



STUDENTS CLASS SCHEDULE



PERIOD TIME	FIRST	SECOND	THIRD	FOURTH	FIFTH	SIXTH	SEVENTH	EIGHTH
COURSE MONDAY	<i>Bill line</i>							
INSTRUCTOR								
COURSE TUESDAY	<i>Classes</i>							
INSTRUCTOR								
COURSE WEDNESDAY	<i>Stockade</i>							
INSTRUCTOR	<i>Bunke</i>							
COURSE THURSDAY	<i>Swing</i>							
INSTRUCTOR								
COURSE FRIDAY	<i>Classes</i>							
INSTRUCTOR	<i>Kiday KP</i>							
COURSE SATURDAY	<i>Repetition</i>							
INSTRUCTOR	<i>have fun</i>							

NAME _____

SCHOOL _____ CLASS _____

HOME ADDRESS _____

CITY _____ TELEPHONE _____

HEADQUARTERS

MP 507.8 (U)

4 TH TRAINING BRIGADE (MILITARY POLICE)

UNITED STATES ARMY TRAINING CENTER, FORT GORDON, GEORGIA 30905

MILITARY POLICE TRAFFIC CONTROL

POINT CONTROL HAND SIGNALS



Figure 1. Correct stance for military policeman controlling traffic.



Figure 2. Correct stance assumed by a military policeman while directing traffic in the theater of operations.

When using hand signals the military policeman must be able to apply the following basic rules:

- (1) The primary rule in executing any signal is to LOOK, EXECUTE, and COMPLETE each signal separately.
- (2) Assume a correct stance for controlling traffic which will help to reduce fatigue and present a good appearance (Fig 1).
 - a. The body should be erect, with feet approximately 8 to 10 inches apart. (This distance is dependent upon the height of the individual military policeman).
 - b. Arms should hang naturally by the sides.
 - c. The weight of the body should be balanced on both feet.
- (3) Keep the sides of the body toward the moving traffic.
- (4) Prior to executing a traffic control signal look at the traffic to insure that the driver can respond to the signal without confusion or danger.
- (5) Prior to instructing a road user to move or turn, insure that conflicting traffic is stopped. Since the military policeman is controlling the traffic he must be responsible to insure that the movement he directs is safe, as the driver is relying on him for a safe move.
- (6) Execute distinct and complete signals. Each movement made by the military policeman must be understood by the road user. If it appears that the road user does not understand the signal it should be repeated. The military policeman must not change his visual instruction once the signalling movement has been started.



Figure 3. Military policeman stopping traffic from his right and left.



Figure 4. NATO signal to stop traffic approaching in front and behind the military policeman.

CHANGING TRAFFIC FLOW DIRECTION

Traffic is normally stopped from the military policeman's right first.

While maintaining the hand signal to stop traffic from the right, the military policeman executes a signal to stop traffic from his left.

The military policeman then turns his body to his right or left so that he faces the traffic that he has just stopped. (The determination to turn either right or left is made by the military policeman so that he may face the stopped traffic that has the largest normal volume). While making this turning motion, the military policeman lowers his arms to a horizontal so that when he has completed the turn his arms are horizontal, palms faced upward.

TO STOP TRAFFIC

To stop traffic within NATO countries the military policeman will raise both arms horizontally, palm upward, and face in one of the directions from which the traffic is coming that is to be stopped. This signal is used to stop traffic approaching both the front and rear of the military policeman.



Figure 5. Military policeman stopping traffic from the right.

To stop traffic from the right, the military policeman, keeping his feet in place, turns his face to the right, looking carefully at the traffic to insure his signal can be understood and complied with by the traffic; he thrusts his right arm to the right and upward bending it at the elbow slightly. The military policeman's fingers and thumb are extended and joined, the palm is flat and the entire hand is clearly visible to oncoming traffic.



Figure 6. Military policeman stopping traffic from the left.

To stop traffic from the left, the military policeman, keeping his feet in place, turns his face to the left, looking carefully at the traffic to insure that his signal can be understood and complied with by the traffic; he thrusts his left arm to the left and upward, bending it at the elbow slightly. The military policeman's fingers and thumb are extended and joined, the palm is flat and the entire hand is clearly visible to oncoming traffic.



Figure 7. Military policeman stopping traffic from his rear.

To stop traffic from the rear, the military policeman bends the left knee slightly, twisting the body to the right without moving his feet, turning his head and eyes to the right and rear. He then thrusts his right arm outward and upward, fingers and thumb extended and joined, palm flat, the entire hand clearly visible to traffic. The right arm is used because traffic normally approaches the rear of the military policeman from the right.

NOTE: The normal NATO signal to stop traffic from the front or rear is the front or rear of the military policeman's body.

To stop traffic in the front, the military policeman raises his left arm smartly to the front, keeping the fingers and thumb extended and joined, palm facing towards the traffic so that the entire hand is clearly visible to oncoming traffic.

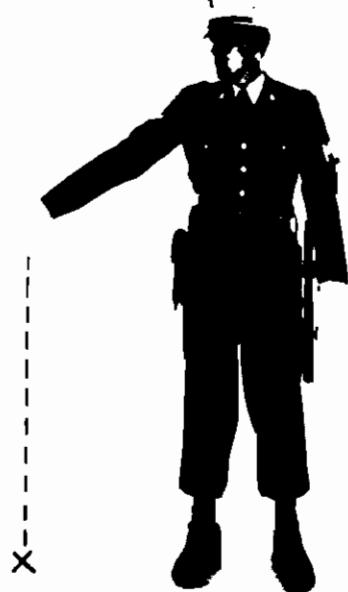


Figure 8. Military policeman pointing to imaginary spot on the ground where he desires vehicle to stop.

When it is necessary for the military policeman to direct a vehicle to a specific point within an intersection or along the roadway, he will signal the driver by pointing his first two fingers at an imaginary mark on the ground approximately where the military policeman desires the driver to stop his vehicle. This will be used when preparing traffic to make a conflicting or left turn.

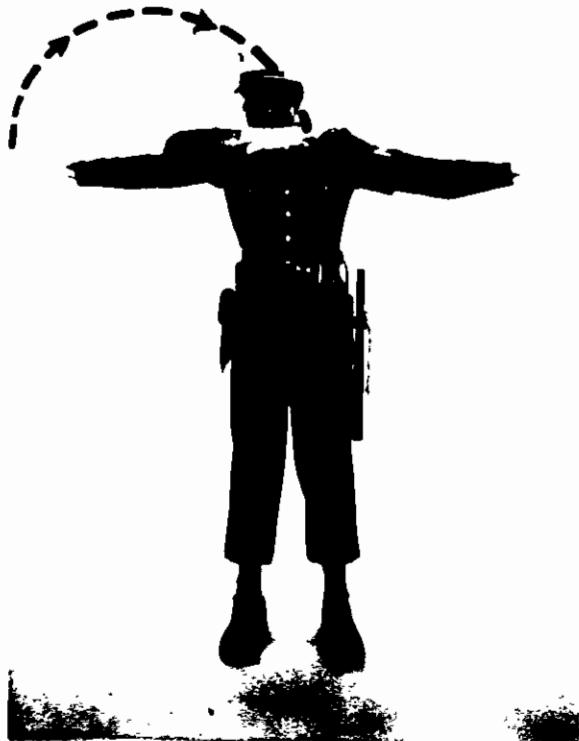


Figure 9. Military policeman bringing traffic through from his right.

Traffic from the right: Normally the military policeman will start traffic moving through his position from the right. He turns his head and eyes smartly to the right. The right hand is then moved from the stop position shown in figure 4, in a 180° arc across the front of his body. The right hand is then dropped smartly along his side.

NOTE: If the driver fails to respond to the signal, it will be repeated as necessary.



Figure 10. Military policeman starting traffic from his left.

Traffic from the left: After having started the traffic from his right, the military policeman turns his head and eyes smartly to the left. He then brings his left arm from the stop position shown in figure 4, and in a 180° arc across the front of his body. The left hand is then dropped smartly along his side.

NOTE: If the driver fails to respond to the signal, it will be repeated as necessary.



Figure 11. Military policeman directing a driver from his left to make a right turn.

Drivers making right turns from the Military policeman's left: The military policeman will look both to the left and left rear, then with the left arm fully extended out from the shoulder, he will point with his first two fingers to the vehicle that is to turn, moving the arm in a sweeping motion to the left (the drivers right and the military policeman's rear). He will point his fingers as far to the rear as his body structure permits without turning his body or moving his feet. This signal will be repeated as necessary.



Figure 12. Military policeman directing a driver from his right making a right turn.

Drivers making right turns from the Military policeman's right: The military policeman will look both to the right and to the front, then with the right arm fully extended out from the shoulder, he will point with his first two fingers to the vehicle that is to turn and in a sweeping motion direct it in the direction the driver is to go (the drivers right and the military policeman's front).



Figure 13. Military policeman directing traffic from his front making a right turn.

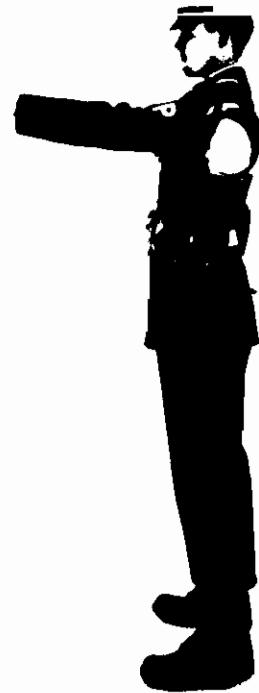


Figure 14. Side view of a military policeman directing traffic from his front making a right turn.

Driver making right turn from the military policeman's front: The military policeman looks to both the left and right as well as his front prior to giving the signal. With his left arm fully extended from his shoulder, he points his first two fingers at the vehicle that is to make the turn and moves his arm to his left in a sweeping motion (the driver's right and the military policeman's left side).



Figure 15. Military policeman directing traffic from his rear making a right turn.

Driver making right turn from the military policeman's rear: The military policeman looks to both the right and left as well as his rear prior to executing a signal. With the right arm fully extended out from the shoulder he points his first two fingers at the traffic that is to make the turn, moving his right arm to its left in a sweeping motion (the driver's right and the military policeman's left) and directs the traffic in the direction that it is to move.

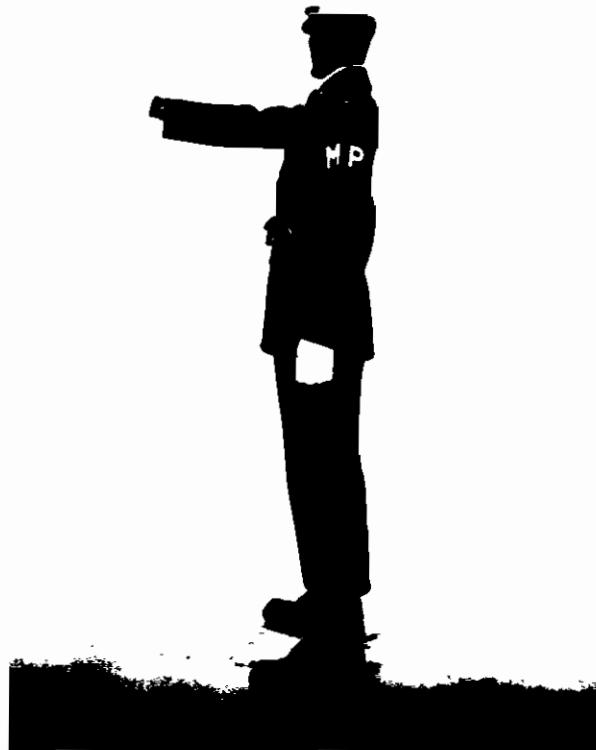


Figure 16. Military policeman stopped traffic from his right to permit a left turn.

LEFT TURNS

A military policeman directing traffic from his left to make a left turn, looks to his right and extends his right arm, straight out from the shoulder to his front, the palm will be faced towards the traffic making the turn, fingers extended and joined.



Figure 17. Military policeman allowing traffic from his left to make a left turn.

When the traffic approaching from the military policeman's right has stopped, the military policeman will turn his head toward the traffic making the left turn, extending his left arm straight out from his shoulder towards the traffic making the turn, fingers extended and joined, and in a sweeping motion he will fold his left arm across his body as a signal for the traffic to make its left turn.

Figure 18. Military policeman directing traffic from his right making a left turn.

A military policeman directing traffic to make a left turn from his right, insures that traffic from the front and rear is stopped. After looking both to his right and to his rear and stopping traffic from the left, the military policeman fully extends his right arm straight out from the shoulder, first two fingers extended and joined and points to the traffic to make the turn, then, in a sweeping motion, he moves his arm to the right (the driver's left and military policeman's right rear). He points as far as his body structure will permit without turning the body or moving his feet. When the driver has completed the turn, the military policeman may permit traffic from his left to assume a go flow phase.



Figure 19. Military policeman signalling military traffic to speed up.

To speed up military traffic, the fist is raised above the head in a clenched fist and the arm is bent at the elbow. The fist is then quickly raised and lowered above the shoulder in a vertical plane.

To speed up civilian type traffic within the Continental United States, the military policeman will repeat the appropriate go signal for the direction of the traffic.

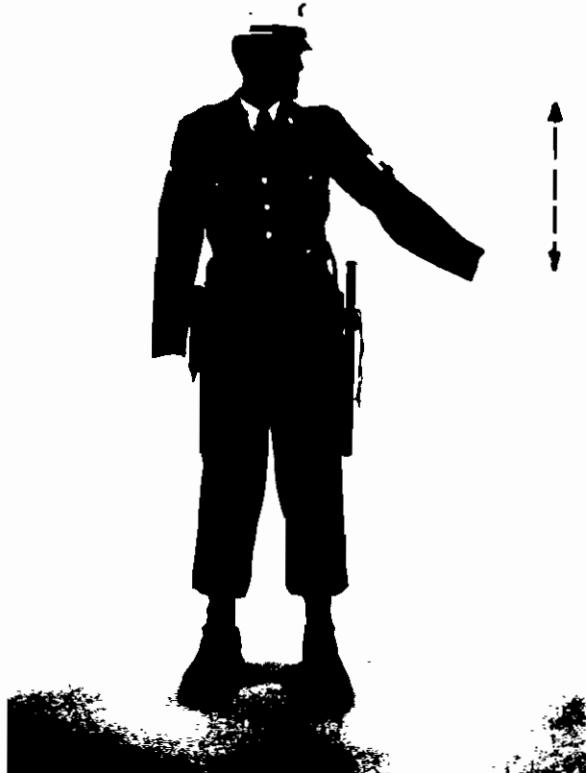


Figure 20. Military policeman signalling traffic to slow down.

To slow down traffic both military and civilian, the military policeman extends his arm horizontally then moves it slowly up and down in a vertical plane.

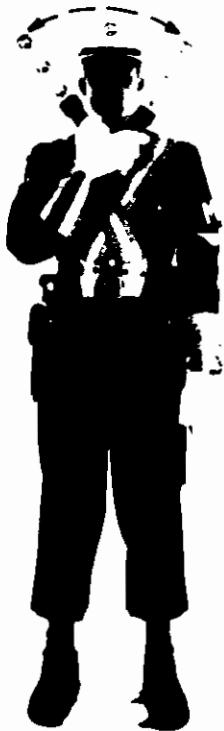


Figure 21. Military policeman with a baton signalling traffic to stop that is approaching from his front.



Figure 22. Military policeman with a baton signalling traffic to stop that is approaching from his right.

DIRECTING TRAFFIC WITH A BATON

During night operations the military policeman may use a baton for traffic direction. He will stop traffic by raising the baton to face level, moving it back and forth in front of his face in an approximate 45° arc. The baton light will be on during the time that he is signalling traffic.



Figure 23. Military policeman with a baton signalling traffic to stop that is approaching from his rear.

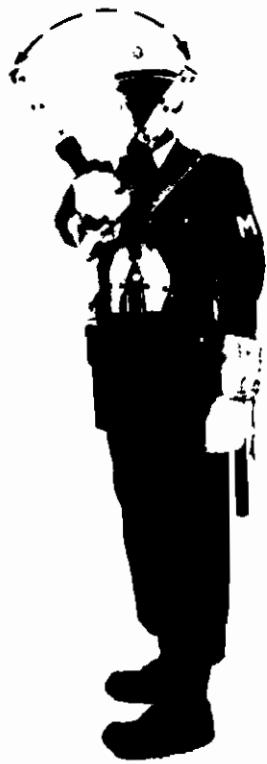


Figure 24. Military policeman with a baton signalling traffic to stop that is approaching from his left.

