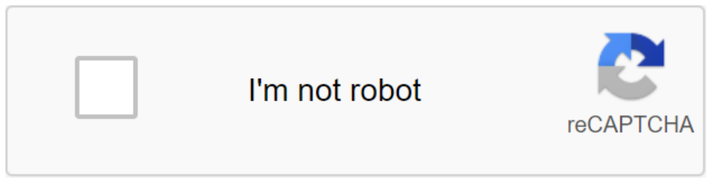

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Speed enforced by aircraft video

I was driving through Virginia recently and noticed a sign on the side of a highway that read the speed limit of violent airplanes. I've seen them in my home state too, but never thought many of them until recently. I always thought, yes, right. How would they do that? But now I have more knowledge about how these things work, and, well, here I look at it. Although I found that Virginia actually made cuts in their air traffic patrol, what I learned about how it all works is pretty fascinating. The police in Heaven Well, the police aren't really in the sky. So, in the areas of these signs, there are markings on the road 1/2 mile apart. A team of two people, including the pilot and spotter, works together to control the speed of the car. The corrector folds the car as it passes between the two markers and then compares that time on the chart to determine their speed. If they catch a speeder, they radio up an officer on the ground who pursues the vehicle and secures a speeding ticket. Sounds complicated... Sounds expensive... Well, that's true. It costs about $150/hour for aviation fuel and maintenance alone, not including overtime costs, according to Virginia State Police. That's why Virginia has reduced its air patrol. In addition, these missions can be canceled due to the weather sometimes, which was the case with the only planned VA mission in 2009. These jobs tend to last four to six hours, so these costs add up significantly. However, the signs are posted. While there have been reductions in these efforts, it has not been reduced overall. Your speed can, at any time, be controlled by your eyes in the sky. And isn't it better to know that it's possible than to get it wrong? I'd say so. In addition, these methods continue to be used regularly in other States. What kind of planes are we talking about here? Planes that patrol speed are smaller than planes and sometimes helicopters. Each state uses a different number and a combination of aircraft to monitor speed, and they are installed at different frequencies as well. There is also always the possibility that drones will be used in the future to monitor speed on the highway. As technology evolves in this area, this opportunity becomes more and more real. They can also solve the cost problem that Virginia and, I'm sure, many other states face. The point is to always be careful when driving. When you see these signs, no matter where you are- do yourself a favor and slow down. You never know who's watching! Sources: We Are We saw signs on the highway: The speed limit applied by the planes. Every time I pass one I think as unlikely that this state or local government has enough money, time or interest to scramble the jet on my behalf. (Actually, my exact words thoughts are usually yes, correct.) In my opinion, the signs have always been in the same category of deterrent as the lies parents tell their kids about a special chemical that makes pool water change colors when you urinate. You know it's probably fake, but who wants to be a kid emitting a purple cloud of urine? I bring it all in now, because every day there's a new story about how our drones come home to roost. People are afraid of the dark government motives and what drone surveillance might mean for the future of privacy, but you'll never hear someone complaining about uniformed police officers who are supposedly already watching from above. The Ohio State Highway Patrol, for example, says on its website that it is equipped with promising infra-red and is cleared to perform photo missions, including the search for our private ownership of marijuana. So are they really up there? Early last year, the Washington Examiner reported that Virginia was all but involved in air operations because of budget constraints. It costs $150 an hour to keep the birds in the sky, and it doesn't consider overtime to pay for the pilots and officers they coordinate with on the ground. (Most aerial surveillance works in tandem with at least one ground unit, and if you fight the ticket, both officers appear in court.) Overall, Virginia's planes were deployed only once in 2011, and an air division official confirmed that they only fly at the same frequency in 2013 - only on special projects. Of course, you can't sign kids for a Tokyo drifting class just yet. The commander of the Ohio State Highway Patrol Public Affairs Team assured me that they have 15 uniformed pilot officers, two Eurocopter American turbine helicopters and 14 Cessna aircraft. Air-to-air compliance remains an integral part of the State's current goal of reducing road traffic deaths. Iowa also still uses eight helicopters. (Funny fact: In addition to catching speeders and aggressive drivers, they also control illegal hunting.) Lt. Robert Hansen says they can even use their units in response to certain situations as they hear the revs of the crotch rockets preparing for a street race. Being in the air gives you an edge in higher traffic areas where the radar is not particularly effective, Hansen explained. It also allows you to observe vehicles on the distance, at this point you can see quite well which car