

# LAMP LIGHTER REPORT

PREPARING LEADERS TO LIGHT THE WAY WHEN THE LIGHTS GO OUT



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## 2012, HERE WE COME!

BY DAVID MORRIS

2012 has gained notoriety over the last few years as the year that civilization would end. 12/21/2012, Planet Nibiru, and the Mayan calendar have all become the plots of movies, interjected into popular fiction and TV, and dropped in polite conversations at work, parties, and in conversations with neighbors and relatives.

As to whether I believe in these predictions or not, I would argue that it doesn't matter. If they're true, they'll happen whether I believe in them or not. The same goes for if they're not true.

Regardless of what you or I believe, there ARE three aspects to the whole 2012 storyline that are very important.

First, the 2012 specific threats are just a few of many threats that are low

probability events that would have life changing impacts if they happened... whether they happen to be on a local, regional, national, or global scale. What I'm referring to is extreme weather events, infrastructure breakdowns, economic collapse, EMPs, CMEs from predicted increase in solar activity starting this year, and more.

I keep beating the drum on this...the chance of one of these specific events happening is very remote, but the chance of ANY of them happening is significantly higher. One easy to visualize parallel is roulette. If you bet on a particular number, the chances of winning are very slim. If, on the other hand, you bet on either black or red...which are made

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# WELCOME —TO THE— LAMPLIGHTER REPORT

I wanted to take a moment to say thank you for your membership to The Lamplighter Report. This issue is packed with some powerful information that will help you to prepare you and your loved ones in the event of terrorist attack, natural disaster, economic collapse, or a pandemic. In Future Issues, "Lamplighter Report" readers will get....

MY ESSENTIAL SURVIVAL "HOW-TO'S"  
(3 - 5 EACH MONTH)

NEW "OFF-THE-GRID" BOOKS,  
VIDEOS, AND SITES I'VE DISCOVERED

MY PRIVATE "INTEL REPORT" ON  
GLOBAL, NATIONAL AND LOCAL SITUATIONS I'M MONITORING

REAL LIFE "CASE STUDIES" OF HOW  
OTHER FAMILIES ARE PREPARING

"WHAT WENT WRONG" - MY ANALYSIS  
OF COMMON MISTAKES THAT MOST  
PREPPERS ARE MAKING AND MUCH,  
MUCH MORE...

For feedback or to comment,  
please contact:  
**David@LamplighterReport.com**

## About the Authors:

Since 2008, "Survival Dave" has taught more than 30,000 people how to survive long term breakdowns in civil order in urban areas—without having to run away to a fully stocked rural retreat that may or may not exist. His students range from lifelong Spec-Ops operators & paramedics to newlyweds & retirees just waking up to preparedness.

Leonard Breure is a 27 year veteran of both Army and civilian law enforcement, as well as having served as a sniper, and as an instructor for the New Iraqi Army. He's also the author of "Personal Protection Tools" which is available on Amazon.com.



DO YOUR PREPAREDNESS BUYING AS EARLY IN THE YEAR AS POSSIBLE.

up of either 18 red numbers or 18 black numbers, your odds are much higher. In addition, the specific number that pops up doesn't really matter...only that it is the right color. This concept is why it's incredibly important to keep making forward progress on a broad based preparedness plan for your family.

Second, to the extent that you can, I want to STRONGLY encourage you to do your preparedness buying as early in the year as possible. If the buzz and popularity of preparing for 12/21/2012 increases as the year progresses as it normally does before predicted disasters, I wouldn't be surprised if there is a very large increase in spending on preparedness items in the later half of the year and an explosion in December. We've seen similar behavior before every predicted end-of-the-world event that has happened in the past, as well as before every major hurricane approaches the East Coast of the US.

We're already seeing record numbers of firearms purchases, with Black Friday 2011 and December 20th, 2011 setting the records of the most and second most FBI firearms background checks submitted on a single day since the Brady Bill was passed in 1993.

Third, the need for preparedness getting a lot of mass media exposure right now and I expect that to continue throughout the year. This is both good and bad.

It's good because anytime unprepared people wake up to the need to

develop the ability to survive after a breakdown in supply chains and/or civil order, they become more resilient to disaster. And, of course, the more of these prepared people there are in an area, the quicker that area will recover after a disaster.

It's also bad because most mass media preparedness campaigns are event driven. Headlines like "massive hurricane scheduled to make landfall" or "will the world end on December 21st?" cause people to go into panic mode, buy a bunch of stuff without having a plan, have a false sense of security before the predicted event, and feel foolish after nothing happens.

I bring this last point up because, as you're talking with people about preparedness this year, don't hesitate to use headlines to test the waters, but try to figure out whether the person you're talking to is preparing for a single event or adopting a lifestyle of preparedness before you commit to them too much.

In this month's Lamplighter Report, we've got some great information for you. We're going to cover defensive driving, the tactical use of flashlights, and steps you can take to protect yourself from smart criminals. There are fewer articles than normal, but the individual articles are longer and more in-depth. I feel like this adds more value, but when it comes down to it, this newsletter exists to serve you, so please let me know your thoughts by contacting me at David@LamplighterReport.com. ★

VIOLENT ENCOUNTERS  
OCCUR WHEN DRIVERS  
LOSE THEIR TEMPER.



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# DEFENSIVE DRIVING TIPS

**T**his month and next, we're going to do a 2 part series on defensive driving. This month, we'll cover several foundational issues including road rage, random violence and targeted attacks. Next month, we'll get into some techniques that many consider to be "advanced," but that I believe everyone should have.

Driving your car can be hazardous to your health. And I'm not talking about air pollution or traffic accidents. I'm talking about violent encounters that can occur when drivers lose their tempers. On the highway, people may cut in front of you. Or, you may cut in front of someone else and before you know it, an argument begins. On city streets or in parking lots, you may wind up fighting over a parking spot.

Each year thousands of people are needlessly injured in petty arguments like these.

Think about this. Whether you call it "road rage" or "aggressive driving," many drivers are looking to vent their

anger and frustration. In their lives, many feel they have no control. They may be angry at their boss, spouse, kids or any number of other people. But they can't unleash their anger at them and end up "going off" on random strangers.