During night operations the military policeman may use a baton for traffic direction. He will stop traffic by raising the baton to face level, moving it back and forth in front of his face in an approximate 45° arc. The baton light will be on during the time that he is signalling traffic.

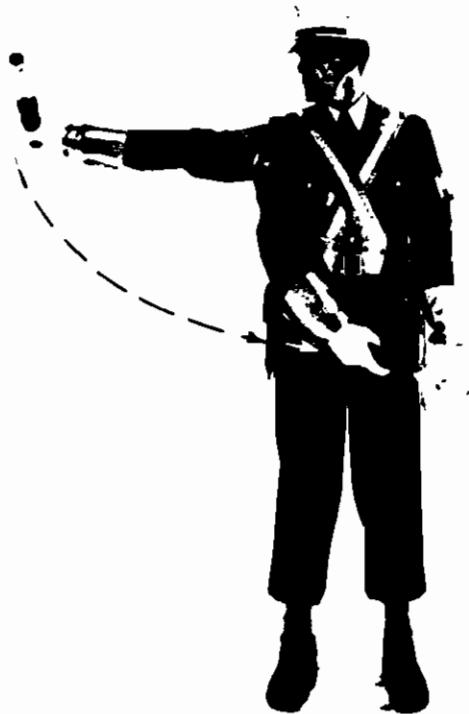


Figure 25. Military policeman with a baton directing traffic to go from his right.

To direct traffic to go from his right, the military policeman using a baton, extends his right arm out from his body to the right. Canting the baton slightly to the left so that the light may be visible to the driver, he turns on the light and drops his right arm in a sweeping motion 90° arc, turning off the light when it has completed its arc.



Figure 26. Military policeman with a baton directing traffic to go from his left.

To direct traffic to go from his left, the military policeman using a baton, raises his right arm across his body canting the baton slightly to the right, turning on the light so that the driver may see it and then dropping his right arm across his body until it hangs naturally by his side where he turns off the light.



Figure 27. Military policeman with a baton directing a right turn movement for traffic from his right.



Figure 28. Military policeman using a baton stopping traffic from his right prior to permitting left turn for traffic from his left.

Other movements when using a baton will be the same as the day movements.



Figure 29. Military policeman using a baton directing traffic from his left to make a left turn.

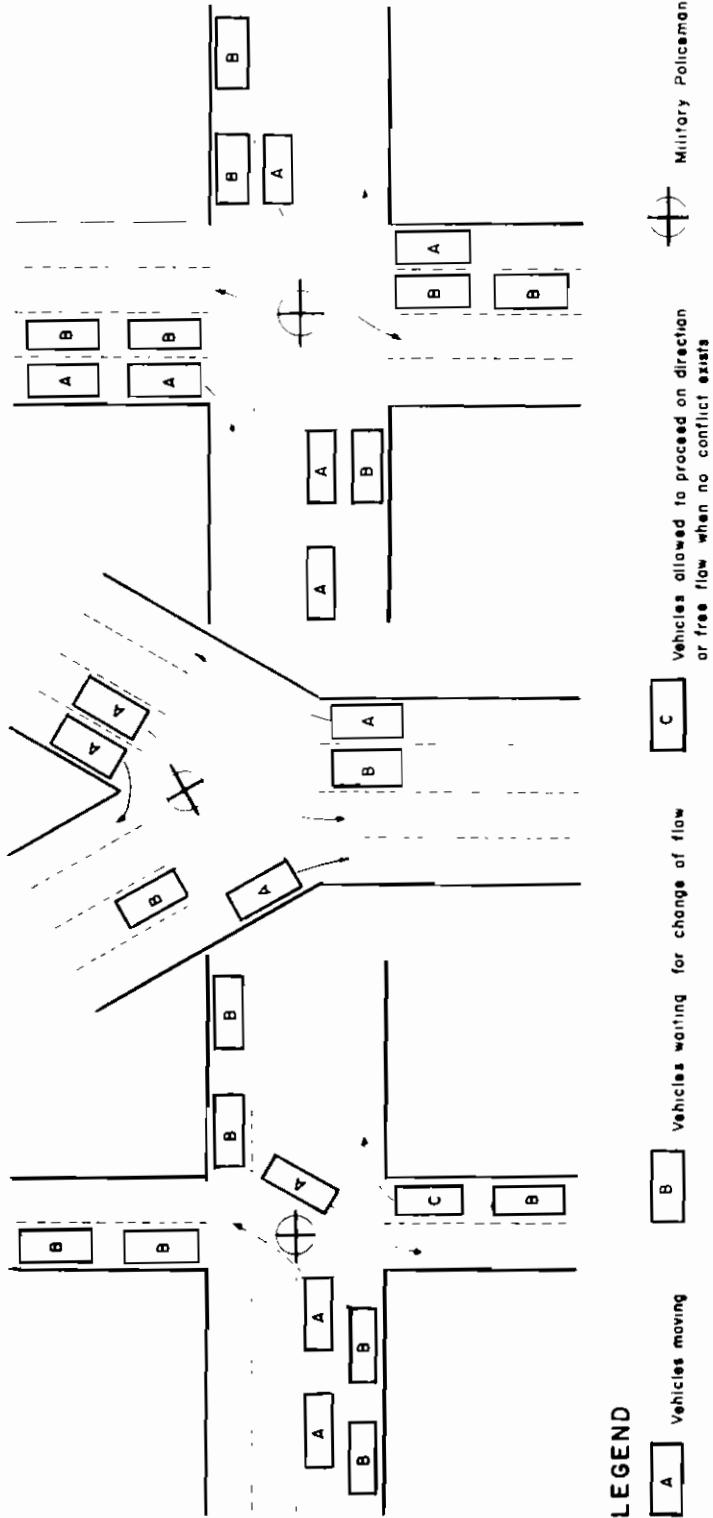


Figure 30. Traffic flow—turns. Various turns can be permitted provided they do not conflict with other movements.

18

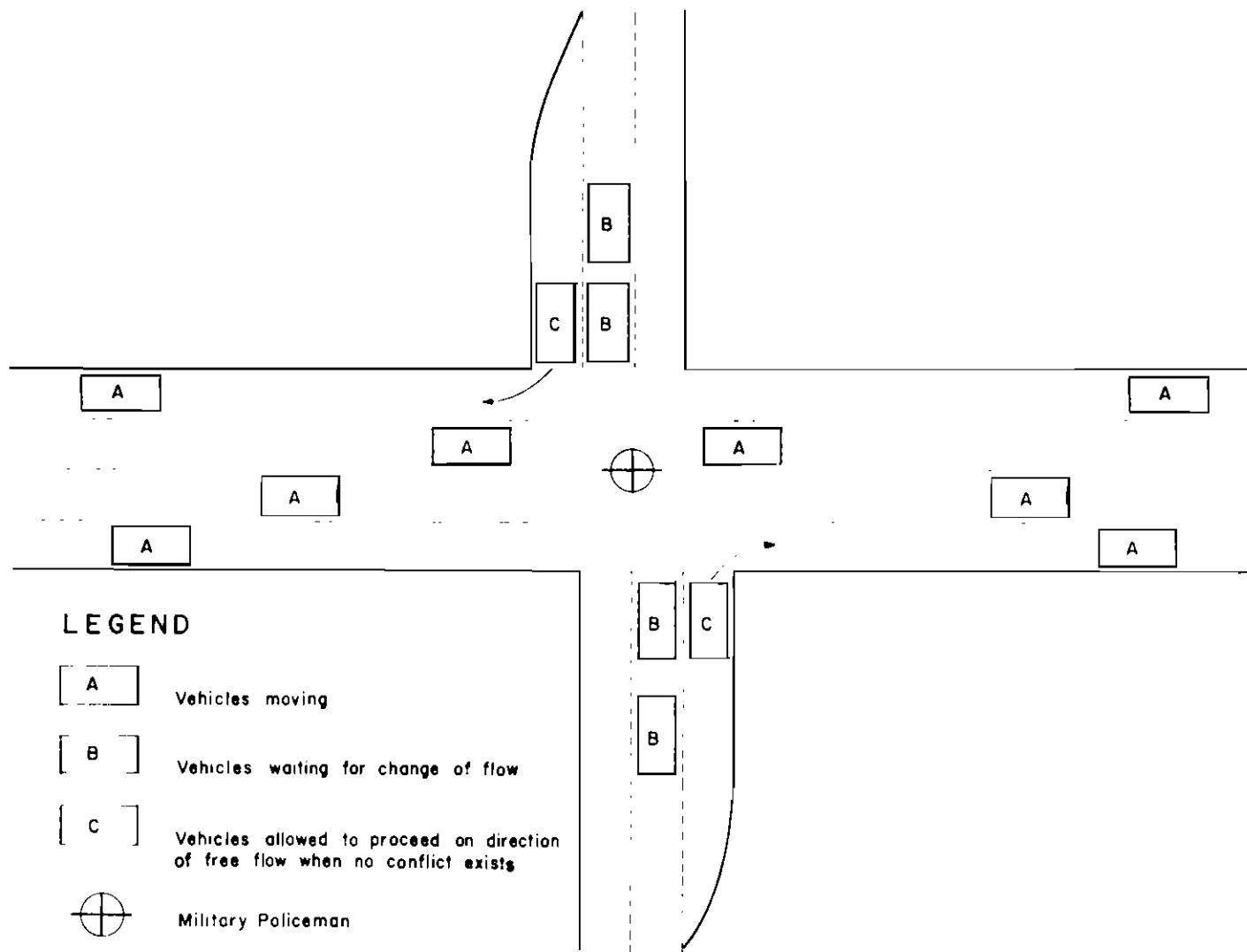


Figure 31. Traffic flow—right turns.

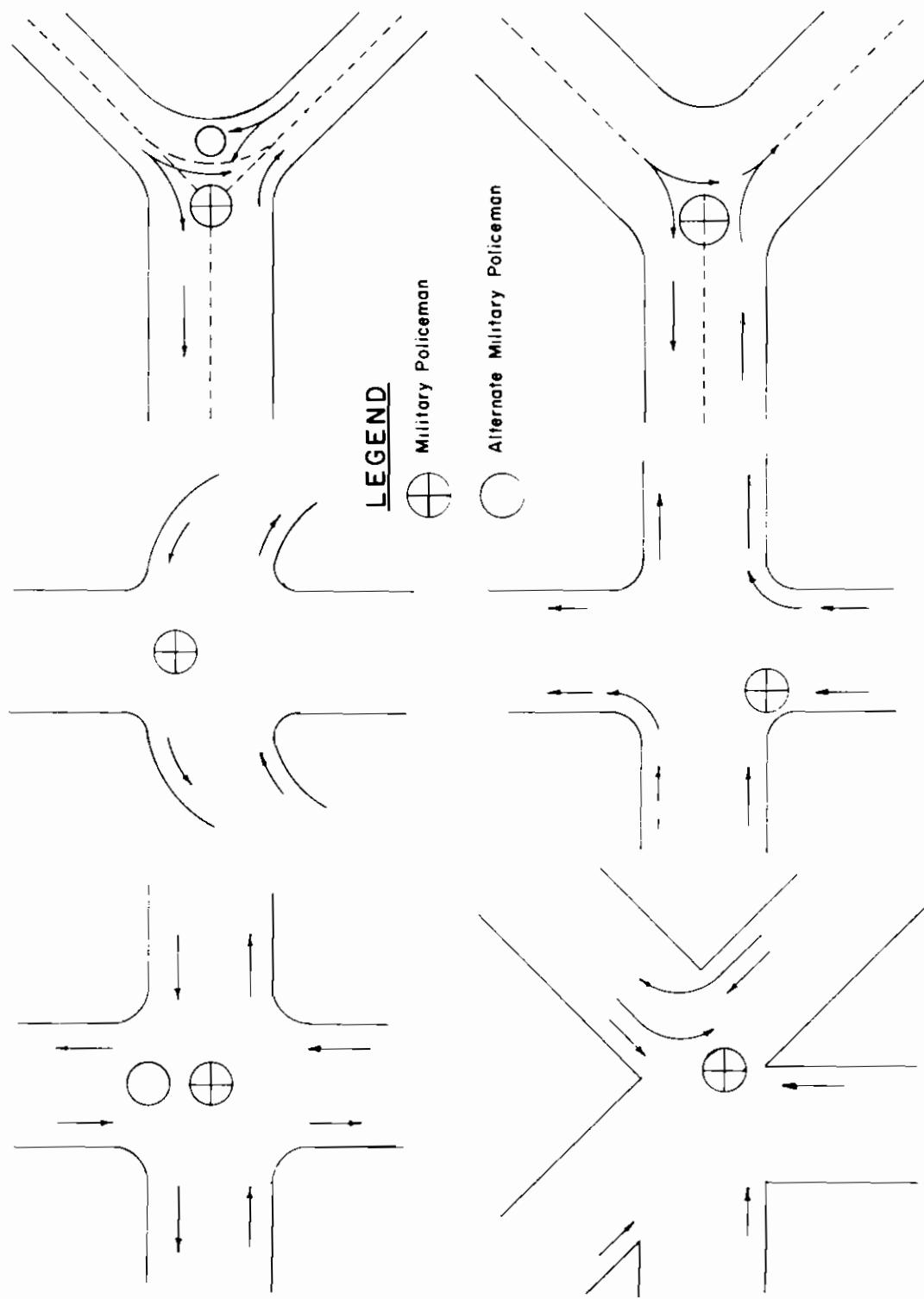


Figure 32. Military police ground orientation. Typical positions at various intersections. The position is not fixed and the military policeman may move to meet traffic flow needs.

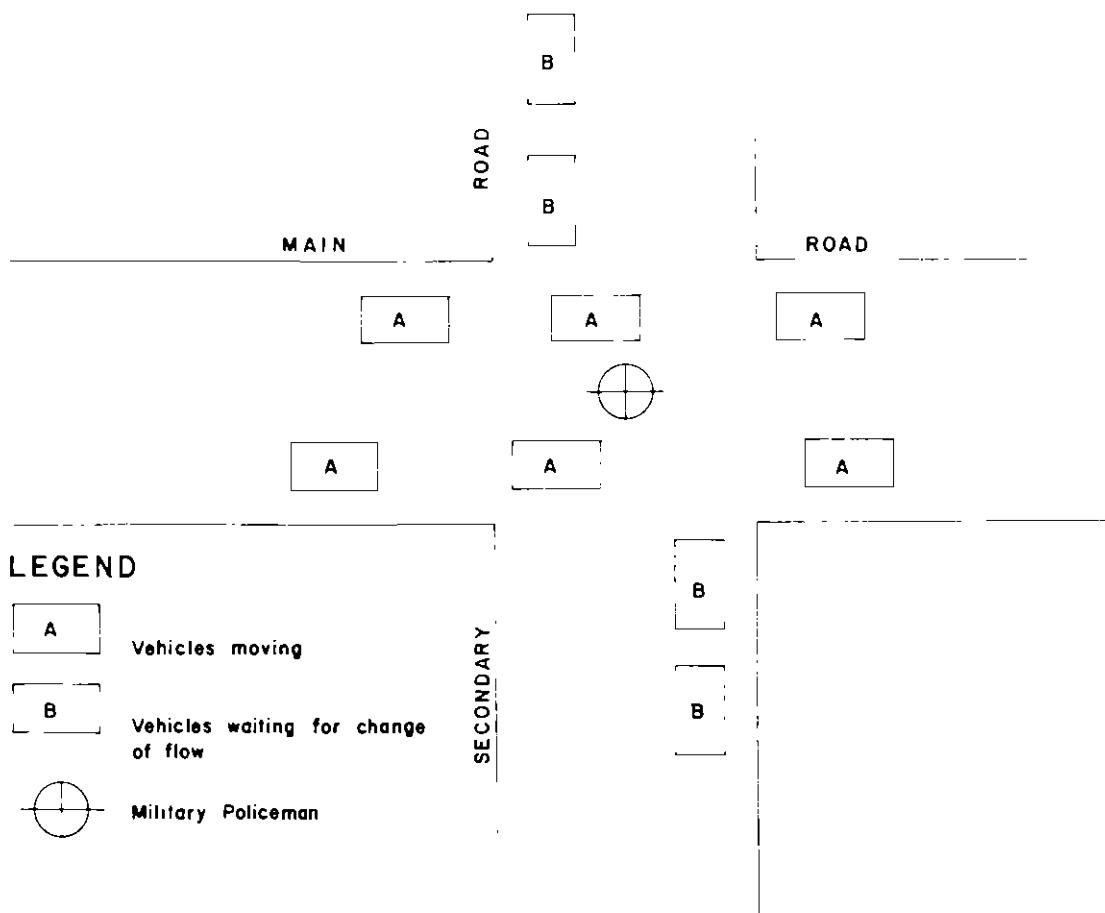


FIGURE 33. Traffic flow at an intersection.

