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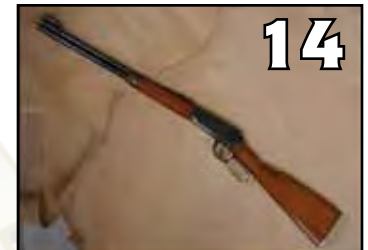
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## On the Cover

Master Trooper Brian Horney monitors flooding along K-7 in Doniphan County. Record flooding along the Missouri River required troopers from Troop B to provide extra patrols in flooded areas in Kansas.

*Photo by Will Downing, KHP*



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# THE QUEEN OF THE ROAD RETIRES



By Mark Engholm  
Technical Trooper, K-383



1983



mid-1980s

A sight familiar to motorists for the past 32 years has been retired as the final Ford Crown Victoria. It rolled off the assembly line in St. Thomas, Ontario, Canada and was delivered to the Kansas Highway Patrol. The final Crown Victoria is being painted in the traditional KHP Blue and Grey, features a modern LED version of the old roof-mounted red bubble light, and will travel the state to celebrate the Patrol's 75<sup>th</sup> Anniversary through 2012.

The Ford LTD Crown Victoria joined the Kansas Highway Patrol fleet in the early 1980s, serving alongside the Dodge Diplomat and Plymouth Gran Fury patrol cars that dominated the fleet through that decade.

From 1992 onward, the Crown Victoria served as the primary patrol car in the KHP. With the discontinuation of the Dodge/Plymouth M-body in 1989 and the Chevrolet Caprice in 1996, the Crown Victoria has held a near-monopoly as a police pursuit vehicle in North America, despite being based on the Panther platform, which has seen two revisions since it debuted in 1979.

Over the years, the insignia of the Patrol changed as did the body styles of the Crown Vic. In the early 80s, the



1989-90

Patrol used the grey over blue paint scheme and displayed a blue and white badge on the side of the cars with the "STATE TROOPER" legend on the front quarter panels and trunk. Later, the Patrol moved back to a traditional look with the gold agency shield on the doors and the legend "HIGHWAY PATROL" in black and red on the trunk. Lighting packages over the years included the red bubble light with two amber flashing lights in the rear window and Federal lightbars, commonly called "worm" lights. The patrol began to offer "slick-top" cars in 1992, with red and blue Federal Firebeam dash lights on the dash and the rear deck.

With the advent of the car program in 1995, the Patrol discarded the blue and grey paint scheme to move to stock colors. The graphics on the cars also changed to display new door graphics and the "STATE TROOPER" legend was displayed on the front quarter panels, trunk, and front bumper. This graphics package was replaced in 1997-1998 with the current "billboard" graphics down the side of the cars. (Plans are underway at the time this is being written to replace the billboard look with a more traditional graphics package).

The first Crown Victoria cars would have been simply outfitted with a six channel low-band radio, siren/emergency light switches, and a doppler traffic radar unit with a single antenna. In currently issued patrol cars, the simple light and siren controls have been replaced by switch panels that permit officers to direct traffic, the six channel low-band radio has been replaced with an 850 channel 800 Mhz radio, a multi-channel radio scanner is installed to listen to other agencies, a dual head digital traffic radar unit is installed, a mobile DVD recording system with three cameras is installed, and officers have direct access to criminal justice files, maps, and other information through computers installed in the patrol car.

While newer front-wheel drive cars gained popularity among consumers, they did not seriously challenge the Crown Victoria's dominance as a patrol car where durability, cost, and performance were valued over fuel efficiency. The Crown Victoria rear-wheel drive, V-8 powertrain and body-on-frame construction, which is rugged and simplifies repairs after minor accidents without the need to straighten the chassis, were important features in the law enforcement market. Most officers on the road today have spent the majority of their careers working out of Crown Victorias.

Ford has produced more than 300,000 Crown Victoria cars, plus other similar vehicles based on the same frame, the Lincoln Town Car and Mercury Marquis. Ford maintained its monopoly on rear wheel drive patrol cars until the introduction of the Dodge Charger in 2006.

Ford is introducing a completely new Police Interceptor in 2013 to replace the Crown Victoria. The new Police Interceptor is based on the sixth generation Ford Taurus platform, featuring several V-6 engine options, which



*Safety Sergeant Stationwagon*



*1992 Slicktop*



*1995*




*1997 Pushbumper*



Class 41

all produce more horsepower than the V-8 installed in the Crown Victoria. The new interceptor has been subjected to 75 mph rear end crash testing and will be available in front wheel drive or all wheel drive versions. In addition, Ford is offering a Police Interceptor Utility vehicle based on the Ford Explorer. The all new interceptor utility vehicle will provide more interior room while maintaining a pursuit rating.

For more information on the new Ford Police products, go to: <http://www.ford.com/fordpoliceinterceptor/#> 



Capitol Police



2005

# New Troopers to Join KHP Ranks

**Article & Photos By Andrea Nolte**  
**KHP Publications Writer**

The hiring process is underway for the next KHP recruit class. Recruit Class #50 will start their training at the Training Academy in January 2012, joining the Patrol during the agency's 75<sup>th</sup> Anniversary year.

Hiring a recruit class would not have been possible, had it not been for the receipt of a federal grant. In May, the Patrol submitted a request for grant funding for a recruit class through the Federal Edward J. Byrne Memorial Justice Assistance Grant Program (JAG). The Patrol was notified that the grant was awarded to the agency in June.

Applications for this new recruit class were accepted from June 24 through July 29. The Patrol received 534 applications for the class, which was a very large number considering the expedited timeline with shortened application period.

On Saturday, August 13, 225 applicants arrived at the Training Academy to take the written exam. Ninety-six people passed the written exam and proceeded on to the one and a half mile run and the body mass index (BMI) test. The potential trooper recruits underwent polygraph exams at the end of August.

The group will now go through background investigations, interviews, physical agility testing, and psychological tests. Upon successful completion of these phases, a conditional offer of employment will be made. A final offer of employment will be extended contingent on a secondary background and the physical agility test. The new recruits will report to the Training Academy on January 4, 2012 to begin 22 weeks of training. At this point, there are plans to hire a minimum of 12 new troopers.



The grant received was awarded through the Kansas Criminal Justice Coordinating Council (KCJCC) under the Governor's Grants Program, which provides the administrative oversight. The program administers funds to organizations that aim to enhance the criminal justice system, improve public safety, support crime victim services, and drug and violence prevention programs. With retirements, promotions, and short-staffing in many areas of the state, these new troopers will come at a welcome time. The Patrol prides itself in the assistance it offers to local agencies. Hiring additional troopers will not only enhance the KHP's ability to assist other agencies, but provide much needed law enforcement coverage throughout the state.

Traditionally the Patrol has hired two recruit classes per year, but due to budgetary constraints, the agency has not been able to maintain that practice. In August 2010, 20 troopers graduated from the Highway Patrol Academy, and they were the first class trained since December 2008.

Since 2008 the following classes have graduated from the Academy:

Class #47	May 2008	13 troopers
Class #48	December 2008	10 troopers
Class #49	August 2010	20 troopers

3 years 43 troopers 

