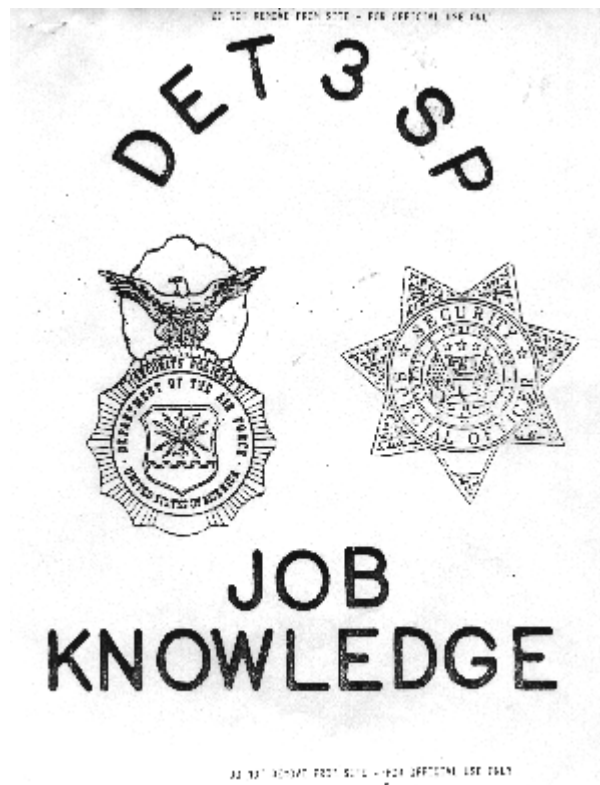


# Groom Lake/Area 51 Security Manual



*The following may be the Air Force manual mentioned in recent news articles about the ongoing Groom Lake hazardous waste lawsuit. The plaintiff's lawyer, Jonathan Turley, says the Air Force is seeking to classify this previously unclassified document, and he fears that government officials may soon seize his files relating to the case as a result. This appears to be the first time that the government has sought to increase the security classification of an already-public document to prevent its introduction in a lawsuit against the government.*

*This document has been floating around for a while (over a year), and there appear to be a number of copies in private hands. The document came to me anonymously and unsolicited some time ago. Since I do not know where it came from, I cannot vouch for its authenticity, but a map of fire department response positions (page 10) does appear to show the Groom Lake base. I have never been in contact with Mr. Turley regarding this document, so I cannot be sure it is the same one that is now a focus of contention in his case.*

*The owner of the document is not specified on or within it. The words "Secret" or "Classified" do not appear anywhere on the document, although "DO NOT REMOVE FROM SITE - OFFICIAL USE ONLY" appears on the top and bottom of every page.*

*Items below in italics are comments that are not part of the original document. Otherwise, the entire text is reprinted from the manual without editing.*

*Glenn Campbell  
Area 51 Research Center  
Rachel, NV 89001  
June 18, 1995*

---

*Cover*

# DET 3 SP

## JOB KNOWLEDGE

*[Cover shows badges for "Security Police, Department of the Air Force, United States of America" and "Special Security Officer, Liberty and Justice for All." There is no mention of any facility name.]*

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PAGE 1

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### INTRODUCTION

THIS TRAINING/JOB KNOWLEDGE BOOKLET HAS BEEN ESTABLISHED TO ASSIST THE SECURITY PERSONNEL ASSIGNED TO THIS SQUADRON IN PERFORMING IN A MORE KNOWLEDGEABLE AND PROFESSIONAL MANNER. WHILE THE INFORMATION IS NOT ALL INCLUSIVE TO YOUR SPECIFIC JOB, IT WAS DEVELOPED IN THE SPIRIT TO HELP ANSWER THE QUESTIONS THAT YOU MIGHT HAVE WHEN PERFORMING YOUR DUTIES.

ALL INFORMATION CONTAINED WITHIN IS FOR OFFICIAL USE ONLY AND IS NOT TO LEAVE THE SITE.

REVISIONS OR CHANGES WILL BE MADE AS NEW INFORMATION IS IDENTIFIED.

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WRITTEN BY: TSGT PETE SELTER/MAR 88

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#### SECURITY MISSION

TO DETECT, DETER AND DENY UNAUTHORIZED INDIVIDUALS ACCESS TO THIS AREA, MAINTAINING A SECURE ENVIRONMENT AND PRESERVING THE INTEGRITY OF THIS FACILITY. OUR SECURITY VIGILANCE PROTECTS RESOURCES FROM EXPOSURE, COMPROMISE, THEFT OR SABOTAGE.

#### COVER STORY

YOU ARE A MEMBER OF THE SECURITY FORCE PATROLLING THE NELLIS BOMBING RANGE. [ADVISE PERSONNEL TO DEPART] BECAUSE OF UNEXPLODED ORDINANCE, LOW FLYING AIRCRAFT AND STRAFING RUNS ARE CONDUCTED HERE.