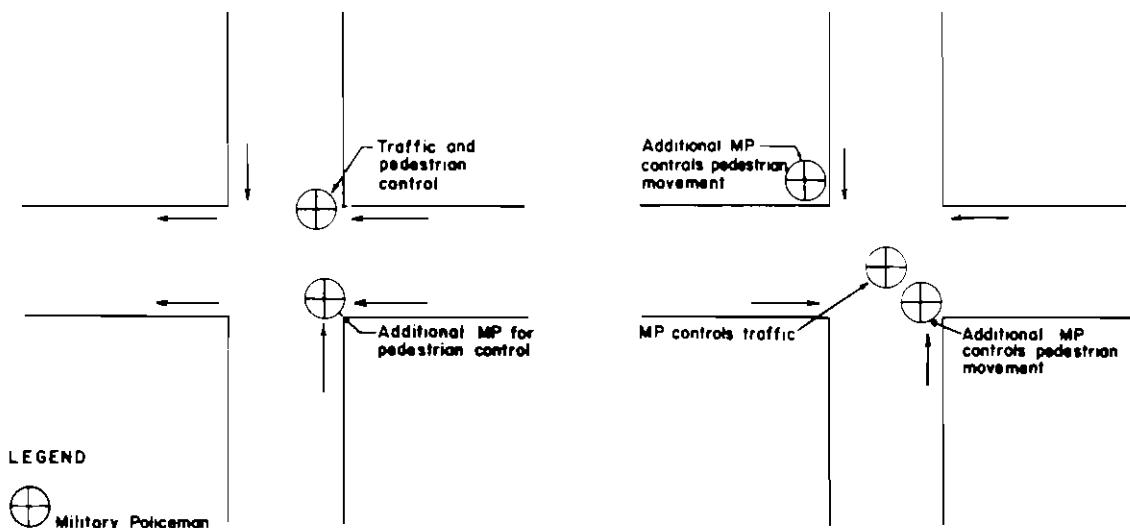


FIGURE 34. Military police ground orientation. Typical positions at various intersections using more than one military policeman.

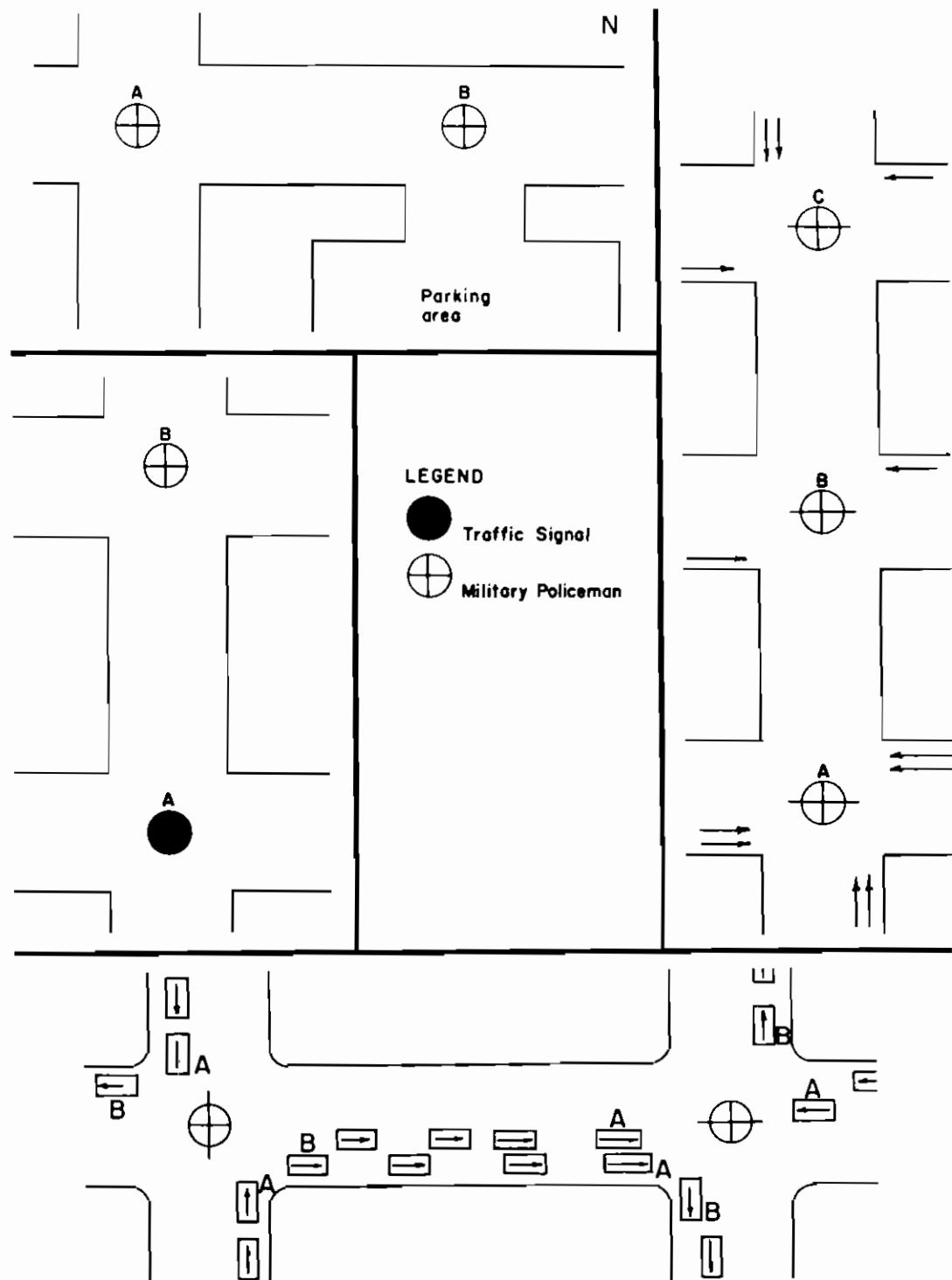


Figure 36 Examples of coordinated traffic flow. In the figure above position "A" is the major intersection. Military policemen at positions "B" and "C" regulate the traffic flow so that it is synchronized with position "A".

AND MILITARY SYMBOLS

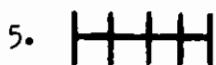
CLASSROOM ISSUE

SOLUTION TO SECTION I

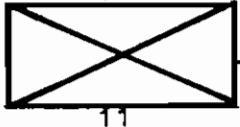
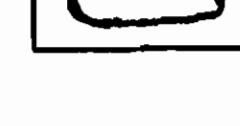
III. SOLUTION:

A. Marginal Information.

1. Sheet number 4550 1 NE.
2. Contour interval is 10 feet.
3. 125,000 inches.



B. Military Symbols for:

1.  11 - 69
2.  1 - 16
3.  12 - 68
4.  301
5.  43
6.  12 - 68

AND MILITARY SYMBOLS

CLASSROOM ISSUE

SECTION I

I. PURPOSE: To give trainees practical work in marginal information and constructing military symbols.

A. Instructions to trainees: Below are questions on marginal information and a list of military units. You are to answer the questions on marginal information and construct the military symbol for each unit. You have 15 minutes to complete this exercise.

II. REQUIREMENTS:

A. Marginal Information.

1. What sheet number would you order if you wanted the sheet covering the area due east of your map?
2. What is the contour interval of your map, sheet number 4550 1 N W?
3. The scale of your map is 1:25,000, 5 inches on your map represents how many inches on the ground?
4. Construct the topographic symbol for a church.
5. Construct the topographic symbol that represents a railroad.

B. Construct Military Symbols for:

1. Company A, 11th Battalion 69th Infantry.
2. Company A, 1st Battalion 16th Infantry.
3. 12th Battalion, 68th Armor.
4. Security Platoon, 301th Military Police Company.
5. 3rd Platoon, A Company, 43rd MP Battalion.
6. 2nd Squad, 4th Platoon, Company C, 12th Battalion, 69th Armor.

INSTRUCTIONS

While most of the form is self-explanatory, the following instructions will be used as a guide for completion.

a. When additional space is required to complete entries for Part A, the "REMARKS" section on the reverse side of that part will be used. Similarly, when additional space is required for entries of Part B, the "REMARKS" section on the reverse side of that portion of the form will be used. Cross-referencing the "REMARKS" entry will facilitate identification of the item number, e. g., Item A, Part A, continued.

b. When the form is completed from information received, after the vehicle(s) has been moved or removed from the accident scene, or from reports from other agencies (e.g., civil police, etc.), the report will be completed in as much detail as possible. Item 16 will include identification of the source of the information.

c. Heading. Enter calendar date, day of week, and time of accident.

d. Item 1. INVESTIGATING MILITARY POLICE. Identify personnel responsible for the report.

e. Item 2. LOCATION. Accurately identify the location of the accident, including a supplemental diagram, if necessary, in Item 17. When the street or highway has no name or number, identify the location of the nearest intersecting street, highway, or permanent landmark, i. e., culvert, bridge, etc.

f. Item 5. VEHICLE. Include U.S. Army registration number and bumper marking of military vehicles; license plate number and licensing authority of privately owned vehicles. When a government vehicle is involved in an accident with a non-government vehicle, the government vehicle will be shown as vehicle number one. Should more than two vehicles be involved, additional forms, as required, will be used.

g. Item 7, DRIVER, Item 9, OCCUPANTS, and Item 10, PEDESTRIAN. Injury code listed at the bottom of Part A of the form will be utilized to indicate extent of injury for occupants of vehicles and pedestrians.

h. Item 8. DRIVER'S ACTION BEFORE ACCIDENT. This information should be obtained from the driver or occupants of the vehicles.

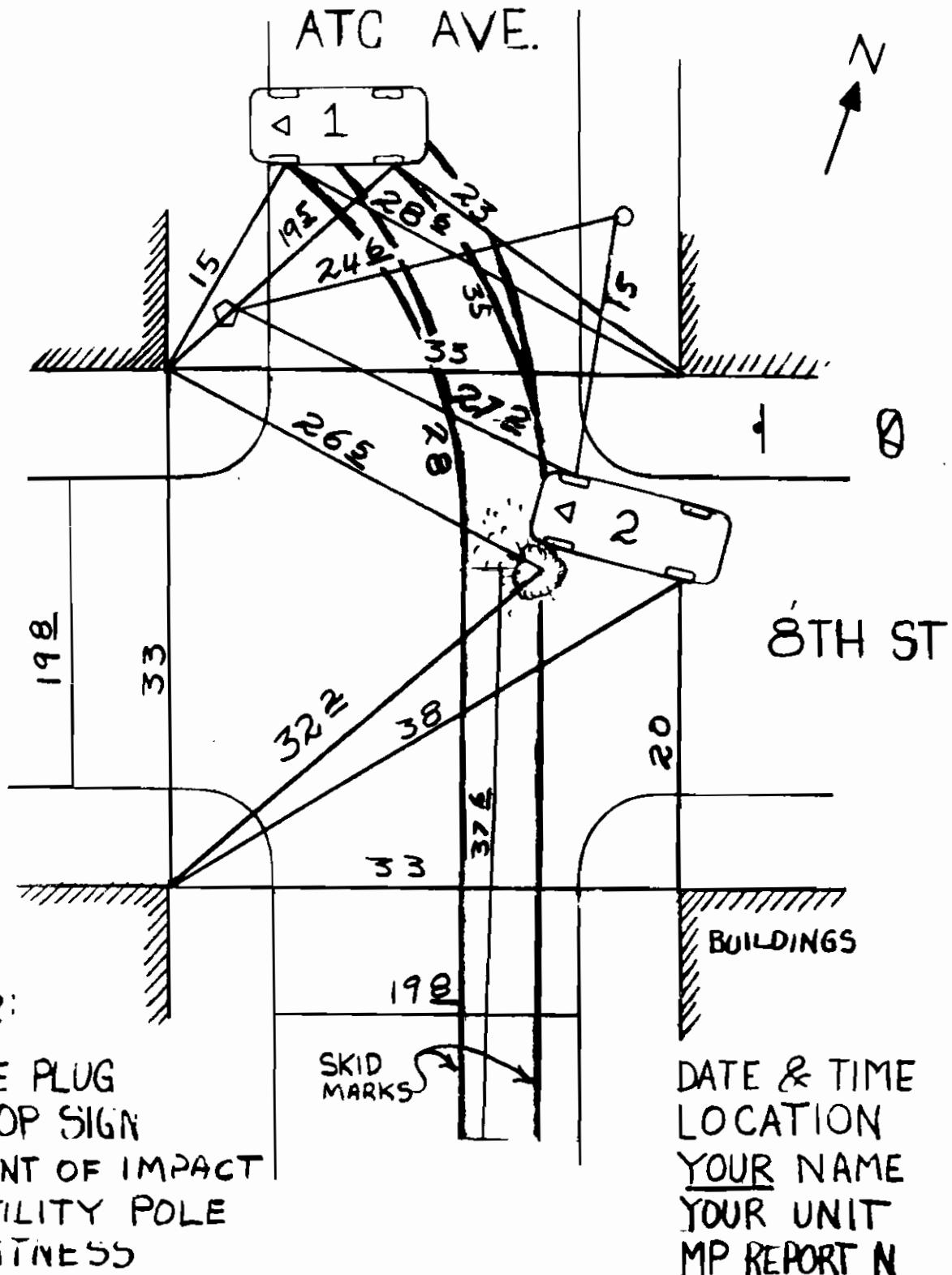
i. Item 13. DAMAGE. Briefly describe damage to property other than vehicles involved. Do not estimate the cost of damage.

j. Item 14. IDENTIFYING DATA. This item is only completed when Part A is detached from Part B.

k. Item 16. WHAT HAPPENED. Summarize how the persons involved state the accident occurred. All narrative summaries will identify the source of the facts recorded, e. g., John Doe said that . . . etc. Enter measurements, description of physical evidence, and other explanatory information necessary for accurate completion. Military police investigation personnel will not record their opinions, conclusions or recommendations on this form, except as necessary to complete Items 15, 16, and 17. See AR 190-15.

l. Item 17. DIAGRAM OF ACCIDENT. Show all facts necessary to establish location of the accident, situation before and after the accident, and related facts, i. e., speed and distance, width of road, path and length of skid marks, obstructions, etc. Location of traffic regulatory devices will also be shown. Clearly specify whether the entries are based on the investigator's own observation or those of another person. The source should be indicated in sufficient detail to permit expeditious identification.