Another way to look at it is that anger and frustration are additive. If someone doesn't get to sleep at night because of a teething toddler, a snoring mate, racing thoughts, discomfort, or noises outside, they're starting the day a little on edge. Add in coffee, which increases adrenaline levels in the blood, and it takes someone just one more step closer to erupting. Next, add in a sugary breakfast or snack and the resulting blood sugar roller coaster, and you've increased stress levels a little more. Add family conflict, financial issues, apprehension about issues at work, and possibly chronic stress, and you've got someone ready to boil before they even leave the house.

If we visualize a stress gauge where

"0" is someone who's perfectly at peace and "10" is someone who's erupting, many people are walking around at a 7-8 and it doesn't take very much to take them to "11."

Remember, MOST people in the US are in financial trouble to one extent or another, half of all marriages end in divorce, and most people dislike their jobs. With those kinds of numbers, it takes a conscious effort to stay happy and not let anger build up. It's simply a miracle to me that we see as little conflict as we do.

I'm not saying this to make you paranoid...it's to make you realize that many people are close to their breaking point on a regular basis and before ever interacting with you. Then you come along and cut them off, take their parking spot, drive too slow for their taste, or won't move out of their way. So what happens? Usually nothing. But sometimes, they explode. They let their frustrations out on you.

A veteran police officer when asked





**STAY IN THE MIDDLE LANE WHENEVER POSSIBLE. THIS WAY CARS CAN EASILY PASS YOU ON THE RIGHT OR LEFT.**

about road rage said, "We have become a video game culture. People swoop back and forth across freeway lanes as if they were playing some space-war game on a giant video screen, and anyone who gets in their way is the enemy."

You have the lane swoopers who cut in and out of traffic like video spaceships dueling among the stars. They don't signal because they swoop too fast and cross too many lanes for it to matter. If you meet a swooper, slow down just enough to create a safe distance. Maintain your speed and let him pass. Don't provoke a swooper by hitting your brakes or cutting him off. You don't want to escalate the problem.

Not all swoopers are dealing with road rage, but that doesn't make them any safer. I remember when I was younger my friends and I thought that when a favorite song came on the radio that it was a signal to speed up and swoop in and out of traffic. It was stupid, and I grew up, but I see the same

scenario playing out with young drivers and loud music on a regular basis.

Another manifestation of aggressive driving is tailgating. Tailgaters are aggressive, competitive people who don't realize that they're in control of a thousand pound weapon that's bound by the laws of physics and is capable of killing the occupants of the car in front of them if anything goes wrong. The best way to deal with a tailgater is to swallow your pride, move out of the way and let him pass. Remember, you're a lot safer if the tailgater is ahead of you than if he's riding your rear bumper.

Whether it's a swooper, tailgater or car load of teenagers with more testosterone than brains, the freeway is no place to prove how tough you are. You need to stay calm and in control. If you think that someone is acting so dangerously that you wish you could take action, go all "Wyatt Earp" on them and teach them a lesson, simply note their license plate number and get a descrip-

tion of the vehicle and its occupants. If you have a cell phone (and you should) call 911 and let the police handle it. Keep driving. Never pull over and confront an emotionally disturbed or aggressive driver. There's really nothing to gain and the potential loss includes injury and/or death.

Here's a few suggestions that will help both with aggressive drivers and general driving safety.

When you're driving on a highway, stay in the middle lane whenever possible. This way cars can easily pass you on the right or left.

Leave plenty of room between your car and the one in front of you.

If you have a vehicle, and especially a truck, behind you, make sure that it is at least 4 seconds behind the car in front of you. That means that if the truck is only 1 second behind you, try to stay 3 seconds behind the car in front of you. If they're right on your bumper, stay at least 4 seconds behind the car in front of you. This will help you react and/or evade if the car in front of you slams on their breaks so that the vehicle behind you won't hit you.

At stop signs and stop lights, make sure that you can see the bottom of the rear tires of the car in front of you so that you can easily go around if necessary without backing up.

If someone wants to cut in front of you, by all means let them and increase space until you're 2 seconds behind them.

Give yourself plenty of time to drive to where you're going and lots of time to park. In fact, consider parking further away from your destination if there's a "battle" raging for close parking spots.

Don't argue. Don't make unfriendly gestures. Don't take another person's aggression as a personal affront, they don't even know you. Don't be in a hurry and don't act as though you own the road. You'll be a lot safer.

Let's move on from random road rage to random and targeted violence.

When you're considering vehicle crimes, early morning and late night driving are the most dangerous times to be in your car. Over 85% of all carjackings or robbery attempts take place at these times. The tactics for a successful ambush are pretty basic. First, they

want to catch you by surprise. Second, they must have a better knowledge of the terrain than you. Third, they usually want greater mobility and speed than you have. Last, they want to be able to quickly take command of the situation.

