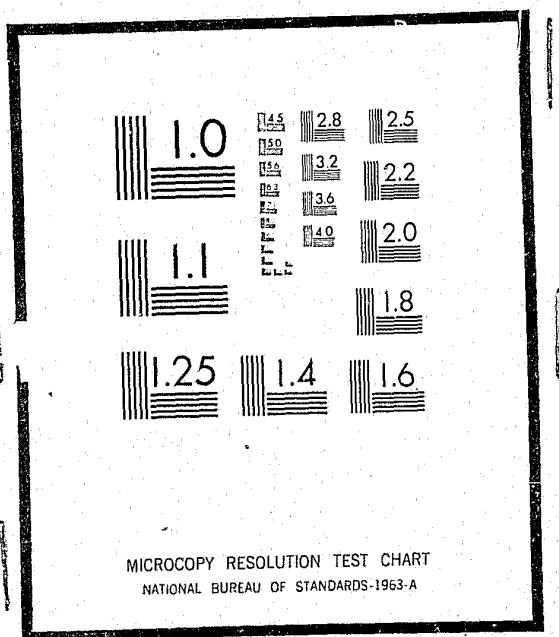


# NCJRS

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U.S. DEPARTMENT OF JUSTICE  
LAW ENFORCEMENT ASSISTANCE ADMINISTRATION  
NATIONAL CRIMINAL JUSTICE REFERENCE SERVICE  
WASHINGTON, D.C. 20531

1/25/77  
Date filmed

U. S. DEPARTMENT OF JUSTICE LAW ENFORCEMENT ASSISTANCE ADMINISTRATION		DISCRETIONARY GRANT PROGRESS REPORT		
GRANTEE Ga. State Crime Commission 1430 West Peachtree Street, N.W. Suite 306 Atlanta, Ga. 30309		LEAA GRANT NO. 75 DF 04-0021	DATE OF REPORT 8-27-76	REPORT NO.
IMPLEMENTING SUBGRANTEE City of Atlanta, Bureau of Police Services 175 Decatur Street Atl., Ga. 30303		TYPE OF REPORT <input type="checkbox"/> REGULAR <input type="checkbox"/> SPECIAL REQUEST <input checked="" type="checkbox"/> FINAL REPORT		
SHORT TITLE OF PROJECT Helicopter Expansion		GRANT AMOUNT 1,504,461		
REPORT IS SUBMITTED FOR THE PERIOD		THROUGH		
SIGNATURE OF PROJECT DIRECTOR <i>Sgt. S.T. Burnette</i>		TYPED NAME & TITLE OF PROJECT DIRECTOR Sgt. S.T. Burnette		
COMMENCE REPORT HERE (Add continuation pages as required.)				
See Attachment.				
NCJRS SEP 21 1976				
RECEIVED BY GRANTEE STATE PLANNING AGENCY (Official)				DATE

B6618  
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The initial proposal was that this grant would expand the existing Helicopter Patrol of the Atlanta Police Department and that this would result in a 24-hour, seven day a week aerial watch for the City which would reduce residential burglaries by 30% in two years.

The Helicopter Patrol suffered normal start-up difficulties with obtaining qualified staffing; storage and maintenance of equipment. Staffing was acquired but the cost of maintenance was much greater than it had been anticipated. Additionally, the selected maintenance group had financial difficulties making it more feasible for Atlanta to train and maintain its own corp of engineers to provide this service.

The Atlanta Helicopter Squad also suffered the loss of 2 copters for a short time due to crashes. This resulted in several negotiations between the City, State Crime Commission and Law Enforcement Assistance Administration which allowed the City to continue its patrol at the same level using a copter purchased under the initial helicopter grant.

It was also determined that whereas the helicopter grant was designed to provide 24 hour patrol, most residential burglaries occurred during the daylight hours; those crimes which were impacted upon in the evenings due to both on the spot activity and mere visibility were not addressed in the stated goals, i. e., the helicopter patrol was involved in innumerable criminal activities not directly related to the stated goals such as a \$10 million hard drug bust (provided necessary surveillance and assisted in arrests) and was responsible for recovering \$63,000 worth of marijuana in one instance.

Prior to project implementation, it was assumed that the level of flight activity with allowance for weather conditions would equal 100 percent, in fact, however, the achieved level was less than half of the anticipated flight hours. For the project period, 6,977.1 hours were lost due to weather conditions.

The project's capabilities in achieving a high level of flight hours was subordinated to a continuing maintenance problem. For the project period, an average of 553.5 hours per month or approximately 30 percent of scheduled flight hours were lost to helicopter maintenance.