MILITARY POLICE TRAFFIC ACCIDENT INVESTIGATION - PART B																							
14. IDENTIFYING DATA	DRIVER VEHICLE 1 (Name - Grade - SN) JONES, John E., PVT, RA 100000013					DRIVER VEHICLE 2 (Name - Grade - SN) GREEN, Mary F., CPL, WA 20020																	
	VEHICLE 1 (Make, year and body type) Ford, 1958, 1/4-ton 4x4					VEHICLE 2 (Make, year and body type) Buick, 1957, 2 Dr Sedan																	
15. DATE OF ACCIDENT	PLACE OF ACCIDENT 15 May 1964 Intersection, ATC Ave & 8th St., Ft Gordon, Ga					Check one or more for each driver. Use last column, as required for pedestrian.																	
16. CONTRIBUTING CIRCUMSTANCES	1. VEHICLES		2. DRIVERS		3. PEDESTRIANS																		
	EXCEEDING SPEED LIMIT		FOLLOWING TOO CLOSE		HAD BEEN DRINKING																		
SPEED EXCESSIVE FOR CONDITIONS		IMPROPER OVERTAKING		DISREGARDED TRAFFIC SIGNAL																			
FAILED TO YIELD		NO OR IMPROPER SIGNAL		OTHER (Specify)																			
DISREGARDED STOP SIGNAL		IMPROPER TURN		None																			
VISION WAS OBSTRUCTED (Specify)		N/A																					
17. REMARKS (Comments how the person(s) involved state accident occurred. Identify source of facts recorded. Statement of persons involved and witnesses, when known, will be recorded on DA Form 25-2d, and attached. Opinions and conclusions of military officer will be recorded on DA Form 16-2d.)																							
On or about 1435 hours, Friday, 15 May 1964, PVT Jones, etc.																							
18. WHAT HAPPENED (Brief description of accident)	As written in C/R Issue, Section I																						
	SAMPLE																						
19. DIAGRAM OF ACCIDENT						<p>INSTRUCTIONS</p> <ol style="list-style-type: none"> Follow dotted line to show outline of roadway at place of accident. Number each vehicle and show direction of travel by arrows. Use solid line to show path before accident. Use dotted line after accident. Show pedestrian by "P". Show railroad by "RR". Show distance and direction to permanent landmarks. Identify by name or address. Identify source of facts recorded. 																	
	<p>See Attached Diagram</p>					<p>VEN 1 VEN 2 SPEED AND DISTANCE</p> <table border="1"> <tr> <td>72</td> <td>0</td> <td>ESTIMATED DISTANCE WHEN DANGER WAS FIRST NOTICED (feet)</td> </tr> <tr> <td>38</td> <td>10</td> <td>ESTIMATED SPEED WHEN DANGER WAS FIRST NOTICED (MPH)</td> </tr> <tr> <td>23</td> <td>10</td> <td>ESTIMATED SPEED AT IMPACT (MPH)</td> </tr> <tr> <td>34</td> <td>2</td> <td>DISTANCE TRAVELED AFTER IMPACT (feet)</td> </tr> <tr> <td>45</td> <td>20</td> <td>LAWFUL SPEED (MPH)</td> </tr> </table>				72	0	ESTIMATED DISTANCE WHEN DANGER WAS FIRST NOTICED (feet)	38	10	ESTIMATED SPEED WHEN DANGER WAS FIRST NOTICED (MPH)	23	10	ESTIMATED SPEED AT IMPACT (MPH)	34	2	DISTANCE TRAVELED AFTER IMPACT (feet)	45	20
72	0	ESTIMATED DISTANCE WHEN DANGER WAS FIRST NOTICED (feet)																					
38	10	ESTIMATED SPEED WHEN DANGER WAS FIRST NOTICED (MPH)																					
23	10	ESTIMATED SPEED AT IMPACT (MPH)																					
34	2	DISTANCE TRAVELED AFTER IMPACT (feet)																					
45	20	LAWFUL SPEED (MPH)																					
<p>(Show Route by arrow)</p> <p>VEN 1 FRONT VEN 2 BACK (Indicate damaged part of vehicle with X's or arrows)</p>																							
20. MILITARY POLICE ACTIVITY	NAME OF PERSON(S) APPROXIMATELY cited					CHARGES																	
	GREEN, Mary F., CPL					Failing to stop for "STOP" sign																	
	N/A					N/A																	
	TIME MILITARY POLICE NOTIFIED (Hour): 1438					TIME MILITARY POLICE ARRIVED AT SCENE OF ACCIDENT (Hour): 1445																	
	WHERE ELSE WAS INVESTIGATION MADE?					DID MILITARY OPERATOR COMPLETE DD FORM 10, "ACCIDENT IDENTIFICATION CARD?"																	
	N/A					X																	
	IF OFF MILITARY RESERVATION, WHO ELSE CONDUCTED AN INVESTIGATION? (If other agency conducted complete investigation, so indicate)					DID MILITARY OPERATOR COMPLETE STANDARD FORM 51, "OPERATOR'S REPORT OF MOTOR-VEHICLE ACCIDENT?"																	
	N/A					X																	
	DID FORM COMPLETED FROM ON SCENE INVESTIGATION (If not certain)					X																	
	IF INVESTIGATION IS INCOMPLETE, EXPLAIN					WERE TESTS FOR INTOXICATION MADE? (If yes, state by whom, medical facility, etc.)																	
N/A					X																		
DATE	TYPED OR PRINTED NAME AND GRADE OF INVESTIGATOR					INVESTIGATOR'S SIGNATURE AND GRADE																	
15 May 1964	YOUR Name					YOUR Signature																	
DATE APPROVED	APPROVED BY					HOLES/LETS																	
TO BE SIGNED BY MP OPERATOR																							
DISTRIBUTION																							
DA FORM 16-2d, 15 MAY 1964, EDITION 1, 1964, APPROVED 15 MAY 1964																							



COMMANDER'S REPORT OF DISCIPLINARY ACTION TAKEN. (To be completed by the CO of the offender when the reverse side of this form indicates that disposition information is desired. Indicate actions in Items 4 and 5, if applicable, and explain as required in Item 6. Forward through command channels within **TEN** days of receipt of the report. To facilitate transmission, turn this side face up when returning correspondence through message center.)

DATE

THRU:	FROM:								
TO:									
1. OFFENDER	2. GRADE	3. SERVICE NUMBER							
4. ACTION		5. COURTS-MARTIAL							
ADMINISTRATIVE	NON-JUDICIAL	JUDICIAL		SUMMARY		SPECIAL		GENERAL	
		PENDING (Charges forwarded)	COMPLETED	PENDING	TRIAL COMPLETED	PENDING	TRIAL COMPLETED	PENDING	TRIAL COMPLETED
6. DETAILS									
TYPED NAME & GRADE OF COMMANDING OFFICER			SIGNATURE						
REMARKS									

Sample

STATEMENT
(AR 190-45; AR 600-140)

Explain the nature of the investigation. If person making statement is accused or suspected of an offense he or she must be so informed and this fact affirmatively shown

PLACE	DATE	FILE NUMBER
LAST NAME - FIRST NAME - MIDDLE INITIAL		SERVICE NUMBER
WILSON, Robert E.		GRADE
ORGANIZATION (If civilian, give address)		
Co F, 40th Inf En, Ft Gordon, Ga		

I HAVE BEEN INFORMED BY your name
WHO STATED HE IS (a) ~~XXXX~~ Military Policeman
OF THE UNITED STATES (Army) (Navy) (Air Force), AND THAT HE IS CONDUCTING AN INVESTIGATION OF
a motor vehicle accident
[OF WHICH I AM ~~(accused)(witness)(victim)~~] (Strike out words between brackets if person is neither accused nor
suspected of a criminal offense.) a witness

"THE UNIFORM CODE OF MILITARY JUSTICE, ARTICLE 31, (and Title 10, United States Code, Section 1219) (Retain words in parentheses if statement is taken in connection with line-of-duty investigation) [REDACTED] (Retain words between brackets if person making statement is a civilian) (has) (have) BEEN READ AND EXPLAINED TO ME BY X/A
I UNDERSTAND THAT I DO NOT HAVE TO MAKE ANY STATEMENT WHATSOEVER AND ANY STATEMENT I MAKE MAY BE USED AS EVIDENCE AGAINST ME.

I, SFC Harry H. Holmes, of Co E, 40th Signal Battalion, Fort Gordon, Georgia, make the following statement concerning an accident I witnessed o/a 1430 hours, on 15 May 64. As I was walking west on 8th Street towards ATC Avenue, I noticed a civilian vehicle, green in color, pass on my left, traveling rather slowly. This vehicle failed to stop at the posted stop sign and attempted a right turn onto ATC Avenue. About the same time the vehicle started to actually turn to the right I noticed a 1/4-ton, military vehicle, traveling north, approach the intersection and the driver applying the brakes in an apparent attempt to avoid a collision with the civilian vehicle. The driver of the civilian vehicle continued to enter the intersection, causing the military vehicle to strike the civilian vehicle. I immediately ran to the scene of the mishap to see if there was anyone injured. Although both drivers appeared to be "shook up" somewhat, neither was injured. While talking to the drivers immediately after the accident, the woman driving the Buick told me that she was sorry, but she didn't see the stop sign. I called the VP's from a phone booth outside the PX across the street.

END OF STATEMENT

Sample

Additional pages must contain the heading "STATEMENT OF ____ TAKEN AT ____ DATED ____ CONTINUED." The bottom of each additional page must bear the initials of the person making the statement and be initialed as "PAGE ____ OF ____ PAGES."

DA FORM 1 SEP 62 19-24

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

SAMPLE

AFFIDAVIT

Harry H Holmes ~~have had read to me~~ (have read) THIS STATEMENT WHICH BEGINS ON PAGE ONE (1) AND ENDS ON PAGE 1 I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING STATEMENT MATTER. THIS STATEMENT HAS BEEN MADE BY ME FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT

Harry H Holmes
(Signature of person making statement)

SWORN TO AND SUBLSCRIBED BEFORE ME THIS DAY OF , 19 AT

WITNESSED BY

(Authority to administer oaths)

RIGHTS UNDER UNIFORM CODE OF MILITARY JUSTICE, ARTICLE 31, TITLE 10, UNITED STATES CODE, SECTION 1219; AND THE FIFTH AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES

UNIFORM CODE OF MILITARY JUSTICE, ARTICLE 31, PROVIDES THAT: NO PERSON SUBJECT TO THIS CODE SHALL COMPEL ANY PERSON TO INCRIMINATE HIMSELF OR TO ANSWER ANY QUESTION THE ANSWER TO WHICH MAY TEND TO INCRIMINATE HIM. NO PERSON SUBJECT TO THIS CODE SHALL INTERROGATE OR REQUEST ANY STATEMENT FROM AN ACCUSED OR A PERSON SUSPECTED OF AN OFFENSE WITHOUT FIRST INFORMING HIM OF THE NATURE OF THE ACCUSATION, AND ADVISING HIM THAT HE DOES NOT HAVE TO MAKE ANY STATEMENT RELEVANT THERETO, OR THAT OF WHICH HE IS A SUSPECT, AND THAT ANY STATEMENT MADE BY HIM MAY BE USED AS EVIDENCE AGAINST HIM IN A TRIAL BY COURT-MARTIAL. NO PERSON SUBJECT TO THIS CODE SHALL COMPEL ANY PERSON TO MAKE A STATEMENT OR PRODUCE EVIDENCE TELLING AN MILITARY TRIBUNAL IF THE STATEMENT OR EVIDENCE IS NOT MATERIAL TO HIS ISSUE OR TO FORGO IT. NO STATEMENT OBTAINED FROM ANY PERSON IN VIOLATION OF THIS ARTICLE, OR THROUGH THE USE OF UNLAWFUL INFLUENCE OR UNLAWFUL INDUCEMENT SHALL BE RECEIVED IN EVIDENCE AGAINST HIM IN A MILITARY COURT-MARTIAL.

TITLE 10, UNITED STATES CODE, SECTION 1219, PROVIDES THAT: NO PERSON IN THE ARMED FORCES MAY BE REQUIRED TO SIGN A STATEMENT OF ANY NATURE RELATING TO HIS STATE OF DISEASE, OR AGGRAVATION OF ANY DISEASE OR INJURY HE MAY HAVE. ANY SUCH STATEMENT AGAINST HIS WILL, WHICH NEVER SIGN IS OF NO FORCE AND EFFECT.

FIFTH AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES PROVIDES THAT: NO PERSON SHALL BE COMPELLED IN ANY CRIMINAL CASE TO BE A WITNESS AGAINST HIMSELF.

HHH

ARMED FORCES TRAFFIC TICKET		<input type="checkbox"/> WARNING (See Remarks below)		
I, the named person, committed traffic violation set forth at the time and location, and on date shown, and was issued this traffic ticket.				
NAME Last - First - Middle Initial				
RANK/GRADE	DATE OF BIRTH	SERVICE NUMBER		
2	1942-08-22	200000000000000000		
ORGANIZATION OR ADDRESS U.S. Army, 2442d A U, Ft. Gordon, Ga				
DRIVER LICENSE NUMBER		ISSUING AUTHORITY (State or Military)		
GA 5006		Georgia		
MAKE OR TYPE OF VEH	STATE LICENSE OR REGS NUMBER	INSTL TAG NUMBER		
GA 400	GA AH-22	T-107		
DATE (Day-Month-Year)	TIME	LOCATION		
15-10-1964	1435	ATC Ave & 8th St		
VIOLATION	SPEED OVER LIMIT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	mph in a mph zone	5 - 10 MPH	11 - 15 MPH	OVER 15 MPH
	IMPROPER LEFT TURN	NO SIGNAL	CUT CORNER	FROM WRONG LANE
	IMPROPER RIGHT TURN	NO SIGNAL	TO WRONG LANE	FROM WRONG LANE
	DISOBeyed TEC SIGNAL (When light turned red)	PAST MIDDLE INTERSECTION	MIDDLE OF INTERSECTION	HAD NOT REACHED INTERSECTION
	DISOBeyed STOP SIGN	STOPPED AT INTERSECTION	FAILED TO STOP AT INTERSECTION	ROLLED/SPED THROUGH
	IMPROPER PASSING AND LANE USAGE	BEHIND INTERSECTION	ON - GHT	ON HILL
	FAIL TO SWERVE	INTO LANE	INTO LANE	ON CURVE
	FAIL TOO CLOSELY TO VEHICLE	INTERSECTION	DETER	
	FAIL TO YIELD			
PARKING		DOUBLE PARKING		
PERMISSIBLE AREA		OTHER (Describe in Remarks)		
SLIPPERY PAVEMENT	ROAD	AREA	TRAFFIC ACCIDENT TYPE OF ACCIDENT:	
	ICE	BUSINESS	<input checked="" type="checkbox"/> PD <input type="checkbox"/> M <input type="checkbox"/> FATAL	
	WATER	INDUSTRIAL		
DARKNESS	WATER	RURAL		
	DAY	SCHOOL	PEDESTRIAN	
	DAK	RESIDENTIAL	VEHICLE	
OTHER TRAFFIC PRESENT	COMING	HIGHWAY TYPE	HIT FIXED OBJECT	
	PEDESTRIAN	2-LANE	RIGHT ANGLE	
	SAME DIRECTION	3-LANE	SIDESWIPE	
CAUSED PERSON TO DODGE	PEDESTRIAN	4-LANE	REAR END	
	DRIVER	DIVIDED	INTERSECTION	
	JUST MISSED ACCT		HEAD ON	
			RAN OFF ROADWAY	
REMARKS REMARKS REMARKS				
NAME OF PERSON ISSUING TRAFFIC TICKET				
ORGANIZATION AND INSTALLATION		RANK/GRADE		

DO FORM 1408 REFLECTS DA FORM 14-53, 1 NOV 54, AND AF FORM 1314, WHICH ARE OBSOLETE. CO of violator or appropriate civil agency