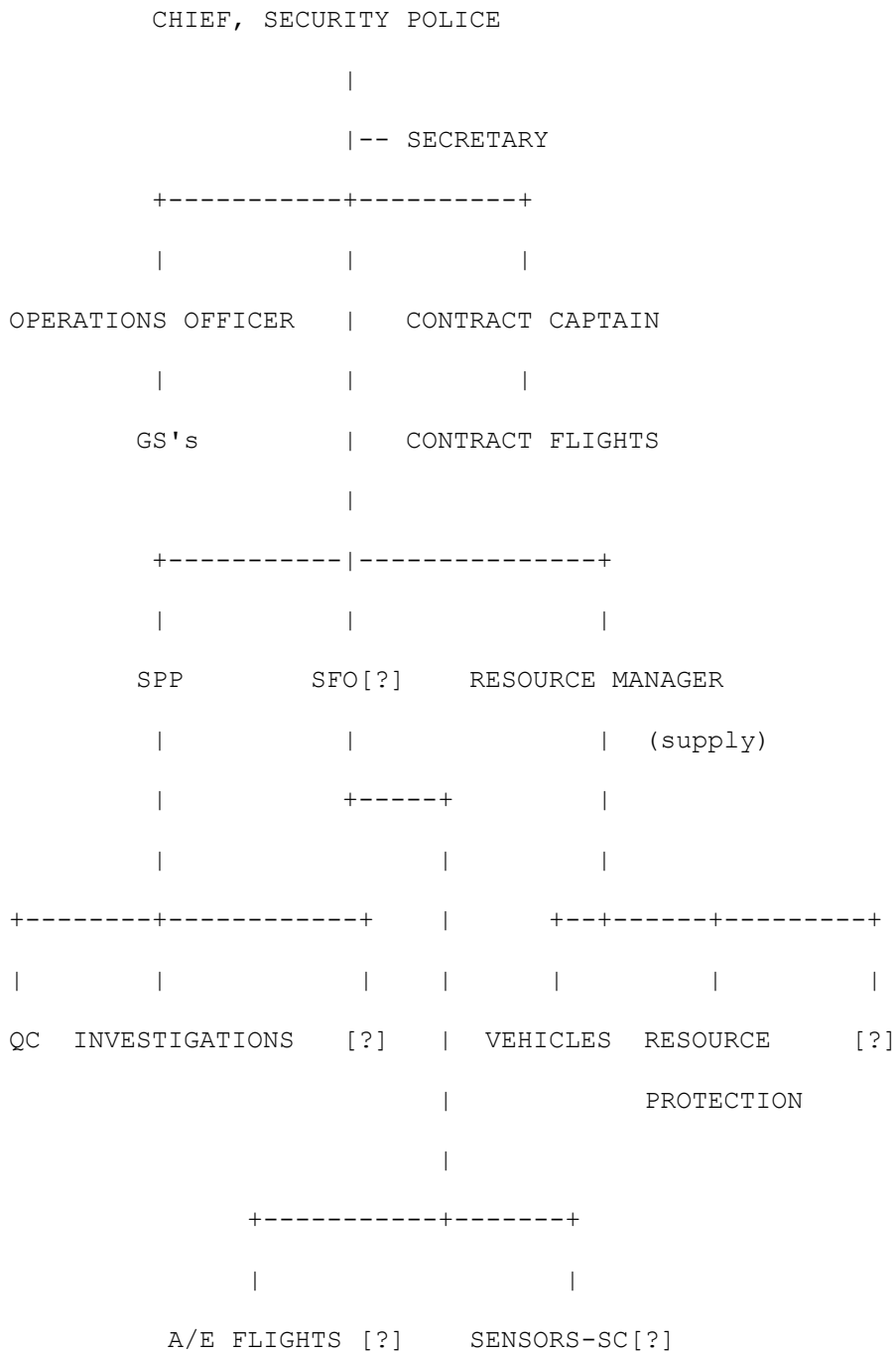
NOTE: TRAINING, GOOD JUDGMENT AND COMMON SENSE MUST BE UTILIZED WHEN EVER YOU ENCOUNTER UNIDENTIFIED INDIVIDUALS OUT ON THE RANGE.

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Click [here](#) for facimile of page.

[Organization Chart. Poor copy. Questionable terms marked by "?".]



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### DUTY POSITIONS - QUALITY CONTROL EVALUATIONS

THE FOLLOWING IS A BREAKDOWN OF DUTY POSITIONS FOR THE CONTRACT SECURITY AND AIR FORCE SECURITY PERSONNEL.

GS

(SHIFT COMMANDER)

CONTRACT SECURITY

AIR FORCE SECURITY

-----

-----

LAW ENFORCEMENT FLIGHT CHIEF

SECURITY FLIGHT CHIEF

SECURITY CONTROLLER - PATROL SGT

SECURITY CONTROLLER

INSTALLATION ENTRY CONTROLLER

SECURITY RESPONSE TEAM

NORTH RANGE PATROL

CANTONMENT PATROL

SOUTHEND PATROL

AN INITIAL QUALITY CONTROL EVALUATION WILL BE CONDUCTED ON INDIVIDUALS RELEASED FROM TRAINING AND AFTER WORKING FOR 30 DAYS ON FLIGHT. WHEN THIS EVALUATION IS COMPLETED AN ANNUAL EVALUATION WILL BE CONDUCTED ON THAT INDIVIDUAL FOR THE ASSIGNED DUTY POSITION. AN EVALUATION WILL BE CONDUCTED IF AN INDIVIDUAL CHANGES DUTY POSITIONS AND IS CERTIFIED BY HIS SUPERVISOR FOR THE NEW POSITION. THE QC EVALUATION WILL CONSIST OF A THREE PHASE EVALUATION: ORAL, WRITTEN AND PRACTICAL. A MINIMUM OF SCORE OF 70% FOR THE ORAL, 70% FOR THE WRITTEN AND 80% FOR THE PRACTICAL HAS BEEN ESTABLISHED FOR ALL POSITIONS EXCEPT FOR THE SECURITY CONTROLLER, A SCORE OF 80% OVER ALL AREAS IS REQUIRED. ALL POSITIONS WILL TAKE A WEAPONS/USE OF FORCE TEST WHICH IS CORRECTABLE TO 100%.

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### SECURITY CATEGORIES

SECURITY CATEGORIES ARE DIFFERENT POSTURES OF SECURITY REQUIRED TO MEET SECURITY OBJECTIVES OF DEPARTMENTAL PROGRAMS. THE POSTURES MAY EFFECT SITE OPERATIONS INVOLVING NON-PERMANENT PERSONNEL NOT CLEARED ON THAT PROGRAM. THE CATEGORIES ARE AS FOLLOWS:

CATEGORY 1: THIS IS THE SECURITY POSTURE DURING NON-DUTY HOURS WHEN PROGRAM ACTIVITIES ARE NOT IN OPERATION AND THE MAJORITY OF THE BASE

POPULACE HAS COMPLETED DUTY FOR THE DAY.

CATEGORY 2: THIS IS THE SECURITY POSTURE DURING NORMAL DUTY HOURS WHEN PROGRAM ASSESTS ARE NOT EXPOSED AND THE MAJORITY OF THE BASE POPULACE IS PRESENT FOR DUTY.

CATEGORY 3: THIS IS AN INCREASED SECURITY POSTURE REQUIRED FOR DEPARTMENTAL PROGRAMS. THE LETTER DESIGNATORS FOLLOWING THE NUMBER '3' WILL IDENTIFY THE PROGRAM AS IDENTIFIED IN DET 3 REG 125-2. THIS CATEGORY WILL BE IN EFFECT WHENEVER DEPARTMENTAL PROGRAM ASSESTS ARE EXPOSED ON THE GROUND AND INADVERTENT EXPOSURE TO NON-CLEARED PERSONNEL IS HIGHLY POSSIBLE. NON-PERMANENT PERSONNEL NOT CLEARED FOR THAT PROGRAM WILL BE SEQUESTERED.