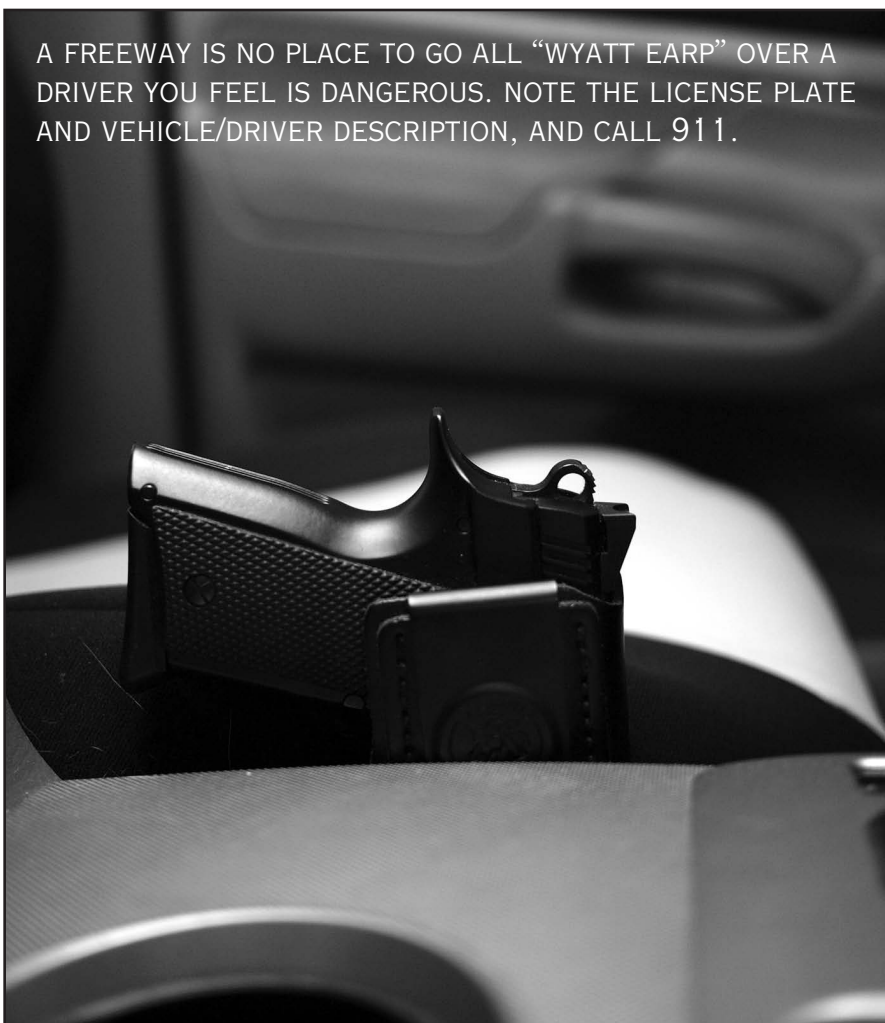
In the rare event that you find yourself the specific target of an attack, most vehicle ambushes occur near the intended victim's home or place of business. You must be aware and you must look for danger zones. Most people have no reason to think that they will be the specific target of an attack, so this is not a critical discipline. But it is a valuable exercise to go through to help you avoid becoming the target of random violence.

As you drive to and from work, ask yourself, "if I were a bad guy where would I conduct an ambush?" Narrow or one-way streets are dangerous because it's difficult to maneuver your car. Areas where you have to slow down or stop, as well as blind spots in the road such as a crest of a hill or blind corners offer the opportunity to intercept your car and have the element of surprise.

Once you identify the danger zones, the next important step is to find an exit or safe haven, a location where you can find safety in an emergency. Choose areas such as: Police stations, fire stations, hospitals, large shopping centers, even military bases. Decide in advance that if you are attacked by people in another vehicle, "This is what I will do." Rehearse your options in your mind and be ready to use them without further thought. Remember that surprise is the key element in any ambush.

Here's a practical example. Let's say that your daily drive takes you through an area with a lot of gang activity and that you end up stopping for a train in this area a few times a week. You don't have any reason to be targeted specifically, but you've identified the location as a great place to rob and/or carjack a driver. Next time you're stopped for a train, you notice that the railroad easement is flat and has well worn tire tracks all the way to the next street. You realize that if you found yourself in a situation when you're stopped for a train, you could simply drive off of the road, onto the easement, and drive down to the next street. If that takes care of the

A FREEWAY IS NO PLACE TO GO ALL "WYATT EARP" OVER A DRIVER YOU FEEL IS DANGEROUS. NOTE THE LICENSE PLATE AND VEHICLE/DRIVER DESCRIPTION, AND CALL 911.



situation, simply drive away. If someone is pursuing you in a vehicle, head to the nearest police station or fire station.

By being alert, having a better knowledge of the danger zones you drive through and planning for trouble, you'll be able to both avoid problems and react quickly if they do happen.

Be extra aware of vehicles with blacked out windows. Blacked out windows don't necessarily mean that the driver has ill intent, but it does mean that you can't make eye contact with them to see where they're looking and it's likely that their vision isn't as good as it would be without blacked out windows.

And be aware of activities and road conditions at least two or three blocks or a quarter mile ahead. If a situation requires you to stop, don't drive up to the incident. Stay well away from stoppages and be ready to take an alternate route. You'll not only be safer because of random and targeted violence, which

is highly unlikely, but also safer because of the increased incidence of fender-benders in stop and go traffic. Besides that, it's just more pleasant to actually "drive" than to do the stop-n-go yo-yo.

Whenever possible, travel only on busy roads or highways.

When you move away from targeted attacks and start looking at simple robbery or a robbery/carjacking, the two most common locations for this type of crime are intersections and parking lots. When you pull up to an intersection and have to stop for a red light or stop sign—that's when you're most vulnerable to random attacks by street thugs.

Know where the danger zones are in your city and avoid them.

What precautions can you take? Let's start with your car's windows. By now you've heard a million times that when driving on local streets you should keep your windows closed. You don't want to make it too easy for thugs by inviting



IF YOU HAVE AIRBAGS, YOUR HANDS SHOULD BE PLACED LOWER THAN THE 3 O'CLOCK AND 9 O'CLOCK POSITIONS TO AVOID HAND INJURY SHOULD THE AIRBAG DEPLOY.

them to reach into your car and grab you or your valuables. Assailants often stand on the curb and wait for a potential victim to pull up to a traffic light with their windows wide open. When a suitable looking victim shows up they stick a gun in the window and rob the driver and/or steal their car.

Personally, I like open air. I like driving with my windows down, I used to drive a convertible, and one of my favorite vehicles of all time is my old open top Jeep. All three of these situations, as well as riding a motorcycle, increase your vulnerability but shouldn't categorically be eliminated. Life is about more than "perfect" safety...it's also about enjoying the journey and many people, myself included, make the conscious decision to stay exposed to known risks because of how those risks increase quality of life.

Less ambitious criminals use the same approach of waiting and pouncing, but instead of using a gun, they simply reach into a stopped vehicle and grab the driver's handbag, brief case or other valuable items through an open window.

Of course, if you drive around with your doors unlocked, a criminal isn't limited to open windows. They can simply open a passenger door and

steal stuff out of your passenger seat or the back seat of your car when you're stopped.

The solution here is simple, lock your doors.

Here's another simple idea that can save you from harm. Always try to time your approach to traffic lights. If you see a red light ahead, slow down so it will change to green before you have to stop. You may annoy the guy in the car behind you but that's his problem. Your goal is to avoid becoming a victim. A moving vehicle is much harder to attack than a car stopped.

