

EXHIBIT 14



GENERAL INFORMATION FORM

Bureau / Region Central

Date: 30 Jan 09

Member Jack, Michael

Badge # 12690

Supervisor Campbell, Ron

Badge # 6385

CRITERIA		SUB CATEGORIES	
Job Knowledge & Skills	<input type="checkbox"/>	Attitude Towards Learning	<input type="checkbox"/>
Problem Solving	<input checked="" type="checkbox"/>		
Communication Skills	<input type="checkbox"/>	Oral Communication	
Leadership Skills	<input type="checkbox"/>	Initiative/Independence	
Interpersonal Attributes	<input type="checkbox"/>	Interpersonal Relations	
Personal Impact	<input type="checkbox"/>	Demeanour	
Other	<input checked="" type="checkbox"/>	Judgement	
RATING			
Does Not Meet Requirements			

NARRATIVE (Incident # Optional)

SP09020239

Background:

PC M. JACK attempted to make a U-turn on Lindsay Rd in an attempt to turn around and stop a speeding motorist. PC M. JACK misread his U-turn, resulting in the cruiser nosing into the south ditch. PC J. GILLIAM was accompanying PC M. JACK. A passing motorist stopped to render assistance to the officers by offering to pull their cruiser out of the ditch. The motorist used his own personal rope to tie up to the rear axle of the cruiser which was still up on the shoulder of the road. PC JACK and PC GILLIAM got back into the cruiser and the passing motorist began to pull the cruiser. Instead of pulling the cruiser straight out of the ditch, the nose of the cruiser swung to the right, further down into the ditch. The cruiser began being pulled sideways through the ditch and struck a metal cautionary road sign in the ditch. PC JACK and PC GILLIAM were unable to get out of the cruiser to tell the towing driver to stop.

Part C - Investigator Findings

PC JACK's driving inexperience as a police officer resulted in him initially nosing his cruiser into the ditch. The cruiser was partially into the snowbank and partially on the shoulder of the roadway and had sustained no damage. PC JACK's and PC GILLIAM's decision to accept the offer of the passing motorist versus calling a tow truck, resulted ultimately in the damage to the cruiser. This was poor



GENERAL INFORMATION FORM

decision making on their part. Also, by getting back into the cruiser while it was being towed, compounded the problem. The officers could not effectively see what was occurring, nor get the towing driver to stop as they could not get out of their cruiser. Spatial awareness was also low, as the nearby sign did not come into their decision making process. Although PC JACK was not "driving" the cruiser, this collision is deemed to be preventable.

DISCLOSURE DATE:

16 Mar 09

DISCLOSED BY:

M.R.J. Campbell #6385 S/Sgt.

MEMBER'S SIGNATURE