

PART IX

EXFILTRATION AND ESCAPE: HOW TO DISAPPEAR

086 Create a Rappelling Harness

Combined with an improvised rope (see [page 212](#)) a rappelling harness made out of a single bedsheet could be the key to a safe and fast escape. For an operative, it may also allow for access to a target's room from a building facade. Once the mission has been executed, the operative vanishes and the sheet is discarded—an untraceable, anonymous artifact swiped from a hotel room or purchased under an assumed name.

A king-size sheet will create a harness large enough for adults, while full-size sheets can be used to create harnesses for children. A similar harness can be made from materials such as one-inch-wide tubular nylon, cargo straps, furniture covers, and the plastic sheeting used in commercial construction. An important additional layer of safety during rope descents, the harness ensures that an operative won't fall to his death if he loses hold of the rope. Relatively safe, secure, and easy to make in less than three minutes, it provides three “points of failure”; when secured to an improvised rope, gravity and tension should ensure that if one loop fails, the other two will continue to hold.

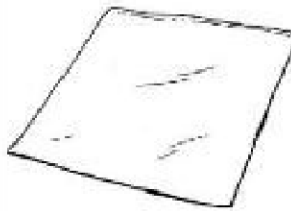
A secure knot and proper rope length are key to a safe rappelling apparatus. A rope that is too long negates the purpose of the harness, which should allow the Nomad to “bounce” (as if from a bungee cord) a few feet from the ground in the event that he loses hold of the rope. In building the rope, use a guideline of one sheet per story.

Related Skills: Escape a Multistory Building, [page 212](#).

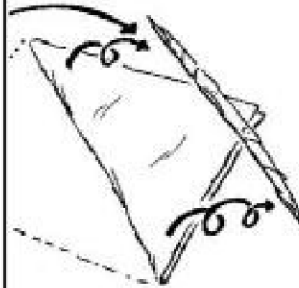
No. 086: Create a Rappelling Harness

CONOP: Improvise a rappelling harness using a bedsheet.

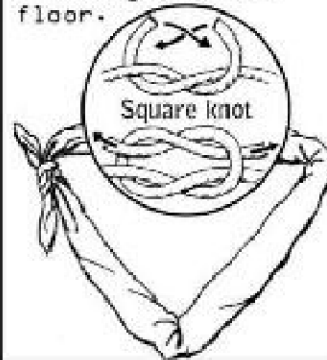
COA 1: A king-size sheet will provide the length needed for an adult harness.



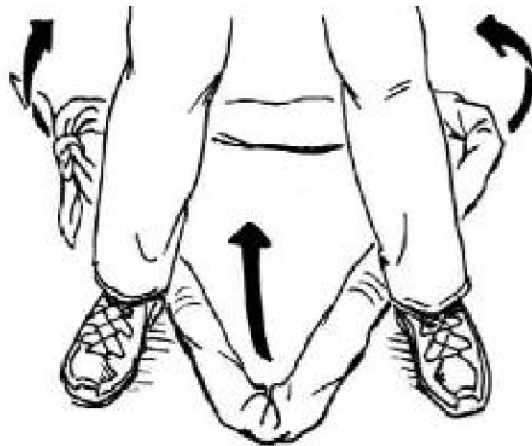
COA 2: Fold in half diagonally, then roll sheet.



COA 3: Use a square knot to tie both ends together. Shape the loop into a triangle on the floor.



COA 4: Straddle triangle with apex pointing forward.



COA 5: Pull harness up between legs and around waist.



BLUF: One sheet can typically hold hundreds of pounds of body weight.

087 Escape a Multistory Building

The action heroes of the silver screen can be seen scaling the face of skyscrapers using all manner of futuristic suction devices and laser-cutting rappelling techniques. In the real world of covert operations, however, an escape from a multistory building is likely to be assisted by a much more humble prop: an ordinary bedsheet. Whether escaping a fire, a hostage situation, or the scene of a crime, learning to create a dependable rope out of bedsheets will ensure a swift exit from a multistory building, under any set of circumstances. Stronger than some ropes, high-thread-count sheets represent another case in which improvised materials can perform with greater effectiveness than their store-bought counterparts: One sheet may hold hundreds of pounds of body weight. (Tensile strength increases with thread count, and an increase in tensile strength can handle more weight.)

When checking into a hotel room, opt for a king-size bed—king-size sheets mean more material, which translates into additional rope length. Once checked in, call the front desk and request additional sheets in order to gather enough rope length to make a potential descent. Building stories are approximately ten feet tall, and one king-size sheet should provide twelve feet of length.

Tensile strength aside, the rope will only be as dependable as the anchor to which it is tied. The chosen anchor should either be permanently affixed to walls, larger than the window, or heavier than the person it is holding—beds, radiators, large dressers or tables, and heavy couches are all good options. In the absence of those possibilities, a chair wedged behind a closed door may do the trick.

Tie the sheets together using square knots, which tighten under stress, and always leave at least six inches to one foot of length at the knot ends. If escaping fire, wet the sheets prior to tying them and make sure the anchor isn't highly flammable. For added security, pair rope with the improvised rappelling harness, [page 210](#).

No. 087: Escape a Multistory Building

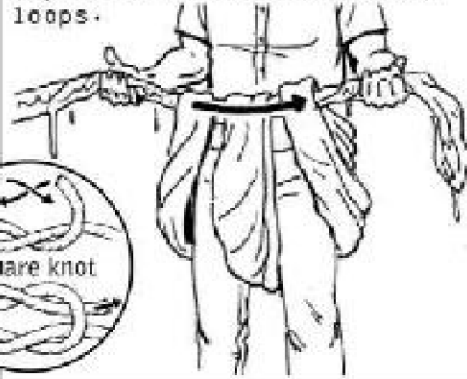
CONOP: Use bedsheets to climb down a multistory building.



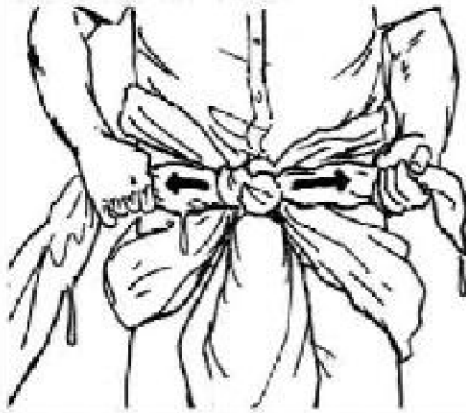
COA 1: Use multiple king-size sheets to create a rope. Tie sheet to bed frame or other large, heavy item.



COA 2: Using improvised rappelling harness (#056), insert bitter end of sheet rope into all three harness loops.



COA 3: Tie bitter end into all three harness loops. Pull slack out of knot.



