

PATROL NEWS

March-April 2022

“Over 90 YEARS OF SERVICE & PROTECTION”



See cover page 3.

From the Staff ...

Major David A. Flannigan
Technical Services Bureau



I was promised a flying car. Well, *promised* may not be the correct word, but I was all but assured when I was young that flying cars were in my future. Pop culture was filled with references to a world filled with levitating vehicles, instant food, and other things that would make our then-drab, everyday lives exciting and easy. Although flying cars do not abound in our neighborhoods (yet), there are advances in our workplaces that are perhaps equitable to the “flying cars” of yesteryear. Advances that I would have thought impossible as a young adult.

Consider where the Patrol was about 30 years ago. ALL fingerprints were obtained using a very messy ink that was squeezed out of a tube onto a metal surface. The officer then used a special roller to even it out on the metal (think rolling pin flattening out dough). The individual’s fingers and palms were placed into the thick ink before being transferred onto a paper card. When you were finished, you had to use whatever cleaner was available to clean the ink off the metal surface, so someone didn’t accidentally get ink on their clothes when they walked by.

DNA testing was in its infancy. The term “biometrics” was futuristic and we weren’t sure what it meant to policing. Iris scans were not part of an investigative tool kit. Facial recognition software and artificial intelligence were only in movies and not something destined for reality, or so we thought.

Patrol cars had paper ticket books, paper crash notebooks, a Patrol radio with six channels (none of which communicated with other agencies), and lightbars that sounded like someone was grinding coffee when they were turned on. There were no computers, no statewide use of video cameras, and no mobile phones. Zone offices did not have computers. Reports were either handwritten or typed using a typewriter. Once received in the troop, incident reports were typed into the IBM AS400 system by clerical personnel. Handwritten time records were completed for each day, not each week. They were sent to troop twice each week for entry into the payroll system.

Today, the “flying cars” of yesteryear abound in our workplace. All employees have access to a computer. A trooper’s patrol vehicle is a rolling office filled with technology connected to the Patrol’s network and the rest of the world. Advances in DNA analysis assist investigators with leads in a matter of several hours instead of several months. Fingerprints can be submitted electronically without touching ink or paper.

The rollout of the new records management system will commence soon, followed by the testing and eventual rollout of the new automated field reporting module. Time and leave records are submitted electronically on a weekly basis and automatically interface with the state’s payroll system without clerical intervention. The MOSWIN radio in patrol vehicles provides dozens of channels that

Continued on page 4.

A handwritten signature in black ink that reads "D.A. Flannigan". The signature is written in a cursive, slightly slanted style.

The official publication of the
Missouri State Highway Patrol

Celebrating Over 50 Years Of News

PATROL NEWS

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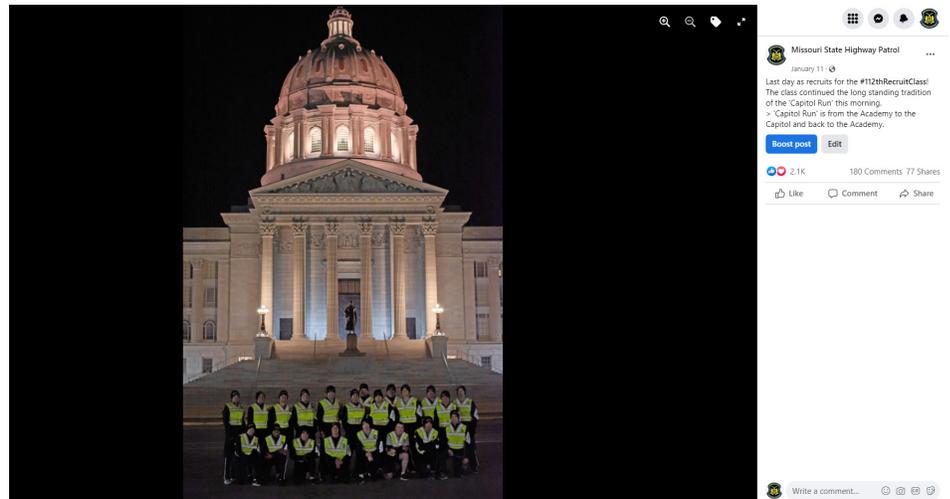
PATROL NEWS

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“Over 90 YEARS OF SERVICE & PROTECTION”

Volume 56 • Number 5

Social Media Snapshot



The 112th Recruit Class paused for this photo during their run to the capitol, which marked the end of their time as recruits.

Cover

Comm. Oper. III Tarlice D. James (C) sends a trooper to a traffic crash blocking westbound Interstate 70 at Missouri Highway 370 in St. Charles County. CO III James came to work for the Patrol in 2005. At that time, she was working for a company located across the street from Troop C's old location on Mason Road. Ready for a change in careers and having police dispatch experience, seeing the Patrol's building every day on her way to and from work led her to apply. CO III James enjoys multitasking as she assists both the public and troopers. She said her position with the Patrol provides her the opportunity to continuously learn and problem solve. The flexible schedule made it convenient for her to return to school and earn her Bachelor of Arts in administrative assistance (magna cum laude) with a minor in criminal justice.

"The people I work with in Troop C Communications work together as a team," said CO III James, "especially during the busiest times and incidents that can be very stressful."

— Staff

Continued from page 2.

communicate with troops, specialty units, and outside agencies. Artificial intelligence is available on every smartphone. Example after example exists of benchmarks being set and another corner being turned.

I was extremely fortunate to spend time with some retirees during the troop meetings last fall and heard comments from some of them about the new AFR/RMS platform CJIS is developing. For some of them, it would have been incomprehensible to imagine this technology during their careers. Many of them were amazed electronic workflows proliferate the life of every employee rather than using paper ev-

everything ... in triplicate ... using carbon paper. If they were to return to the road or to their office for a week, what would they think?

Though they may be amazed at how things have changed, I think they would say the service we provide is the essence of what we do, and that high caliber of service remains. The technology doesn't change the mission; it simply changes the way we focus our resources on achieving the goals of our mission.

As always, I want to take a moment to thank all employees for the service they provide each day. What you do makes a difference, even if you can't see what that difference is. I also want to thank every retiree for their dedicated service, which has given the

Patrol the outstanding reputation it has today. Finally, I want to thank the families of our 31 officers who died while serving others. We continue to keep the memory of their lives and sacrifices alive and take lessons from their legacies. All these groups play a significant role when the executive staff makes decisions for the agency.