A 706351

SAMPLE

MILITARY POLICE TRAFFIC ACCIDENT INVESTIGATION - PART A (AR 210-15)						DATE 15 May 64	DAY OF WEEK Fri	REF ID 1435
1. INVESTIGATOR	NAME Y CR Name		GRADE	ORGANIZATION				
	NAME Y CR Partners		GRADE	ORGANIZATION				
2. LOCATION	MIL. RESERVATION <input type="checkbox"/> OFF		ROAD OR STREET ON WHICH ACCIDENT OCCURRED ATC Avenue		NAME AND LOCATION OF MIL. RESERVATION, CITY, STATE, ETC. Ft Gordon, Ga			
	AT INTERSECTION		NOT AT INTERSECTION					
3. LOCALITY	NAME OF INTERSECTING STREET 8th Street		NO. OF FEET N/A	DIRECTION N/A	NAME OF NEAREST INTERSECTION ST. HIGHWAY, OR OTHER PERMANENT ROAD, LANDMARK N/A			
	IF ACCIDENT OCCURRED OFF MILITARY RESERVATION AND OUTSIDE CITY LIMITS		NAME OF LOCALITY		<input type="checkbox"/> OFFS OR HIGHST N/A	<input type="checkbox"/> BUSINESS N/A		
4. ROAD CONDITIONS	DEPARTMENT N/A		TYPE OF ROAD TWO LANE ROAD		<input type="checkbox"/> RESIDENTIAL N/A	<input type="checkbox"/> COMMERCIAL OR PLAYGROUND N/A		
	VEHICLE Y		DRIVING LANE X	CHARACTER XX	SURFACE TOP	COND. TIME WET	DEFECTS NO DEFECTS	ROAD TYPE CLEAR
5. VEHICLE	VEHICLE Y		DRIVING LANE X	CHARACTER XX	SURFACE TOP	COND. TIME WET	DEFECTS NO DEFECTS	ROAD TYPE CLEAR
	VEHICLE Y		STOP & GO SIGNAL NO TRAFFIC SIGNAL	FLASHING LIGHT OFFICER OR WATCHMAN	WALKING SIGN SOLID CELL LINE	ONE-DAY STREET STOP SIGN	ROAD TYPE CLEAR	
6. VEHICLE	VEHICLE 1			VEHICLE 2				
	USA REG OR LICENSE NO 1 3105	NAME Ford	YEAR 1958	BODY TYPE 4x4	USA REG OR LICENSE NO Georgia, AA-82	NAME Buick	YEAR 1957	BODY TYPE 2-Dr
VEHICLE Y		PART OF VEHICLE DAMAGED RIGHT FENDER		VEHICLE Y		PART OF VEHICLE DAMAGED LEFT FENDER		
VEHICLE REMOVED TO (Name of Garage, Name of Owner, etc.) FDP, Ft Gordon, Ga.				VEHICLE REMOVED TO (Name of Garage, Name of Owner, etc.) Blank's Garage, Hwy #1 & Killedge		11le R		
NAME US Government		NAME GREEN, Mary F., CPL						
ADDRESS Ft Gordon, Ga		ADDRESS 3441 ASU, Ft Gordon, Ga						
NAME, OR AKA, OR UNIT OR ADDRESS JONES, John E., PVT PA 100000000 HHC Co, 1th Fng Bde		NAME IN VEH LF	AGE 30M	SEX O	NAME, OR AKA, OR UNIT OR ADDRESS GREEN, Mary F., CPL WA 20020 3441 ASU, Ft Gordon, Ga	NAME IN VEH LF	AGE 20F	SEX O
NAME, OR AKA, OR UNIT OR ADDRESS Military, Ft Gordon #TCA-L87				NAME, OR AKA, OR UNIT OR ADDRESS #1008076				
DRIVING EXPERIENCE (YRS) 2		LIMITATIONS OR PENALTIES w/Glasses		DRIVING EXPERIENCE (YRS) 2		LIMITATIONS OR PENALTIES N/A		
DRIVER OF VEHICLE 1 WAS HEADED ATC Avenue		DRIVER OF VEHICLE 2 WAS HEADED 8th Street						
<input type="checkbox"/> BACKING <input type="checkbox"/> DRIVING STRAIGHT AHEAD <input type="checkbox"/> DRIVING LEFT TURN <input type="checkbox"/> DRIVING <input type="checkbox"/> DRIVING RIGHT TURN <input type="checkbox"/> DRIVING "U" TURN <input type="checkbox"/> OVERSTEERING OR SWERVING <input type="checkbox"/> OVERSTEER VEHICLE <input type="checkbox"/> SWERVING OR STOPPING <input type="checkbox"/> STOP. IN TRAFFIC LANE <input type="checkbox"/> OTHER (Specify)		<input type="checkbox"/> BACKING <input type="checkbox"/> DRIVING STRAIGHT AHEAD <input type="checkbox"/> DRIVING LEFT TURN <input type="checkbox"/> DRIVING <input type="checkbox"/> DRIVING RIGHT TURN <input type="checkbox"/> DRIVING "U" TURN <input type="checkbox"/> OVERSTEERING OR SWERVING <input type="checkbox"/> OVERSTEER VEHICLE <input type="checkbox"/> SWERVING OR STOPPING <input type="checkbox"/> STOP. IN TRAFFIC LANE <input type="checkbox"/> OTHER (Specify)						
NAME AND ADDRESS N/A		NAME IN VEH N/A	AGE N/A	SEX N/A	NAME AND ADDRESS N/A	NAME IN VEH N/A	AGE N/A	SEX N/A
NAME AND ADDRESS N/A		NAME IN VEH N/A	AGE N/A	SEX N/A	NAME AND ADDRESS N/A	NAME IN VEH N/A	AGE N/A	SEX N/A
NAME AND ADDRESS N/A		NAME IN VEH N/A	AGE N/A	SEX N/A	NAME AND ADDRESS OF HOSPITAL			
SPECIFICATION HAS BEEN <input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W ALONG ACROSS INTO (Street, Road or Highway)								
FROM (N/A) TO (N/A), OR Name of Street and, etc.)								
CROSSING WITH SIGNAL		crossing no signal	STANDING ON ROADWAY	WALKING IN ROAD AGAINST TRAFFIC				
CROSSING AGAINST SIGNAL		WALKING ON VEHICLE	COMING FROM BEHIND PARKED CAR	WALKING IN ROAD WITH TRAFFIC				
WALKING NOT AT INTERSECTION		PLAYING ON ROADWAY	PLAYING OR WORKING ON VEHICLE	OTHER				
ACTION TAKEN ON INJURIES		NAME OF PERSON ACTION TAKEN ON						
TREATED AT SCENE OF ACCIDENT		NAME OF PERSON ACTION TAKEN ON						
TAKEN TO HOSPITAL		NAME OF PERSON ACTION TAKEN ON						
NAME HINES, Harry H.		ADDRESS Co E, 40 th Sig Bn, Ft Gordon, Ga		PHONE 2002				
NAME N/A		ADDRESS N/A		PHONE N/A				
NAME N/A		ADDRESS N/A		PHONE N/A				
NAME TO HOSPITAL (Name and Address)		None						
<small>INJURY CODE (The following codes are to be used only for injury.) "N" - dead before report made. "A" - visible signs of injury as described, treated or arrested. "B" - dead before report made. "C" - other visible injuries or fractures, dislocations, swelling, bleeding, etc. "D" - no visible injury but complaint of pain or disability unaccounted for. "E" - no injury.</small>								

MILITARY POLICE TRAFFIC ACCIDENT INVESTIGATION - PART A (AR 190-15)						DATE 15 May 69 TUES	DAY OF WEEK	HOUR 1350				
1. INVOLVING MIL. PERSONNEL NAME	NAME John H. De Groot	GRADE E7	ORGANIZATION B-10-4 (PM)	NAME AND LOCATION OF MIL RESERVATION, CITY, STATE, ETC. Ft Gordon, Ga	NAME AND LOCATION OF MIL RESERVATION, CITY, STATE, ETC. Ft Gordon, Ga	NAME AND LOCATION OF MIL RESERVATION, CITY, STATE, ETC. Ft Gordon, Ga						
	NAME RICHARD LOCKEY	GRADE E-3	ORGANIZATION B-10-4 (PM)									
MIL RESERVATION <input checked="" type="checkbox"/> ON <input type="checkbox"/> OFF		ROAD OR STREET ON WHICH ACCIDENT OCCURRED ATC		NOT AT INTERSECTION								
2. LOCATION NAME OF INTERSECTING STREET 8th St.		NO. OF FEET		DIRECTION		NAME OF NEAREST INTERSECTING ST, HIGHWAY OR OTHER PERMANENT IDENT LANDMARK						
IF ACCIDENT OCCURRED OFF MILITARY RESERVATION AND OUTSIDE CITY LIMITS INDICATE MILES <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W FROM <input type="checkbox"/> CITY LIMITS <input type="checkbox"/> CENTER OF (City or Town)				KIND OF LOCALITY <input type="checkbox"/> MFG OR INDUST <input type="checkbox"/> BUSINESS <input type="checkbox"/> RESIDENTIAL <input type="checkbox"/> SCHOOL OR PLAYGROUND <input type="checkbox"/> OPEN COUNTRY <input type="checkbox"/> OTHER								
WEATHER, LIGHT AND ROAD CONDITIONS	VEH VEN	DRIVING LANES	1	CHARACTER	1	SURFACE	1	CONDITONS	1	DETECTS	WEATHER	LIGHT
	ONE	1	STRAIGHT	1	CONCRETE	1	DRY	1	WOBBS, RUTS, BUMPS, ETC.	CLEAR	DAYLIGHT	
3. VEHICLE	VEHICLE	DRIVING LANES	2	CHARACTER	2	SURFACE	2	CONDITONS	2	DETECTS	WEATHER	LIGHT
	ONE	2	CURVE	2	BLACK	2	DRY	2	LOOSE MATERIAL ON SURFACE	RAIN	DAWN	
4. TRAFFIC CONTROL	VEHICLE	DRIVING LANES	3	CHARACTER	3	SURFACE	3	CONDITONS	3	DETECTS	WEATHER	LIGHT
	ONE	3	CURVE	3	BLACK	3	DRY	3	REFLECTIVE SHOULDRERS	FOG	DUSK	
5. OTHER	VEHICLE	DRIVING LANES	4	CHARACTER	4	SURFACE	4	CONDITONS	4	DETECTS	WEATHER	LIGHT
	ONE	4	CURVE	4	BLACK	4	DRY	4	REFLECTIVE SHOULDRERS	FOG	DUSK	
6. VEHICLE	VEHICLE 1	USA REG OR LICENSE NO. 103405	MAKE Ford	YEAR 1958	BODY TYPE Sedan	USA REG OR LICENSE NO. AA-88	MAKE Black	YEAR 1957	BODY TYPE 2D Sed.	VEHICLE 2	NAME	ADDRESS
	UNIT MARKINGS IVMP 236	UNIT MARKINGS R.F. Fender	UNIT MARKINGS E-107	UNIT MARKINGS IVMP 236	UNIT MARKINGS R.F. Fender	UNIT MARKINGS E-107	NAME	NAME	YEAR	BODY TYPE	NAME	ADDRESS
7. DRIVER	NAME AND ADDRESS Pvt. Jones, John E.	POS IN VEH L.F.	AGE 34	SEX M	INJ/2	NAME, GRADE, SSI, UNIT OR ADDRESS Cpl. E4 Green, Mary F.	POS IN VEH LF	AGE 26	SEX F	INJ/2	NAME	ADDRESS
	DRIVER'S PERMIT NUMBER AND STATE TCA-487	DRIVER'S PERM	DRIVER'S PERM	DRIVER'S PERM	DRIVER'S PERM	DRIVER'S PERM	DRIVER'S PERM	DRIVER'S PERM	DRIVER'S PERM	DRIVER'S PERM	DRIVER'S PERM	DRIVER'S PERM
8. DRIVER'S ACTION	DRIVING EXPERIENCE (Years) 9	LIMITATIONS ON PERMIT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVING EXPERIENCE (Years) 2	LIMITATIONS ON PERMIT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVING EXPERIENCE (Years) 2	LIMITATIONS ON PERMIT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVING EXPERIENCE (Years) 2	LIMITATIONS ON PERMIT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVING EXPERIENCE (Years) 2	LIMITATIONS ON PERMIT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVING EXPERIENCE (Years) 2	LIMITATIONS ON PERMIT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
	DRIVER OF VEHICLE 1 WAS HEADED ATC AV.	BACKING <input type="checkbox"/> GOING STRAIGHT AHEAD <input checked="" type="checkbox"/> MAKING LEFT TURN <input type="checkbox"/> SKIDDING <input type="checkbox"/> MAKING RIGHT TURN <input type="checkbox"/> MAKING "U" TURN <input type="checkbox"/> OVERTAKEING OR PASSING <input type="checkbox"/> AVOIDING VEH/OBJ <input type="checkbox"/> SLOWING OR STOPPING <input type="checkbox"/> STOP. IN TRAFFIC LANE <input type="checkbox"/> OTHER (Specify)	BACKING <input type="checkbox"/> GOING STRAIGHT AHEAD <input checked="" type="checkbox"/> MAKING LEFT TURN <input type="checkbox"/> SKIDDING <input type="checkbox"/> MAKING RIGHT TURN <input type="checkbox"/> MAKING "U" TURN <input type="checkbox"/> OVERTAKEING OR PASSING <input type="checkbox"/> AVOIDING VEH/OBJ <input type="checkbox"/> SLOWING OR STOPPING <input type="checkbox"/> STOP. IN TRAFFIC LANE <input type="checkbox"/> OTHER (Specify)	BACKING <input type="checkbox"/> GOING STRAIGHT AHEAD <input checked="" type="checkbox"/> MAKING LEFT TURN <input type="checkbox"/> SKIDDING <input type="checkbox"/> MAKING RIGHT TURN <input type="checkbox"/> MAKING "U" TURN <input type="checkbox"/> OVERTAKEING OR PASSING <input type="checkbox"/> AVOIDING VEH/OBJ <input type="checkbox"/> SLOWING OR STOPPING <input type="checkbox"/> STOP. IN TRAFFIC LANE <input type="checkbox"/> OTHER (Specify)								
9. OCCUPANTS	NAME AND ADDRESS	POS IN VEH	AGE	SEX	INJ/2	NAME AND ADDRESS	POS IN VEH	AGE	SEX	INJ/2	NAME AND ADDRESS	POS IN VEH
	NAME AND ADDRESS					NAME AND ADDRESS					NAME AND ADDRESS	
10. PEDESTRIAN	NAME AND ADDRESS					NAME AND ADDRESS					NAME AND ADDRESS	
	PEDESTRIAN WAS DOING: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W ALONG/Across/INTO (Street, Road or Highway): FROM (N/W to SW corner, or East to West end, etc.)	TO:										
11. MED. TREAT.	CROSSING WITH SIGNAL	CROSSING NO SIGNAL	STANDING ON ROADWAY	WALKING IN ROAD AGAINST TRAFFIC								
	CROSSING AGAINST SIGNAL	HITCHING ON VEHICLE	COMING FROM BEHIND PARKED CAR	WALKING IN ROAD WITH TRAFFIC								
12. ACTION TAKEN ON PERSONS	CROSSING NOT AT INTERSECTION	PLAYING ON ROADWAY	PUSHING OR WORKING ON VEHICLE	OTHER								
	TREATED AT SCENE OF ACCIDENT	NAME OF PERSON ACTION TAKEN ON		NAME AND ADDRESS OF HOSPITAL								
13. WITNESSES	TAKEN TO HOSPITAL											
	SFC. HOLMS, Harry H.	ADDRESS 40th Signal Bn. Ft. Gordon	PHONE 2002									
14. NAME	NAME SFC. HOLMS, Harry H.	ADDRESS 40th Signal Bn. Ft. Gordon	PHONE 2002									
15. NAME	NAME SFC. HOLMS, Harry H.	ADDRESS 40th Signal Bn. Ft. Gordon	PHONE 2002									
16. DAMAGE	DAMAGE TO PROPERTY (Other than vehicle)											
INTERVIEW CODE: 1 for only those personnel interviewed; 2 for those interviewed in addition to those interviewed in 1; 3 for those interviewed in addition to those interviewed in 1 and 2; 4 for those interviewed in addition to those interviewed in 1, 2 and 3; 5 for those interviewed in addition to those interviewed in 1, 2, 3 and 4; 6 for those interviewed in addition to those interviewed in 1, 2, 3, 4 and 5; 7 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5 and 6; 8 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6 and 7; 9 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7 and 8; 10 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8 and 9; 11 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10; 12 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11; 13 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12; 14 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13; 15 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14; 16 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15; 17 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16; 18 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17; 19 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18; 20 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19; 21 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20; 22 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 and 21; 23 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22; 24 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23; 25 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 and 24; 26 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 and 25; 27 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25 and 26; 28 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 and 27; 29 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 and 28; 30 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28 and 29; 31 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29 and 30; 32 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 and 31; 33 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and 32; 34 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32 and 33; 35 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33 and 34; 36 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34 and 35; 37 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35 and 36; 38 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36 and 37; 39 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37 and 38; 40 for those interviewed in addition to those interviewed in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38 and 39; 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INSTRUCTIONS

While most of the form is self-explanatory, the following instructions will be used as a guide for completion.

a. When additional space is required to complete entries for Part A, the "REMARKS" section on the reverse side of that part will be used; similarly, when additional space is required for entries of Part B, the "REMARKS" section on the reverse side of that portion of the form will be used. Cross-referencing the "REMARKS" entry will facilitate identification of the item number, e. g., Item 8, Part A, continued.

b. When the form is completed from information received, after the vehicle(s) has been moved or removed from the accident scene, or from reports from other agencies (e.g., civil police, etc.), the report will be completed in as much detail as possible; Item 16 will include identification of the source of the information.

c. Heading. Enter calendar date, day of week, and time of accident.

d. Item 1. INVESTIGATING MILITARY POLICE. Identify personnel responsible for the report.

e. Item 2. LOCATION. Accurately identify the location of the accident, including a supplemental diagram, if necessary, in Item 17. When the street or highway has no name or number, identify the location of the nearest intersecting street, highway, or permanent landmark, i. e., culvert, bridge, etc.

f. Item 5. VEHICLE. Include U.S. Army registration number and bumper marking of military vehicles; license plate number and issuing authority of privately owned vehicle. When a government vehicle is involved in an accident with a non-government vehicle, the government vehicle will be shown as vehicle number one. Should more than two vehicles be involved, additional forms, as required, will be used.

g. Item 7. DRIVER, Item 9, OCCUPANTS, and Item 10, PEDESTRIAN. Injury code listed at the bottom of Part A of the form will be utilized to indicate extent of injury for occupants of vehicles and pedestrians.

h. Item 8. DRIVER'S ACTION BEFORE ACCIDENT. This information should be obtained from the driver or occupants of the vehicles.

i. Item 13. DAMAGE. Briefly describe damage to property other than vehicles involved. Do not estimate the cost of damage.

j. Item 14. IDENTIFYING DATA. This item is only completed when Part A is detached from Part B.

k. Item 16. WHAT HAPPENED. Summarize how the persons involved state the accident occurred. All narrative summaries will identify the source of the facts recorded, e. g., John Doe said that . . . etc. Enter measurements, description of physical evidence, and other explanatory information necessary for accurate completion. Military police investigation personnel will not record their opinions, conclusions or recommendations on this form, except as necessary to complete items 15, 16, and 17. See AR 190-15.

l. Item 17. DIAGRAM OF ACCIDENT. Show all facts necessary to establish location of the accident, situation before and after the accident, and related facts, i. e., speed and distance, width of road, path and length of skid marks, obstructions, etc. Location of traffic regulatory devices will also be shown. Clearly specify whether the entries are based on the investigator's own observations or those of another person. The source should be indicated in sufficient detail to permit expeditious identification.