COA 4: Place a pillow or towel over bottom of the window opening to reduce friction between sheet rope and window edge.



BLUF: One king-size sheet will provide twelve feet of rappelling length.

088 Survive a Drowning Attempt

When an operative is captured in hostile territory, the odds of survival are low. Instead of being taken to trial, he will likely simply be made to “disappear”—which is why operatives practice escaping while wearing undefeatable restraints on hands and feet, both in water and on land. Tied up, thrown into open waters, and left to drown to death, the well-trained operative still has recourse to a few skills that can help extend his life until he is found or reaches solid ground.

When it comes to self-preservation in water, the key to survival is breath control. With the lungs full of air, the human body is buoyant—so deep breaths and quick exhales are key. Buoyancy in freshwater is more challenging but still achievable. Panicking, which can lead to hyperventilation, is the number-one enemy to survival.

Restraints and body positioning may make breathing a challenge, but repositioning is always within the Nomad’s grasp. In shallow waters, use a sinking and bouncing approach (see diagram) to travel toward shore, ricocheting off the seabed or lake floor up to the surface for an inhale.

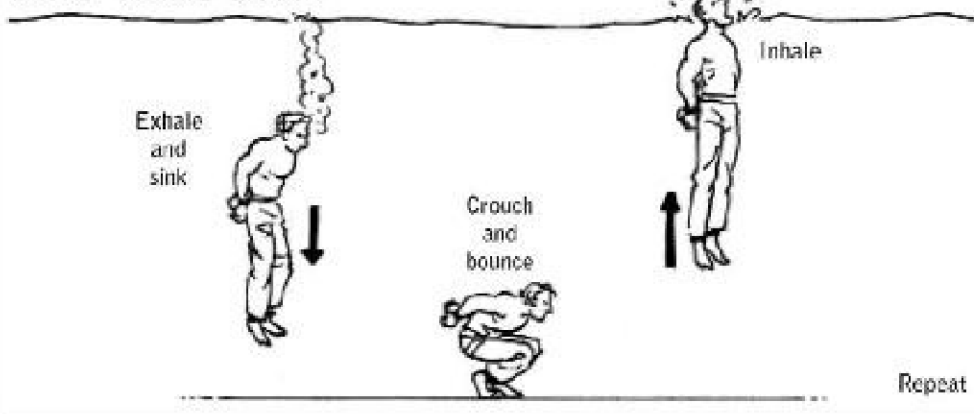
When facing down, whether floating in place or using a backward kicking motion to swim to shore, the operative should arch his back in order to raise his head above water.

In rough seas, this may not give him enough clearance to get his head out of the water. Instead, a full body rotation will allow him to take a deep breath and then continue traveling forward.

No. 088: Survive a Drowning Attempt

CONOP: Prevent drowning when restrained in deep waters.

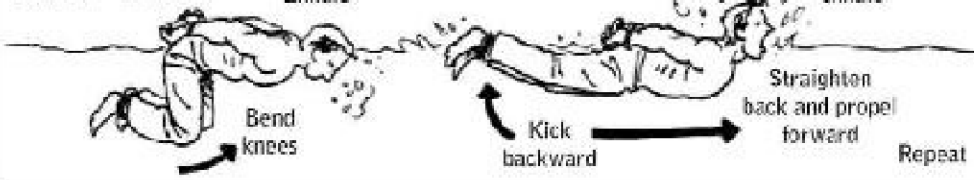
COA 1: Bottom Bounce



COA 2: Float



COA 3: Travel



COA 4: Back to Front Rotation



BLUF: Drown proofing should be practiced, but never alone.

089 Escape from an Automobile Trunk

Violent Nomads frequently operate in or near countries that are at war or in political crisis, and thus are vulnerable to being kidnapped for ransom—sometimes as a calculated attempt to thwart a mission, sometimes simply as a result of being in the wrong place at the wrong time. More and more frequently, travelers to unstable regions face the same risk.

The most predictable points of vulnerability in a traveler's schedule are his departure from and return to his hotel at the beginning and end of his day—but an abduction may also be the result of a staged automobile accident. Common ruses used by kidnapers to apprehend a target on the road include:

The Bump: The attacker bumps the target's vehicle from behind. The target gets out to assess the damage and suddenly finds himself in the trunk of a car.

The Good Samaritan: The attackers stage what appears to be an accident or feign a car problem. The target stops to assist and suddenly finds himself in the trunk of a car.

The Trap: Kidnappers use surveillance to follow the target home. When he pulls into his driveway and waits for the gate to open, the attacker pulls up from behind and blocks his car. The target finds himself in the trunk of a car.

In each of these scenarios, the target ends up imprisoned. But he doesn't have to remain in that state. Take the time to understand how a vehicle's trunk operates, learning its vulnerabilities and how to defeat them. If locked in a trunk, always try to be positioned in a way that allows access to escape tools.

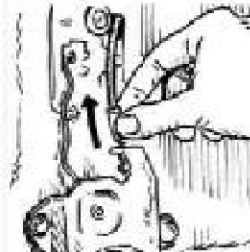
No. 089: Escape from an Automobile Trunk

CONOP: Execute an emergency escape from a locked automobile trunk.

COA 1. Pull the emergency trunk release lever.



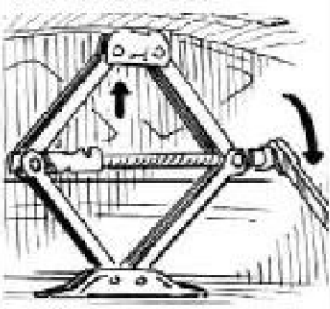
COA 2. Pull the trunk release cable.



COA 3. Escape through the backseat.

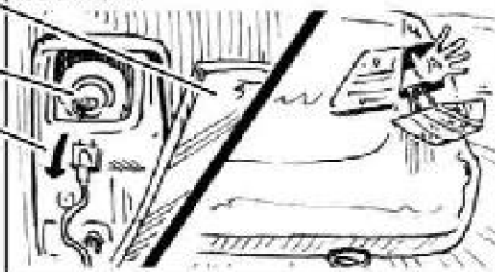


COA 4. Use the car jack to wedge open the trunk lid.



Access panel
Brake light
Disconnect plug then kick out brake light.

COA 5. Kick out the brake lights and try to get a hand through the opening to attract the attention of other drivers.



BLUF: Automobile trunks are a kidnapper's favorite containment device.

090 Develop a Bug-Out Route

While a well-concealed cache of escape tools is an essential component of mission prep (see [page 16](#)), the most vital tool of escape isn't a shim or a compass but a meticulously planned emergency route. When unexpected developments arise, operatives *must* be able to ensure their own safe exit out of an area of operation they never officially breached.