I'll continue to hold out for the flying cars in my lifetime. In the meantime, I hope we still dream, pursue, and implement things that allow us to re-focus our resources where they are needed the most. To our newest employees: I wonder what fantastic notion will become reality by the end of your career. Every great innovation throughout history started with an idea. Let's hear yours!

Patrol History Trivia

By Lt. Ernest M. Raub, GHQ

In the early morning hours of September 30, 1970, a tremendous explosion shattered the tranquility of Southwestern Missouri. Two Tri-State tractor-trailer rigs were rolling eastbound on Interstate 44 in Greene County approaching Missouri Route 2 west of Springfield, MO. The driver of the first truck, Gerald Hopkins, heard two shots from a high-powered rifle and the left door glass of his truck shattered. Although being shot at was alarming, Hopkins was not too surprised because of a recent strike and union pressure against drivers who continued to work. As Hopkins looked in his mirror at the truck behind him, driven by his co-worker John Galt, he saw the 1965 White Freightliner tractor trailer disappear in a huge flash and thunderous explosion as a rifle shot detonated the cargo—21 tons of Gelex-1 dynamite.

The explosion left a crater where the eastbound lanes of I-44 had been. The crater was approximately 75' in diameter and 30' deep. The entire tractor and trailer disintegrated into small fragments from the explosion. The sounds were heard for nearly a



This photo shows the crater (approximately 75' in diameter and 30' deep) remaining after someone fired a rifle at a tractor-trailer hauling dynamite in 1970.

hundred miles and woke people from a sound sleep within a 20-mile radius.

Troopers Jimmy L. O'Dell and D.A. Groves were the investigating officers. Their investigation revealed that the truck had apparently been hit by rifle fire from the westbound entrance ramp. A 30-30 rifle and a windshield were found on the shoulder of

the ramp. The windshield appeared to have been blown out of a vehicle, which had been parked at the scene when the blast occurred. An MVI sticker on the windshield was traced to a 1967 Dodge, which was quickly located abandoned on Missouri Route

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– Trivia

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F north of Missouri Highway 266 northwest of the crime scene. The car had been extensively damaged from the concussion of the blast and being struck by debris. All the windows had been blown out and the car had been driven for some distance without a left rear tire. Trooper Don E. Richardson went to the home of the registered owner and discovered the owner's wife had the car and had not returned home. The woman telephoned while Richardson was still at the residence, and the trooper was able to find out her location. Lt. Tappmeyer, Sgt. Andrus, Sgt. Wilson, and Cpl. Murphy quickly located her, and with the aid of Patrol aircraft located three other subjects in a wooded area nearby. All were injured to varying degrees.

Charges of second degree murder were filed against the four individuals. Two other persons were taken into custody when the investigation indicated the two had acted as spotters for the assailants on the ramp. They apparently signaled the others that the two trucks approaching the interchange were Tri-State trucks.

In addition to processing the massive crime scene and six suspects, Troop D officers had a major traffic problem on their hands. Traffic had to be rerouted not only for the investigation, but until the crater could be filled and a new section of highway could be poured.

The suspect who fired the fatal shot was sentenced to 99 years in prison; an accomplice was sentenced to serve 25 years.

(This article was printed originally in the September 1992 issue of the Patrol News. Captain Raub is now retired.)

Fleetwood Completes Missouri Leadership Academy

By Public Info. Spec. III Cheryl D. Cobb (Q/PIED)

The Missouri Leadership Academy is an innovative program that brings together emerging leaders from across all 16 executive departments to build new skills and become better leaders. This leadership program incorporates approaches that are proven successful in other high performing organizations in both the public and private sectors. The Office of Administration hosts two Missouri Leadership Academy classes per year.

Crime Laboratory Manager Susanne R. Fleetwood (Q/CLD) was selected to be part of Class 7 and attended a session every month from July 2021 through February 2022. The Academy coordinators divide the participants into teams then give participants time to make adjustments to balance skills and knowledge. Each team chooses a capstone topic, which may or may not be something with which they are familiar. Class 7 included five teams; thus, the Cabinet created five topics which were then approved by the governor's office. Crime Lab Mgr. Fleetwood's team addressed, "Interviews that work – improve the interview process by creating actionable practices/tools and resources to guide stakeholders through the interview process."

During this session of the Missouri Leadership Academy, Crime Lab Mgr. Fleetwood arranged a tour of the Crime Laboratory Division which the class both appreciated and enjoyed.

The teams presented their topic to the Cabinet on February 8, then presented an abbreviated version to Governor Michael L. Parson on February 9.

Congratulations, Crime Lab Mgr. Fleetwood, for your success in the Missouri Leadership Academy!

Gov. Michael Parson presents a Missouri Leadership Academy certificate to Crime Lab Mgr. Susanne Fleetwood (Q/CLD)



Crime Lab Mgr. Susanne Fleetwood (Q/CLD) and her teammates prepare their capstone presentation.

Photo credit: Office of Administration

Congratulations On Your Retirement!

Neil R. Atkinson
Sergeant
Q/GSD

*Retired February 1, 2022.
28 years, nine months
of dedicated service.*



Russ J. Fillipi
Corporal
Troop D

*Retired February 1, 2022.
30 years, one month
of dedicated service.*



**Barry W.
Graskewicz**
Corporal
Q/DDCC

*Retied February 1, 2022.
28 years, six months
of dedicated service.*



Ron D. King
Telecommunicator
Troop C

*Retired February 1, 2022.
29 years of dedicated service.*



G. Bob Middleton
DE Sprv.
Troop F

*Retired February 1, 2022.
11 years, eight months
of dedicated service.*



Dave P. Roberts
Sergeant
Troop B

*Retired February 1, 2022.
27 years, seven months
of dedicated service.*



Ralph R. Ryerson
Sergeant
Troop F

*Retired February 1, 2022.
32 years, one month
of dedicated service.*



Chi-Chi N. Steele
DE Sprv.
Troop D

*Retired February 1, 2022.
25 years, six months
of dedicated service.*



Congratulations On Your Retirement!