Although the primary intent of the helicopter project was the detection and prevention of criminal activity, a secondary purpose was to provide an increased sense of security to the citizens of Atlanta. In an effort to determine the effectiveness of the copters in this aspect, a survey<sup>2</sup> was performed which indicates that 74% of those surveyed believed that the use of helicopters assisted police in doing a good job and 55% believed that police helicopter surveillance provided an added sense of security.

With this information at hand, it is clear that the helicopter project was not a total success as related to its stated goals, however, it did achieve some measure of success. There was a decrease of 10.9% in residential burglary from 1973 to 1975 and a 3.8% decrease in commercial burglary during this time span. There are other factors which may have been partially responsible for this decrease, however there is no means of making this

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<sup>2</sup> The anticipated before and after survey was not done, however the 1974 CJ class of Georgia State did a helicopter awareness survey.

determination. The helicopters were credited with over one thousand criminal arrests and assisted in many more. The helicopter was both directly and indirectly responsible for several drug busts and can be credited with deterring an indeterminate number of crimes due to mere visibility. Finally, the human aspect of citizen awareness and security is clearly rated by the high number of persons who feel the helicopter patrol is invaluable to police protection and assistance.

Attached is a statistical analysis of the helicopter grant for the four quarter period ending March , 1976.

	Jan.	Feb.	Mar.	Quarter
Hours Scheduled	440.0	400.0	440.0	1280.0
Hours Flown	206.2	185.5	177.6	569.3
Hours Down	233.8	214.5	262.4	710.7

FLIGHT TIME LOST

Maintenance	18.2	21.3	4.1	43.6
Weather	61.7	33.1	86.0	180.8
Training	0	0	0	0
Court	0	0	0	0
Other	153.9	160.1	172.3	486.3

FLIGHT TIME AS A % OF SCHEDULED TIME

Up Time	47%	46%	40%	44%
Down Time	53%	54%	60%	56%

AIRCRAFT RESPONSE

Burglary Initiated Calls:	Jan.	Feb.	Mar.	Quarter
Commercial	22	28	18	68
Residential	28	4	24	56

Burglary Dispatched Calls:

Commercial	121	128	111	360
Residential	98	98	92	286

## Other:

Robbery	32	19	15	66
Help Call	11	3	12	26
PBA/FHA	24	25	29	78
Prowler	34	24	29	87
All Other	238	210	218	666

HELICOPTER INITIATED ARRESTS

Res. Burg.	0	0	0	0
Comm. Burg.	0	0	0	0
Robbery	0	0	1	1
Prowler	0	0	0	0
Other	$\frac{0}{0}$	$\frac{10}{10}$	$\frac{18}{19}$	$\frac{28}{29}$
Total	0	10	19	29

RADIO DISPATCHED ARRESTS

Res. Burg.	6	0	0	6
Comm. Burg.	1	2	0	3
Robbery	2	3	0	5
Other	$\frac{13}{27}$	$\frac{8}{13}$	$\frac{0}{0}$	$\frac{26}{40}$
Total	27	13	0	40

Quarterly Report  
Jan. 1 - March 31, 1976

ADDITIONALLY:

According to the Grant we are only expected to fly fifty percent (50%) of the scheduled Flight Time. For the first Quarter of 1976 we averaged fourthfour (44%) percent of the scheduled time. Out of 1280.0 hours scheduled to fly only 43.6 were lost to Maintenance. This is quite an improvement over previous reports. Weather contributed to 180.8 hours lost, this of course cannot be helped. The majority of the time lost was due to Other, 486.3 hours. This has two main reasons. We are still figuring our Time Lost daily for each Crew on five (5) hours, but we are actually only flying four (4) hours. This was decided upon because of the fatigue encountered during long flights. This means that if a crew flies four hours a day that is all they are expected to fly. So there is one (1) hour we contribute to Other.

The Squad was also short one Observer from January 14, 1976 to the end of the Quarter, which contributed to quite a bit of Lost Time ( Other ). Although this position was filled, the Observer was grounded pending transfer due to reasons of Safety.

As far as Aircraft response I feel the helicopter was quite effective, as you can see by the number of Purrlary Calls initiated by the Air Unit and also the number dispatched to them by Radio.

The Arrest figures for the Squad are about average, even tho they could be better.

As Commander of the Squad, I feel the Air Units deter the crime. This we cannot give figures.

If you have any question, please contact me. Office 691-1515 or 691-1535.

Respectfully,

*Samuel S. Burnette*  
S. T. Burnette, Sgt.  
Helicopter Squad

**END**

7/10/1941