Planning primary and alternate escape routes is a weeks- or even months-long endeavor that requires the development of a significant amount of area knowledge. Operatives canvass roads to determine the quickest and most discreet routes of escape. They use a thorough research process that identifies friendly and unfriendly areas—and assume they are at risk of being followed, ambushed, or chased. They look for routes least likely to be observed by third parties or to include dead ends, checkpoints, or choke points. And they create bridges from their primary route to their alternate routes, building a network of secondary branches they can veer into in the event that they are followed or encounter unexpected roadblocks.

Once they've established their routes, operatives identify temporary lodging or hide sites—stopping points that will enable them to travel by night and rest by day. Using detailed calculations based on mileage, speed, and the availability of supplies in surrounding areas, they stage caches of food, water, and life support at predetermined points along the routes. They may hide alternate vehicles at cache points in order to shake off potential tails or set up rally points where they'll meet known associates to hand off intelligence or other assets.

Loaded into a password-protected GPS that is stashed in the operative's bolt bag, the bug-out routes provide an effective form of operational insurance. The more complex and detailed they are, the better—emergency exfiltration is one of the many areas in which research and attention to detail can win out over brute force and even the most well-armed pursuers.

No. 090: Develop a Bug-Out Route

CONOP: Plan emergency escape routes to prevent capture.

COA 1: Research avenues of escape where movement can be broken down into rally points, cache points, modes of transportation (foot to mobile to public transportation), and temporary lodging/hiding.



COA 2: Develop primary and alternate routes.



Starting Point(s)
End Point(s)
Rally Point(s) (preplanned locations where you'll meet up with someone along the route)
Go Point(s) (friendly locations such as the homes of associates, hospitals, known remote locations)
No-Go Point(s) (unfriendly locations such as bad neighborhoods, places with no life support such as food and water)
Choke Point(s) (places where you could be ambushed)
Water Crossings
Towns
Fuel, Water, and Food
Terrain Association Marker(s) (locations or objects such as water towers that will help you figure out exactly where you are once you're on the ground)

COA 3: Load and conceal life-support caches along routes.



COA 4: Load routes and stopping points into a personal GPS.



COA 5: Password-protect and conceal GPS in bolt bag.



BLUF: Clearing the area of operation is an integral part of the mission.

091 Perform a J-turn

Only in the movies do operatives routinely drive through barricades, off of bridges, and onto the wrong side of highways. In reality, high-octane vehicular maneuvers are rarely deployed in the field. In most cases, escalating a tense situation into a chase is a tactical disaster; engaging in a highly conspicuous maneuver when it isn't warranted only gives the adversary reason to come after the operative.

Still, there are times when properly executed evasion techniques can mean the difference between mission success and detention—which is why Nomads regularly rehearse them in abandoned parking lots or on untraveled rural roads prior to an operation.

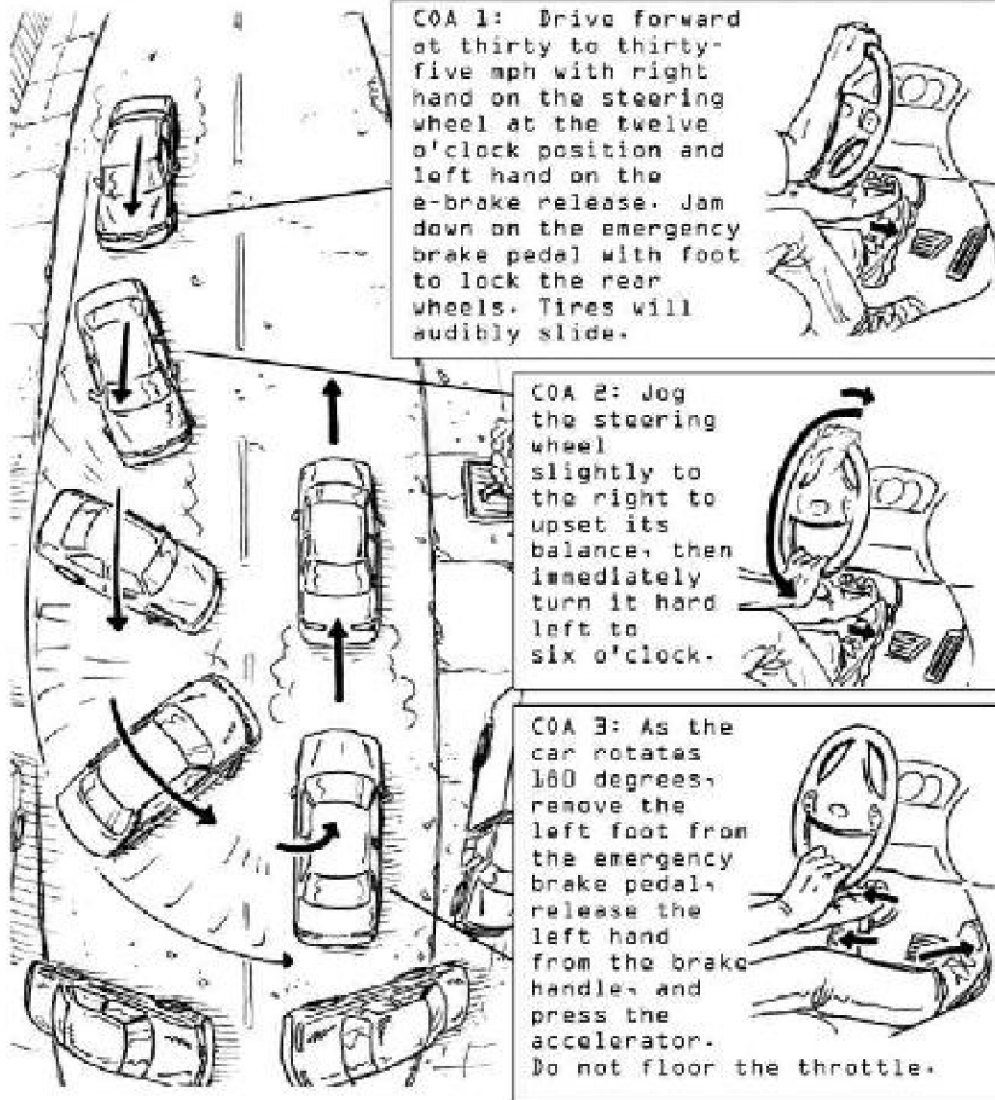
The J-turn, Forward 180, or “Bootleg Turn” allows a Nomad to quickly shift the momentum of the vehicle from one direction of travel to another within the width of a two-lane road. To properly perform a J-turn, the Nomad must first master the vehicle's braking systems. The initial attempt is never made during a crisis.

The coordinated use of the emergency brake and release is essential for the maneuver, keeping the vehicle under control by “locking up” the rear brakes. Avoiding the use of the foot brake prevents the front tires from sliding or skidding and wards off a loss of momentum by the keeping the heavy, engine-bearing front of the vehicle from degrading and “sinking”—an effect which would prevent the vehicle from pivoting.

