

we were given indicates that that is not necessarily so. We are dealing with a policy matter here, not merely a revenue raising device in total disregard of justice and equity. We are convicting people of crimes and the witness is an unreliable, often inaccurate piece of equipment and the one small opportunity you would have for some kind of justice, for some kind of verification that the individual operating it is properly doing it, that is to be erased even though the State Patrol's people testified that that is the way they do it now. So, if....

SPEAKER MARVEL: Your time is up.

SENATOR CHAMBERS: ...what I have said to you are lies, Colonel Kometscher and Captain Svoboda told them.

SPEAKER MARVEL: Senator Wagner.

SENATOR WAGNER: Mr. Speaker and members, I would like to address Section (b) down there, because Section (b) is the one where you are offered the opportunity to look at the recording device, and in my area I have a judge that has been doing this for over a year, and it has been working very well. I support that section.

SPEAKER MARVEL: Okay, Senator Pirsch, do you want to close? Senator Chambers, your light is still on.

SENATOR CHAMBERS: Just very brief, and there was a gap between my last speaking and this one. This is from this again...this National Highway Traffic Safety Administration report: "Highway safety and law enforcement officials should recognize the fallacy of purchasing radar devices solely on the basis of economy without due regard to their performance capabilities. These officials must also recognize the importance of greatly improved operator training and state level policy guidance to insure high quality and more uniform police radar operations throughout a state". Uniformity. "An action on these issues by state and local highway safety and law enforcement officials may well result in judicial limitations governing use of police traffic radar". What we have the opportunity to do here today is to put some uniformity into the law as it is applied throughout the state. The State Patrol already advocates the observation. The Law Enforcement Training Center does it. I am telling you that this K-55 manual... I read from it. "The operator should have made a visual observation of its apparent excessive speed". Now if the manufacturers, the ones who go around the country teaching