CATEGORY 4: THIS INCREASED SECURITY POSTURE IS BASICALLY THE SAME AS CATEGORY 3, EXCEPT DEPARTMENTAL PROGRAM ASSESTS ARE EXPOSED IN OPERATION AND INADVERTENT EXPOSURE TO NON-CLEARED PERSONNEL IS PROBABLE. NON-PERMANENT PERSONNEL NOT CLEARED FOR THAT PROGRAM WILL BE SEQUESTERED.

#### CATEGORY 3/4 WITH NIGHT TIME DEVIATIONS

DURING NIGHT HOURS, APPROVED PROGRAM PERSONNEL MAY IMPLEMENT CATEGORY 3 THROUGH SECURITY WHEN TEO IS NOT MANNING THE CURRENT OPERATIONS CENTER (WHITE ROOM). HOWEVER, A NIGHT TIME CATEGORY 3 IMPLEMENTED BY THE PROGRAM PERSONNEL IN THIS MANNER MUST TERMINATE THE CATEGORY 30 MINUTES PRIOR TO SUNRISE, UNLESS TEO CURRENT OPERATIONS (WHITE ROOM) IS MANNED AND OPERATING.

STANDARD DEVIATIONS: APPROVED PROGRAM PERSONNEL MAY REQUEST OR APPROVE A STANDARD DEVIATION TO CATEGORY 3. THE STANDARD DEVIATION ALLOWS NON PERMANENT PERSONNEL NOT CLEARED ON THAT PROGRAM TO MOVE WITHIN THE MAIN BASE AREA WITHOUT SEQUESTERING. OTHER VISITOR CONTROL AND ESCORT PROCEDURES STILL APPLY.

(EXCERPTED FROM DET 3 REG 205-3)

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#### SECURITY NET CALL SIGNS

| UNIT                        | CALL SIGN |
|-----------------------------|-----------|
| ----                        | -----     |
| NET CONTROL STATION         | CONTROL   |
| CENTRAL SECURITY CONTROL    | CONTROL   |
| CHIEF, SECURITY POLICE      | SP #1     |
| OPERATIONS OFFICER          | SP #2     |
| CONTRACT OPERATIONS OFFICER | SP #3     |
| OPERATIONS SUPERINTENDENT   | SP #4     |
| SHIFT COMMANDER             | SP #5     |

|                            |                   |
|----------------------------|-------------------|
| FLIGHT CHIEF (CONTRACT LT) | SP #6             |
| CANTONMENT PATROL          | SP #7             |
| NORTH RANGE PATROL LEADER  | SP #8             |
| NORTH RANGE PATROL MEMBER  | SP #8A            |
| BACK GATE                  | SP #9             |
| NORTH GATE                 | SP #10            |
| MAIN GATE                  | SP #11            |
| SOUTHEND PATROL            | SP #12            |
| PATROL SGT (CONTRACT)      | SP #14            |
| FLIGHT CHIEF (AF)          | SP #15            |
| SOUTH RANGE PATROL LEADER  | SP #16/#18/#20    |
| SOUTH RANGE PATROL MEMBER  | SP #16A/#18A/#20A |
| NORTH RANGE PATROL LEADER  | SP #17/#19/#21    |
| NORTH RANGE PATROL MEMBER  | SP #17A/#19A/#21A |
| PAX PAD                    | PAX #1/#2/#3      |
| INVESTIGATIONS             | INDIA #1          |
| SENSOR SECTION             | SIERRA #1         |
| SENSOR SECTION             | SIERRA #2         |
| TRAINING                   | TANGO #1          |
| QUALITY CONTROL            | QUEBEC CHARLIE #1 |
| VEHICLE MAINTENANCE NCOIC  | VICTOR MIKE       |
| HELICOPTER SUPPORT         | SUPPORT #1        |

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#### LOCAL TERMINOLOGY LIST

| NAME              | NICKNAME      |
|-------------------|---------------|
| ----              | -----         |
| FIGHTER           | TRIGGER/EAGLE |
| PROJECT           | BANDIT        |
| AIRBORNE INTRUDER | BOGEY         |

|                                |                      |
|--------------------------------|----------------------|
| HELICOPTER                     | MONGOOSE             |
| NTS HELICOPTER                 | DRAGON #1/#2         |
| BACK GATE                      | FIRST BASE           |
| NORTH GATE                     | SECOND BASE          |
| MAIN GATE                      | THIRD BASE           |
| SITE                           | HOME PLATE/C-BASE    |
| BALD MOUNTAIN                  | R-1/R-7              |
| PAPOOSE MOUNTAIN               | P-1/P-7              |
| BACK GATE ROAD                 | SUNRISE RD           |
| LAKE BED ROAD                  | SEASHORE RD          |
| 700 ROAD                       | SUNDOWNER RD         |
| VALLEY ROAD                    | FREEWAY              |
| SADDLE ROAD                    | LEATHERSTRAP         |
| GLIB ROAD                      | HILLSIDE RD          |
| 700 GATE                       | DOUBLE 00            |
| MINES                          | CAVES                |
| FIRE DEPARTMENT                | PONY CONTROL         |
| FIRE UNITS                     | PONY #1, #2, #3, ETC |
| MEDICS                         | MAGIC SHIELD         |
| E.O.D.                         | MANIFOLD             |
| SAFETY                         | FOULBALL             |
| BASE OPS                       | DUTCH APPLE          |
| WHITE ROOM                     | CHAIN SAW            |
| CONTROL TOWER                  | TOWER                |
| CC                             | TIPPER #1            |
| CV                             | TIPPER #2            |
| SLATTER LAKE AREA              | HILL AREA            |
| RUNWAY SWEEPERS                | RECOMMENDATION       |
| SECURITY (ADJUSTMENT NET)      | ADJUSTMENT 23        |
| SECURITY UNIT (ADJUSTMENT NET) | ADJUSTMENT 23A       |
| C-130                          | VESPA # ____         |
| C-140                          | WAXY # ____          |



|   |                     |
|---|---------------------|
| DRONE CONTROL CENTER                              | DCC                 |
| WEAPONS TEST RANGE                                | WTR                 |
| RADAR DISH SOUTH OF SUNDOWNER RD, WEST OF P-1     | CAREY SITE          |
| OBSERVATORY, SOUTH OF SUNDOWNER ROAD, WEST OF P-1 | COMET #1            |
| MICROWAVE DISH NORTH EAST OF SITE                 | EDDY SITE           |
| SECURITY CONDITION DUE TO SATELLITES OVERHEAD     | NIGHTSHOT CONDITION |
| QUICK KILL RADAR SITES                            | QK #1, #2, #3       |
| BLDG AT EXTREME SOUTH OF SITE                     | BEACON              |

