

tectors. Standards are maintained at a high level, enforced by a friendly, helpful but hard-nosed District Supervisor who is the Division's training officer. While at the school each trainee is graded on his classroom work by the Institute of Government teaching staff and the training officer, and his athletic ability, physical condition, aggressiveness, leadership qualities, compatibility with other trainees, willingness to take instruction, promptness in following orders and fire-arms proficiency are evaluated by the training officer. At the end of the three weeks 12 to 14 of the 20 applicants invited have survived.

The top men in class standing are appointed to fill any existing vacancies in the Division, and the remainder are placed on an eligible list for employment, and are employed in order of class standing as vacancies occur. As the applicants are aware of this policy, and come to school without pay and with no guarantee of immediate employment—indeed, on the gamble that they will be the ones who will complete the school—only the most highly motivated applicants appear at the school, and competition among them for a high place in the class standing is extremely keen.

Once such a selection system is operative it tends to become progressively beneficial to the agency in that the placement of healthy vigorous, intelligent and forceful young men in field positions attracts more men of the same caliber. In a case such as this like attracts like; deliberate and careful selection, coupled with adequate salaries, extensive law-enforcement training, good equipment and proper uniforms, becomes in itself an almost effortless and self-perpetuating recruiting program, leading to over better quality of personnel.

Admittedly, the selection described here is cold-blooded, but it is effective, which was the purpose in its development. When there is vociferous public opposition to the relocation of a new trainee who has been in an area only a few months, because his ability is appreciated and the public wants him located there permanently; when a District Supervisor, speaking of a newly assigned trainee, says "Send me as many young men like him as you can," you may relax and feel comfortable in the fact that again you have fulfilled successfully your responsibility to supply the best possible young men for your ranks. Such gratifying responses from the public and from your own staff makes worth while all the time and effort expended in their selection.

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## USE OF AIRCRAFT IN WILDLIFE LAW ENFORCEMENT

H. V. HINES

*U. S. Game Management Agent*

Gentlemen, the aeroplane is a most useful tool in wildlife law enforcement today. Its major use is in reconnaissance; especially in co-ordinated reconnaissance with ground and water units. It is also used in the direct apprehension of violators. The psychological effect on a hunter or fisherman is great when you drop out of the sky and apprehend him in the act of violating. In a couple of minutes we will show you some slides of Fish and Wildlife Service aircraft in action.

I am sure you fellows know the value of night use of planes against that infernal "bastwick," the fire lighter, night hunter or whatever you care to call him. He always comes out with a light and gun. The Florida Game Commission has this work down to a science, so if you have any questions please direct them to Dave Swindell during the discussion period.

Aircraft can be a valuable unit in apprehending out-of-season hunters, monkey fishermen and fish trappers, but let me emphasize the necessity for good radio communications.

I am not going to touch on the subject of helicopters because if the Lord had intended for man to hover, he would have given him a set of rotors. Actually, Bill Davis will have a few words on that subject during discussion.

We have found the Piper Super Cub to be the most versatile and economical plane for our work and when put on floats it becomes most effective in waterfowl law enforcement.

Since surveys and breeding grounds transects seem to fall to us, let's say a word about the aircraft used in that work. The 180 Cessna is used in Southern Canada; it's roomy and can be slowed down for waterfowl identification when flying transects at a hundred feet. The twin engine amphibian Gruman Goose is used for the same work in the far North. The 180 is used in enforcement, too, but it is much heavier than the cub and not as easily handled. Now let's go to some slides and we will show you some cases that were made by reconnaissance, coordinated reconnaissance and by direct apprehension.