Again, as is often the case with preparedness, this habit will help you in non-malicious instances as well. If you slow down gradually, starting way back from a stoplight, it gives not only the car behind you extra time to stop, but the cars behind them as well. And, if you start slowing down way in advance of a stoplight and notice that the people behind you aren't getting a clue, you'll have additional time to honk your horn and/or avoid getting rear ended.

Next, I'd like to discuss some of the basics for safe driving as taught by the professionals at the Scotti School of Defense Driving. These unique methods have been taught to thousands of police officers, plus military

and emergency service personnel.

Seating position. The way you sit behind the wheel of your car can help you to remain alert and enhance your ability to respond to emergency situations.

Sitting erect allows drivers to stay alert longer. Shoulder and arm positions are also important. To check for the right position, sit in your car and place your hands at the top of the steering wheel. When you do this your shoulders should be in contact with the seat back. If your shoulders rise off the seat, you'll find that if you execute a emergency maneuver you'll be lifted right off the seat. Instead of using the steering wheel to control the car, you'll be hanging onto it to hold yourself in place. Your arms should not be bent more than 90 degrees or you will reduce the circulation and your arms will tire quickly. If your arms are bent more than 90 degrees, you're probably sitting too close to the steering wheel.

Hand positions. This varies depending on whether or not you have a steering wheel airbag and if it's activated. Look at the steering wheel as a clock, with the top as 12 o'clock and the bottom as 6 o'clock. If you don't have airbags, your hands should be at 3 and 9 o'clock positions. If you do have airbags, you'll want both of them slightly



lower. In either case, you don't want your hands in the old "10 and 2" position. If your hands are at "10 and 2" or on top of the steering wheel and your airbag goes off, it's very likely that you'll end up with a sprain or a bone break. Both hands should remain on the wheel unless it is necessary to operate another control in the car.

Seat belts. There is NO EXCUSE FOR NOT WEARING SEATBELTS unless you're wearing tactical gear or preparing for a rolling exit in a protection detail situation.

Worn tires are trouble. If you're driving on worn tires you may not be able to control your vehicle during accel-



WORN AND UNDER-INFLATED TIRES ARE DANGEROUS AND CAN CAUSE YOU LOSE CONTROL, BE UNABLE TO BRAKE IN TIME, AND WORSE... ESPECIALLY IN BAD WEATHER.

eration, cornering or emergency braking situations. Worn tires are prone to hydroplaning and are more susceptible to puncture. According to the National Bureau of Standards, a car riding on tires with less than one-sixteenth of an inch of tread is up to 44 times more likely to have a blowout.

Under-inflated tires are a leading cause of accidents. They have a nasty tendency to roll right off the rim during hard cornering activity. Evasive maneuvers at high speeds with under-inflated tires is more than your car can handle.

For best performance experts recommend that tires be slightly over-inflated, usually by two to four pounds (psi). State police and other law-enforcement officers who spend a lot of time in prolonged freeway driving (speeds of 60 m.p.h. or more) should

increase tire pressure 4 psi over the car manufacturers recommended pressure, as long as it doesn't exceed the maximum psi figure printed on the tire sidewall. And don't forget to check your tire pressure at least once a month.

Final tips.

Keep your ignition key separate from your other keys...especially your house keys.

Never leave the trunk key with parking attendants or service station personnel.

If you have weapons in your car, make sure that they are hidden AND locked.

Never leave identification that in-

cludes your home address unlocked in your vehicle. If your car is stolen, you don't want to make it easy for the thieves to visit your home as well. Practically speaking, we have to keep our vehicle registration and insurance in our car and locking the glove compartment all the time doesn't work for us. As a result, we have marked

out our address with a magic marker. In addition, on our GPS, we have an address relatively near our house, but not in our neighborhood programmed in for "home."

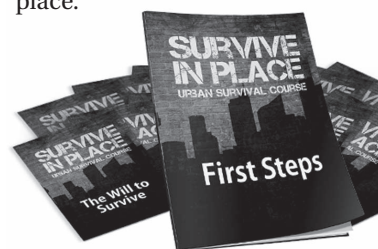
Park cars off the street at night, if possible.

Always keep your gas tank at least half full and use a locking cap. Check your fuel level before you drive anywhere. Lock an unattended car, no matter how short the time. For example: If you use a self-service gas station, lock your car when you go to pay for your gas. It only takes a moment for criminals to open an unlocked door and grab valuables.

In next month's issue, we'll continue with "kinetic" driving tips when you need to evade or engage another hostile driver who is committed to a violent encounter. ★

## SURVIVE IN PLACE TRAINING COURSE

12 Week online course that will teach you easy shortcuts to prepare your family for surviving disasters. In the real world, most people don't have a fully stocked retreat they can escape to. Even if you've planned ahead and you do, there's no guarantee that you'll leave in time or that you'll be able to make it there. Your first plan must be to survive in place.



