squads". The first aerial patrol used a Loening Commuter 3-place amphibian and three Savioa-Marchetti 3-place amphibians.

Shortly after the establishment of the air base, members of the Air Service Division flew to Cape Cod Canal and took from a tug boat its captain who was wanted in New York to answer a manslaughter charge. This flight marked the first time an airplane had been used for the pursuit and transportation of a man sought by law enforcement officers.

The first rescue of a drowning man was accomplished on May 7, 1930, in waters off Hart's Island in the East River. Another "first" was established on September 13, 1931, when a police plane was used to follow a carrier pigeon in flight to trace the source of a ransom note. A band of extortioners was subsequently arrested.

OPERATION OF HELICOPTERS

It takes considerable skill to operate a helicopter, particularly in a vertically-built city like New York. The pilot must coordinate five different controls as he guides his craft over and past countless obstructions.

Perhaps the most spectacular air-rescue in New York City history will illustrate the skill required of heliops. In 1951 a workman was crippled in a fall atop the Cathedral of St. John the Divine. After all other means of rescue failed, the Emergency Service Division ordered a department helicopter to bring the man down from his precarious parapet 250 feet above street level. The pilot's margin for error was reduced to mere

inches as his rotors practically scraped the walls of the Cathedral while he hovered over the injured man before effecting the rescue.

A veteran flyer explains that while whirly-bird pilots fly at a safe altitude on routine flights, they must be ready to drop at a moment's notice. "It takes something very special to bring a helicopter closer to the ground than 200 feet," he remarked, "but something very special seems to happen every week."

With experienced pilots, the helicopter is a versatile machine. It can hover motionless, move from side to side and up and down with amazing precision. From a standstill it can zoom to 70 mph.

Helicopters participate in risky rescues only after conventional methods prove fruitless or when it is obvious at the outset that only a 'copter can do the job. Thus it is that spectacular rescues by whirly-birds are rare. The commanding officer of the Aviation Bureau set the policy on helicopter rescues in these words: "We'll risk this \$85,000 worth of aircraft if a life is at stake and there is nothing else we can do. Otherwise we just monitor the scene of an emergency until other police units have the situation in hand."

PATROL SCHEDULES

Regularly scheduled air patrols, inaugurated in the summer of 1953, gave the city complete air coverage on a daily routine basis. The helicopters of the Aviation Bureau cover three Air Patrol Posts over the rivers, bays, and islands surrounding the city.

The first "eggbeater" patrol leaves Floyd Bennett Field, the home base of the Aviation Bureau, on the initial leg of its journey at 9:00 A.M. and heads for pier 41 at the lower end of Manhattan, where it lands. Then a call is put through to the desk officer of the Emergency Service Division for instructions or assignments. The crews of the helicopters ring in each time they stop at their regular landing points and are in constant contact with the Communications Bureau by radio.

At 10:00 A.M. the helicopter leaves Pier 1 and heads up the East River where it lands at Dyckman Street, one half hour later. It remains there until 12:30 P.M. when it takes off and heads down the Hudson River alighting at the new Heliport at Pier A and journeys back to Floyd Bennett Field where it lands at 2:00 P.M. to complete the last lap of its post. Thus, in a five hour tour of