Shannon D. Bledsoe
Trooper
Troop F

*Retired March 1, 2022.
26 years, five months
of dedicated service.*



Jason R. Cornett
Sergeant
Troop D

*Retired March 1, 2022.
27 years, two months
of dedicated service.*



Steve P. Davis
Lieutenant
Troop I

*Retired March 1, 2022.
30 years, two months
of dedicated service.*



Terri J. Noland
CVO Sprv. II
Troop H

*Retired March 1, 2022.
21 years, six months
of dedicated service.*



Greg K. Smith
Major
Q/FOB

*Retired March 1, 2022.
32 years, eight months
of dedicated service.*



It Was A Catalytic Converter Conspiracy

*U.S. Attorney's Office, Western District of Missouri
(News Release)*

An Independence, MO, man has been indicted by a federal grand jury for selling millions of dollars in stolen catalytic converters to companies in Missouri, Texas, and Louisiana. James Spick, 56, was charged in a 26-count indictment returned under seal by a federal grand jury in Kansas City on Tuesday, February 8, 2022. The indictment was unsealed and made public today upon Spick's arrest and initial court appearance.

Spick, the owner of J&J Recycling in Independence, is charged with one count of conspiracy to transport stolen property across state lines since January 1, 2018, and 25 counts of transporting stolen property across state lines.

In his salvage business, Spick primarily buys and resells catalytic converters rather than other automotive parts or recyclable items. Catalytic converters convert toxic gases and pollutants from internal combustion engines into less-toxic pollutants. Catalytic converters contain precious metals such as platinum, rhodium, and palladium. Stolen catalytic converters have value because of the precious metals, which can be extracted from the converters.

Beginning in at least 2014, Spick bought catalytic converters at his business from individuals whom he paid in cash. According to the indictment, the cash payments attracted thieves, particularly drug addicts. Spick resold the catalytic converters to companies in Missouri, Texas, and Louisiana. The Texas and Louisiana companies processed the catalytic converters to extract the precious metals.

The indictment indicates Spick received over \$11 million from the sale of catalytic converters during a four-year period from January 1, 2018, through December 31, 2021.

Also, according to the indictment, Spick withdrew almost \$2.5 million in cash from his bank accounts to buy catalytic converters from 2018 to 2021. From Jan. 1, 2018, through Dec. 31,

2021, Spick allegedly sold catalytic converters, including stolen catalytic converters, to a Kansas City scrap company for an approximate total of \$3,621,791, and to a Lee's Summit scrap company for an approximate total of \$206,084.

The charges contained in this indictment are simply accusations, and not evidence of guilt. Evidence supporting the charges must be presented

to a federal trial jury, whose duty is to determine guilt or innocence.

Assistant U.S. Attorneys Kate Mahoney and Nicholas Heberle are handling the prosecution of this case. The case resulted from an investigation by the Lee's Summit (MO) Police Department, the Kansas City (MO) Police Department, and the Missouri State Highway Patrol.

Teamwork & Information Sharing Make The Case

By Public Info. Spec. III Cheryl D. Cobb (Q/PIED)

"This case was a great example of teamwork, information sharing, and good old-fashioned police work," said Corporal C. Nate Bradley (A), who assisted with the investigation. "When you don't care who gets the credit, some amazing things happen. This case was about working together to put away a criminal and break open a scheme."

Cpl. Bradley explained that the average catalytic converter costs \$200. The \$11 million James Spick allegedly received from the sale of stolen converters translates to 55,000 converters. Your car cannot pass inspection without a catalytic converter. Thus, 55,000 car owners were affected by this one case.

"Right before the pandemic shutdown, a group of detectives in Lee's Summit, MO, approached me asking if I knew Spick," said Cpl. Bradley. "They'd been investigating a methamphetamine distribution ring and had evidence its members stole catalytic converters then sold them to Spick. I did know who he was because his name had come up in other investigations. I'd even interviewed him a time or two. I was happy to share my files with that team and encouraged them to work it as a federal case. The Lee's Summit and Kansas City police departments' detectives started working the case and put it all together."

Cpl. Bradley indicated the officers working on this case all have the same goal. "We want to make a difference nationwide in the theft of catalytic converters. If we take away the outlet to which thieves sell the stolen converters, they will stop stealing them. Catalytic converter theft is a global concern. The demand for converters has increased significantly in Asia since the Paris Accord."

Cpl. Bradley spoke highly of the U.S. Attorney's Office involved with the case. "Nicholas Heberle is an outstanding mind, and we were fortunate he was assigned to the case."

There's More Than Gatorade In That Cooler

By Cpl. Kyle A. Green, Troop F

On February 21, 2022, Sergeant Steven B. Johnson (F) was conducting stationary observation of Interstate 70 near the 165-mile marker in Montgomery County. He observed an eastbound, silver Chevrolet Malibu pass his location with excessively dark window tint. Sgt. Johnson entered eastbound I-70 and overtook the Chevrolet near the 168-mile marker. The Chevrolet passed surrounding traffic while exceeding the posted speed limit, which was confirmed with radar.

Near the 174-mile marker, Sgt. Johnson activated his emergency lights and conducted a traffic stop. The Chevrolet was slow to stop, and he could see the driver moving about within the passenger area. Sgt. Johnson contacted Cpl. Nathan D. Wallace (F) and requested he respond to assist. The driver was identified by his Pennsylvania driver's license, and Sgt. Johnson explained the reason for the stop. Upon contacting the driver, he detected the overwhelming odor of bleach within the Chevrolet. The center console and the front passenger seat were wet and there was an open bleach bottle on the front passenger seat.

As the conversation with the driver continued, Sgt. Johnson became increasingly suspicious of the driver and believed he was involved in criminal activity. Thus, Sgt. Johnson asked for and was denied consent to search the vehicle. Cpl. Wallace had arrived on scene and deployed K9 Rony, who positively alerted to the Chevrolet.

A probable cause search revealed approximately 30 pounds of methamphetamine concealed within a cooler



Often referred to as "Ice," this dangerous drug is responsible for thousands of deaths a year.



At a quick glance, one might think this cooler is headed for a sporting event, but in fact, it was headed to the streets of Philadelphia, PA.

on the front passenger floorboard. The methamphetamine had been suspended in liquid, believed to be bleach. In the center console, Sgt. Johnson located approximately two grams of crystallized methamphetamine. In the rear floorboard, he located packaging material and a digital scale. A search of the driver revealed \$1,382 in U.S. currency.

The driver was placed under arrest and transported to the Montgomery County Jail, where he was placed on a 24-hour hold. The East Central Missouri Drug Task Force conducted preliminary testing on the suspected methamphetamine, and field testing confirmed it was methamphetamine.