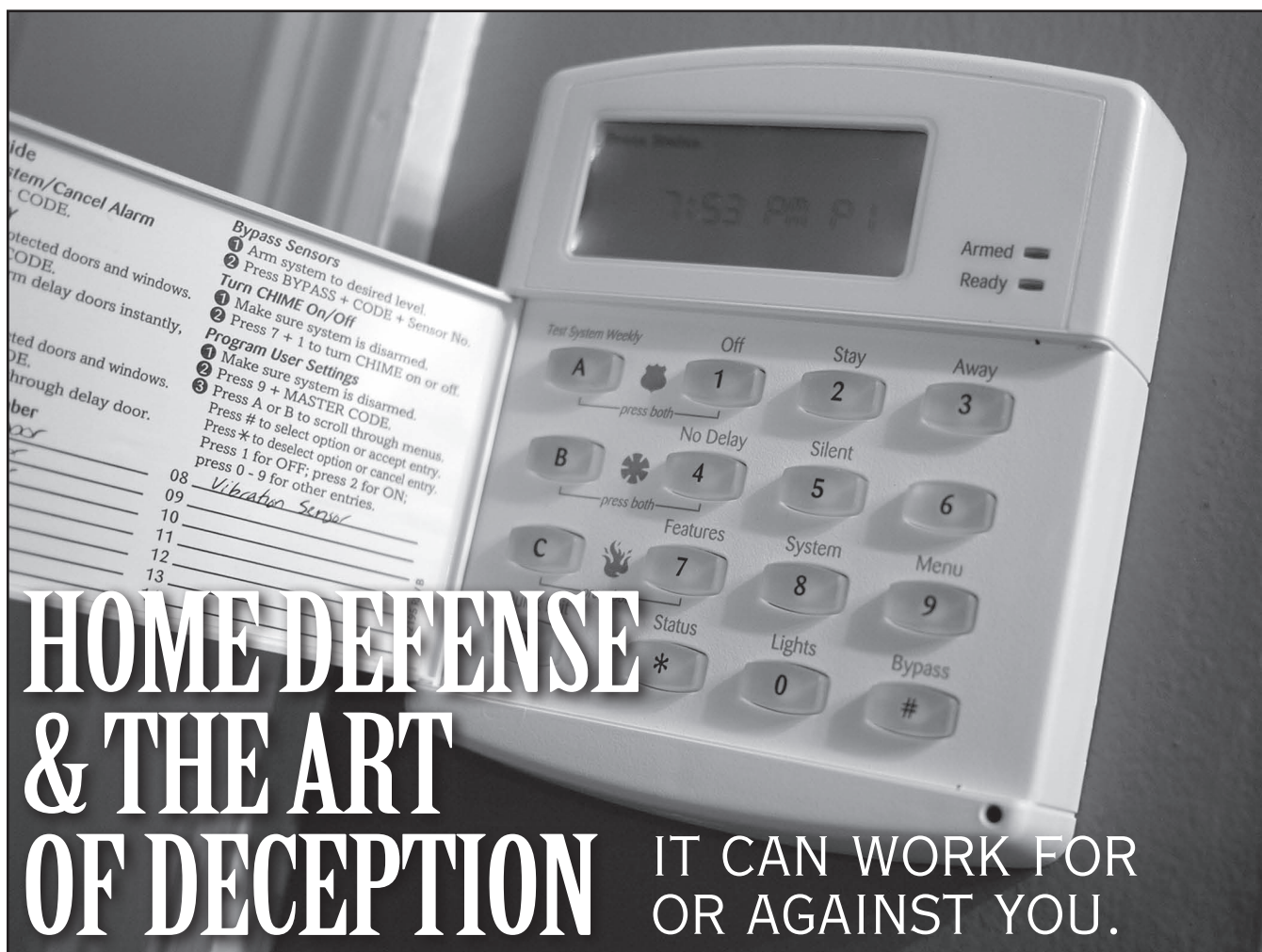
urbansurvivalguide.com/survival-guide/urban-survival-secrets

## URBAN SURVIVAL PLAYING CARDS

These aren't simply playing cards... they're a powerful survival tool for you and your loved ones to use if you need to survive in an urban area. They include 52 insider secrets from the Urban Survival Course, and cover operational security, psychology, field expedient medicine, basic survival skills, field tested tactical skills to help you not only survive, but thrive after disasters and breakdowns in civil order in urban areas, and much more.



UrbanSurvivalPlayingCards.com



Sophisticated criminals will often use deception to make breaking into your home and stealing your valuables as easy as a simple telephone call.

Here's an example of how an elderly couple became the target of some unusual house burglars.

The thieves staked out an upscale electronics store catering to people who enjoy expensive electronic equipment. Along comes Mr. and Mrs. Jones. They purchase a \$3,000 large screen television and have it scheduled for delivery. The bad guys, posing as shoppers, overhear the time and date of delivery. Now all they have to do is follow the delivery truck to their victims home.

Without risk of exposure, the bad guys have identified a well-to-do elderly couple qualified them as affluent by the amount of their purchase and located their home by simply following the delivery truck.

Now the crooks call their victim

and identify themselves as managers of the store where the television was just purchased. The crook says, "I am the customer service manager of (The Electronic Wizard Store) where you just bought your new television. As our way of saying thank you for shopping at our store, we're going to deliver tickets for two at the local theater and include a gift certificate for dinner at your favorite restaurant."

He then asks them to name the restaurant of their choice. The crook makes the reservation and sends a messenger to deliver the tickets. That night the Jones' go out to enjoy a free dinner and evening of entertainment. The thief knows what time they're leaving home because he made the reservation. He knows how late they'll be out because he bought the show tickets. As you can already imagine, by the time these trusting people got home, their house was completely ransacked. And the thieves did so at their leisure.

What can you do to protect yourself?

You must be on your guard at all times—that doesn't mean you should be paranoid, just aware. If you're in a store making a purchase and they ask for your home phone number, give them a voice mail, Skype, VOIP or other number that's not easily connected to your home address.

If the store asks for your home address, hand them a slip of paper with your address on it or better yet, fill the form in yourself. If possible, don't tell the salesperson your name, address or phone number in front of other customers who can hear you.

Another option is to tell them that you don't know for sure whether you're going to have them deliver it to your house or to a friend or relative's house because you are having work done or don't know if you'll have space cleared out in time. Tell them that you both live in the same zip code or in the same neighborhood and that you'll tell the delivery drivers



the exact address on the day of delivery.

Other people in the store may simply be customers just like yourself, but they could also be bad guys gathering information for later use.

Of course, this couple would have been well served by having some motion lights, a dog or two, and a monitored home alarm system. Alarm signs, and an ARMED alarm system are an amazing deterrent for all but the most brazen criminals. I stress “armed” because surveys indicate that less than half of homes with alarm systems actually use them.

Also, having a visible external alarm horn, working motion lights, or even real/dummy security cameras are a great passive deterrent.

Another simple tip—keep in mind that the simple act of arming/disarming an alarm with a keypad or with a remote control are often visible to criminals casing a house. If you open your front door and immediately walk back to your car to grab groceries without first turning off the alarm on a keypad or with a remote, it’s a fairly reliable sign that you don’t use your alarm.

Likewise, the absence of signage, visible sensors on windows, no motion lights, no external alarm, and homeowners who obviously come and go without worrying about arming/disarming an alarm are also visible to criminals casing a house.