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### RESPONSE PRIORITY LIST

THE FOLLOWING LIST CONTAINS FACILITIES THAT PATROLS WILL RESPOND TO IN THE GIVEN PRIORITY OF THE ALARM, #1 BEING THE HIGHEST PRIORITY FOR THE RESPONSE OF PATROLS:

| PRIORITY | FACILITY                    | BLDG NUMBER     |
|----------|-----------------------------|-----------------|
| -----    | -----                       | -----           |
| 1        | SECURITY POLICE ARMORY      | #412            |
| 2        | CENTRAL SECURITY CONTROL    | #412            |
| 3        | INTELLIGENCE VAULT          | #299 RM 134/135 |
| 4        | COMSEC VAULT                | #299 RM 200/201 |
| 5        | WTM VAULT                   | #240 (3 ROOMS)  |
| 6        | FINANCE                     | #269            |
| 7        | COMM CENTER                 | #269            |
| 8        | GRAPHICS ROOM               | #410            |
| 9        | WHITE ROOM                  | #299 RM 217     |
| 10       | AFOSI                       | #432            |
| 11       | PHOTO LAB VAULT             | #410            |
| 12       | DYCOMS/PROJECT #100         | #130~31         |
| 13       | BLDG #470 VAULT             | #47~ RM 6       |
| 14       | PROGRAM SECURITY            | #484            |
| 15       | HANGERS 9-12 & THE LEAN-TO  | #482            |
| 16       | HANGERS 13-14 & THE LEAN-TO | #480            |

|    |  |      |
|----|--|------|
| 17 | HANGERS 15-16                          | #480 |
| 18 | SAM'S PLACE (BAR/MWR OFFICE)           | #170 |
| 19 | CONSOLIDATED SERVICES FACILITY (REECO) | #275 |

IF MORE THAN ONE ALARM IS GENERATED FROM THESE FACILITIES, PATROLS WILL BE DISPATCHED IN ACCORDANCE WITH THEIR PRIORITY.

IF MORE THAN ONE ALARM IS GENERATED FROM THESE FACILITIES AND ANY OTHER ALARMED FACILITY, THE PATROLS WILL BE DISPATCHED TO THE LISTED FACILITIES FIRST AND THEN TO THE SECOND ALARMED FACILITY.  
(SIMULTANEOUSLY, IF ADEQUATE PATROLS ARE AVAILABLE)

#### ALARM CODES

THE FOLLOWING CODES ARE USED TO IDENTIFY A TYPE OF ALARM THAT YOU ARE TO KNOW AND UNDERSTAND:

| CODE | TYPE OF ALARM                                    |
|------|--|
| ---- | -----  |
| 403  | HOLD-UP ALARM                                    |
| 403A | HOLD-UP ALARM (FINANCE)                          |
| 403B | HOLD-UP ALARM (SAM'S PLACE)                      |
| 404  | BURGLARY ALARM                                   |
| 405  | AMBUSH ALARM (Same as a facilities duress alarm) |

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*Text on page...*

FIRE DEPARTMENT RESPONSE POSITIONS IDENTIFIED BY THE NUMBERS WITHIN THE CIRCLES, i.e., SPOT 1, SPOT 2, etc.

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#### FIRE DEPARTMENT "10" CODES

|      |                                     |
|------|-------------------------------------|
| 10-1 | RECEPTION POOR (CAN NOT UNDERSTAND) |
| 10-2 | RECEPTION GOOD                      |
| 10-3 | STOP TRANSMITTING                   |
| 10-4 | MESSAGE RECEIVED                    |
| 10-5 | STANDBY (OPERATOR BUSY)             |

10-6 STATION CLEAR (OFF THE AIR)  
10-7 OUT OF SERVICE UNTIL \_\_\_\_ OR FOR \_\_\_\_ MINUTES  
10-8 IN SERVICE  
10-9 REPEAT LAST MESSAGE  
10-10 RETURN TO NORMAL OPERATIONS  
10-11 FLIGHTLINE PATROL  
10-12 READINESS STANDBY (RUNWAY)  
10-13 CRASH ALERT STANDBY (EMERGENCY)  
10-14 ARRIVED AT SCENE OR POSITION  
10-15 FINISHED WITH LAST ASSIGNMENT  
10-16 DISREGARD LAST ASSIGNMENT  
10-17 MAINTAIN RADIO SILENCE  
10-18 INVOLVED IN ACCIDENT  
10-19 RETURN OR RETURNING TO STATION  
10-20 WHAT IS YOUR LOCATION  
10-21 RADIO CHECK  
10-22 ENGINE RUN  
10-23 FUEL SPILL  
10-24 CHOW HALL  
10-25 REFUEL/DEFUEL OPERATION  
10-27 AIRLIFT STANDBY  
10-28 FIRE VEHICLE MECHANICAL PROBLEM  
10-29 UPDATE "POT LID"  
10-30 STANDBY BLDG #430  
10-43 STANDBY BLDG #443  
10-51 TYPE II  
10-53 TYPE III  
10-57 TYPE IV  
10-58 TYPE V  
10-60 HELICOPTER FLIGHT (RESCUE)  
10-60-W HELICOPTER FLIGHT (HOT SHOT)  
10-61 RESCUE/MEDICAL ASSISTANCE

10-100 BOMB THREAT, BUILDING

10-10-10 STANDBY EMERGENCY TRANSMISSION

DURING WILDFIRE OPERATIONS (RANGE FIRES) THE CALL SIGNS FOR THE RESPONDING FIRE UNITS WILL REVERT TO "RED" #1, #23, etc.