MCIU: Thorough, Tech Savvy, & Trained

By Public Info. Spec. III Cheryl D. Cobb (Q/PIED)

On July 1, 1997, the Patrol created a Major Crash Investigation Unit, which became operational on October 1 that year. This unit was formed to conduct detailed investigations and reconstructions of serious and fatal motor vehicle crashes, commercial motor vehicle and hazardous materials incidents, and special investigations including government-owned vehicles, work zones, and other specific circumstances. The unit was expected to ease the demand for the services of troop reconstructionists by handling the majority of reconstructions statewide.

Placed under the supervision of the Field Operations Bureau, the original MCIU consisted of 12 members subdivided into three two-person teams and each team had two alternates. The alternates answered calls if the members were unavailable. In its first full year of existence (1998) the MCIU responded to 200 calls for service. Team Four was added February 15, 1999. Specialized equipment included Sokkia forensic mapping total stations and related electronic mapping and computer programs for completing narrative reports and mathematical analysis of fatal collisions. Team members completed additional technical training in heavy vehicle collision reconstruction, biomechanics, etc.

An article in the July/August 2010 *Patrol News* included an example of the respect the MCIU earned over the years. According to the story, two crash team members accompanied two members of the Field Operations Bureau staff to Arkansas following an inquiry from the Arkansas State Police. Crash team members presented information about the MCIU to the Arkansas colonel, his staff, and those responsible for that agency's crash reconstruction.

"The technology in the field of crash reconstruction has evolved at an



Sgt. Bryan Gruben (Q/FOB) operates an unmanned aerial system at a fatal crash on Interstate 44 in Greene County.

incredibly rapid rate over the past 20+ years," said Sergeant Jim A. Mulkey (Q/FOB). "That has been especially true over the past decade. I have seen the progression from hand drawing scale diagrams on tabletop-sized graph paper as a troop reconstructionist to using survey instruments and global positioning system technology to now using small, unmanned aircraft systems (sUAS) and aerial photography to create forensic maps. With aerial photography and photogrammetry software, we can not only clear the roadway faster, but also provide three dimensional, virtual models of crash sites. These can be used in the courtroom to support criminal prosecution and civil litigation. Reconstruction has become a heavily technology-dependent field. We utilize specialized software packages for video analysis, mapping, physics, crash data retrieval, and heavy truck event data recovery,

in addition to sophisticated photogrammetry and point cloud software."

"Technology is ever evolving with crash reconstruction and vehicle technology," said Sgt. Bryan C. Gruben (Q/FOB). "When I was first appointed to the MCIU, I remember the Bosch Crash Data Retrieval kit consisted of around a dozen cables and a translator box all of which would fit in a container a bit larger than a shoebox. Over the years that has evolved into multiple translator boxes and hundreds of cables. When I first started with the MCIU, we did not have the ability to retrieve electronic data from commercial motor vehicles involved in crashes. Now, with the exception of a few proprietary manufacturers, the MCIU has the equipment to retrieve that data to aid in our investigations."

Sgt. Mulkey was assigned to MCIU Team 2 in October 2010. He

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— MCIU

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said he enjoys working with physical evidence to arrive at a conclusion.

“Physics, and how things move in the physical world, allows us to make definitive conclusions regarding crash causation,” said Sgt. Mulkey. “Physical evidence, and the way objects interact, tells a concrete story and leaves little room for subjective interpretation. The most challenging portion of the job is the time spent in deposition, and in the courtroom giving testimony.”

Sgt. Gruben joined the MCIU in 2004. “I enjoy teaching younger officers who have an interest in becoming a crash reconstructionist.” He said it is rewarding to work with someone he has trained or who has completed an internship and see them further their career with the MCIU. Sgt. Gruben said if that same person becomes part of the unit, they will eventually learn something new from them. “The most challenging is obviously time spent in courtroom testimony and deposition.” He explained that crash team members must be prepared to defend what they write in their reports and have the scientific principle or physical evidence to support their findings.

From the first Sokkia station to today’s small, unmanned aircraft systems, MCIU members have been at the forefront of technology and training for their specialty. As a matter of fact, in 2020, each crash team was assigned a Berla iVe system to capture vehicle telematics and other critical information from vehicle infotainment systems. Eight members completed extensive training and began using this equipment. The last week of February 2022 found the unit at General Headquarters for training that would prepare them to complete the Federal Aviation Administration’s remote pilot certification recurrent test.

“Each member of the MCIU is required to obtain a Remote Pilot Certificate through the Federal Aviation Administration,” explained Sgt.



Sgt. Joe Weadon (Q/FOB) uses his Sokkia GPS to collect evidence.

Mulkey. “Remote pilots are required to recertify every 24 months. Having all 16 members of the MCIU complete the training at one time ensures we are all operating with the same knowledge base and helps us to deliver a consistent product to the end user. Because of the general knowledge required for the position, the requirement to pass the test administered by the Accreditation Commission for Traffic Accident Reconstructionists, in addition to the extensive specialized software used by the MCIU, new members spend many weeks within their first several years attending training, often traveling to other states. As ACTAR-accredited reconstructionists, each member is required to attend sufficient training to obtain at least 80 hours of continuing education units within the five-year renewal period. Generally, all our members far exceed the minimum number of CEUs each renewal period.”

“The training never ends as the technology continues to evolve,” said Sgt. Gruben. He said most MCIU members subscribe to different publications and professional groups. As a group they are continually reading the latest publications and keeping up with technology advancements.

In 2020, five Ford Transit vans were purchased and equipped to meet expanding crash team needs. These vans provide easy access to equipment and maintain the integrity of the equipment in a controlled environment by eliminating exposure to the elements. The crash team’s workload continues to grow along with their expertise. In 2021, the four teams reconstructed 103 crashes, completed 369 technical supplements, and assisted the Division of Drug and Crime Control with 30 crime scene investigations.

“The Major Crash Investigation Unit has earned a reputation as being one of the best reconstruction teams in the United States,” said Lieutenant Brian L. Daniel (Q/FOB). “With the ongoing support of our staff, the MCIU has been able to implement new technologies into their investigations and remain at the forefront of this highly specialized field. The members of the MCIU are simply better prepared to provide answers to a grieving family.”