The steering wheel must be turned quickly and aggressively. As the car rotates a full 180 degrees, remove left foot from the emergency brake and use right foot to press the accelerator. To prevent the tires from rolling off the rims, ensure tire pressure is a minimum of five to ten pounds per square inch over max pressure limits. Since every vehicle is different, speeds must be greatly reduced when conducting maneuvers in high-center-of-gravity vehicles such as trucks or SUVs. Even for trained drivers any speed greater than thirty-five miles per hour may result in flipping the vehicle and should be avoided.

No. 091: Perform a J-turn

CONOP: Quickly reverse the direction of travel on a narrow road.



BLUF: Evasive driving techniques utilizing 90- or 180-degree turns will increase the odds of escape.

092 Perform a Reverse 180

When time is of the essence, a cumbersome U-turn is not the best tool in an operative's arsenal. U-turns always involve the risk of becoming time-intensive three-point turns; at a high speed, they can also result in popping a tire on the curb or driving off the road. In an attack situation, a Reverse 180 is the fastest way to reverse the direction of travel—but the maneuver should be attempted only in extreme emergency, by highly skilled drivers when under imminent, life-threatening danger. Performed incorrectly, a Reverse 180 could flip a vehicle or permanently damage its transmission.

The turn should be performed at speeds no greater than thirty miles per hour. Emergency brakes must be in good working order, and a seat belt must be used. Though in order to reduce friction the move is best performed on wet or slippery surfaces, in any environment it produces a stress that cars are not designed to accept. In other words, the Reverse 180 is not to be taken lightly.

Reverse: Starting from a complete stop, shift into reverse and drive backward for three car lengths. Stay under twenty-five miles per hour.

Turn the Wheel: Shift gears to neutral, remove foot from the gas pedal, and yank the wheel all the way to the left as quickly as possible.

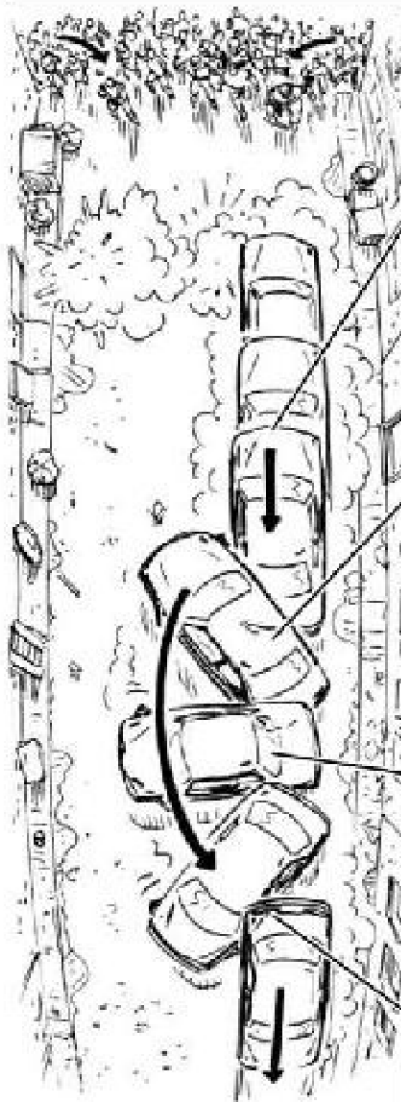
Hold the Wheel in Place: Hold the wheel in place until the vehicle has completed a 180-degree turn. Do not brake.

Accelerate: Shift back into drive and accelerate away from attackers.

Note: If attempting an escape on a road that does not allow sufficient width to attempt the turn, driving in reverse in a slalom pattern will help handicap the attackers' aim.

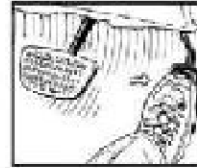
No. 092: Perform a Reverse 180

CONOP: Master an essential defensive driving escape skill.



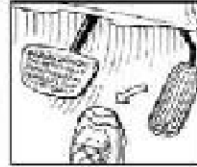
COA 1: From a complete stop, shift into reverse and drive backward for three car lengths. Stay under twenty-five mph.

P
R
N
D
2
1



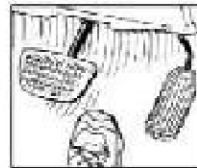
COA 2: In swift order, shift gear to neutral, take foot off throttle, and yank steering wheel 360 degrees to the right as quickly as possible.

P
R
N
D
2
1



COA 3: Hold the steering wheel in place until front hood slides around. Do not use the brakes.

P
R
N
D
2
1



COA 4: As the car begins to reach 180-degree rotation, let the wheels come out of the turn. Shift into drive and accelerate away.

P
R
N
D
2
1



BLUF: The Reverse 180 is the fastest way to reverse direction of travel and escape.

093 Survive Vehicular Impact

Due to their propensity for high-risk defensive and offensive driving techniques, operatives have a tendency to fall victim to a higher-than-average rate of vehicular accidents. Surviving these accidents while minimizing stress on the body is a matter of advance preparation and postural know-how—techniques that apply to any civilian caught in a car crash, whether as a result of a high-speed escape or a run-of-the-mill incident.

While the ability to survive a crash might appear to qualify as defensive knowledge rather than a “deadly” skill, self-preservation in the face of accidents or attempted assaults is key to mission success. In order to remain deadly, a Violent Nomad must remain safe.

One of the most commonly used steering positions—controlling the wheel with a hand placed at twelve o’clock—is also the most dangerous. On impact, such positioning assures that when the airbag activates, it will violently thrust an operative’s forearm into his face. Proper steering positioning (see illustration) may both prevent the operative from ending up with a forearm full of teeth and protect his thumbs from breaking.

For passengers, bracing during impact is a simple but lifesaving technique that can significantly reduce the risk of spinal and brain injuries. (Seat belts adequately restrain shoulders and hips but cannot prevent heads from flying forward due to crash momentum.) In one accident involving a small aircraft, passengers were sleeping when the plane collided with a stand of trees. One passenger out of the sixteen awoke and braced for impact, and he was the lone survivor.

If using the vehicle for a planned impact such as a PIT, disengage the airbags so that they don’t impede escape.

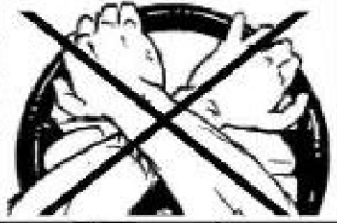
No. 093: Survive Vehicular Impact

CONOP: Proper procedures for surviving vehicular impact.