During the late fifties and early sixties we were experiencing a rash of duck trapping in the Chesapeake Bay. We were destroying numerous traps by spotting them from the air (1) and landing and removing them; sometimes for our banding work. Then the trappers began using portable traps, setting them just before dark and "fishing them" just before day and taking them home 'til time to set again. We then changed our tactics to accommodate the trappers. (2) Here is a trap at Smith Island, Maryland that was left out after daylight, the trapper had a hangover that morning. Agents waited a week for high tide in the early morning and slipped past the village of Ewell at 3 a.m. At the entrance to the creek that led to the trap, they fortunately discovered a piece of string tied from bank to bank. They slipped under it, hid their boat and just before daylight they could hear a motor start up, come to the creek entrance, stop and then come to the trap. When the trapper reached into the trap (3) for his ill-gotten gain, he had nineteen ducks and "the Law" had him.

(4) Here is another Super Cub, stationed in Maryland. They can be flown off of ice, snow, water and I suppose gin if you have enough of it. In this case (5) agents located a trap site, this cleared area on the creek bank, but no trap or bait on it. A month later an undercover agent bought 55 Black Ducks from a Chincoteague, Virginia duck trapper. Two days later agents flew over this area and found two traps and baited. They returned the next morning at 3 a.m. (standard visiting time). They found (6) fourteen ducks in the traps. One agent hid in this small drain, to see the trapper when he fished the trap and then to fire three shots as a signal to the other agent who was hidden in this creek to break out and chase the trapper down with a fast boat. Temperature 15°—at ten-thirty in the morning, after a visit to the liquor store to smooth over a hangover and fortify themselves for the cold ride our trappers arrived. One jumped out of the boat and opened the trap, the other spotted the agent in the drain. For once plans worked out. Results: one year in jail and confiscation of boat and motor. They were tried under the felony part of the Migratory Bird Treaty Act. Incidentally, agents used the seized boat during the following rail season to apprehend rail violators in this marsh.

In this case (7) agents flew over Smith Island and found this trail from the village of Tyerton, leading to this pond (8). Another flight confirmed our guess that a trap was hidden in the green. We decided to try a different approach and apprehend this trapper when he set the trap. What better day than the opening day of goose season. Who would look for "the Law" in a duck marsh on that day. When I crawled to the edge of the pond here is what greeted the eye (9). See the half hidden trap, I whole hid in this high grass and

waited. Sure enough, just before dark, the trapper came sloshing through the marsh, stopped at the trap and looked all around, picked up the trap and waded out in the pond. I followed and when he set it, I said "get it," he said, "a duck trapper sure does need a strong heart."

Here is a trap disguised as a duck blind (10). It took us two seasons to realize that it was a trap. The case netted two men and eight traps. From the feathers around their cabin, I am sure that they had trapped literally thousands of ducks. Gentlemen, I am sure that without the use of Service and State aircraft this commercial practice could not be controlled in the Chesapeake or any other area of the nation.

This (11) is a Virginia Booby house and another sorry method of taking waterfowl for the purpose of sale. Note the four portholes in the house, the two sacks of bait in the water and the white stake. When the birds are feeding on the bait, at night, four men empty their guns at the stake, slaughtering ducks. No their guns do not have plugs in them.

This is a baited pond (12) on the Eastern Shore of Maryland that was discovered on Friday. Agents paid a visit on Saturday morning and apprehended a Philadelphia Wheel, his wife and their guide. Behind the blind was a pen containing 56 live decoys. Maryland and Virginia don't have a corner on the bait market. Here is a dove field (13) in Florida. The bait is citrus pulp. We were not fortunate enough to make contact last season and it will pose a problem this year under the revised regulations. Let me suggest, that an aircraft can be most useful in locating dove hunts for ground units to check for licenses, bags, plugs and bait.

Now let's look at an example of coordinated reconnaissance. Agents flying over Maryland's goose fields located a heavily baited pit blind. (14) A radio call to a ground unit netted four Washington hunters who joined that exclusive organization known as the 26.50 club.

Here are some examples of direct apprehension with a float plane. In this case, agents flew over a baited blind on the Eastern Shore of Virginia, observed a hunter in the blind, landed and secured a sample of the bait, got in the blind and listened to the hunter say, "I didn't know it was baited, the blind belongs to the sheriff." Looking out of the blind this is what they saw (15). As the agents were taking off they observed (16) a sack of corn on the bow of the boat and a garage can of corn in the boat. It would appear that the hunter was going to feed his web-footed chickens .