Career Opportunity: Assessment Center Welcomes 60

By Public Info. Spec. III Cheryl D. Cobb (Q/PIED)

In 1982, the Patrol held its first assessment center and evaluated 36 sergeants to determine which of them would be eligible for promotion to lieutenant. Although the goals have remained the same, the assessment center has evolved quite a bit over the last 40 years. From typewriter to computer to digital recordings, the assessment center has come a long way. In 2022, the assessment center welcomed 60 sergeants representing all troops and General Headquarters

It all begins in the Human Resources Division, the component responsible for scheduling an assessment center every two years. Lt. Les D. Thurston (Q/HRD) currently oversees the coordination of the assessment center for the division. This year's team included Lt. Shawn P. Skoglund (H), Lt. Brad S. Bearden (D), Lt. Julie A. Scerine (C), Lt. Johny L. Ellsworth (Q/DDCC), and Lt. S. Andy Coats (A).

"Each team member is assigned an aspect of the assessment center," explained Lt. Thurston. "The team members also create the scenarios for the candidates." Once the scenarios have been developed, four lieutenants come to General Headquarters to participate in taking the assessment



Each applicant has an office set up like this one.

center to test the product. If necessary, the scenarios are tweaked.

In addition to the team members, role players assist. This year's assessment center included Lt. Eric F. Brown (Q/PIED), Lt. Mike A. Halford (Q/FOB), Lt. Greg K. Leftwich (B), and Lt. C. Joey Day (Q/TND). Each role player fills the same roles during the applicant's assessment experience and uses the same script.

The assessment itself begins with a writing portion which lasts 1.5 hours. The sergeants are tasked with composing a variety of correspondence, which may include answering

letters previously received at a troop headquarters.

"There is nothing new," said Lt. Thurston, "nothing we haven't seen in real life."

The second portion of the assessment center is a "day in the life" exercise lasting 2.5 hours. Applicants are placed in an office set up specifically for the assessment center. There is a computer with reference materials and an email account, a telephone, and full inbox. However, the computer does not allow internet access and the sergeants are not allowed to carry their personal cell phone.

During this part of the exercise, one of the role players might come in and visit with them. The applicant would be expected to handle each issue raised during that visit, no matter what occurs. At the same time, they are handling basic troop administration functions — any critical incidents, their inbox, and a lot of phone calls. The applicant is also allowed to make



Lts. Brad Bearden and Joey Day are seen in a "work room." Lt. Bearden is creating a record of each interaction the role player has with the applicant. Lt. Day is playing the part of a troop communications operator.

Continued on the next page.

— Assessment

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phone calls to the role player as part of the exercise.

Next door to the applicant “office” is a work room where a team member and role player monitor what happens and provide the real-life scenarios requiring decisions. These interactions occur at the same time in the testing phase for each applicant.

The assessment center can accommodate up to four candidates at a time with the most in one day being 12 applicants during three sessions. The sessions are kept separate from one another, providing an individual experience for each applicant while remaining consistent.

This year was the third time Lt. Thurston has coordinated the assessment center. “Each time, we’ve made improvements in equipment and tech-

nology, and in the scoring methodology. I’m very proud of the team,” said Lt. Thurston.

This year, small, new sound boards, digital recording devices, and updated phones were added to the process. While working in the office, a video camera with a microphone is recording the applicant. Everything is captured, including all phone calls. The recordings aid those who grade each of the applicants. The two weeks of assessment is followed by two weeks of scoring. Captains and lieutenants from across the state come to GHQ to complete that arduous task: It takes approximately four hours to score one applicant’s materials.

“We create scoring guidelines for each evaluator instructing them to look for specific things in order to assess the results,” said Lt. Thurston.

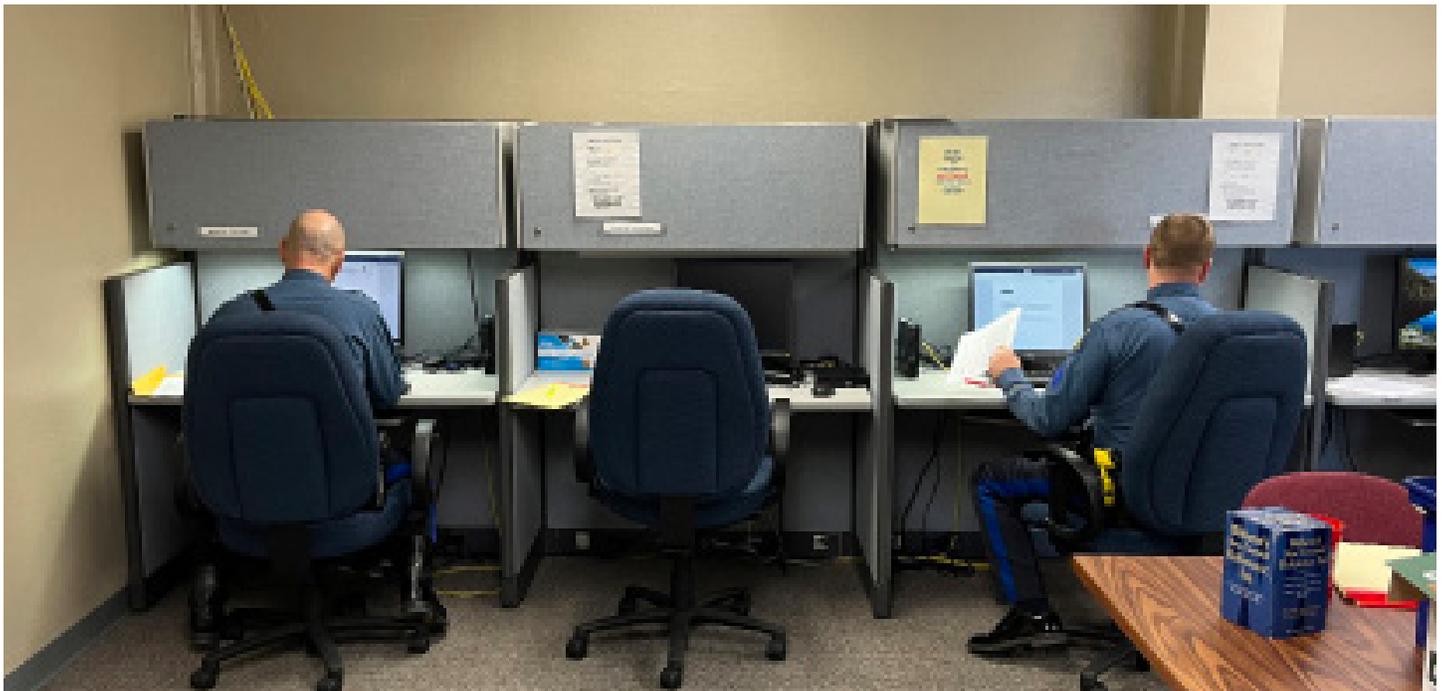
One month prior to the assessment center, a six-hour training ses-

sion is offered. In 2022, Captain Justin L. McCullough (D) and Lt. Andy O. Tourney (Q/GD) provided multiple sessions. The applicants who attend are given information regarding what to expect.

