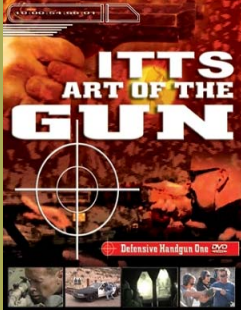


Off Site Classes coming

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Highlights:

- Upcoming Courses 1
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- Important Safety Issue 6

Off Site Classes coming up:

2 Day Intermediate Pistol in Long Island, New York on November 11-12. This class got spooled up pretty quickly so there is a short window in which to sign up. The deadline is October 27th. This class has limited enrollment and the cost is only \$395. If you want the opportunity to train with Scott on the east coast, don't wait to sign up. Contact is John Burke at PSY777@AOL.COM Go to our website for details on the class and to sign up at http://www.internationaltactical.com/class_detail.asp?CSID=337

There are a few spots open for the Boston Vehicle Defense class with Rifle and Pistol on November 21-23. Go to http://www.internationaltactical.com/class_detail.asp?CSID=326 to sign up or Contact Dave Benton at NPD401@VERIZON.NET with questions.

Don't forget the Fort Lauderdale 3 day Intermediate Pistol class On November 7-9. The link to this class is

http://www.internationaltactical.com/class_detail.asp?CSID=325

Scott's Shooting Book is almost done!!!

We are very excited about Scott's new book which should be coming out soon. We will keep you posted on the progress! This is the culmination of 33 years of experience behind the gun. We intend for this to be a series of books which will explore gunfighting in a manner which has never been done before. Each book will build upon the previous one. Subjects critical to gunfighting that have never been discussed before will be covered in these books in a series. In the first book Scott will discuss his shootings, the nature of the shootings, what he experienced and the lessons he has learned from these. This series is based real world experience not theory.

Courses Coming up Soon:

October 17-19

Atlanta Problem Solving Tactics

October 21-23

Boston Vehicle Defense

November 7-9

Ft Lauderdale Intermediate Handgun

November 11-12

Long Island, NY Intermediate Pistol

November 14-16

Tactical Shotgun- Level I & II

Most months we will have photos
from classes
Watch for yours!

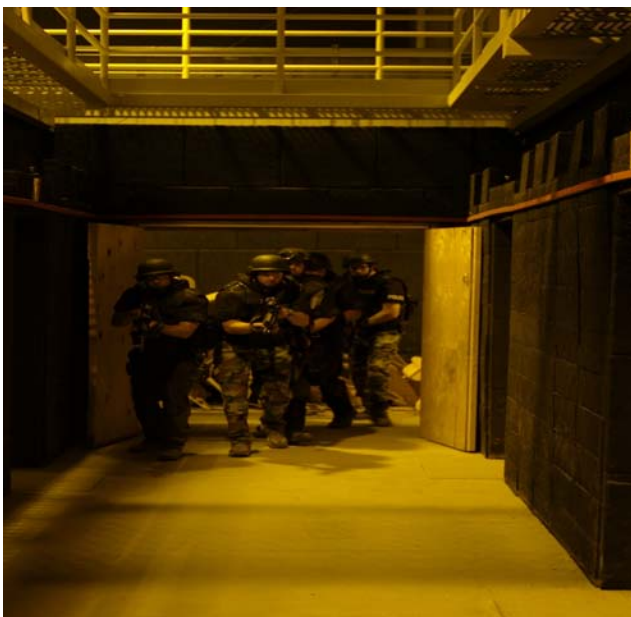
September 2008- March 2009 Course Schedule



Yakima SWAT Training

September 29-Oct 1	*Rifle/Handgun in <u>St. Paul, Minnesota</u>
October 4-5	Defensive Handgun II
October 11-12	Couple's Class – NEW
October 17-19	Problem-Solving Tactics in <u>Atlanta, GA</u>
October 21-23	*Vehicle Defense w/ Rifle/Handgun in <u>Boston, Massachusetts</u> - NEW
November 7-9	Inter Handgun- <u>Ft Lauderdale, FL</u> - NEW
November 7-9	Defensive Handgun III
November 14-16	Advanced Tactical Shotgun
November 15-16	Defensive Handgun I
December 6-7	*Nighttime Vehicle Assault/Stops - NEW
December 12-14	Advanced Handgun
January 10-11	Defensive Handgun II
January 30-Feb 1	Tactical Shotgun/ Handgun
February 7	Private Instruction
February 7-8	Defensive Handgun I
February 27-March 1	Active Shooter – NEW
March 7-8	Defensive Handgun III – 2 day – NEW
March 21-22	*Vehicles Assaults/Stops
March 27-29	Tactical Carbine/Handgun