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MILITARY POLICE TRAFFIC ACCIDENT INVESTIGATION - PART B																																																																																																																																																																																																												
14. IDENTIFYING DATA		Driver Vehicle 1 (Name - Grade - 000) James, John E. E-2 R. RAVENBROOK Driver Vehicle 2 (Name - Grade - 000) Green, Mary F. C-1 E4 WA 20204 VEHICLE 1 (Model, year and body type) Ford 1958 1/4 ton 4x4 M151 VEHICLE 2 (Model, year and body type) BUICK 1957 2dr sedan DATE OF ACCIDENT 15 MAY 1969 PLACE OF ACCIDENT ATC AV. & 8th Street Ft. Gordon Ga. <small>Check one or more for each driver. Use last column, as required for continuation.</small>																																																																																																																																																																																																										
15. CONTRIBUTING CIRCUMSTANCES		<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td>11</td> <td>12</td> <td>13</td> <td>14</td> <td>15</td> <td>16</td> <td>17</td> <td>18</td> <td>19</td> <td>20</td> <td>21</td> <td>22</td> <td>23</td> <td>24</td> <td>25</td> <td>26</td> <td>27</td> <td>28</td> <td>29</td> <td>30</td> <td>31</td> <td>32</td> <td>33</td> <td>34</td> <td>35</td> <td>36</td> <td>37</td> <td>38</td> <td>39</td> <td>40</td> <td>41</td> <td>42</td> <td>43</td> <td>44</td> <td>45</td> <td>46</td> <td>47</td> <td>48</td> <td>49</td> <td>50</td> <td>51</td> <td>52</td> <td>53</td> <td>54</td> <td>55</td> <td>56</td> <td>57</td> <td>58</td> <td>59</td> <td>60</td> <td>61</td> <td>62</td> <td>63</td> <td>64</td> <td>65</td> <td>66</td> <td>67</td> <td>68</td> <td>69</td> <td>70</td> <td>71</td> <td>72</td> <td>73</td> <td>74</td> <td>75</td> <td>76</td> <td>77</td> <td>78</td> <td>79</td> <td>80</td> <td>81</td> <td>82</td> <td>83</td> <td>84</td> <td>85</td> <td>86</td> <td>87</td> <td>88</td> <td>89</td> <td>90</td> <td>91</td> <td>92</td> <td>93</td> <td>94</td> <td>95</td> <td>96</td> <td>97</td> <td>98</td> <td>99</td> <td>100</td> </tr> <tr> <td>EXCEEDING SPEED LIMIT</td> <td colspan="2">FOLLOWING TOO CLOSE</td> <td colspan="2">HAD BEEN DRINKING</td> <td colspan="15"></td> </tr> <tr> <td>SPEED EXCESSIVE FOR CONDITIONS</td> <td colspan="2">IMPROPER OVERTAKING</td> <td colspan="2">DISREGARDED TRAFFIC SIGNAL</td> <td colspan="15"></td> </tr> <tr> <td>FAILED TO YIELD</td> <td colspan="2">NO OR IMPROPER SIGNAL</td> <td colspan="2">OTHER (Specify)</td> <td colspan="15"></td> </tr> <tr> <td><input checked="" type="checkbox"/> DISREGARDED STOP SIGNAL</td> <td colspan="2">IMPROPER TURN</td> <td colspan="2"></td> <td colspan="15"></td> </tr> <tr> <td colspan="2">VISION WAS OBSTRUCTED (Explain)</td> <td colspan="2"></td> <td colspan="15"></td> </tr> </table>				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	EXCEEDING SPEED LIMIT	FOLLOWING TOO CLOSE		HAD BEEN DRINKING																	SPEED EXCESSIVE FOR CONDITIONS	IMPROPER OVERTAKING		DISREGARDED TRAFFIC SIGNAL																	FAILED TO YIELD	NO OR IMPROPER SIGNAL		OTHER (Specify)																	<input checked="" type="checkbox"/> DISREGARDED STOP SIGNAL	IMPROPER TURN																			VISION WAS OBSTRUCTED (Explain)																		
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16. THAT HAPPENED (Briefly relate to accident)		<small>Remarks (Indicate how the driver(s) involved state accident occurred. Identity of those involved. Statement of persons involved and witnesses, when obtained, will be recorded on DA Form 20-24, and attached. Opinions and conclusions of military police will be recorded on DA Form 20-24.)</small> <i>Both stated that it wasn't there fault and would say as far as I know</i>																																																																																																																																																																																																										
17. DIAGRAM OF ACCIDENT		<p>INSTRUCTIONS</p> <ol style="list-style-type: none"> Police officer has to draw outline of roadway & place of accident. Show each vehicle and show direction of travel by arrow Show path before accident Dotted line after accident Show protection by Show collision by Show distance and direction to nearest landmarks. Identity by name or address. Identify source of data recorded. 																																																																																																																																																																																																										
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WHERE ELSE WAS INVESTIGATION MADE?		DID MILITARY OPERATOR COMPLETE DO FORM 81, "ACCIDENT IDENTIFICATION CARD?" <input checked="" type="checkbox"/> <input type="checkbox"/>																																																																																																																																																																																																										
IF OFF MILITARY RESERVATION, WHO ELSE CONDUCTED AN INVESTIGATION (If other agency conducted complete investigation, so indicate)		DID MILITARY OPERATOR COMPLETE STANDARD FORM 81, "OPERATOR'S REPORT OF MOTOR-VEHICLE ACCIDENT?" <input checked="" type="checkbox"/>																																																																																																																																																																																																										
WAS FORM COMPLETED FROM ON SCENE INVESTIGATION (If not explain)																																																																																																																																																																																																												
IF INVESTIGATION IS INCOMPLETE, EXPLAIN		WERE TESTS FOR INTOXICATION MADE? (If yes, state by whom, medical facility, etc.) <input checked="" type="checkbox"/>																																																																																																																																																																																																										
DATE	TYPED OR PRINTED NAME AND GRADE OF INVESTIGATOR		INVESTIGATOR'S SIGNATURE AND GRADE																																																																																																																																																																																																									
15 May 69	John H. DeGroot General		<i>Gen. John H. DeGroot</i>																																																																																																																																																																																																									
DATE APPROVED	APPROVED BY	INCLUSIONS	DISTRIBUTION																																																																																																																																																																																																									

MILITARY POLICE REPORT (AR 190-68)		DATE 15 May 69	INFORMATION/COMPLAINT NR	MPC REPORT NR. (For cross reference) AE
<input checked="" type="checkbox"/> INFORMATION <input type="checkbox"/> COMPLAINT →		COMMANDING OFFICER'S REPORT OF ACTION REQUIRED (See reverse side)		
THRU: TO: AE		FROM:		
1. SUBJECT/COMPLAINANT Green Mary F.		2. SERVICE NUMBER WA20020	3. ORGANIZATION (Include location & tel nr) Wpc. Det. 3441 ASU Ft. Gordon GA	
4. DESCRIPTION (Complete on all civilians and military personnel whose identity is in question)				
COLOR OF EYES BLUE	COLOR OF HAIR BLD.	COMPLEXION Fair	AGE 36	WEIGHT 120
5a. DRESS UNIFORM CIVILIAN CLOTHING	b. CONDITION CLEAN DIRTY WEAR MUSSED	c. BEHAVIOR COOPERATIVE INCOOPERATIVE Belligerent	d. UNDER INFLUENCE OF (Check appropriate box) ALCOHOL OTHER (Explain) No	WEIGHT 58 "
6. COMPLAINT (Specify type and location) TRAFFIC VIOLATION, FAILURE TO STOP			HOUR 1430	DATE 15 May 69
7. RECEIVED BY (Type or printed name, grade, and position) RITTNER JAMES S. CPL E-4 MP Deck Sgt.			IN PERSON	BY TELEPHONE X
8. DETAILS OF INFORMATION OR COMPLAINT (WHO, WHAT, WHERE, HOW and WHY. Continue on 'REMARKS' on reverse side. Attach statements of personnel related to report, as appropriate.) ABOVE STATED that IT WASN'T Her FAULT, WITNESS CLAIMED that She FAILED TO STOP AND ACCIDENT HAPPENED WHEN She tried to MAKE A RIGHT TURN onto ATC AND WAS STRUCK By RT. JONES ETC ETC				
9. VALUE FOR: <input type="checkbox"/> UNFOUNDED <input type="checkbox"/> MISDEMEANOR <input type="checkbox"/> FELONY <input type="checkbox"/> MILITARY OFFENSE <input checked="" type="checkbox"/> TRAFFIC				
10. PERSONS RELATED TO REPORT (Insert category of relationship letter opposite name. Continue on reverse side)				
A. COMPLAINANT NAME	B. VICTIM NAME	C. SUSPECT NAME	D. WITNESS NAME	E. MIL POLICE NAME
F. INVESTIGATED BY NAME		G. APPREHENDED BY ORGANIZATION OR ADDRESS NAME		
11. DISPOSITION OF INFORMATION COMPLAINANT (See a.) DEFENDER (See b.) EVIDENCE (See c.)				
a. REFERRED TO: PATROL MPC (See report number at top of page)		b. DEFENDER NAME		
OTHER AGENCY (Specify) NONE		c. EVIDENCE (List and describe, or summarize as appropriate)		
e. INCIDENTS (Statement and description)		TYPED NAME, GRADE, AND TITLE OF DEFENDER Rittner James S. CPL E-4		
f. INCIDENTS (Statement and description)		TYPED NAME, GRADE, AND TITLE OF DEFENDER Rittner James S. CPL E-4		

DA FORM 19-32

REPLACES DD FORMS 570, 581, AND 582
WHICH ARE OBSOLETE IN THE ARMY

COMMANDER'S REPORT OF DISCIPLINARY ACTION TAKEN. (To be completed by the CO of the offender when the reverse side of this form indicates that disposition information is desired. Indicate actions in Items 4 and 5, if applicable, and explain as required in Item 6. Forward through command channels within 720 days of receipt of the report. To facilitate transmission, turn this side face up when returning correspondence through message center.)								DATE		
THRU:				FROM:						
TO:										
1. OFFENDER				2. GRADE			3. SERVICE NUMBER			
4. ACTION				5. COUNTS-MARTIAL						
ADMINISTRATIVE		NON-JUDICIAL	JUDICIAL		SUMMARY		SPECIAL		GENERAL	
			PENDING (Charges forwarded)	COMPLETED	PENDING	TRIAL COMPLETED	PENDING	TRIAL COMPLETED	PENDING	TRIAL COMPLETED
6. DETAILS										
TYPED NAME & GRADE OF COMMANDING OFFICER				SIGNATURE						
REMARKS										

SAMPLE

STATEMENT
(AR 190-43; AR 600-140)

Explain the nature of the investigation. If person making statement is accused or suspected of an offense he or she must be so informed and this fact affirmatively shown

PLACE	DATE	FILE NUMBER
LAST NAME - FIRST NAME - MIDDLE INITIAL	SERVICE NUMBER	GRADE
ORGANIZATION (If civilian, give address)		

I HAVE BEEN INFORMED BY _____
 WHO STATED HE IS (a) (an) _____
 OF THE UNITED STATES (Army) (Navy) (Air Force), AND THAT HE IS CONDUCTING AN INVESTIGATION OF
 [OF WHICH I AM (accused) (suspected).] (Strike out words between brackets if person is neither accused nor suspected of a criminal offense.)

"THE UNIFORM CODE OF MILITARY JUSTICE, ARTICLE 31, (and Title 10, United States Code, Section 1219) (Retain words in parentheses if statement is taken in connection with line-of-duty investigation)
 [the Fifth Amendment to the Constitution of the United States] (Retain words between brackets if person making statement is a civilian) (has) (have) BEEN READ AND EXPLAINED TO ME BY _____
 I UNDERSTAND THAT I DO NOT HAVE TO MAKE ANY STATEMENT WHATSOEVER AND ANY STATEMENT I MAKE MAY BE USED AS EVIDENCE AGAINST ME.

Sample

EXHIBIT	INITIALS OF PERSON MAKING STATEMENT	Page 1 of ____ Pages
---------	-------------------------------------	----------------------

Additional pages must contain the heading "STATEMENT OF ____ TAKEN AT ____ DATED ____ CONTINUED." The bottom of each additional page must bear the initials of the person making the statement and be initialed as "PAGE ____ OF ____ PAGES."

DA FORM 1 SEP 62 19-24

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

STATEMENT (Continued)

AFFIDAVIT

I _____, HAVE HAD READ TO ME (have read) THIS STATEMENT WHICH BEGINS ON PAGE ONE (1) AND ENDS ON PAGE _____. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING STATEMENT MATTER. THIS STATEMENT HAS BEEN MADE BY ME FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(Signature of person making statement)

SWORN TO AND SUBSCRIBED BEFORE ME THIS _____ DAY OF _____, 19_____, AT _____

WITNESSED BY:

(Authority to administer oaths)

RIGHTS UNDER UNIFORM CODE OF MILITARY JUSTICE, ARTICLE 31, TITLE 10, UNITED STATES CODE, SECTION 1219; AND THE FIFTH AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES

UNIFORM CODE OF MILITARY JUSTICE, ARTICLE 31, PROVIDES THAT: NO PERSON SUBJECT TO THIS CODE SHALL COMPEL ANY PERSON TO INCRIMINATE HIMSELF OR TO ANSWER ANY QUESTION THE ANSWER TO WHICH MAY TEND TO INCRIMINATE HIM. NO PERSON SUBJECT TO THIS CODE SHALL INTERROGATE, OR REQUEST ANY STATEMENT FROM AN ACCUSED OR A PERSON SUSPECTED OF AN OFFENSE WITHOUT FIRST INFORMING HIM OF THE NATURE OF THE ACCUSATION AND ADVISING HIM THAT HE DOES NOT HAVE TO MAKE ANY STATEMENT REGARDING THE OFFENSE OF WHICH HE IS ACCUSED OR SUSPECTED AND THAT ANY STATEMENT MADE BY HIM MAY BE USED AS EVIDENCE AGAINST HIM IN A TRIAL BY COURT-MARTIAL. NO PERSON SUBJECT TO THIS CODE SHALL COMPEL ANY PERSON TO MAKE A STATEMENT OR PRODUCE EVIDENCE BEFORE ANY MILITARY TRIBUNAL IF THE STATEMENT OR EVIDENCE IS NOT MATERIAL TO THE ISSUE AND MAY TEND TO DEGRADE HIM. NO STATEMENT OBTAINED FROM ANY PERSON IN VIOLATION OF THIS ARTICLE, OR THROUGH THE USE OF COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT SHALL BE RECEIVED IN EVIDENCE AGAINST HIM IN A TRIAL BY COURT-MARTIAL.

TITLE 10, UNITED STATES CODE, SECTION 1219, PROVIDES THAT: NO PERSON IN THE ARMED FORCES MAY BE REQUIRED TO SIGN A STATEMENT OF ANY NATURE RELATING TO THE ORIGIN, OCCURRENCE, OR AGGRAVATION OF ANY DISEASE OR INJURY HE MAY HAVE. ANY SUCH STATEMENT AGAINST HIS OWN INTEREST WHENEVER SIGNED, IS OF NO FORCE AND EFFECT.

FIFTH AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES PROVIDES THAT: NO PERSON SHALL BE COMPELLED IN ANY CRIMINAL CASE "TO BE A WITNESS AGAINST HIMSELF."