“The training provided is very good and gives each candidate a better understanding of all aspects of the assessment process,” said Lt. Thurston.

Lt. Thurston expressed his appreciation for the assessment center team members, the role players, and those scoring the results. He appreciated the employees in the Criminal Justice Information Services Division and the Training Division’s MultiMedia Unit for their assistance in acquiring and setting up the technology needed during the assessment center.

“The Academy and CJIS have been great to work with,” said Lt. Thurston.



Two sergeants compose letters during the writing phase of the assessment center.

Looking Back

... in the Patrol News

10 years ago ...

March/April 2021 – On the cover, Lt. Erik A. Gottman (B) was tackling Sgt. Jeffery C. Creech (C) into the training pool. A driver examination in Gladstone ended when the applicant hit a fire hydrant. The vehicle was driven from the scene, a crash investigation completed, and the Gladstone Water Department responded to turn off the hydrant.

20 years ago ...

April 2002 – The Motor Vehicle Bureau (part of the Division of Drug and Crime Control) moved into its new location on the fourth floor of the Harry S Truman Building. One article highlighted the physical fitness phase of the Trooper Applicant Process. Photos showed volunteers counting pushups and measuring an applicant's hand strength. Troop A's color guard was featured to celebrate their new look. Beginning with an appearance at an October 2001 Kansas City Chiefs foot-

ball game, Troop A's color guard included both 1931 and current trooper uniforms.

30 years ago ...

March 1992 – One article celebrated the success of the Automated Fingerprint Identification System since it went online in 1990. Lieutenant Tom A. Taylor (Q/GSD) provided a story about the Patrol's Governor's Security Division escorting Governor and Mrs. John Ashcroft to the commissioning of the USS Jefferson City, a fast attack submarine, in Norfolk, VA.

40 years ago ...

April 1982 – A feature focused on the first-ever lieutenant's assessment center. Colonel Allen S. Whitmer included some interesting facts from the 1981 Annual Report. (Troop safety officers presented over 3,000 presentations. There was a total of 2,893 books in the Academy library. Troopers investigated over 28,000 traffic crashes. Patrol vehicles traveled 21,189,819 miles. Nearly three million commercial vehicles were checked. A total of 336,602 driver examinations were given.)

50 years ago ...

March 1972 – One article recounted how Troopers Gordon Hale and Ronald L. Hedrick (F) had a narrow escape during a traffic stop. The officers had stopped a man driving without headlights to give him a warning. When the man couldn't find his license, the troopers invited him back to the patrol car. Trooper Hedrick got into the car behind the wheel. As the man started to get into the patrol vehicle, he put his billfold inside his coat. The man then pulled a gun which he flashed back and forth between the troopers while demanding they turn over their weapons. Trooper Hale had become suspicious when the man started putting his billfold in his coat and didn't enter the patrol car. Trooper Hale backed away and drew his service pistol. At that time, Trooper Hedrick rolled out of the patrol car and positioned himself behind the open door. The man was instructed to raise his hands slowly, he did, and the gun was carefully removed from his possession. The man had a long criminal record and at the time of the incident was wanted in Illinois and Ohio for armed robbery.



A Majestic Roadside Assist

Troopers in Cape Girardeau County rescued this bald eagle after it was struck by a vehicle. Cpl. M. Todd Turlington (E) responded to the scene and tried to keep the eagle calm until a Conservation agent arrived. He said he was able to get relatively close to the eagle, which wouldn't move too much and was not being aggressive. "We just didn't want it to go back into traffic," said Cpl. Turlington. "When the agent arrived, we wrapped it in a blanket, and he took it to the eagle sanctuary in Bollinger County. Working the road 26 years and it's my first time working an 'eagle crash.' You never know what you are going to encounter on a daily basis. It was humbling, being able to get that close." The social media post about the incident got quite a bit of positive feedback about both trooper and eagle. (Editor's note: The driver of the vehicle was not injured.)

New Divers Attend Orientation

By Capt. Mike A. Petlansky (Q/WPD)

The Dive Team held orientation for its four new members February 15, 2022. Current divers serve as safety observers while new members of the team are put through the paces. New divers show their ability to function comfortably in several underwater scenarios.



Tpr. Travis Ziegler (C) treads water holding a 10-pound brick.



Sgt. Kurt Merseal (Q/WPD) provides instruction prior to each evolution.



Divers prepare to deploy the tube used to simulate a confined space. Divers often find themselves in tight places.



Cpl. J. Michael Linegar (D) resurfaces during a "bobbing" drill.

Deaths

Bruce A. Hamilton



Bruce A. Hamilton, 83, died May 21, 2021. He joined the Patrol on January 13, 1963, as a member of the 26th Recruit Class. He was assigned to Troop C throughout his career, working as a road officer and assigned to the front desk. In 1980, he attended the 122nd FBI National Academy in Quantico, VA. Bruce also served as a radar instructor and Type II Breathalyzer operator during his career. He earned his Bachelor of Science in criminal justice management from Tarkio College in 1985. He retired as a sergeant on August 1, 1993 after 30 years of dedicated service. Bruce is

survived by his wife, Kathleen (Smith) Hamilton, of Wright City, MO, one son, and two grandsons. The family suggests memorials be made to the charity or organization of the donor's choice in care of Pitman Funeral Home, P.O. Box 248, Wentzville, MO 63385. For more information about Mr. Hamilton, visit the Pitman Funeral Home website <https://www.pitmanfuneralhome.com/obituary/Bruce-Hamilton>. The Patrol family extends its sincerest condolences to the Hamilton family.