* Denotes Law Enforcement Restricted Courses



Moose 'Pate' by Scott Reitz

Brett and I recently traveled to Minnesota for a class with the police. Brett hails from Minneapolis - so she visited family and I taught. Outside classes are always great as you meet diverse people, see unique locals and customs and encounter very, very unique problems that you would never encounter in a million years anywhere else which brings me to the following-high speed moose impacts.

I was talking to one of the police officers when the subject of moose impacts came up. Now on LAPD we have all kinds of problems none of which entail encounters with the wily moose. We have several in the LA zoo but I suspect that they pose little or no problems to police as they are city moose which are distinctly different from outdoor moose. We have people who look like moose and may even be built like moose but they aren't moose when you get right down to it so upon great reflection - we really don't have a moose problem here but they sure do up in Minnesota. First of all, moose are big. They are really big! They have tall legs and big bodies and they aren't exactly sharp in the acumen department. They dine in watery areas which means, that a portion of their bodies are immersed in swampy dark water when they munch on whatever it is that they munch on. This swampy water stains their little legs and bellies a very dark color the sort of dark color similar to what a woman at the Beverly Hills Spa might endure to retain her youthful vitality. This means that from their bellies down they are dark which leads us to the next problem. They wander around at night partaking in amorous assignations and similar nocturnal activities that moose are prone to engage in. Sometimes...these meanderings place them upon the roadways at the most inopportune of times. The last thing that most police officers and their vehicles see in the headlights prior to impact is a rather large moose body absent any observable legs making a rather high speed engagement with the windshield of their cruiser. The body is perfectly positioned to travel right on through the windshield and the rest of the cruiser from the door sills up and keep on going. These are very serious encounters as the police officer is seated directly in the path of the flying moose. Light bars fly, sirens are ripped off, gear explodes in every direction and the officer usually ends up in the hospital explaining out his altercation with the deceased moose. Responding officers clean up the mess get moose steaks for dinner and write off one cruiser to the wily moose. They explained to me that male moose sometimes face off against the trains and refuse to budge. This brain dead evolution, on behalf of the moose, results in moose pate' which is rendered in rather large quantities in very short order. Moose are also somewhat irritable and the officers have to deal with this as well. Apparently moose do not watch Bullwinkle to any great extent so they charge officers and do not negotiate well at all. You can handcuff moose but you have to control them first which is a bit of a problem. So the next time you contemplate the vagaries and vicissitudes of your patrol procedures consider the fact that you do not have to endure roll call training entitled; 'Sensitivity moose training and avoidance thereof.'

So in accordance with the training - the boys took me out to a rather unique establishment located in Saint Paul Minnesota. The place is called Alary's and it boasts the world's largest collection of police car doors from around the world. They are hung up high in the rafters and they course throughout the location. Each police door has a story and I was introduced to the owner and proprietor of the establishment, 'Big Al' who is a very vocal supporter of the police and a very nice man. 'Big Al' is a true policeman at heart as he cannot recall the exact manner in which any of the doors managed to arrive at his establishment. 'Big Al' does not roll. Some of these doors have extensive traffic damage and others have bullet holes and the transpiring events that caused these damages are always very murky which gives the observer much fodder to work with as they come up with their own colorful versions of the doors demise. 'Big Al' also has another rule and that is that no door will be accepted unless the offering party had

been to the establishment and met with 'Big Al'. This means that each door has someone to personally account for its final resting place. The doors are signed by various officers from around the world and in the center is a door from LAPD. How it got there is anybody's guess and I really don't want to know but I'm proud that it is there. "Big Al" had a long ladder brought out and I signed the LAPD door. Another LAPD officer had signed it previously and his serial number is over 14,000 Officer's serial numbers following after mine. If you ever go to Saint Paul – go to Alary's look for the LAPD door, look up 'Big Al' and be aware that many of the customers there are police from all over the world...its quite a place.