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### FIRE DEPT PERSONNEL IDENTIFICATION - VEHICLE CALL SIGNS

| CALL SIGN                  | VEHICLE TYPE | PURPOSE             |
|----------------------------|--------------|---------------------|
| -----                      | -----        | -----               |
| PAINTED PONY               | P/U          | FIRE SPECIALIST     |
| PONY 21                    | P/U          | FIRE CHIEF          |
| PONY 30                    | P/U          | DEPUTY CHIEF        |
| PONY 20                    | P/U          | ASSISTANT CHIEF     |
| OPERATIONS                 |              |                     |
| PONY 1                     | P-20         | SHIFT SUPERVISOR    |
| PONY 2                     | VAN          | MOBILE COMMAND POST |
| CRASH/FIRE/RESCUE          |              |                     |
| PONY 3                     | P-19         | CFR                 |
| PONY 4                     | P-19         | CFR                 |
| PONY 5                     | P-19         | CFR                 |
| PONY 6                     | P-19         | CFR                 |
| PONY 7                     | P-2          | CFR                 |
| PONY 8                     | P-2          | CFR                 |
| PONY 10                    | P-13         | CFR                 |
| PONY 11                    | P-10         | RESCUE              |
| STRUCTURAL/SPECIAL PURPOSE |              |                     |
| PONY 12                    | P-12         | STRUCTURAL          |
| PONY 14                    | P-8          | STRUCTURAL          |
| PONY 16                    | P-6          | FOAMER              |
| TECHNICAL SERVICES         |              |                     |
| PONY 17                    | S/B          | A/C TECH SERVICES   |

|         |                             |                |
|---------|-----------------------------|----------------|
| PONY 18 | P/U                         | FIRE INSPECTOR |
| PONY 19 | P/U                         | FIRE INSPECTOR |
|         | WILDFIRE                    |                |
| PONY 22 | UNI-MOG                     | BRUSH          |
| PONY 23 | 530-B                       | BRUSH          |
| PONY 24 | 530-B                       | BRUSH          |
|         | SPECIAL ASSIGNMENT VEHICLES |                |
| PONY 31 | P/U                         | NIGHT CREW     |
| TLR 1   | TRAILER                     | MONITOR UNIT   |
| TLR 2   | TRAILER                     | FAN UNIT       |
| TLR 3   | TRAILER                     | HAZ MAT UNIT   |
|         | AUXILIARY VEHICLES          |                |
| PONY 46 | P-4                         | SPARE CFR      |
| PONY 44 | P-4                         | SPARE CFR      |
| PONY 43 | P-4                         | SPARE CFR      |

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### WALL SEARCH/HANDCUFFING GUIDELINE

#### RIGHT SIDE

SUSPECT'S HEAD IS TO THE LEFT  
 PATROLMAN'S FEET IN THE PROPER POSITION  
 ARM PRESSURE BY THE PATROLMAN MAINTAINED ON SUSPECT  
 SEARCH DONE SYSTEMATICALLY

#### CHANGE OVER

PATROLMAN MAINTAINS BODY CONTACT DURING THE CHANGE OVER  
 PATROLMAN UTILIZES THE PROPER HAND AND FEET POSITIONING

#### LEFT SIDE

SUSPECT'S HEAD TO THE RIGHT  
 PATROLMAN'S FEET IN THE PROPER POSITION  
 ARM PRESSURE BY THE PATROLMAN MAINTAINED ON SUSPECT  
 SEARCH DONE SYSTEMATICALLY

#### HANDCUFFING

SUSPECT ON KNEES  
 PATROLMAN APPLIES THE CHOKE HOLD  
 PATROLMAN'S FEET IN THE PROPER POSITION  
 HANDCUFFS PLACED ON SUSPECT PROPERLY

## REMOVING THE HANDCUFFS

SUSPECT IN ON KNEES

PATROLMAN MAINTAINS CONTROL OF THE CUFFS

THE FIRST HANDCUFF IS REMOVED AND LOCKED IMMEDIATELY

THE SECOND HANDCUFF IS REMOVED AND THE PATROLMAN STEPS AWAY FROM THE SUSPECT THEN LOCKS THE HANDCUFF

---

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## KNEELING SEARCH/HANDCUFFING GUIDELINE

### HANDCUFFING

SUSPECT ON KNEES

PATROLMAN APPLIES THE CHOKE HOLD

PATROLMAN'S FEET IN THE PROPER POSITION

HANDCUFFS PLACED ON PROPERLY

### RIGHT SIDE

SUSPECT'S HANDS ON THE OUTSIDE OF THE PATROLMAN'S LEFT LEG

PATROLMAN'S LEFT HAND AT THE BASE OF THE SUSPECT'S NECK, THUMB DOWN

PULL SUSPECT AWAY FROM THE UPRIGHT OBJECT, RESTING THE SUSPECT'S WEIGHT ON THE PATROLMAN'S LEFT LEG

START SEARCH WITH THE RIGHT HAND, STARTING WITH THE SUSPECT'S HEAD WORKING DOWN SYSTEMATICALLY TO THE FOOT.

### CHANGE OVER

PLACE SUSPECT BACK UP AGAINST THE UPRIGHT OBJECT WHILE MAINTAINING CONTROL OF THE HANDCUFFS

PATROLMAN REPOSITIONS FEET BY PLACING LEFT FOOT BACK TO SUSPECT'S LEFT ANKLE AND THE RIGHT FOOT UP TO THE SUSPECT'S RIGHT KNEE

### LEFT SIDE

SUSPECT'S HANDS ON THE OUTSIDE OF THE PATROLMAN'S RIGHT LEG

PATROLMAN'S RIGHT HAND AT THE BASE OF THE SUSPECT'S NECK, THUMB DOWN

PULL SUSPECT AWAY FROM THE UPRIGHT OBJECT, RESTING THE SUSPECT'S WEIGHT ON THE PATROLMAN'S RIGHT LEG

START SEARCH WITH THE LEFT HAND, STARTING WITH THE SUSPECT'S HEAD WORKING DOWN SYSTEMATICALLY TO THE FOOT

## REMOVING THE HANDCUFFS

SUSPECT ON KNEES

PATROLMAN MAINTAINS CONTROL OF THE HANDCUFFS

THE FIRST HANDCUFF IS REMOVED AND LOCKED IMMEDIATELY

THE SECOND HANDCUFF IS REMOVED AND THE PATROLMAN STEPS AWAY FROM THE SUSPECT THEN LOCKS THE HANDCUFF

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[Map of inner area of base. Poor copy.]