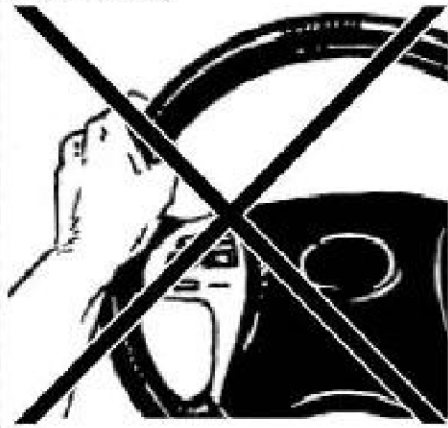
Hand Position: On steering wheel, maintain overhand grip at nine and three to keep hands from breaking against dash.



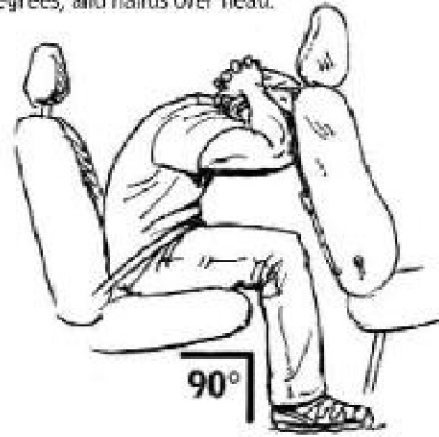
Steering: Shuffle-steer with no crossover. Hand slides to hand, not hand over hand—or end up with a forearm full of teeth.



Thumbs: Place thumbs next to index fingers, not wrapped around steering wheel, to prevent breaking.



Brace for Impact: When sitting in backseat, place head against front seat, legs at 90 degrees, and hands over head.



BLUF: It takes thousands of bolts to assemble a vehicle and one bad guy to scatter them all over the road.

094 Break Through a Two-Car Block

Checkpoints or roadblocks are common sights in many parts of the world. Foreign governments rely on them to deter crime or terrorist insurrections, particularly after nightfall—but the deep cover of night is also a prime time for bad guys to set up false checkpoints. Determining whether a checkpoint is legitimate or a terrorist ruse can be a question of survival, one that relies heavily on instinct and split-second decision-making. If the Nomad believes the checkpoint to be hostile, he will first check to see if he can accomplish a discreet evasion to avoid the roadblock. If he cannot, breaking through the roadblock may be his best bet.

Many checkpoints use cars as barriers in order to funnel traffic into a single line; one guard interrogates drivers as they stop, while the second remains in one of the obstructing vehicles and backs out of the way when a car is allowed to pass. If hit in the right place, the blocking vehicle is relatively easy to “move.” The momentum of a full-size car traveling at ten to twenty miles per hour will almost effortlessly cause the obstructing vehicle to spin out of the way while inflicting only minimum damage to the operative’s vehicle.

Aim for a push, not a collision. If traveling at highway speeds, slow down significantly or come to a stop before “pushing” the obstructing vehicle out of the way. One car length is all that is needed. Control the angle of impact so that the front right or left corners of the vehicle makes contact with the front axle of the blocking car, protecting radiator and engine components (see diagram). Significant damage incurred to the vehicle will defeat the likelihood of an escape.

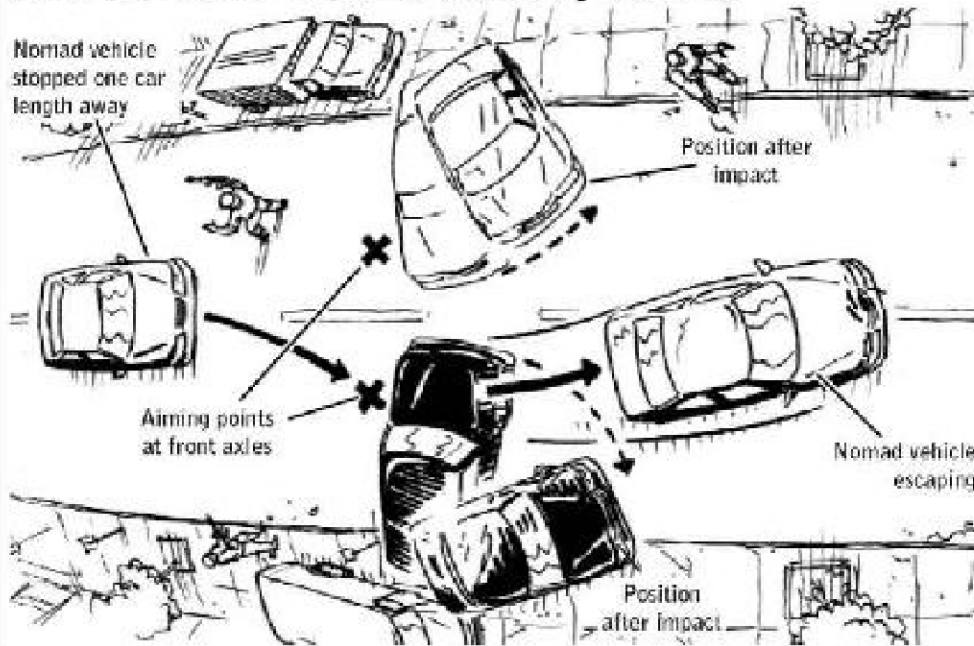
No. 094: Break Through a Two-Car Block

CONOP: Safely drive through an enemy roadblock.

COA 1: Stop one car length away, positioning vehicle in the middle of the road.



COA 2: When the standing guard approaches driver's side window, floor the accelerator pedal and aim front fender at the front axle of one of the blocking vehicles.



BLUF: Only ram a roadblock if it's a choice between action and detention or death.

095 Escape an Ambush

Where do the greatest dangers lurk? For Violent Nomads and civilians alike, it's the unseen menaces that pose the most peril—which is why violent attackers so often strike from concealed positions, using the elements of speed, stealth, and surprise to catch their targets off guard. From dense underbrush to desolate intersections and dark corners, attackers choose ambush spots that enable them to strike rapidly, carry out their mission, and disappear without alerting potential third parties.

Operatives know that the best defense against targeted ambushes is to constantly vary routes and habits. Take varying routes to and from work. Change up departure times. Criminals and kidnappers frequently stalk their marks, plotting attacks around the vulnerabilities in their routines. Foil them by being unpredictable.

Cultivate a constant awareness of possible ambush sites and scenarios. Look out for desolate areas, choke points where roads narrow, and any structures or landmarks that could provide cover for potential assailants. If possible, plan routes to avoid potential ambush points. The simplest way to defeat an ambush is to sidestep the threat completely.