INITIALS OF PERSON MAKING STATEMENT

Page 2 of ____ Pages

ARMED FORCES TRAFFIC TICKET		<input type="checkbox"/> WITNESSED THE OFFENDER DRIVE		
<p>The person named below committed traffic violations set forth at the time and location, and on date shown, and was issued this traffic ticket.</p> <p>NAME (Last, First, Middle Initials)</p> <p>NEON RICHARD M.</p>				
RANK/GRADE		DATE OF BIRTH	SERVICE NUMBER	
Big Chees		10 Aug 32	#1 US	
ORGANIZATION OR ADDRESS				
101 Penn. Av. WASHINGTON DC.		Signature: John D. Dickey, Major		
DRIVER LICENSE NUMBER		ISSUING AUTHORITY (State or Military)		
FTAG 6939		Government		
MAKE OR TYPE OF VEH		STATE LICENSE OR REGS NUMBER	INSTL TAG NUMBER	
CATOLAC		Gov. #1	NONE	
DATE (Day-Month-Year)		TIME	LOCATION	
18 March 69		1500	Ft Gordon Gate 6	
VIOLATIONS	SPEED OVER LIMIT (5 mph in a 30 mph zone)	8 - 10 MPH	11 - 15 MPH	OVER 15 MPH
	IMPROPER LEFT TURN	NO SIGNAL	CUT CORNER	ONE WRONG LANE
	IMPROPER RIGHT TURN	NO SIGNAL	IN WRONG LANE	ONE WRONG LANE
	DISOBeyed TTC SIGNAL (When Right Turn red)	PAST MIDDLE INTERSECTION	MIDDLE OF INTERSECTION	HAD NOT REACHED INTERSECTION
	DISOBeyed STOP SIGN	STOPPED WRONG PLACE	FAILED TO STOP	ROLLED/SPED THROUGH
	IMPROPER PASSING AND LANE USAGE	AT INTERSECTION	CUT-IN	WRONG SIDE OF PAVEMENT
		BETWEEN TTC	ON RIGHT	ON HILL
		LANE STRADDLING	WRONG LANE	ON CURVE
	FOL TOO CLOSELY FAIL TO YIELD			
	OTHER VIOLATIONS (Describe) TO SLOW			
PARKING	OVERTIME	DOUBLE PARKING		
	PROHIBITED AREA	OTHER (Ex. in Remarks)		
	SLIPPERY PAVEMENT	RAIN	AREA	TRAFFIC ACCIDENT
		SNOW	BUSINESS	TYPE OF ACCIDENT:
		ICE	INDUSTRIAL	<input type="checkbox"/> PD
	DARKNESS	NIGHT	RURAL	<input type="checkbox"/> M
		FOG	SCHOOL	<input type="checkbox"/> FATAL
		SNOW	RESIDENTIAL	
	OTHER TRAFFIC PRESENT	CROSS	HIGHWAY TYPE	HIT FIXED OBJECT
		ONCOMING	2-LANE	RIGHT ANGLE
PEDESTRIAN		3-LANE	SIDESWIPE	
SAME DIRECTION		4-LANE	REAR END	
CAUSED PERSON TO DODGE	PEDESTRIAN	INTERSECTION	HEAD ON	
	DRIVER	4-LANE	RAN OFF ROADWAY	
REMARKS WAS COCKY FORCE USED TO APPREND, IS IN HOSP., CALLED THIS PERSON NAMES such as SOLDIER + GI.				
NAME OF PERSON ISSUING TRAFFIC TICKET E-O John D. Dickey				
ORGANIZATION AND INSTALLATION The Zoo HHC				
DD FORM 1400 1 DEC 62 REPLACES DA FORM 19-2, 1 NOV 54, AND AF FORM 1311, WHICH ARE OBSOLETE.				
DD FORM 1400 1 DEC 62 REPLACES DA FORM 19-2, 1 NOV 54, AND AF FORM 1311, WHICH ARE OBSOLETE.				
DD FORM 1400 1 DEC 62 REPLACES DA FORM 19-2, 1 NOV 54, AND AF FORM 1311, WHICH ARE OBSOLETE.				

- - - (White)

- - - (Yellow)

- - - (Pink)

SUMMARY SHEET

1. Methods Of Escorting and Protection of VIP's.

a. VIP's.

- (1) Military - Foreign or Domestic.
- (2) Civilian - Chiefs of State, Government Officials, Prominent citizens.

b. Escorts and Employment.

- (1) Leading vehicle - Used to guide and secure right away.
- (2) Perimeter - All around protection.
- (3) Detailed Plan - Coordinated with local agencies.
- (4) Body-Guards - Close, constant protection.

c. Considerations for Protecting.

- (1) Coordinate with FBI, Secret Service, State and City Police, Sheriff, Fire Department, Hospitals, Local Reserve.
- (2) Criteria for Protecting - Protect from delays in movement, injury to VIP.
- (3) Security Measures:
 - (a) Recon and Search area and routes.
 - (b) Establish defense rings.
 - (c) Personnel reactions as a team.
 - (d) Travel security for terrain, enemy and use of intelligence.
 - (e) Orders to include personnel, mode of travel priority and zones of responsibilities.
 - (f) Release of information.
 - (g) Conflicting jurisdictions.

d. Duties of Escorts.

- (1) Know VIP and all associates.
- (2) Know schedule thoroughly.
- (3) Positioned to observe.
- (4) Determine attitude of VIP about restrictions.
- (5) Control crowds and require identification.
- (6) Investigate suspicious actions and persons.
- (7) Remain between VIP and danger.
- (8) Proceed VIP into buildings or crowded and dangerous places.
- (9) Be armed.
- (10) Know unarmed defense.

2. Escorts Of Heavy Weapons and Critical Shipments.

a. Planning the escort.

- (1) Recon of routes and alternates.
- (2) Estimate of situation.
- (3) Orders.
 - (a) Description of duties.
 - (b) Maps.
 - (c) Organization.
 - (d) Traffic and road situation

- (e) enemy situation.
- (f) weather.
- (g) Friendly situation.
- (h) Mission.
- (i) Specific task.
- (j) Coordinating instructions.
- (k) logistics.
- (l) Signal.
- (m) Command post.

- (4) Rehearsal.
- (5) Theater of operations.
 - (a) Road Green - Safe.
 - (b) Road Yellow - Must travel in pairs and be armed.
 - (c) Road Red - Under enemy observation or control.

- b. Methods of escorting.
 - (1) Leading vehicle.
 - (2) Leapfrog.
 - (3) Modified leapfrog.
 - (4) Empty truck.
 - (5) Aircraft.
 - (6) Perimeter.
- c. Organization and Equipment.
 - (1) Maximum security.
 - (a) Chain of command.
 - (b) Elements of escort.
 - (1) Lead - recon, detect and trigger enemy.
 - (2) Main body - escorted vehicles and MP vehicles.
 - (3) Attack - fighting element.
 - (2) Light security.
 - (a) Lead - escorted vehicles and MP vehicles.
 - (b) Main body - one MP vehicle used.
 - (c) Attack - escort unit is the attack element.
 - (3) Special weapons.
Mission is to protect weapon or shipment and provide traffic control.
 - (4) Action during attack.
 - (a) Neutralize and attack.
 - (b) Clear the area.
 - (c) Engage the enemy.
 - (d) Set up defense.
 - (e) Launch attack.
 - (f) Notify CP.

- 3. Protective personnel must be familiar with all techniques and phases of protecting VIP's or critical shipments to include modes of travel, communications, schedules, emergency plans and retaliatory actions against aggressors.



CLASSROOM ISSUE

SECTION I

Death

Hate / Kill

I. PURPOSE: To emphasize the importance of completing accident investigation reports relative to accident facts and to stress the investigation procedures to trainees.

A. Instructions to trainees: You are directed to investigate a traffic accident. The information required for completion of Part A, Military Police Traffic Accident Investigation (DA Form 19-68), is found in the situation below, as may be written in item number 16 (What Happened), of DA Form 19-68. You will have approximately twenty (20) minutes in which to complete Part A of DA Form 19-68.

B. Part B of DA Form 19-68 will be completed in a practical exercise outside the classroom.

II. SITUATION: You are a military policeman on duty at Fort Gordon, Georgia. Cpl RITTNER, James S., MP Desk Sgt, has notified your patrol by radio, o/a 1438 hours, of a motor vehicle accident. You have taken the first step in investigating an accident, i.e., you have arrived at the scene, quickly but safely.

Follow as closely as possible, the other seven basic steps used in investigative procedures, to include interviewing of drivers, occupants of vehicles and witnesses. Drawing a free hand sketch of the accident scene to include all landmarks, signs, physical features, skidmarks, necessary measurements, etc.

(16. WHAT HAPPENED DA Form 19-68).

On or about 1435 hours, Friday, 15 May 1964, Pvt JONES, John E., RA 10 000 000, Hq and Hq Co, 4th Tng Regt (MP), USATC, Fort Gordon, Georgia, while operating a 1/4-ton, 4x4 military vehicle, USA Registration #103405, bumper marking TVMP 235, model 1958, manufactured by Ford, was involved in a motor vehicle accident with a civilian vehicle. JONES had in his possession a valid trip ticket and a U.S. Government Motor Vehicle Operator's Identification Card, #TCA-487, issued by Motor Officer, 4th Tng Regt, Fort Gordon, Georgia. Drivers permit indicated that JONES was born on 22 May 1934, had brown hair, gray eyes, 68" in height and weighed 165 pounds. Limitation on permit indicated that JONES must drive with glasses, which he apparently was wearing.

Civilian vehicle was operated by Cpl GREEN, Mary F., WA 20 020; WAC Det, 3441 ASU, Fort Gordon, Georgia. GREEN was driving a 1957 Buick, two (2) door Sedan, dark green in color, Georgia registration # AA-88, Fort Gordon post decal E-107. GREEN had in her possession, a valid Georgia operators license # 1008076, expiring 23 Nov 67 and a valid registration certificate # AA-88, showing her to be the owner of the Buick. GREEN'S personal description as follows: Born 23 Nov 43, blond hair, blue eyes, 55" in height and weight of 120 pounds.

Investigation of the accident showed that vehicle #1 (military vehicle - see attached diagram) was damaged to the extent of a bent front fender, right front bumper bent backward, and broken right front headlight. Estimated damages, \$95.00. Vehicle was driveable.

Vehicle #2 (civilian vehicle) received damage to the extent of left front fender and bumper pushed well inward to the wheel left front headlight broken, hood sprung and bent, and right front wheel damaged. Removed to Blands Garage, Hwy #1 and Milledgeville Road, Maxville, Ga. Vehicle removed o/a 1545 hours by RUBIO, Antonio, driver of

tow truck #2, Blanks Garage.

Further investigation revealed that vehicle #1 was traveling north on ATC Ave., (2 lane, macadam surface) o/a 35 M.P.H., (posted speed 45 M.P.H.) striking vehicle #2, traveling in a westerly direction on 8th Street (2 lane, macadam surface). The driver of vehicle #2 was attempting to make a right turn onto ATC Avenue and apparently failed to observe the STOP sign on her approach to the intersection. As a result, this caused vehicle #1 to strike vehicle #2, right front to left front.

JONES and GREEN, drivers of the vehicles involved, refused to make statements except for information pertaining to themselves. It was determined that JONES had been driving approximately nine (9) years and Green for two (2) years. No injuries were sustained by the subjects.

Neither party concerned had any occupants in their respective vehicles.

At the time of the accident, the weather was clear, the road had no defects, traffic was light.

One (1) witness to the accident was present. (Apparently there were no other witnesses or pedestrians). The witness, SFC HOLMES, Harry H., RA 30 030 030, Co E, 40th Signal Bn, Fort Gordon, telephone extension 2002, was walking in a westerly direction on 8th Street and claims to have seen the events. (See attached statement).

It is the opinion of the investigating military policeman that the direct cause of the accident was due to the negligence of driver of vehicle #2, in that she failed to observe STOP sign and thereby contributed directly to the accident. The immediate cause which contributed to the direct cause of the accident was the apparent inattention of the driver of vehicle #2, who failed to observe the STOP sign. The early cause in this case was the mental attitude of the driver who was apparently pre-occupied with other matters. To tie the two vehicle drivers together in the direct cause of this accident it may be determined that the driver of vehicle #1, assuming the driver of Vehicle #2 would stop at the STOP sign, failed to perceive that vehicle #2 would not stop and thereby did not take evasive action to prevent the mishap. The contributing factor to the direct cause (immediate cause) was the unusual behavior of the driver of vehicle #2, which again driver of vehicle #1 failed to perceive. The early cause on the part of the driver of vehicle #1, even though apparently driving at a speed lower than the posted speed limit, was the fact that he failed to slow down or drive "defensively" on the approach to the intersection.

III. REFERENCES: FM 19-25, Oct 64, para 26, 34; Chap 5-6, App 4, 5, 6, 10; AR 190-5, Dec 62; AR 190-15, Jan 61; AR 385-55, Dec 62; UCMJ 1951, para 190; Traffic Accident Investigator's Manual for Police (The Traffic Institute Northwestern University).

MILITARY POLICE TRAFFIC ACCIDENT INVESTIGATION - PART A (AR 100-15)						DATE	DAY OF WEEK	HOUR									
1. INVESTIGATING MP	NAME			GRADE	ORGANIZATION												
	NAME			GRADE	ORGANIZATION												
2. LOCATION	MIL RESERVATION		ROAD OR STREET ON WHICH ACCIDENT OCCURRED			NAME AND LOCATION OF MIL RESERVATION, CITY, STATE, ETC.											
	<input type="checkbox"/> ON <input type="checkbox"/> OFF		AT INTERSECTION			NOT AT INTERSECTION											
NAME OF INTERSECTING STREET		NO. OF FEET		DIRECTION		NAME OF NEAREST INTERSECTING ST, HIGHWAY OR OTHER PERMANENT IDENT LANDMARK											
IF ACCIDENT OCCURRED OFF MILITARY RESERVATION AND OUTSIDE CITY LIMITS						KIND OF LOCALITY			<input type="checkbox"/> MFG OR INDUST	<input type="checkbox"/> BUSINESS							
INDICATE MILES <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W FROM <input type="checkbox"/> CITY LIMITS <input type="checkbox"/> CENTER						<input type="checkbox"/> RESIDENTIAL			<input type="checkbox"/> SCHOOL OR PLAYGROUND								
						<input type="checkbox"/> OPEN COUNTRY			<input type="checkbox"/> OTHER								
WEATHER, LIGHT AND ROAD CONDITIONS	1. ONE DRIVING LANE	2. TWO DRIVING LANES	3. THREE OR MORE LANES	4. DIVIDED HIGHWAY	5. OTHER	1. STRAIGHT	2. CURVE	3. SURFACE	4. CONDITONS	5. DEPECTS	6. WEATHER	7. LIGHT					
	ONE	Two	Three or More	Divided Highway	Other	Straight	Curve	Concrete	Dry	WHEEL RUTS, BUMPS, ETC.	Clear	Daylight					
									LOOSE MATERIAL ON SURFACE	RAIN	DARK						
									REFLECTIVE SHOULDER	FOG	DUSK						
									NO EFFECTS	SHADING	DARK ST. LIGHTS						
									OTHER	OTHER	DARK NO ST. LIGHTS						
4. TPC CON	VEHICLE 1			VEHICLE 2													
	USA REG OR LICENSE NO.	MAKE	YEAR	BODY TYPE	USA REG OR LICENSE NO.	MAKE	YEAR	BODY TYPE									
UNIT MARKINGS		PART OF VEHICLE DAMAGED			UNIT MARKINGS		PART OF VEHICLE DAMAGED										
VEHICLE REMOVED TO (Name of garage, home of owner, etc.)						VEHICLE REMOVED TO (Name of garage, home of owner, etc.)											
5. OWNER	NAME																
	ADDRESS																
7. DRIVER	NAME, GRADE, SN, UNIT OR ADDRESS			POS IN VEH	AGE	SEX	INJ	NAME, GRADE, SN, UNIT OR ADDRESS			POS IN VEH	AGE	SEX	INJ			
DRIVER'S PERMIT NUMBER AND STATE						DRIVER'S PERMIT NUMBER AND STATE											
DRIVING EXPERIENCE (Years)			LIMITATIONS ON PERMIT			DRIVING EXPERIENCE (Years)			LIMITATIONS ON PERMIT								
<input type="checkbox"/> YES			<input type="checkbox"/> NO			<input type="checkbox"/> YES			<input type="checkbox"/> NO								
6. DRIVER ACTION	DRIVER OF VEHICLE 1 WAS HEADED <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W ON (Street or Highway)						DRIVER OF VEHICLE 2 WAS HEADED <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W ON (Street or Highway)										
	<input type="checkbox"/> BACKING <input type="checkbox"/> GOING STRAIGHT AHEAD <input type="checkbox"/> MAKING LEFT TURN <input type="checkbox"/> SKIDDING <input type="checkbox"/> MAKING RIGHT TURN <input type="checkbox"/> MAKING "U" TURN <input type="checkbox"/> OVERTAKING OR PASSING <input type="checkbox"/> AVOIDING VEH/OBJ <input type="checkbox"/> SLOWING OR STOPPING <input type="checkbox"/> STOP. IN TRAFFIC LANE <input type="checkbox"/> OTHER (Specify)						<input type="checkbox"/> BACKING <input type="checkbox"/> GOING STRAIGHT AHEAD <input type="checkbox"/> MAKING LEFT TURN <input type="checkbox"/> SKIDDING <input type="checkbox"/> MAKING RIGHT TURN <input type="checkbox"/> MAKING "U" TURN <input type="checkbox"/> OVERTAKING OR PASSING <input type="checkbox"/> AVOIDING VEH/OBJ <input type="checkbox"/> SLOWING OR STOPPING <input type="checkbox"/> STOP. IN TRAFFIC LANE <input type="checkbox"/> OTHER (Specify)										
8. OCCUPANTS	NAME AND ADDRESS			POS IN VEH	AGE	SEX	INJ	NAME AND ADDRESS			POS IN VEH	AGE	SEX	INJ			
9. PEDESTRIAN	NAME AND ADDRESS						NAME AND ADDRESS										
PEDESTRIAN WAS DOING: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W ALONG/ACROSS/INTO (Street, Road or Highway):																	
FROM (N/E to SW corner, or East to West Axis, etc.)						TO:											
10. PEDESTRIAN		CROSSING WITH SIGNAL		CROSSING NO SIGNAL		STANDING ON ROADWAY		WALKING IN ROAD AGAINST TRAFFIC		CROSSING AGAINST SIGNAL		HITCHING ON VEHICLE		COMING FROM BEHIND PARKED CAR		WALKING IN ROAD WITH TRAFFIC	
11. MED. TREAT.		CROSSING NOT AT INTERSECTION		PLAYING ON ROADWAY		PUSHING OR BORRING ON VEHICLE		OTHER		ACTION TAKEN ON INJURIES		NAME OF PERSON ACTION TAKEN ON		NAME AND ADDRESS OF HOSPITAL			
12. WITNESSES		A. NAME		ADDRESS		PHONE											
		B. NAME		ADDRESS		PHONE											
13. DAM.		C. NAME		ADDRESS		PHONE											
14. INJURY CODE: (For only those injuries which occurred during the accident. Check all applicable boxes.)																	
15. INJURY CODE: (For only those injuries which occurred during the accident. Check all applicable boxes.)																	