Remember, crime is a continual exercise in risk vs. reward equations. There are obviously dumb criminals who will ignore all of these signs, but for the most part, criminals want to get as many goodies as they can without getting hurt or caught. If you make yourself look like just a little bit riskier of a target than your neighbors or other potential marks, you’ll go a long ways towards limiting your exposure.

Try a little deception of your own. Here’s a suggestion from one of our readers. If you decide to have a listed land line, list your number under an assumed name—and never list your address. If you answer the phone and someone greets you using the assumed name, you know it’s an unsolicited telemarketing call or, even worse, a call from someone who may be checking you out as a possible victim. ★

# THE POWER OF LIGHT



Insight Technology X2 LED compact weapon mounted light. Photo by Insight.

## HANDHELD VS. WEAPON-MOUNTED LIGHTS: CHOOSING THE RIGHT TOOLS FOR THE JOB!

BY DR. LEONARD M. BREURE, PHD

As a police officer in the 1980’s I carried a large, heavy, not very bright flashlight. The “Kel-Lite” or “Streamlight” of the day were the only choices back then. They were OK for basic illumination, but were extremely awkward to shoot with. Searching an area while trying to manage a flashlight and a firearm at the same time was even a greater challenge.

Things have changed considerably since then. Today there is a plethora of small, bright, tactical lights on the market. Choices include incandescent and L.E.D. versions, handheld and weapons mounted lights. The list of manufactures and models seems to grow every day. In addition to choosing a light, users have a number of techniques to select from in how to use their light.

### TACTICAL LIGHT BASICS

SureFire, who is probably the number one manufacturer of tactical lights, in their video “The Power of Light” lists three requirements for a tactical light that apply to both hand held

and weapons mounted lights:

- High Output Beam
- Reliable High Energy Power
- Tactically Correct Switching

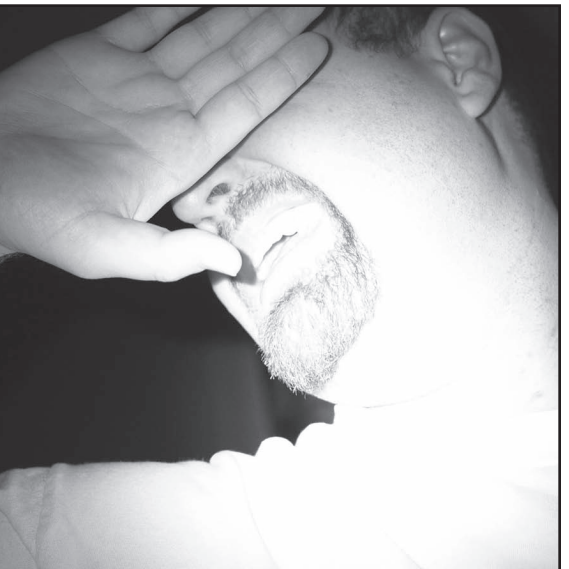
The industry standard is that a “tactical” light should produce at least 60 lumens. Lumen is short for luminous flux. A lumen is a unit of measure use to measure the total output of a light source. The older candlepower ratings measured only a single spot of light, usually just the hottest spot in the beam.

Most tactical lights are powered by long lasting lithium batteries. They provide the reliable high energy power source. Lithium batteries have many advantages over alkaline batteries, including longer shelf life (10-15 years), higher power density, higher unit voltage, lighter weight, better cold-weather performance, and superior voltage maintenance.

The older click on, side mounted switching of the standard police lights was awkward at best and nearly impossible to manage under stress in the dark.

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IF YOU HAVEN'T EXPERIENCED THE EFFECTS OF BEING IN A DARKENED ROOM AND THEN HAVING SOMEONE ILLUMINATE YOU WITH A STROKE, YOU REALLY NEED TO. THE EFFECT IS TOTALLY DISORIENTING.



Today's momentary, tail cap or remote switching does a far better job of meeting an operators needs.

#### HAND HELD CHOICES

Over the years I've collected quite a few tactical lights. My wife has shoes, I have lights! Some have worked great, others have been junk. (One light that I mounted on a student's Glock broke after he only fired a few rounds. No it wasn't made by one of the major manufactures.

Like everything else, you get what you pay for!) Here, for whatever its worth, are the lights I've come to rely on:

For years, my day to day carry light that went with me almost all the time was the SureFire G2Z CombatLight. At 4.1 ounces it's easy to carry yet offers 65 lumens with the standard P60 lamp. However, I used the brighter P61 lamp which gives 120 lumens! With a retail price of \$79.00 it's hard to beat.

On my duty belt, I used to carry a Sure-

Fire M2 Centurion. It's a little bigger and heavier than the G2Z, but its integral shock isolation allows it to stand up to hard use better. It also serves better in the role of impact weapon should the need arise. The M2 is a little pricier at \$168.00.

With my tactical gear you would have found a SureFire M3 CombatLight. This is the longer, 9 volt, 3 battery version of the M2. This allows the M3 to produce 105 lumens with the standard lamp or a whopping 200 lumens with the high output lamp! For the serious user the \$252.00 price tag is money well spent.

You may have noticed my use of the past tense in discussing the three lights just listed. That's because that have all been replaced by what I consider to be a superior tool for fighting in low light. Manufactured by Insight Technologies, the H2X Typhoon is also sold under the Blackhawk logo as the Gladius. These lights offer the following advantages:

- High intensity output, up to 80 lumens
- 90-min. runtime at highest setting and 400 hours at lowest setting
- Shock-proof LED; never change a bulb
- Multiple modes: constant, momentary, strobe, dimming and lock-out
- Digitally managed circuit to control output power and heat
- Hard-coat anodized aluminum construction
- Weapon Mountable
- Waterproof at 20 meters / 66 feet
- (2) 3-volt, 123 lithium batteries, up to 10 years shelf life
- Low battery indicator
- Limited lifetime warranty

The two biggest pluses in my mind are that it's an LED that can't break like a bulb can and the strobe feature. If you haven't experienced the effects of being in a darkened room and then having someone illuminate you with a strobe, you really need to. The effect is totally disorienting. It seems highly unlikely that anyone could fight effectively when faced with 80 pulsing lumens! The ability to dim the light is also a big factor.