Paul M. Mulholland



Paul M. "Mike" Mulholland, 73, of Springfield, MO, died January 2, 2022,

at Mercy Hospital in Springfield. He graduated from Northeast Missouri State University. He was appointed to the Patrol on May 2, 1971, as a member of the 40th Recruit Class. Mike retired May 1, 2007, at the rank of lieutenant. Mike was survived by his wife, Judith G. "Judy" Mulholland, a son, daughter, stepdaughter, son-in-law, six grandchildren, godson, many cousins, and numerous friends. The family asks that in lieu of flowers, donations be made to "The MASTERS" (Missouri Association of State Troopers Emergency Relief Society) or The American Cancer Society. To learn more about Mike, visit the Greenlawn Funeral Home North website at <https://greenlawnfuneralhome.com/obituary/lt-paul-michael-mike-mulholland-ret/>. The Patrol family extends its sincerest condolences to the Mulholland family.

“When we lose one blessing, another is often most unexpectedly given in its place.”

— C.S. Lewis, writer/lay theologian

Sympathy

Our deepest sympathy goes to the following personnel who have lost a member of their family:

Ret. Sgt. Corbett V. Cundiff - wife
Ret. Capt. Donald L. Wells - wife
Tpr. Stephen R. House (I) - brother
Lt. Shawn P. Skoglund (H) - mother-in-law
Ret. Lt. Wes E. Benitz - mother-in-law
Sgt. Jeff M. Toal (Q/FOB) - father
Cpl. Barton M. Seymore (CQ/DDCC) - father
Tpr. R. Jayson Hastings (A) - father-in-law
Admin. Ofc. Support. Asst. Jess L. Heyer (I) - mother-in-law

Ret. Sgt. Tom L. Trullinger - father
MVI Sprv. Carl L. Rose (D) - son
Lt. Jon C. Pruiett (E) - grandmother
Tpr. William W. Fair (Q/GD) - mother-in-law
Comm. Oper. III Sam G. Rayfield (I) - brother-in-law
CDL Exam. Anne M. Rayfield (I) - brother-in-law
Sgt. Scott E. Rawson (Q/DDCC) - mother-in-law
Sgt. Travis D. Templemire (Q/DDCC) - grandmother-in-law

Crim. Sprv. Jeremy M. Jones (Q/CLD) - grandmother
Ret. Sgt. Pat H. Shay - mother
Ret. Clerk IV Carla J. Flickinger - father
Asst. Garage Supt. Adam J. Feltrop (Q/FDD) - uncle
Sgt. D. Shane Green (A) - father
DE III Jonna K. Tatum (D) - mother
Ret. Tech. Field Eng. Robert W. Lorenz - wife

Deaths

Judith G. Mulholland



Judith G. “Judy” Mulholland, 70, of Springfield, MO, died Sunday, January 9, 2022, at Mercy Hospital. She graduated from Central High School in Springfield. She worked for the Missouri State Highway Patrol from February 1, 1992, until March 1, 2011, when she retired as driver examiner supervisor. Judy was married to Paul M. “Mike” Mulholland, who preceded her in death. She is survived by her daughter, son-in-law, stepchildren, six grandchildren, godson, brother, sister, many extended family members, and a multitude of friends. To learn more

Thank You

Thank you to everyone for the calls, cards, texts, and expressions of condolence and sympathy following the death of my brother, Robert Kyle. Your thoughtfulness and compassion were truly appreciated. A special thank you to Troop F, Zone 14, for the flower arrangement sent to the funeral.

*Respectfully,
Sgt. Ron D. Kyle (F)*

about Judy, visit the Greenlawn Funeral Home North website at <https://greenlawnfuneralhome.com/obituary/judith-gay-mulholland-moore/>. The Patrol family extends its sincerest condolences to the Mulholland family.

Samuel L. Mudd



Samuel L. “Sam” Mudd, 66, of Cabool, MO, died January 17, 2022. He graduated from Ladue Horton Watkins High School in 1974 and continued his studies at St. Louis Community College. Sam was appointed to the Missouri State Highway Patrol on January 15, 1979, as a member of the 49th Recruit Class. He retired as a sergeant after a full career of service on August 1, 2007. Sam was preceded in death by his parents and sister. He is survived by his daughter, two grandchildren, fiancée, stepparents, two brothers, a brother-in-law, nieces, and nephews. In lieu of flowers, the family has requested contributions be made to the Cabool Police Department c/o the Elliott-Gentry-Carder Funeral Home. To learn more about Sam, visit the funeral home’s website at <https://www.egcfuneralhome.com/obituary/samuel-sam-mudd>. The Patrol family extends its sincerest condolences to the Mudd family.

Robert H. Rothrock III



Robert H. Rothrock III, 71, of Marthasville, MO, died Tuesday, December 28, 2021. After high school, Bob served his country in the United States Marine Corps from 1969 to 1972 in infantry and reconnaissance. He was appointed to the Patrol on January 1, 1975, as a member of the 44th Recruit Class. He served in the Troop C, now in Weldon Spring, and Troop D, Springfield, areas. On January 1, 2007, Bob retired at the rank of lieutenant. He graduated from the three-month FBI National Academy Session 191 in 1997. He also earned a Bachelor of Science in criminal justice from the University of Missouri-St. Louis. Bob was preceded in death by one niece and one nephew. He is survived by his wife, Carlene Rothrock, of Marthasville, MO, three children, six grandchildren, a sister, two brothers, two brothers-in-law, and two sisters-in-law. The family suggests memorials may be sent to The MASTERS or St. Martha’s Hall. To learn more about Bob, visit the Oltmann Funeral Home website at <https://www.oltmannfuneralhome.com/obituaries/Robert-Bob-Rothrock-III?obId=23528780#/obituaryInfo>. The Patrol family extends its sincerest condolences to the Rothrock family.

Deaths

Frederick Suroff



Frederick Suroff, 85, of Sedalia, MO, died on February 2, 2022, at St. Luke's Hospital in Kansas City, MO. Fred served in the U.S. Army during the Korean War. He played baseball for the Army and was scouted by major league baseball. On January 3, 1966, he joined the Patrol as a member of the 30th Recruit Class. He retired as a sergeant after serving for 31 years. Fred was known as "The Voice of the Missouri State Highway Patrol" in the area, recording public service announcements. He was on the security team for several governor's conventions. One memorable interaction was with Gov. Nelson Rockefeller of NY who needed a dime for the pay phone which Fred provided. When the Gov. attempted to return the dime, Fred declined and said, "I want to tell my grandchildren that I gave Gov. Rockefeller a dime." Fred is survived by his wife of 56 years, Karen Alvey Suroff, two sons, three grandchildren, a brother, a niece, and nephews. A contribution may be made to veterans' groups, cancer research, or The MASTERS in care of Heckart Funeral Home, P.O. Box 434, Sedalia, MO 65302. To learn more about Fred, visit the Heckart Funeral Home & Cremation Services website <https://www.heckartfuneral-homesedalia.com/frederick-suroff/>. The Patrol family extends its sincerest condolences to the Suroff family.