*Text on page...*

THE RALLY AREA FOR OFF DUTY SECURITY PERSONNEL IS ON THE EAST SIDE OF  
BLDG #299 IN THE SQUARE IDENTIFIED WITH THE LETTER "D"  
(Ref SPOI 355-1, para lb(3) )

---

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*These labels appear on the diagram...*

CANISTER                      ANTENNA                      PROBES (2 = 1 set)

BATTERY PACK

(ammo can)

ANTENNA CONNECTED TO J6

BATTERY CONNECTED TO J5

PROBES CONNECTED TO J1 & J2

J4                      J6

SENSOR TRANSMITTER

(name plate)

J5      J1      J2      J3

SENSOR CANISTER

(TOP VIEW)

J1 - SENSOR

J2 - SENSOR 2

J3 - SENSOR (plugged)

J4 - INHIBIT

J5 - +12V INPUT

J6 - ANT-TX

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#### FIELD SENSOR GUIDE

THE FIELD SENSOR IMPLANTED THROUGHOUT THE RANGES ARE ELECTRONICAL  
SENSORS WHICH ARE ABLE TO IDENTIFY A VEHICLE ENTERING OR EXITING THE

INSTALLATION BY OTHER THAN APPROVED/AUTHORIZED ENTRY POINTS.

A. CONSTRUCTION OF THE SENSOR: THE SENSOR SYSTEM INCORPORATES A CANISTER WHICH HOUSES THE 'BRAIN' OF THE SENSOR, TWO (2) PROBES FOR RECEIVING INBOUND/OUTBOUND SIGNALS, THE ANTENNA AND A BATTERY PACK FOR POWER.

B. OPERATION OF THE SENSOR: WHEN PROPERLY PLACED IN THE GROUND A VEHICLE PASSES THE FIRST PROBE INDICATING WHETHER LEAVING OR ENTERING THE AREA. THIS SIGNAL IS THEN SENT VIA THE ANTENNA TO (IN SOME CASES A REPEATER) THE SMS IN CSC WHICH DECIPHERS THE SIGNAL AND DISPLAYS IT ON THE COLOR MONITOR AND THE VT220 SCREEN.

NOTE #1: THE PROBES SHOULD BE BURIED/COVERED COMPLETELY WITH DIRT AND THE FLAT END FACING THE ROADWAY.

NOTE #2: THE ANTENNA IS NORMALLY MOUNTED TO THE CANISTER BUT IT CAN BE MOUNTED TO A STAKE FOR BETTER TRANSMITTING CAPABILITIES.

C. PATROL PROCEDURES: WHEN A PATROL IS DISPATCHED TO A SENSOR TO DISCONNECT IT DUE TO NUMEROUS ALARMS, THEY WILL DISCONNECT THE BATTERY SUPPLY FROM THE BATTERY. IF YOU DISCONNECT IT FROM THE CANISTER (J5+12V INPUT) INSURE YOU REPLACE THE PROTECTIVE CAP ON THE 'J5' CONNECTOR. DO NOT DISCONNECT ANYTHING ELSE UNLESS TOLD BY THE SENSOR SECTION PERSONNEL.

NOTE #1: IF A PROBE IS LAYING SIDEWAYS, REPOSITION IT SO THE FLAT SIDE IS FACING THE ROADWAY.

NOTE #2: IF ANY OF THE CABLES ARE CHEWED UP OR MANGLED, NOTIFY THE SENSOR SECTION PERSONNEL (IN PERSON, ANNOTATION ON THE ACTIVITY LOG OR LEAVE A NOTE).

D. IDENTIFYING THE SENSOR: CURRENTLY AS YOU APPROACH THE GENERAL AREA OF A SENSOR THERE SHOULD BE A STAKE PAINTED WITH ORANGE PAINT ON ONE SIDE. WITHIN 20 FEET OF THAT STAKE YOU SHOULD FIND THE SENSOR.

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BUILDING 269

*Labels shown on diagram, from left to right...*

AMBULANCE FIRE STATION | POLE | DOOR | BACK DOOR | DOOR | AIR CONDITION EQUIP | MAIN DOOR | FLAG POLE | CHOW HALL PARKING | DOOR | DOOR | POLE

*Writing in lower left corner is indecipherable*

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[Floor plan of Building 299.]

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## BUILDING 299

*Labels on each side of building, clockwise starting in front left...*

### DOOR

CORNER SMALL WINDOW | WINDOW | DOUBLE DOORS UPSTAIRS + DOWNSTAIRS  
MAIN ENTRANCE | WINDOW

WINDOW | DOOR | WINDOW | DOUBLE DOOR | DOUBLE DOOR | DOOR | UPPER DOOR  
DOUBLE LOWER DOOR SINGLE | DOUBLE DOOR | DOOR | WINDOWS | DOOR

DOOR UPSTAIRS | DOUBLE DOOR DOWNSTAIRS

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*[Floor plan. Poor copy]*

### BLDG. 299 INTERIOR

THE INTERIOR OF THE OFFICES AND VAULT WILL HAVE CAMERA OBSERVATION  
CAPABILITIES

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### STANDARD OPERATING PROCEDURE MOVEMENT OF TEST ARTICLES

1. This Standard Operating Procedure is intended to describe instructions for the safe and secure transportation of the test articles by members of the USAFO Test Force. It is further intended to provide information to those site organizations involved in support of the USAFO (TEG).
2. The test articles are assembled in building 735, and then transported to either the munitions storage area, or directly to the Weapons Test Range (WTR) launch area.
3. The test articles will be transported on a missile pallet that is bolted to a pallet trailer. The articles will be towed behind a truck with a pindle hook hitch. This vehicle will be escorted by two (2) other vehicles in a convoy. The vehicles will consist of a security vehicle in the lead, with emergency flashers on, and one member of the USAFO Test Force aboard. The prime mover, towing the test articles, will be 50 meters behind the first vehicle and will be driven by a member of the USAFO Test Force. The last vehicle following the prime mover by 50 meters will be a security vehicle with emergency flashers on and one member of the USAFO Test Force aboard. This convoy will be used for the transportation of test articles to all destinations.
4. The speed of the convoy will be no more than 15mph on the main base area, and 30mph on the road to the WTR. The lead security vehicle will be responsible to insure that the convoy speed limits are adhered to.
5. The USAFO Security Manager and EOD will be notified at least two days prior to any test article movement, and is responsible to make the arrangements for security escorts. Security escorts will be arranged through the Base Security Officer.
6. Additionally, if movement is to the WTR, Base Security will be directed to close the 700 gate to incoming traffic until the convoy has reached its' destination.