INSTRUCTIONS

While most of the form is self-explanatory, the following instructions will be used as a guide for compilation.

a. When additional space is required to complete entries in Part A, the "REMARKS" section on the reverse side of that part will be used; similarly, when additional space is required for entries of Part B, the "REMARKS" section on the reverse side of that portion of the form will be used. Cross-referencing the "REMARKS" entry will facilitate identification of the item number, e. g., Item 8, Part A, continued.

b. When the form is completed from information received, after the vehicle(s) has been moved or removed from the accident scene, or from reports from other agencies (e.g., civil police, etc.), the report will be completed in as much detail as possible; item 16 will include identification of the source of the information.

c. Heading. Enter calendar date, day of week, and time of accident.

d. Item 1. INVESTIGATING MILITARY POLICE. Identify personnel responsible for the report.

e. Item 2. LOCATION. Accurately identify the location of the accident, including a supplemental diagram, if necessary, in Item 17. When the street or highway has no name or number, identify the location of the nearest intersecting street, highway, or permanent landmark, i. e., culvert, bridge, etc.

f. Item 5. VEHICLE. Include U.S. Army registration number and bumper marking of military vehicles; license plate number and licensing authority of privately owned vehicle. When a government vehicle is involved in an accident with a non-government vehicle, the government vehicle will be shown as vehicle number one. Should more than two vehicles be involved, additional forms, as required, will be used.

g. Item 7. DRIVER, Item 9. OCCUPANTS, and Item 10, PEDESTRIAN. Injury code listed at the bottom of Part A of the form will be utilized to indicate extent of injury for occupants of vehicles and pedestrians.

h. Item 8. DRIVER'S ACTION BEFORE ACCIDENT. This information should be obtained from the driver or occupants of the vehicles.

i. Item 13. DAMAGE. Briefly describe damage to property other than vehicles involved. Do not estimate the cost of damage.

j. Item 14. IDENTIFYING DATA. This item is only completed when Part A is detached from Part B.

k. Item 16. WHAT HAPPENED. Summarize how the persons involved state the accident occurred. All narrative summaries will identify the source of the facts recorded, e. g., John Doe said that . . . etc. Enter measurements, description of physical evidence, and other explanatory information necessary for accurate compilation. Military police investigation personnel will not record their opinions, conclusions or recommendations on this form, except as necessary to complete items 15, 16, and 17. See AR 190-15.

l. Item 17. DIAGRAM OF ACCIDENT. Show all facts necessary to establish location of the accident, situation before and after the accident, and related facts, i. e., speed and distance, width of road, path and length of skid marks, obstructions, etc. Location of traffic regulatory devices will also be shown. Clearly specify whether the entries are based on the investigator's own observation or those of another person. The source should be indicated in sufficient detail to permit expeditious identification.

Scan

MILITARY POLICE TRAFFIC ACCIDENT INVESTIGATION - PART B

Complete Item 10, if item "A" is detected from part "B".

10. DESCRIBING DATA DRIVER VEHICLE 1 (Name - Grade - AFN) DRIVER VEHICLE 2 (Name - Grade - AFN) VEHICLE 1 (Make, year and body type) VEHICLE 2 (Make, year and body type)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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MILITARY POLICE REPORT (AR 190-65)		DATE	INFORMATION/COMPLAINT NR	MPC1 REPORT NR. (For record reference)
<input type="checkbox"/> INFORMATION <input type="checkbox"/> COMPLAINT →		COMMANDING OFFICER'S REPORT OF ACTION REQUIRED (See reverse side)		
THRU:		FROM:		
TO:				
1. SUBJECT/COMPLAINANT		2. SERVICE NUMBER	3. ORGANIZATION (Include location & tel nr)	
4. DESCRIPTION (Complete on all civilians and military personnel whose identity is in question)				
COLOR OF EYES	COLOR OF HAIR	COMPLEXION	AGE	WEIGHT
SA. DRESS	B. CONDITION	C. BEHAVIOR	d. UNDER INFLUENCE OF (Check appropriate box)	
UNIFORM CIVILIAN CLOTHING	CLEAN DIRTY NEAT MUSSED	COOPERATIVE UNCOOPERATIVE BELLIGERENT	<input type="checkbox"/> ALCOHOL	<input type="checkbox"/> OTHER (Explain)
6. COMPLAINT (Specify type and location)			HOUR	
			DATE	
7. RECEIVED BY (Type or printed name, grade, and position)			IN PERSON BY TELEPHONE BY MAIL	
8. DETAILS OF INFORMATION OR COMPLAINT (WHO, WHAT, WHEN, WHERE, HOW and WHY. Continue in 'REMARKS' on reverse side. Attach statements of personnel related to report, as appropriate.)				
A. VULNERABLE <input type="checkbox"/> UNFOUNDED <input type="checkbox"/> MISDEMEANOR <input type="checkbox"/> FELONY <input type="checkbox"/> MILITARY OFFENSE <input type="checkbox"/> TRAFFIC				
10. PERSONS RELATED TO REPORT (Insert category of relationship letter opposite name. Continue on reverse side)				
A. COMPLAINANT	B. VICTIM	C. SUSPECT	D. WITNESS	E. MIL POLICE
NAME	NAME	GRADE	SERVICE NUMBER	F. INVESTIGATED BY
				G. APPREHENDED BY
				ORGANIZATION OR ADDRESS
11. DISPOSITION OF INFORMATION COMPLAINANT (See a.)				
a. REFERRED TO:		OFFENDER (See b.)		
PATROL		EVIDENCE (See c.)		
MPC1 (See Report Number at top of page)		c. EVIDENCE (List and describe, or summarize as appropriate)		
OTHER AGENCY (Specify)				
NONE				
b. OFFENDER				
COMPLAINANT (Statement and Receipts)		b. OFFENDER TYPED NAME, GRADE, AND TITLE c. EVIDENCE TYPED NAME, GRADE, AND TITLE d. SIGNATURE		

DA FORM 19-32

REPLACES DD FORMS 918, 984, AND 984
WHICH ARE OBSOLETE IN THE ARMY

I-7

COMMANDER'S REPORT OF DISCIPLINARY ACTION TAKEN. (To be completed by the CO of the offender when the reverse side of this form indicates that disposition information is desired. Indicate actions in Items 4 and 8, if applicable, and explain as required in Item 6. Forward through command channels within 72H days of receipt of the report. To facilitate transmission, turn this side face up when returning correspondence through message center.)								DATE		
THRU:				FROM:						
TO:										
1. OFFENDER				2. GRADE			3. SERVICE NUMBER			
4. ACTION				5. COUNTS-MARTIAL						
ADMINISTRATIVE		NON-JUDICIAL	JUDICIAL		SUMMARY		SPECIAL		GENERAL	
			PENDING (Charges forwarded)	COMPLETED	PENDING	TRIAL COMPLETED	PENDING	TRIAL COMPLETED	PENDING	TRIAL COMPLETED
6. DETAILS										
TYPED NAME & GRADE OF COMMANDING OFFICER				SIGNATURE						
REMARKS										

S A M P L E
 S A M P L E
 S A M P L E

S A M P L E

STATEMENT
(AR 190-45; AR 600-140)

Explain the nature of the investigation. If person making statement is accused or suspected of an offense he or she must be so informed and this fact affirmatively shown.

PLACE	DATE	FILE NUMBER
LAST NAME - FIRST NAME - MIDDLE INITIAL	SERVICE NUMBER	GRADE
ORGANIZATION (If civilian, give address)		

I HAVE BEEN INFORMED BY _____
 WHO STATED HE IS (a) (an) _____
 OF THE UNITED STATES (Army) (Navy) (Air Force), AND THAT HE IS CONDUCTING AN INVESTIGATION OF

OF WHICH I AM (accused) (suspected). (Strike out words between brackets if person is neither accused nor suspected of a criminal offense.)

"THE UNIFORM CODE OF MILITARY JUSTICE, ARTICLE 31, (and Title 10, United States Code, Section 1219) (Retain words in parentheses if statement is taken in connection with line-of-duty investigation)
 [the Fifth Amendment to the Constitution of the United States] (Retain words between brackets if person making statement is a civilian) (has) (have) BEEN READ AND EXPLAINED TO ME BY _____
 I UNDERSTAND THAT I DO NOT HAVE TO MAKE ANY STATEMENT WHATSOEVER AND ANY STATEMENT I MAKE MAY BE USED AS EVIDENCE AGAINST ME.

Dawley

EXCISE	INITIALS OF PERSON MAKING STATEMENT	Page 1 of ____ Pages
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Additional pages must contain the heading "STATEMENT OF ____ TAKEN AT ____ DATED ____ CONTINUED". The bottom of each additional page must bear the initials of the person making the statement and be initialed as "PAGE ____ OF ____ PAGES".

DA FORM 1 SEP 62 19-24

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

STATEMENT (Continued)

AFFIDAVIT

I _____, HAVE HAD READ TO ME (have read) THIS STATEMENT WHICH BEGINS ON PAGE ONE (1) AND ENDS ON PAGE _____. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING STATEMENT MATTER. THIS STATEMENT HAS BEEN MADE BY ME FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(Signature of person making statement)

SWORN TO AND SUBSCRIBED BEFORE ME THIS ____ DAY OF ____ , 19____ , AT _____

WITNESSED BY:

(Authority to administer oaths)

RIGHTS UNDER UNIFORM CODE OF MILITARY JUSTICE, ARTICLE 31, TITLE 10, UNITED STATES CODE, SECTION 1219; AND THE FIFTH AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES

UNIFORM CODE OF MILITARY JUSTICE, ARTICLE 31, PROVIDES THAT: NO PERSON SUBJECT TO THIS CODE SHALL COMPEL ANY PERSON TO INCRIMINATE HIMSELF OR TO ANSWER ANY QUESTION THE ANSWER TO WHICH MAY TEND TO INCRIMINATE HIM. NO PERSON SUBJECT TO THIS CODE SHALL INTERROGATE, OR REQUEST ANY STATEMENT FROM AN ACCUSED OR A PERSON SUSPECTED OF AN OFFENSE WITHOUT FIRST INFORMING HIM OF THE NATURE OF THE ACCUSATION AND ADVISING HIM THAT HE DOES NOT HAVE TO MAKE ANY STATEMENT REGARDING THE OFFENSE OF WHICH HE IS ACCUSED OR SUSPECTED AND THAT ANY STATEMENT MADE BY HIM MAY BE USED AS EVIDENCE AGAINST HIM IN A TRIAL BY COURT-MARTIAL. NO PERSON SUBJECT TO THIS CODE SHALL COMPEL ANY PERSON TO MAKE A STATEMENT OR PRODUCE EVIDENCE BEFORE ANY MILITARY TRIBUNAL IF THE STATEMENT OR EVIDENCE IS NOT MATERIAL TO THE ISSUE AND MAY TEND TO DEGRADE HIM. NO STATEMENT OBTAINED FROM ANY PERSON IN VIOLATION OF THIS ARTICLE, OR THROUGH THE USE OF COERCION, UNLAWFUL INFLUENCE OR UNLAWFUL INDUCEMENT SHALL BE RECEIVED IN EVIDENCE AGAINST HIM IN A TRIAL BY COURT-MARTIAL.

TITLE 10, UNITED STATES CODE, SECTION 1219, PROVIDES THAT: NO PERSON IN THE ARMED FORCES MAY BE REQUIRED TO SIGN A STATEMENT OF ANY NATURE RELATING TO THE ORIGIN, OCCURRENCE, OR AGGRAVATION OF ANY DISEASE OR INJURY HE MAY HAVE. ANY SUCH STATEMENT AGAINST HIS OWN INTEREST WHENEVER SIGNED, IS OF NO FORCE AND EFFECT.

FIFTH AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES PROVIDES THAT: NO PERSON SHALL BE COMPELLED IN ANY CRIMINAL CASE "TO BE A WITNESS AGAINST HIMSELF."

INITIALS OF PERSON MAKING STATEMENT

Page 2 of ____ Pages

ARMED FORCES TRAFFIC TICKET		[Redacted] This document is for The person named below committed traffic violations set forth at the time and location, and on date above, and was issued this traffic ticket.																																																																																														
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F
788226

-- (white)

-- (Yellow)

-- (Pink)

ARMED FORCES TRAFFIC TICKET		<input checked="" type="checkbox"/> WARNING See Remarks Below		
<p>The person named below committed traffic violation and Park at the time and location, and on date shown, and was issued this traffic ticket.</p> <p>NAME (Last - First - Middle Initials)</p>				
RANK/ GRADE	DATE OF BIRTH	SERVICE NUMBER		
ORGANIZATION OR ADDRESS				
DRIVER LICENSE NUMBER		ISSUE AND AUTHORITY (State or Military)		
MAKE OR TYPE OF VEH		STATE LICENSE OR REGIS NUMBER	INSTL. TAG NUMBER	
DATE (Day-Month-Year)		TIME	LOCATION	
VIOLATIONS	SPEED OVER (mph in a mph zone)	5 - 10 MPH	11 - 15 MPH	OVER 15 MPH
	IMPROPER LEFT TURN ►	NO SIGNAL	CUT CORNER	ON WRONG LANE
	IMPROPER RIGHT TURN ►	NO SIGNAL	AT - WRONG LANE	ON WRONG LANE
	DISRESPECTED TFC SIGNAL (When light turned red)	PAST MIDDLE INTERSECTION	MIDDLE OF INTERSECTION	HAD NOT REACHED INTERSECTION
	DISRESPECTED STOP SIGN ►	STOPPED WRONG PLACE	FAILED TO STOP	ROLLED/ SPEED THROUGH
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	FOL TOO CLOSELY FAIL TO YIELD	OTHER VIOLATIONS (List below)		
	CONDITIONS THAT INCREASED SERIOUSNESS OF VIOLATION	PARKING	OVERTIME	DOUBLE PARKING
SLIPPERY PAVEMENT		RAIN	AREA	
DARKNESS		SNOW	BUSINESS	
OTHER TRAFFIC PRESENT		ICE	INDUSTRIAL	
CAUSED PERSON TO DODGE		RIGHT	RURAL	
		FOG	SCHOOL	
		SNOW	RESIDENTIAL	
		CROSS	HIGHWAY TYPE	
		ONCOMING	2-LANE	
		PEDESTRIAN	3-LANE	
	SAME DIRECTION	4-LANE		
	PEDESTRIAN	4-LANE		
	DRIVER	4-LANE DIVIDED		
	JUST BISSED ACTN			
REMARKS				
NAME OF PERSON ISSUING TRAFFIC TICKET				
ORGANIZATION AND INSTALLATION				

DD FORM 1408 REPLACES DA FORM 12-22, 1 NOV 54, AND
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