Frederick M. Mills



Frederick M. Mills, 77, died February 3, 2022, at KU Medical Center in Kansas City, KS, surrounded by family. He graduated from Van Horn High School in 1962. In 1975, Fred earned a Bachelor of Science in the administration of justice from the University of Missouri-Kansas City. On June 1, 1967, Fred joined the Missouri State Highway Patrol as a member of the 33rd Recruit class and attended its Academy in Rolla, MO. After graduating, he started his career as a trooper in Clay and Platte counties. He graduated from the FBI Executive Institute in 1989. Fred was appointed colonel on September 1, 1993. After 30 years of service, he retired on August 31, 1997. He served on the board for The MASTERS after his retirement in 1997 until last year. In honor of Fred's service and dedication to The MASTERS, its board renamed The MASTERS Public Service Award to Fred M. Mills MASTERS Public Service Award. Fred was preceded in death by a son. He is survived by his wife, Sandy Mills, of Independence, a son, a daughter, five grandchildren, two brothers, father-in-law, sister-in-law, brother-in-law, nephews, nieces, and friends. Memorial contributions are suggested to The MASTERS, 780 County Road 383, Whitewater, MO 63785, or make a donation online at www.themastersmo.org. To learn more about Fred's life,

visit the legacy.com website <https://www.legacy.com/us/obituaries/name/frederick-mills-obituary?id=32797079>. The Patrol family extends its sincerest condolences to the Mills family.

Quinette L. Green



Quinette L. Green, 44, died January 28, 2022. Quinette was born in Gary, IN, to proud parents Quinton and Barbara Walker. She was the eldest of three children. Quinette made her confession of faith in Jesus Christ early in life at Union Hill Missionary Baptist Church, Milwaukee, WI. Upon relocating to St. Louis, MO, she became a member of Hopewell Missionary Baptist Church of Wentzville, MO, under the leadership of Senior Pastor Rodney Bozeman Sr.

She enjoyed the performing arts in modern dance, African dance, drawing, and song. She excelled in the academic area and remained on the principal's honor roll up until graduation as a Renaissance honor student from Hamilton High School. While matriculating toward her high school diploma, Quinette was employed at Associate Bank where she worked as an underwriter.

Upon graduation, Quinette married, relocated to St. Louis, MO, and had two children, Franklin DeAndre' Green III and Ashanti Green dur-

Deaths

– Green

Continued from page 18.

ing that 15-year marriage. She was employed at Alliance Credit Union and Jennings Police Department in St. Louis, MO, prior to moving to St. Peters, MO. She was then employed by the Missouri State Highway Patrol in its Criminal Justice Information Services Division. At the time of her death she was a trainer/auditor IV. Her co-workers affectionately referred to her as “Q.”

Quinette exuded the epitome of excellence in everything she pursued. Words cannot convey the love and joy of parenting her two beautiful children, Dre’ and Ashanti, who were the love of her entire life. She did not need a reason to celebrate her children’s many achievements/accolades. She loved the relationship she had with her mom, as well as the celebrations she shared with close family members, friends, and co-workers on holidays, birthdays, or just because. No amount of miles could keep her away. She was the life of any gathering.

Quinette was proceeded in death by her grandparents, Rosie Lee and Leon Williams, of Gary, IN; her paternal grandmother, Lee Gertha Walker, of Grand Rapids, WI; and her sister, Quequice Catrina Lee Walker. She leaves to cherish her memory her loving Mom, Barbara Walker and brother Raymond Woolridge, of Milwaukee; her father, Quinton Walker, California; beloved children, Franklin DeAndre’ III and Ashanti Green, of St. Peters; her fur baby Daisy; special family members; and cousins and friends too numerous to mention.

The Patrol family extends its sincerest condolences to the Green family.

William W. Grant



William W. “Bill” Grant, 69, died February 13, 2022, in Sikeston, MO. Bill was a veteran of the U.S. Army during the Vietnam War. He continued to serve his community as a driver examiner for the Missouri State Highway Patrol, retiring on November 1, 2014, after 21 years. In 1974, he married Julia Ann Stegeman Grant, who preceded him in death on July 3, 2019. Bill is survived by his son, siblings, in-laws, extended family members, and friends. The family held a private service and burial at the Missouri State Veterans Cemetery in Bloomfield, MO, with full military honors. To read more about Bill, visit the Standard Democrat’s website at <https://standard-democrat.com/story/2934204.html>. The Patrol family extends its sincerest condolences to the Grant family.

“The important thing is not to stop questioning. Curiosity has its own reason for existing.”

— Albert Einstein,
theoretical physicist

Richard A. Joos



Richard A. Joos, 87, died March 2, 2022. After he graduated from Owensville High School in Owensville, MO, in 1952, he immediately joined the U.S. Navy at age 17. He was stationed in California and did various jobs for the Navy but, ironically, never boarded a ship. On one of his leaves from the Navy, he met the love of his life, Mary Lee Troesser, on a blind date in Union, MO. He was honorably discharged from the Navy in 1955. His uncle told him the Missouri State Highway Patrol was looking for new recruits. He took the exam never thinking he would pass it. He did pass that exam and after training, became the 337th state trooper at age 21, which made him the youngest trooper in the state. Also, 337 was his badge number. Richard was promoted to corporal in 1970 and sergeant in 1975. He also served in the Missouri National Guard from 1983 to 1989. He retired from the Patrol in 1989 after 34 years of service. Mary preceded him in death September 2000 after 44 years of marriage. Survivors include his daughter, son, and grandsons. To learn more about Richard, visit the Lansford Funeral Home website at <https://lansfordfuneralhome.com/tributes/richard-a-joos/>. The Patrol extends its sincerest condolences to the Joos family.

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Traffic Stop Leads To Drug Seizure

By Sgt. Andrew J. Bell (A)



On March 9, 2022, troopers in Lafayette County conducted a traffic stop near the 58-mile marker of eastbound Interstate 70 on a vehicle for failing to drive within the right lane. Contact with the driver resulted in a probable cause search that yielded 16.35 pounds of methamphetamine, 5.2 pounds of cocaine, 4.81 pounds of suspected fentanyl, 264 pounds of marijuana, and approximately \$7,400. Three people were taken into custody.