#### WEAPONS MOUNTED LIGHTS

Operators have been mounting all sorts of lights to their weapons for ages. However, not since LAPD SWAT got together

## First-Light's LIBERATOR

### A NEW APPROACH TO TACTICAL LIGHTS!

BY DR. LEONARD M. BREURE, PHD

**F**irst-Light has developed a unique light that bridges the gap between hand held and weapons mounted lights. "It's hands free, so you don't have to hold your flashlight to get the light you need. It's hands directed, so you can easily put the light wherever you want it. It's hands enabled, so you can use your hands as you normally would in broad daylight."

The light straps to the outside of your hand so that you can use both hands as you normally would. It's light weight and very comfortable. In fact, I'm wearing it as I type this!

It allows a firm, two hand grip on your weapon. It also instantly allows you to go hands on without having to worry about putting your light away.

Searching with a weapon's mounted light often means pointing a "loaded flashlight" as you search. The First-Light Liberator allows the operator to keep the muzzle pointed in a safe direction while keeping the light on target. Should deadly force be required, you can instantly transition to a proper, two-handed firing grip.

The Liberator also allows the operator to transition from weapon to weapon without having to make adjustments or changes to their tactical light. It also allows full use of your hands for magazine changes, malfunction clearing, handcuffing, etc.

First-Light's newest model even



First-Light Liberator.  
Photo by First-Light.

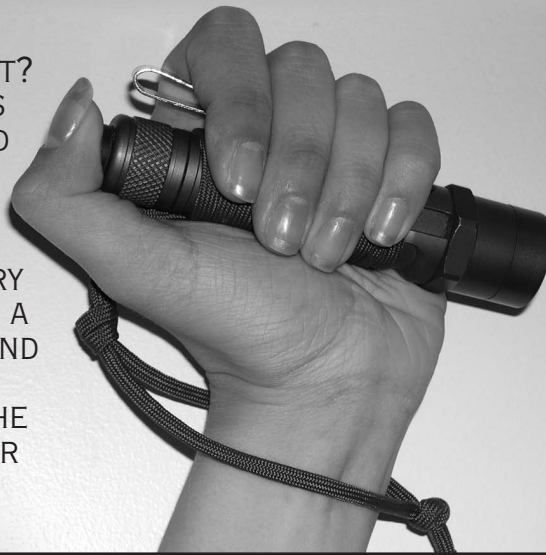
comes with a strobe feature. The best part of this strobe is that you only have to roll your thumb slightly from the standard momentary button to activate the strobe. There is no changing switches or rotating dials. This light is extremely well thought out and practical. In addition to the strobe, the light has an adjustable brightness feature, constant on and lock out mode.

The Liberator has a run time of 90 minutes on its highest setting and 60 hours on its lowest setting! It runs on 2 CR123 3-volt Lithium batteries and weighs only 7.1 ounces. The Liberator ST that I have boasts 120 lumens and retails for \$249.00. A basic 80 lumen model without the strobe is also available for considerably less.

The more I use the Liberator, the more uses I find for it. This unique light has become a mainstay in my tactical light arsenal. I have never seen a more versatile light. Every serious operator; police, military or civilian needs at least one First-Light Liberator, maybe more!

HAND HELD  
OR WEAPONS  
MOUNTED LIGHT?  
THE ANSWER IS  
THAT YOU NEED  
BOTH. IF FACT,  
IT IS HIGHLY  
RECOMMENDED  
THAT YOU CARRY  
A PRIMARY AND A  
SECONDARY HAND  
HELD LIGHT IN  
ADDITION TO THE  
LIGHTS ON YOUR  
HANDGUN AND  
LONG GUN.

Surefire E2E with modified belt clip and wrist lanyard.



with SureFire prior to the 1984 Olympics did we really have a workable solution. Things have come a long way since 1984 and today's weapons mounted lights are nothing short of awesome. Just ask any of our service members clearing a house in Iraq or a cave in Afghanistan!

I have several lights from Insight Technologies that mount on my handguns. For years my Glocks have carried M-3 Tactical Illuminators. Offering 90 lumens for 60 minutes, this incandescent light was the early standard. If you need a little more light and don't mind a more size, the M-3X gets you up to 125 lumens for 60 minutes. The M-3X works great on small long guns like the MP-5 or a short barreled M-16. Recently I have replaced both of these incandescent lights with Insight's new SSL-1. This L.E.D. light is smaller, lighter, has better switching and still offers 80 lumens for 60 minutes. The SSL-1 will throw a 6" spot at 25 meters!

SureFire set the standard for weapons mounted L.E.D. lights when they came out with their X200 A or B models. Being an L.E.D. the X200 can't break like an incandescent lamp. The X200A features a special computer engineered Total Internal Reflection (TIR) focusing lens for a tight diamond-shaped central beam and a broad peripheral corona. The special lens allows the X200A to project a tightly focused beam at greater distances than comparably sized

lights. The B model features a 5-watt high-output LED surrounded by a micro-textured reflector. While the A model is designed to produce a tighter beam for identification of longer range threats, the wider beam of the B model is better for peripheral threat identification.

My Springfield Armory MC Operator duty gun sports the X200A model because of the greater distance it offers. My home defense gun sports the B model for its wider beam to aid in searching at close distances. The X200A would also be the better choice if the light was to be mounted on a long gun.

#### LONG GUN SOLUTIONS

While there are a number of adapters available to mount a handgun light to your long gun, a light designed for and with a dedicated mount for the long gun is a much better choice.

I own several Remington 870 shotguns. All have a SureFire 918FA dedicated forend light attached to them. The 918FA is a 9 volt, 3 battery power house that gives 125 lumens with the standard MN10 lamp and 225 lumens with the high output MN11 lamp. All my lights normally have the high output lamps in them. The only time I use the standard lamps is for training.

I've been playing around with two different types of lights for my M-4 carbines and I'm not sure with I like

CONTINUED NEXT PAGE

## Principles and Techniques for Low-Light Shooting

BY DR. LEONARD M. BREURE, PHD

Very few people or organizations have done as much studying of the dynamics of low light shooting as the SureFire Institute. They have come up with seven principles that apply to low light engagements:

- Read the Light
- Move to the lowest level of light
- Avoid or control backlighting
- See from the threats view point
- Light and move
- Intermittent light at random heights
- Dominate with light

With proper understanding of, and training in, these principals today's operator can substantially increase the odds of a favorable outcome should they be involved in a low light encounter.