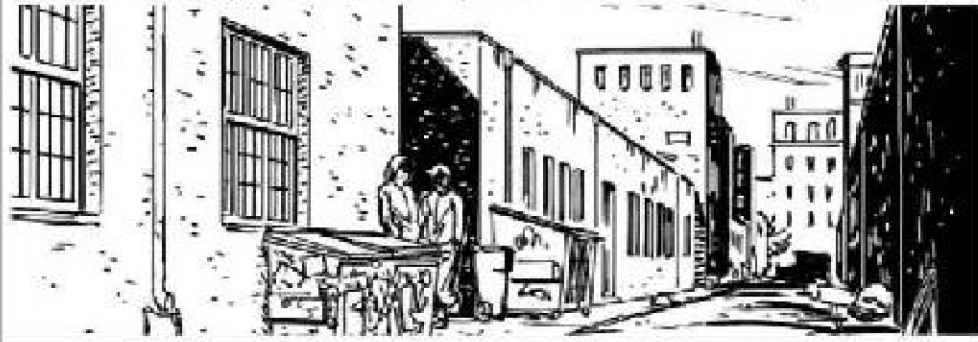
If an operative cannot avoid or anticipate a potential ambush point, he should increase his speed as he approaches. Particularly when driving, he may be able to speed through the ambush point and back onto a less isolated stretch of road before the attacker is able to make contact.

The attacker is counting on the element of surprise in order to overwhelm the target. If the target can get a head start by anticipating the attacker—despite not being able to see him—he will remove one of the attacker's primary advantages.

No. 095: Escape an Ambush

CONOP: Understand and identify ambush points (marked by Xs) and avoid them.

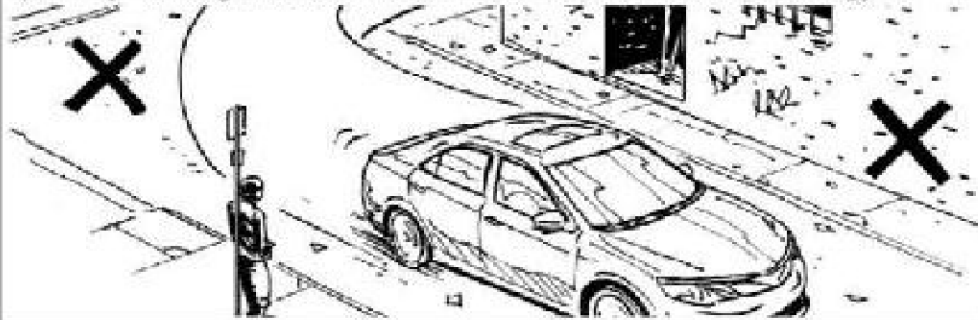
COA 1: Identify areas where speed, stealth, and surprise exist.



COA 2: Plan routes and times around possible Xs.



COA 3: No alternate routes available? Stay alert, move quickly through ambush zones, and have an exit strategy.



BLUF: Without the element of surprise, an ambush will be reduced to a fight.



ESCAPE ABDUCTION

In the face of abduction attempts, the old adage rings true: Never follow an attacker to a second location. But sometimes an operative will be outnumbered, outgunned, or taking severe blows to the head. He's tried to run, tried to hide, and put up a good fight. He's reached the point at which he has no choice but to temporarily surrender to his abductors in order to avoid severe bodily harm or worse.

The key word is *temporarily*. A Violent Nomad's surrender is merely a momentary play for survival.

096 Set Up Proper Posture for Escape

Get big. That's the central motto of any escape plan, and it applies at the moment of restraint.

Defeating hand restraints comes down to a matter of wrist and palm placement. Keeping the thumbs together, spread palms apart (see diagram)—this will flex the wrist muscles, broadening the diameter of the wrists. Joining the palms at thumb level will create the illusion of closed palms while leaving a sizable gap at the back of the wrists.

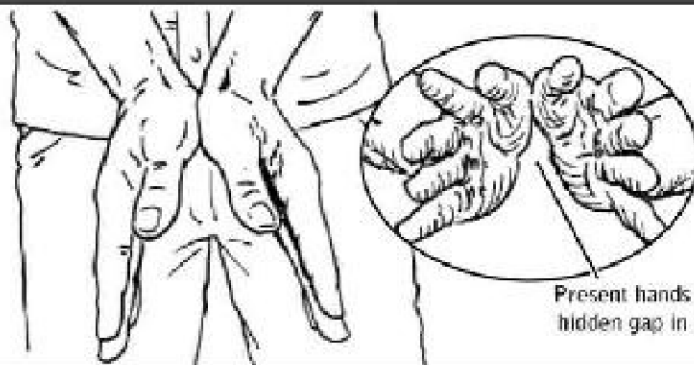
Frequently used as restraint devices in kidnapping and torture scenarios, chairs provide a foundation against which to brace a victim's limbs—but also a structure against which to buck and strain. At the moment of restraint, take deep breaths to increase the width of the chest, arch the lower back, straighten arms and knees as much as possible, and move feet to the outside of the chair legs. Shrinking back down to size once captors have left the room will create gaps in the restraints.

If restrained with rope or chain, attempt to discreetly create slack in the restraints by retaining a length of rope or chain in one hand (see diagram).

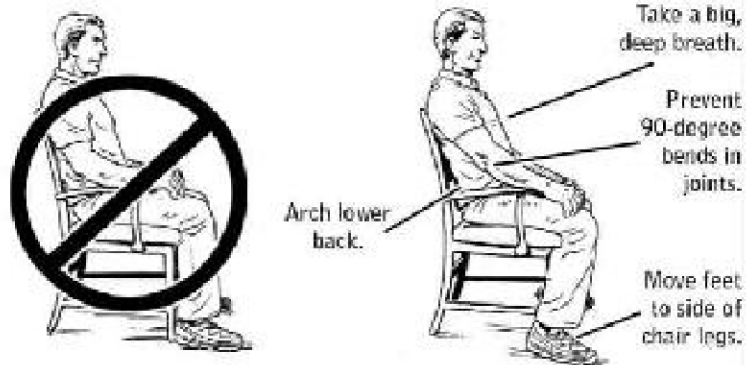
No. 096: Set Up Proper Posture for Escape

CONOP: Present proper postures to promote escape.

COA 1: Open hands and flex wrists back to constrict forearm and wrist muscles to a larger diameter; cuffs will be tightened to a larger locking size.

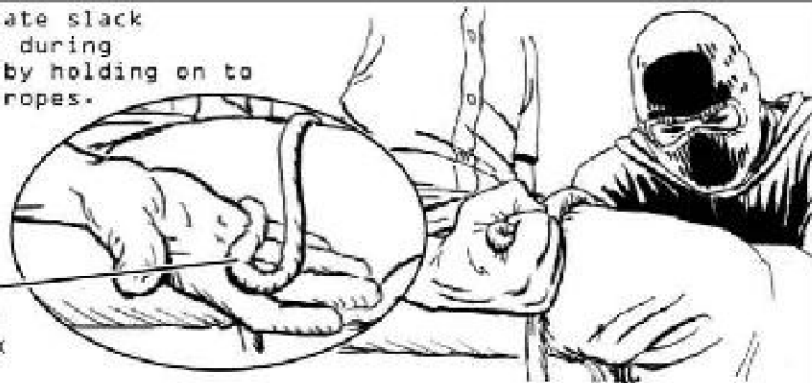


COA 2: When made to sit, do what is possible to create slack as restraints are applied.