7. Base Safety Officer will normally monitor all convoys to insure that all safety guidelines are met that have been established.
8. Personnel assigned to the transportation of the test articles will notify Base Safety Officer, and Base Fire Company when the convoy is ready to depart the start point, and when the convoy has reached its destination.
9. If movement is to the WTR, the move will be scheduled to take place either before or after normal duty hours.
10. Point of contact for this SOP is the Operations Office, TEG, extension 3853.

*[Signed]*

GEORGE C. LEACH  
LTC AV  
Chief, Army Field Office

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#### VEHICLE PASSES

EXAMPLE #1: PERMANENT VEHICLE PASS: ISSUED TO CIVILIAN TYPE VEHICLES WHICH ARE GOVERNMENT OR CONTRACTOR OWNED. THE VEHICLE WILL HAVE A JUSTIFIED NEED TO OPERATE ON THE INSTALLATION BEFORE ISSUANCE.

EXAMPLE #2: TEMPORARY VEHICLE PASS: ISSUED TO POVS FOR A SHORT TIME/TEMPORARY BASIS. VALID ONLY FOR ONE HOUR.

EXAMPLE #3: FLIGHTLINE VEHICLE PASS: ISSUED TO GOVERNMENT AND/OR CONTRACTOR OWNED VEHICLES. AUTHORIZES THE VEHICLE TO OPERATE ON THE FLIGHTLINE. EMERGENCY RESPONSE VEHICLES ARE EXEMPT DUE TO THE NATURE OF THEIR DUTIES.

EXAMPLE #4: CONTRACT VEHICLE PASS: ISSUED TO CIVILIAN TYPE VEHICLES UTILIZED BY CONTRACTORS ON A SHORT TIME BASIS.

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[Examples #1 and #2: "Permanent Vehicle Pass" and "Temporary Vehicle Pass - One Hour."]

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[Examples #3 and #4: "Southend Flightline Vehicle Pass" and "Contract Vehicle Pass."]

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#### LAND WITHDRAWAL/PUBLIC LAW 98-485

(1) ON 17 OCTOBER 1984, THE CONGRESS OF THE UNITED STATES ENACTED PUBLIC LAW 98-485. THIS ACT FORMALLY WITHDREW LANDS BEYOND THIS ENTRANCE

FROM ALL FORMS OF APPROPRIATION UNDER PUBLIC LAND LAWS AND IT PERMITS THE SECRETARY OF THE AIR FORCE TO CLOSE THESE LANDS TO PUBLIC USE. THESE LANDS ARE CLOSED TO ACCESS BY THE PUBLIC FOR REASONS OF NATIONAL SECURITY.

(2) YOU ARE HEREBY WARNED THAT UNAUTHORIZED ENTRY ONTO THESE LANDS WILL SUBJECT YOU TO DETENTION AND POSSIBLE ARREST FOR VIOLATION OF STATE AND FEDERAL LAWS. YOU ARE ALSO ADVISED THAT PHOTOGRAPHING OR SKETCHING THE LANDS BEYOND THIS AREA OR ANY ATTEMPT TO DO SO, WILL SUBJECT YOU TO PROSECUTION FOR VIOLATION OF SECTION 795 OF TITLE 18, UNITED STATES CODE.

(3) YOU SHOULD ADDRESS ANY QUESTIONS CONCERNING THIS LAW TO COLONEL CHARLES MYERS OR LTC JOHN JACOBS, USAF LLAISON TO THE DEPARTMENT OF ENERGY, LAS VEGAS, NEVADA. THEIR PHONE NUMBER IS (702) 295-1147.

THIS LETTER AND THE ONE ON THE FOLLOWING PAGE, "INADVERTENT EXPOSURE FORM" SHOULD BE UTILIZED BY THE RANGE PATROLS WHEN THEY ENCOUNTER UNAUTHORIZED PERSONNEL (HUNTERS, MINERS, CAMPERS, etc.) WITHIN THE BOUNDARIES OF THE OUTLYING AREAS OF THIS INSTALLATION. TACT AND DIPLOMACY AS WELL AS OFFICER SURVIVABILITY MUST BE UPPER MOST IN THE MINDS OF THOSE PATROLS WHEN THEY ENCOUNTER SUCH PERSONNEL.

THE ENTIRE TEXT OF THE PUBLIC LAW AND THE AMENDMENT IS AVAILABLE FOR REVIEW IN THE SQUADRON LEARNING RESOURCE CENTER AND IN THE TRAINING OFFICE.

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OATH UPON INADVERTENT EXPOSURE TO CLASSIFIED  
SECURITY DATA OR INFORMATION

I fully understand that my inadvertent exposure to classified security data or information relative to the United States subjects me to the provisions of Title 18, Sections 793-798 of the United States Code, inclusive, and, if I am subject to military jurisdictions, provisions of the Uniform Code of Military Justice. I am aware that the punishment for certain of the above referenced statutes can be imprisonment for any term of years or for life.

I do therefore solemnly swear or affirm that I shall never divulge, publish, or release, either by word, conduct, or any other means, the content or substance of the classified security data or information of which I have become aware. Only written official notice of specific authorization will release me from this obligation.

I further understand that no change in my assignment, employment, residence, or citizenship will ever relieve me of my responsibilities under this oath, except as defined above.

\_\_\_\_\_  
SIGNATURE OF WITNESS

\_\_\_\_\_  
DATE

\_\_\_\_\_  
TITLE/ORGANIZATION

\_\_\_\_\_  
NAME (PRINTED) / SSAN

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SIGNATURE

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TITLE/ORGANIZATION

## PRIVACY ACT NOTICE

This form is affected by the Privacy Act of 1974. AUTHORITY 10 USC 8012; and EO 9397

**PRINCIPAL PURPOSE:** To record information on individuals who have inadvertently been exposed to classified security data or information relative to the United States Government.

**ROUTINE USE:** Affirms intent to safeguard information which could damage national security and to inform individuals of penalties under the Espionage Laws (Title 18, USC, Sections 793 through 798) and the UCMJ.