In addition, the serious student of all things tactical must have in their "Tactical Toolbox" a good selection of techniques for using the tactical light. These should include: the Rogers / SureFire technique, the Harries techniques, neck indexing and the modified F.B.I. techniques, among others.

In my low light training programs, I teach seven different techniques for the use of a hand held light. I have the students practice all of them with the lights on. After they have had an opportunity to see what works for them, we turn out the lights. It's usually eye-opening when what a student thought might work well turns out to be unmanageable. With a little practice students are able to settle on a technique or two that works for them. These couple of techniques must then be practiced until they become a reflexive response.

Besides basic techniques to search and shoot with a hand held light, students need to master the skills needed for the rest of our gun handling issues such as reloading and malfunction clearing. Finally, we also need to address strong hand and weak hand only as well as proper use of cover with the light.

I can't stress enough the need for proper training and regular practice when it comes to our low light skills. Your life could very well depend on it!



better. I first obtained a M500A Dedicated Forend Light for my Colt M-4 Carbine. The M500A replaces the standard hand guards with a set that has the light built into them. Being a 9 volt, 3 battery affair the M500A produces 125 or 225 lumens depending on the lamp used. This light seems to work best for those that like a standard hold on the handguards or to hold the magazine well when firing.

If you prefer a vertical forward hand grip then SureFire's M900A light fits the bill. The M900A attaches to any 1913 Picatinny Rail with an A.R.M.S. throw lever. A three battery, 9 volt light, it produces 125 lumens with the MN10 lamp or 225 lumens with the MN11 lamp. I seem to prefer the dedicated forend light for use on a patrol carbine or home defense gun. For a tactical entry or short barreled gun I prefer the M900A Vertical Forend Light.

#### HAND HELD VS. GUN MOUNTED

As holster for handguns with lights attached are becoming more available, more and more professionals are opt-

ing for a gun mounted light. While a great aid to shooting in the dark, a gun mounted light comes with some serious liability issues as well. A gun mounted light for your handgun is still an option, not so for the long gun.

It is next to impossible to manage a hand held light and a long gun at the same time. Anyone using a long gun for "social" purposes owes it to themselves to have a good light mounted on that firearm. All my tactical shotguns and black rifles have dedicated lights on them. We all have a requirement to positively identify our target before pulling the trigger.

John Meyer of TeamOne Network puts it well, "The gun mounted light enhances an officer's ability to identify and engage a target *if the officer has justification / reason to have their gun drawn in the first place*. A gun mounted light is not an illumination tool; consider it to be part of the weapons system". I don't know how many times I've seen officers draw their gun to use the light attached to it when it was totally

inappropriate to have their gun out.

This brings me to the answer to the question: Hand held or Weapons Mounted light? The answer is that you need BOTH. In fact, it is highly recommended that you carry a primary and a secondary hand held light in addition to the lights on your handgun and long gun. I'm a firm believer in the two is one and one is none theory.

So how does all of this shake out? For me it goes like this: I normally dress in civilian clothes with my primary sidearm, a Springfield Armory MC Operator 1911 in .45 ACP with a rail. That rail holds a SureFire X200A tactical light and fits nicely into my Blade-Tech kydex holster. The Springfield is complemented by a Kimber Tactical Pro II in a shoulder holster (no light). On my belt you will find my Insight Technologies H2X Typhoon (Blackhawk Gladius). I usually wear a 5.11 vest for concealment and in the right center pocket you will find a second light, usually a SureFire G2Z. The Remington 870s that sit behind the door in my bedroom and the one that rides in my vehicle are equipped with SureFire 918FA dedicated forend lights. And finally, the Colt M-4 carbine in my squad sports an M-500A forend light as well.

#### FINAL THOUGHTS

First, buy the best light that you can possibly afford. There is a lot of cheap junk out there. SureFire, Insight Technologies and a few others make the best that today's technology can produce.

Second, get some good training in how to properly use your light. All of the better schools and instructors are now offering low light instruction. The SureFire Institute is probably the best, but there are a lot of other good programs out there.

Finally, practice, practice, practice. Most shootings occur in low light, yet how often do we practice in low light? This practice needs to be two fold. First you need to find a range where you can get in regular low light shooting sessions. Secondly, your practice should involve some type of force on force exercises. They are the only way that you can really see what works and what doesn't.

Hand held or weapons mounted light? If I'm going into harm's way, I'll be carrying several of both! ★

## Weapon-Mounted Light Considerations

BY DR. LEONARD M. BREURE, PHD

**J**ohn Meyer and his TeamOne Network have developed several important considerations for those using a weapon-mounted light (WML) on their sidearm. The five "cornerstone concepts" are:

#### 1. CARRY A PRIMARY FLASHLIGHT.

A WML does not eliminate the need for a primary flashlight. At no time should you be forced to draw your weapon solely because you need illumination... for obvious reasons. A WML is considered part of the weapon SYSTEM, not simply a source of light.

#### 2. CARRY THE RIGHT HOLSTER.

Use a holster specifically designed to accommodate your WML. Being forced to remove your light before holstering hinders your ability to promptly de-escalate and may force you to handle a loaded weapon in a manner that could be dangerous.

#### 3. AVOID MOUNTING YOUR LIGHT WHEN YOUR WEAPON IS LOADED.

Nothing, including any part of your body, should pass before the muzzle of your weapon unless you plan to shoot or destroy it.

#### 4. ENSURE SUFFICIENT LIGHTING.

Your WML should issue enough light to illuminate the peripheral while your weapon is held in low-ready position or off to the side of the target you want to see. This will help you avoid the need to point your weapon directly at a subject or location simply to illuminate it.

#### 5. TRAIN FOR THE REALITIES OF LOW-LIGHT SITUATIONS.

Be sure that your training isn't solely focused on firing your weapon. It must also include substantial focus on low-light operational issues.

UNTIL NEXT MONTH, MAKE SMALL FORWARD STEPS EVERY DAY IN YOUR PREPARATIONS AND GOD BLESS! —DAVID MORRIS