COA 3: Create slack discreetly during restraint by holding on to chains or ropes.

Length of rope held in hand during restraint will create slack when released.



BLUF: Get "big" when restraints are applied; get "small" to create slack and escape.

097 Reposition Restrained Hands

It bears repeating that one of the most important components of any type of restraint defeat happens at the moment of capture—when the operative temporarily “surrenders” while setting himself up for escape as best he can. An operative should present his hands in front of him if possible. Should captors be willing to restrain him in this position, he will have less work ahead of him. (As law enforcement officials know, the most effective way to subdue detainees is to restrain them with their hands behind their backs, thus preventing them from using their hands or tampering with their restraints. This is also the restraint position most often seen in combat and hostage scenarios—but it’s one operatives are well equipped to defeat.)

When being restrained, spread hands and flex wrists to increase girth and improve the chances of being able to wiggle out of the restraints (see [page 232](#)). Discreetly drive forearms down into the cuffs as they’re applied so that they are placed higher up on the wrists, where the diameter is larger.

Once cuffed and left alone, visually inspect the restraints in order to determine a defeat method. To do that from a posterior restraint, move both restrained hands along waistline to one side of body and look down, or leverage any available reflective surfaces (windows or mirrors) around. View restraints and determine the best course of action *before* repositioning hands—the last thing an operative wants to do is get caught with his hands in front of him without a plan.

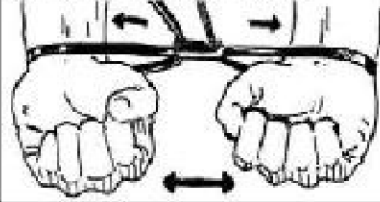
No. 097: Reposition Restrained Hands

CONOP: Reposition restrained hands from back to front.

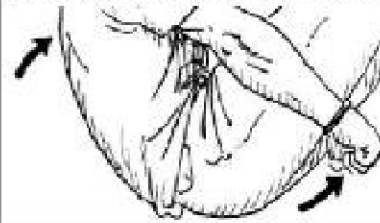
COA 1: Though a posterior restraint position limits range of movement, repositioning is sometimes possible.



COA 2: Pull wrists apart as hard as you can.



COA 3: Lower hands past glutes and bend at waist.



COA 4: Lower chest to knees and drop hands behind knees.



COA 5: Step through wrists one leg at a time.



COA 6: With wrists in front, it is now possible to defeat restraints.



BLUF: It's much harder to defeat the unknown. Always reposition restraints to promote successful escape.

098 Defeat Handcuffs

Equal parts magic trick, criminal ruse, and defensive operational skill, the art of restraint defeat comes down to an understanding of the mechanics of the particular restraints used. Armed with a common bobby pin (preemptively tucked in at the waistband), time, and patience, anyone can eventually defeat a pair of handcuffs, particularly if they are of an extremely common make (see diagram).

If wiggling out of the cuffs isn't feasible, there are several defeat options to try: picking, shimming, or prying the cuffs apart.

Pick the Lock: To pick a common pair of handcuffs, insert one end of the bobby pin into the lock and sweep it toward the wrist until it catches. Pull up on the bobby pin to disengage the shackle arm.

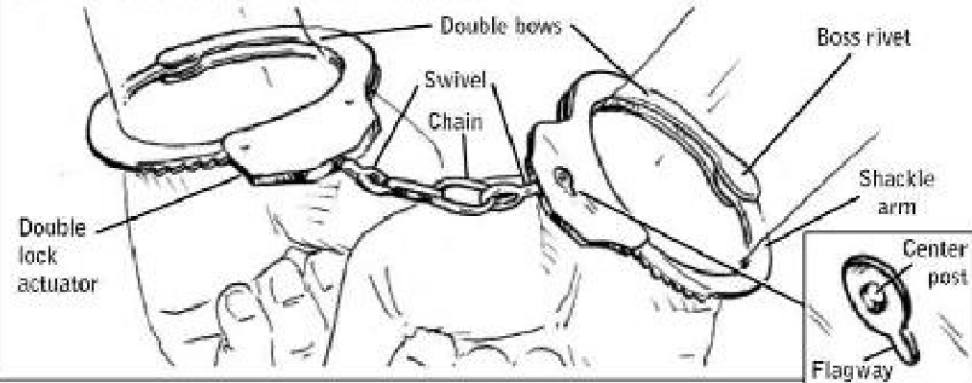
Shim the Lock: The easiest method of handcuff defeat, shimming involves feeding a bobby pin or similar instrument between its teeth and ratchet. Driving down the shim temporarily tightens the cuffs, but will eventually separate the teeth from the ratchet (similarly to the action of breaking a zipper). Once the shim has been pushed down far enough, an upward pull will yank open the lock.

Pry the Shackles Apart: If handcuffed inside a vehicle, use a seat-belt tongue to break the double bows away from the shackle arm.

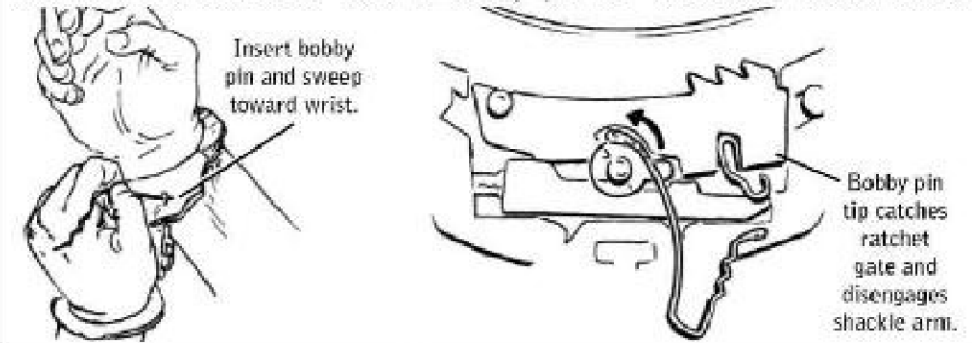
No. 098: Defeat Handcuffs

CONOP: Escape handcuffs using destructive and nondestructive techniques.

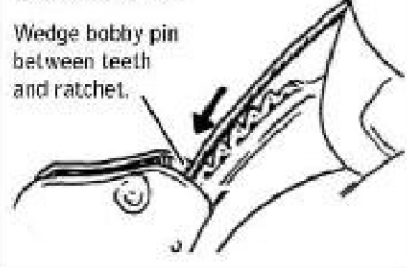
COA 1: Get to know the handcuffs.