drives much faster than others. When asked about the signs, Hansen admits iowa DPS Air Wing doesn't fly every day. However, they have Weekly. He also noted that most of the states around them used similar methods. We put up signs because we want you to know and comply with the speed limit,' he told me. We want people to be safe. If Virginia's economic problems indicate what lies ahead for other air wings, we may see new pressure to adopt smaller, more cost-effective drone programs in their place. (Although according to a survey conducted last year, 67 percent of Americans really don't want domestic drones monitoring their speed.) As for the signs: It seems the threat of air justice depends not only on the state you are in, but also on its budget, workforce, and timing. Will you slow down the next time you pass one? Or are you going to be a kid to pee in the pool? At least I bet you're looking up. Or, he suggested, the signs are simply an exaggeration designed to deter speeding motorists - without any real planes on patrol? Jim Andrews says these signs are certainly real. And he should know. He was a pilot for the California Highway Patrol for decades. What do you have to do about the Bay Area, its culture or the people you want to explore? Ask Bay Curious. We don't necessarily create as many specific speed control details as we did 10 or 15 years ago, mainly because of the appearance of Lidar, Andrews said. (Lidar allows officers to use lasers to determine the speed of the vehicle.) But there are still circumstances where we are certainly valuable, where traditional terrestrial coercion cannot work. It is easier from above, for example, to see drag racing or drivers crossing double yellow. Patrolling from above to find out how it all worked, I climbed on one of two helicopters that serve the CHP Gold Gate Division, which oversees all nine Bay Area counties. The Air Force also has two small planes at its headquarters at Napa County Airport - but that's all for the navy. Inside the helicopter is cramped. (Kelly O'Mara/KSED) Each aircraft has a pilot and a paramedic on board, both CHP employees. This makes for cramped spaces in the back where I stuff myself between emergency equipment: oxygen tanks, stretchers and medications. But once we fly over I-580, it's easy to see that Andrews is right. From a height, you can quickly get lying ground and spot speeding cars. You can also get nauseous very quickly. While we fly, radio calls come from different voices and agencies. I can't decipher them all, but Andrews points to a red car that the officers identified on the radio. It's very easy to see. It stands out when someone goes much faster, he said. Pilots once binoculars to detect cars, but now the plane is equipped with high-definition cameras. Despite the technology, they still rely primarily on their eyes. After the discovery of the suspected speeder, the speeder, to confirm that the car is, in fact, speeding. This is not a high-tech process. It just flies low over the car either at the same speed or slower. On most freeways in the state, Caltrans measured and painted perpendicular white lines every mile on the side of the road. You can see them from the helicopter window or if you look closely when you drive past. They are used to calculate speed. Andrews starts his stopwatch when he flies over one and stops him when he hits the next. He knows the speed of the helicopter. And, since it flies at the same speed or slower than the car below, he can tell if the car is accelerating. CHP helicopters fly low over roads to detect lawbreakers. (Kelly O'Mara/KSED) The officers in the air don't actually land or issue tickets. This can lead to a traffic accident. Instead they radio to another officer in a more ground vehicle, who then pulls the offender. As a rule, this officer waits and is ready to work in a predetermined place. The names of both officers are on the ticket and both are due to stand trial. CHP spokesman Daniel Hill said they once had a ticket for a motorcyclist who was caught racing through the streets. He got home and was then surprised when the officer knocked on his door 20 minutes later. Helicopters watched him from the air and captured him on camera. But how often is it... Really? The California Highway Patrol used to rely heavily on this system of helicopters and small planes to monitor traffic, but these days plane makers have gone out of fashion. Budget cuts have rolled back the number of CHP aircraft and their total flight time. Small planes used to go on speed patrols once or twice days. Now, they just control the speed while on general patrol for other things. It's never been cost-effective for (helicopters) to get out and loitering on a section of the freeway, Andrews said. Over the past decade, speeding has become a particularly rare occurrence, as radar and lidar devices have enabled field staff to catch speeders more efficiently. The radar, which uses Doppler waves, sends this signal across all lanes - giving away everything that is the fastest and slowest speed on the road. But it's the relatively new Precision Lidar, or light detection and range, using laser technology that really has been a game changer. Change.

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