Alary's



Scott signing LAPD Door Above

Minnesota training below



Looking Back on the LAPD- Van Nuys Division

Wilshire Division was a hot division back in the late 1970's. Every night something was going on and all the officers bonded with each other as we all backed each other to the hilt as there was no one else but your brother officers to rely on. I was transferred to Van Nuys Division through a system known as 'the wheel.' Once you completed probation they sent you wherever they needed you and I was out to Van Nuys. Now in Wilshire I was taught to be aggressive and not to allow suspects to run slipshod over us. You could get in real trouble there if you weren't a solid street cop. Van Nuys was in the San Fernando Valley and it definitely was not Wilshire. The Captain there said as much in my first hour there "Reitz...I know you're from Wilshire but this is Van Nuys not Wilshire. I don't know what they taught you there but it probably won't fly out here. First you will always wear your hat. I had a suspect once that tried to kick at my head but hit the hat and that saved me so you will always wear your hat...got it?" How could you argue with logic like that? I was not exactly a happy camper and I already missed the watch at Wilshire. I decided to make the best of it so I threw myself into police work with a vengeance but I also determined to find something greater to aspire to and I found it in heroin and the hype car. I found out that there was a DEA sponsored drug recognition program in downtown Los Angeles a forty hour intensive course and I pushed the Captain to attend this course and he finally relented. Maybe he found it amusing that a PII had the audacity to request such a course and that was his singular motivation for allowing me to attend. I took the course and then managed to work on the hype car with the most influential street cop I would ever come across named Ray Lyons. Ray had about 17 years on at the time and he loved working hypes. He had a near photographic recall and if he jammed someone he knew when, how and where he had run across them. He had phenomenal attention to detail and his reports were always flawless. I screwed up once on a, hype report and he caught it. The next day Ray and I went out in search of hypes and we came across four or five separate bodies. We hooked up each and every one. We were working mid's at the time which is mid watch 1500 – 2400 hrs. Well...we hook these guys up and Ray and I take them up to the second floor where the hype camera's and reports were located and we sit these guys down in a row on the benches in the hallway. "Okay junior...you think you can write these guys up?" "Sure Ray." "Good...see you tomorrow." Off went Ray and these guys looked at me and I looked at them and then I started on the reports. I had just finished all the bookings and reports when Ray came back the next day at about 1400. It was the last time that I didn't triple check my reports with Ray from then on. You could do stuff like that back then but that was a different era. All training Officers had their own methods of training their charges and Ray's was very, very effective. If you did that now they'd probably put you away.

I found hypes and their entire world utterly fascinating. It was a world that only they moved in and understood. In their world there were other hypes and cops and that was it. The power of heroin addiction is beyond anything that I had ever witnessed. It was the life style that really crippled these individuals. They lived and stole and lied and cheated all for the next balloon or 'quarter T' to fix up with. They had ulcerated sores from injection sites and no motivation save the next fix. They sold themselves for a single fix and killed for a single fix and without that fix the craving was beyond anything imaginable and they related as much to me when I talked to them. Ray was great interviewer. He had a sonorous voice that could put you to sleep if you let it and that was just the voice for hypes who, drift in and out while you process them. He would calm them down and relax them and before you know it they were giving up information that we in turn, used to get other bad guys. We worked the hype car together for about a year and we made a ton of arrests before I transferred to the Special Problems Unit and that...was a whole different story.

Important Notice

RE: Safe Muzzle Direction

In the last class in Minnesota an Officer had a casing that failed to extract in a .223 rifle. It was overcast and we were under an overhang on the range and he had cleared the magazine. I happened to be stationed to his right and his finger was off the trigger. Another Officer was to his left and noted that he had reset the selector to safe. He released the bolt and the rifle fired downrange into the dirt. There can be a number of reasons for this. It may have been an overly sensitive primer or a high primer or there may have been something on the bolt face such as a piece of brass or blown primer from a previous round. I am not an armorer and those out there that are, are still trying to find the cause. In any event - it always drives home the need for muzzle control at each and every step. The safety rules are in place for a reason. If one fails then the others act as a collective safety net. Always bear this in mind.