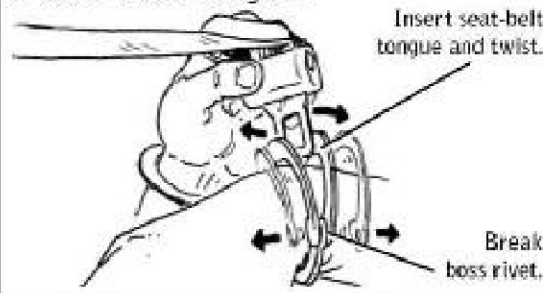
COA 2: Pick the lock with a bobby pin or a similar instrument.



COA 3: Shim the lock with a bobby pin or a similar instrument.



COA 4: Pry the shackles apart with a seat-belt tongue.



BLUF: The world's most common handcuffs are eminently defeatable.

099 Defeat Zip Ties

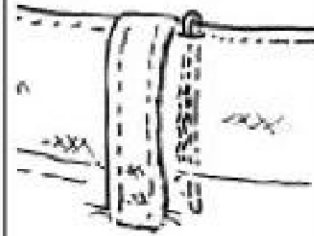
Efficient, streamlined, and lightweight, zip ties seem to present an optimal method of restraint for the criminals who use them. Originally designed to hold together cables and wires, once applied the ties are designed to lock permanently, typically removed by a pair of shears. Just like handcuffs, tape, and other means of restraint, however, they are eminently defeatable.

Because zip ties are made of plastic, they can be worn down by repeated friction. A cinder block or a brick or cement wall will wear them down quickly, but if a rough surface isn't available, they can easily be unlocked with a bobby pin or similar instrument.

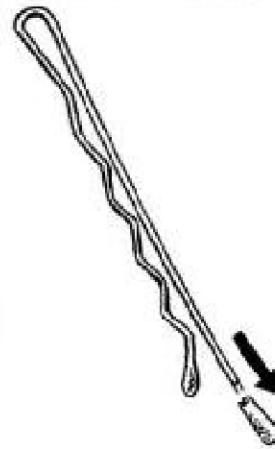
No. 099: Defeat Zip Ties

CONOP: Use a bobby pin to defeat zip-tie restraints.

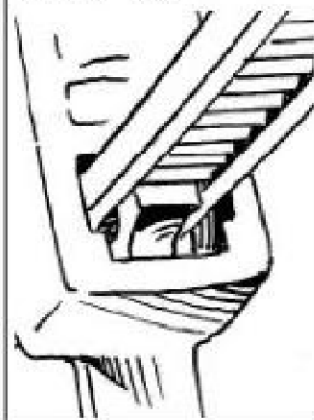
COA 1: Bobby pin hidden in waist-line.



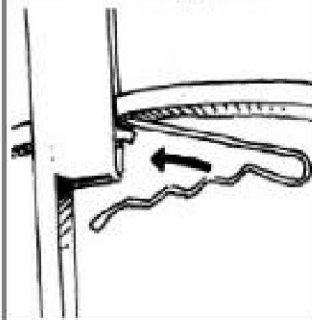
COA 2: Remove wax tip from bobby pin.



COA 3: Examine interlocking ratchet and teeth of zip tie.



COA 4: Wedge tip of bobby pin between ratchet and interlocking teeth.



COA 5: Pull wrists apart to release interlocking teeth from ratchet.



BLUF: Zip ties have become the most utilized restraint device, second only to duct tape.

100 Defeat Duct Tape

Famous for its durability and its many applications, duct tape is the familiar stuff of school projects, banged-up car bumpers, and patchwork home-improvement jobs. More often than not, duct tape is also an abductor's restraint of first resort—readily available and inexpensive, quick and easy to apply. Once abductors have moved victims to a second location, they may upgrade to zip ties, handcuffs, or nylon cord; time-consuming to secure, particularly if they involve knots, such restraints are frequently reserved for the period following the initial abduction, when abductors have more time to tie the victim down—which makes the beginning phases of an abduction so crucial.

Defeating duct tape or packing tape may seem like an impossibility, especially when it's tightly wrapped in multiple layers. But through a shrewd use of the body, victims can break through their bonds.

Duct tape and other types of cloth-backed adhesive tape may tear more easily than shipping tape, which can harden into an undefeatable mass of hard plastic when bunched together. The key with all types of tape is to move quickly and seamlessly, using the momentum of a snapping action rather than muscle power to shear the tape apart. Whether an operative defeats ankle restraints by squatting down abruptly or snaps out of wrist restraints by knocking his arms violently into his chest, performing the action in one sudden movement will shear the tape rather than crumpling it up into a solid and undefeatable mass.

No. 100: Defeat Duct Tape

CONOP: Use body weight to shear duct tape restraints.

COA 1: Assume a standing position. Turn feet outward into a V.



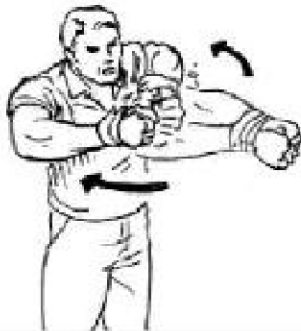
COA 2: Squat down fast, driving butt to heels. Tape will shear apart, freeing ankles.



COA 3: Reposition hands from back to front. (See #097.)



COA 4: Extend bound hands forward at shoulder height, then drive elbows past rib cage. Tape will shear apart, freeing wrists.



COA 5: Escape out back doors of kidnappers' vehicle at first stop.



BLUF: Duct tape is the most commonly used restraint upon initial abduction.

The Final BLUF

The bottom line underlying each and every skill in this book is that in a world full of unexpected, ever-changing threats, an unseen army of trained civilians is a powerful weapon. When crisis strikes, it takes only a basic level of knowledge to distinguish a victim from a survivor—or from the levelheaded leader who shepherds a panicked group of would-be victims to safety.

In other words, the true purpose of this book is not to make you more dangerous, but to make you significantly safer.

A civilian with a working knowledge of the skills described in this book is a civilian who knows how to think like a predator—which will put him one step ahead of attackers and help to prevent him from becoming prey. But beyond any one particular skill, it is the Violent Nomad mindset, defined by a spirit of improvisation and an alertness to threats of all kinds, that distinguishes victims from survivors.

In order to protect the integrity of its missions, the world of special ops must by nature remain shadowy and clandestine. Nothing in this book betrays classified tactical information that could be used by enemy forces to subvert the public good. But it does provide civilians with the ability to recognize and protect themselves from a diverse array of threats.

Danger has become an increasingly common facet of modern reality—a reality in which *deadly* may have to become the new normal.