**SSAN:** Is necessary to verify identity of signator.

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### JOB DESCRIPTION/CONTRACT SECURITY OFFICER

**POSITION:** SECURITY OFFICER

**FUNCTIONS:** SECURITY OFFICER WILL:

**A. MAINTAIN THE CAPABILITY AND QUALIFICATIONS TO MAN EITHER A STATIC OR MOBILE SECURITY POST.**

**B. ESTABLISH THE VISIBILITY OF SECURITY AND PROVIDE PHYSICAL SECURITY FOR THE VARIOUS ASSESTS, UNDER GUIDELINES PROVIDED BY APPOINTED SUPERVISORS.**

**C. PROVIDE ANY ASSISTANCE THAT MAY BE NEEDED TO INCLUDE, BUT NOT BE LIMITED TO: MAINTENANCE OF A COMMUNICATIONS LINK BETWEEN SECURITY INCIDENTS AND SUPERVISION/CONTROL, CONTACT OF EMERGENCY SERVICES, AND/OR PROVISION OF TRANSPORTATION AS THE NEED ARISES.**

**D. REPORT WITHOUT DELAY:**

(1) ANY SECURITY VIOLATION THAT IS REPORTED/OBSERVED.

(2) ANY FIRE.

(3) ANY MEDICAL INCIDENT DEMANDING ATTENTION.

(4) ANY UNUSUAL OCCURRENCE DEMANDING ATTENTION.

**E. PROVIDE THE NECESSARY DOCUMENTATION OF SHIFT FUNCTIONS AND INCIDENTS IN ACCORDANCE WITH CURRENT DIRECTIVES.**

**F. MAINTAIN AND PROPERLY WEAR FULL UNIFORM IN COMPLIANCE WITH THE ONSITE PROGRAM OPERATING INSTRUCTIONS.**

**G. MAINTAIN QUALIFICATION WITH ALL WEAPONS ISSUED FOR SECURITY FORCE USE.**

Click [here](#) for facimile of page.

#### MISCELLANEOUS INFORMATION

THE RED ROTATING BEACONS, OUTSIDE EACH SYSTEM, ARE ON WHEN THE SYSTEM IS RADIATING. BLUE BEACONS, INSTALLED ON SOME SYSTEMS INDICATE ENERGIZED SERVOS - **STAY CLEAR OF THE ANTENNA**. IF THE ANTENNA IS ROTATING OR POINTED AWAY FROM YOU, THE HAZARDOUS AREA NORMALLY EXTENDS ONLY ABOUT 10 METERS FROM THE SYSTEM. BUT IF THE ANTENNA IS STOPPED OR POINTED AT YOU, THE HAZARDOUS AREA CAN EXTEND AS FAR AS 500 METERS FROM THE SYSTEM. **DO NOT** APPROACH THE SYSTEM. IF YOU MUST, CALL THE OPERATOR AND REQUEST THAT THE ANTENNA BE POINTED IN A SAFE DIRECTION OR THE SYSTEM BE DEACTIVATED. RADIATION WARNING SIGNS ARE POSTED IN RF HAZARD AREAS.

THE EMERGENCY PHONE NUMBER TO THIS LOCATION IS : 384-9919.

THIS NUMBER TERMINATES AT CSC ONLY. THE FOLLOWING INFORMATION WILL BE ASKED OF THE INDIVIDUAL WHO IS CALLING: THEIR NAME, WHO THEY ARE TRYING TO REACH, THE NATURE OF THE EMERGENCY, AND A PHONE NUMBER IN WHICH THIS PERSON CAN CALL. THIS PHONE NUMBER IS FOR LIFE THREATENING TYPE EMERGENCIES OR EMERGENCY NOTIFICATIONS. THIS LINE IS NOT TRANSFERABLE AND IS NOT TO BE UTILIZED AS A MESSAGE SERVICE.

IF YOU HAVE TO TRAVEL TO AND FROM THIS LOCATION BY OTHER THAN THE NORMAL MEANS, YOU WILL FIRST USE THE MAIN GATE EXIT. IF CIRCUMSTANCES DO NOT ALLOW THIS ROUTE, THEN UTILIZATION OF THE BACK GATE WILL BE MADE. DEPENDING ON TRAFFIC AND ROAD CONDITIONS, YOU WILL ADD ABOUT 20-30 MINUTES TO THE OVERALL TRAVEL TIME.

THE NEVADA TEST SITE (NTS): FOR SECURITY REASONS IF A CONTRACTOR IS ASKED WHERE HE/SHE WORKS, THEY WILL ANSWER "E.G. & G. AT THE TEST SITE". THEN DECLINE FROM GIVING DETAILS. FOR AIR FORCE PERSONNEL, THEY WORK AT PITTMAN STATION, HENDERSON.

NTS BADGES: THESE BADGES ARE ISSUED TO PERSONNEL WHO HAVE A NEED TO CROSS THE TEST SITE ON OFFICIAL BUSINESS. THE BADGE COLORED INSERTS ARE CHANGED EVERY QUARTER BY EITHER THE PAX PAD PERSONNEL OR AT THE BADGE OFFICE AT MERCURY. THESE INSERTS TRACK IF YOU HAVE BEEN EXPOSED TO ANY RADIATION.

NOTE: DO NOT LET THE NTS BADGE GO THRU THE X-RAY MACHINES.

ANY PROPERTY THAT CAN BE CONSTRUED AS GOVERNMENT OR GOVERNMENT OWNED PROPERTY IS REQUIRED TO HAVE A PROPERTY REMOVAL FORM PROPERLY FILLED OUT AND PRESENTED TO THE SECURITY OFFICER AT THE PAX PAD OR GATE, DEPENDING ON WHERE YOU ARE DEPARTING FROM. PERSONAL ITEMS SUCH AS STATUES, BOOKS OR WORK ASSOCIATED ITEMS LIKE HELMETS OR HELMET BAGS, ETC., ARE NOT REQUIRED TO HAVE A REMOVAL FORM.

WHEN TRANSMITTING OVER THE ADJUSTMENT NET LOCAL CALL SIGNS OR EXACTING DESCRIPTIONS SHOULD NOT BE TRANSMITTED DUE TO THE TRI- STATE TRANSMISSION CAPABILITY OF THE NET.

[DO NOT USE OVER THE AIR]

RACHEL, HIGHWAY 375, NTS, GREENPEACE ROAD

[USE THESE INSTEAD]

NORTHTOWN, HIGHWAY, OVER THE HILL, GP ROAD

*[End of document]*

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[\[Top Level\]](#) | [\[Area 51\]](#) | [\[Desert Rat\]](#)

Send corrections to [webmaster@ufomind.com](mailto:webmaster@ufomind.com)

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7:18)

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