This (17) is a baited blind on the Outer Banks of North Carolina. Note the corn, decoys, milo and blind containing two men hiding under a piece of canvas. Al Noltemeier made the slides and case.

Here is one in Delaware on opening morning of the season (18) See the Pintails on the bait. A return visit in the afternoon bagged three men.

Here is a blind baited on the ice for geese (19). Bob Bain landed a cub on the ice, skittered into an air hole and apprehended the wives of two Baltimore lawyers and their guide. They entered a plea of guilty in a hurry.

This Chesconnessix, Virginia hunter (20) thinks he has covered his bait. See him looking up at the plane. A return visit after sunset caught him in the blind with over the limit and over bait.

Fellows a plane can really do a job for you on rail violators. One day two Virginia hunters set out to kill a mess of rails, marsh hens. These birds are hunted in the salt marshes along the Coast on very high tides and the number one violation is shooting from a motorboat. Our hunters found themselves with a good tide and nobody in sight as far as the eye could see. The man in the bow, wearing a dark hat shot and killed two rails, with the motor running. They picked them up and continued to hunt. The man with the gun glanced over his shoulder

and found himself side by side with an aeroplane (21), his buddy hasn't seen it yet. The picture was enlarged and entered in evidence in Federal Court. The numbers on the boat were visible, the hunters could be recognized and the prop wash seen. The sheriff and his buddy both entered a plea of guilty.

Gentlemen, we hope that this paper and these slides have provided some ideas that may be useful to you in your own wildlife law enforcement program.

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## AIRCRAFT EMPLOYMENT IN WILDLIFE LAW ENFORCEMENT

ROBERT E. MILSTEAD, *Patrol Pilot*

Division of Protection

*N. C. Wildlife Resources Commission*

North Carolina has made valuable use of airplanes in its wildlife law enforcement program since 1947, and you might suppose that by this time every facet of their employment would have been thoroughly explored. To the contrary, North Carolina Wildlife Protection Supervisors keep asking for assistance from our pilots which involve new activities that are sometimes surprising. For example, last year after the hunting season had closed, some folks in southeastern North Carolina began setting traps for quail—the small slattered model with a figure-four trigger with which all of us are familiar. The district supervisor requested assistance and forty-eight of these devices were located from the air and either destroyed or confiscated by ground personnel, resulting in the arrest and conviction of several persons. On another occasion, when one of our pilots observed a firelighter in operation in the wee hours of a cold December morning, he radioed to patrol cars nearby, and they immediately gave chase. The poacher's automobile was a fast, late model with a good driver and efforts to stop him were unsuccessful. The pilot, watching the activity from above, decided some drastic action was necessary. He passed the speeding car, made a 180° turn and dived on the car, blinding the driver with his landing lights. The car almost ran off the road as it came to a sudden stop. The pursuing officers arrested the violators, and they subsequently were fined \$250.00, and the car and guns were confiscated.

Although all aerial work is carefully planned and painstakingly executed, many instances end on a humorous note, such as the time two fleeing violators took refuge in an outhouse. Each time they attempted to leave, the plane would make a low pass and they would duck back in. They were held there until ground officers arrived and made the arrest. Another time a violator ran to his housetrailer home but could not get in because his wife had gone shopping and had locked the door. By the time he had broken a window glass—and cut his hand badly—a patrol car arrived and he was taken into custody. When two out-of-season quail hunters were spotted going toward a house with their dogs and shotguns, the pilot radioed a patrol car several miles away. Knowing the men would soon be in the house, he decided to detain them with an air show. He dived, rolled, looped, performed lazy eights, chandelles, and put his head out the window and yelled for help, whereupon the violators stopped and stood open-mouthed waiting for the seemingly inevitable crash. The patrol car arrived and took them into custody. As he departed the area the pilot was sure the violators were shaking their fists at him.

North Carolina's aerial night consists of two Pipe PA-18 Super Cubs fully equipped for night or day patrol. This type aircraft was