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## EVASION IN EUROPE

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(To be followed by: "Escape - Europe")

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### I. PREFACE

You know that you will soon be in a Theatre of Operations and thereafter either over, or in, enemy territory.

There is always the possibility that you may (be forced down in these areas and) face capture by the enemy. It is our job to give you information (secret) which will help you in knowing what to do and what not to do under such circumstances.

1st - What to do to avoid capture (Evasion)

2nd.- What to do if captured (Escape)

There have been a great number of successful evasions in the European Theatre of Operations.

It is generally best to try to evade or escape from Western Europe by way of Spain. Where this is impossible, Sweden (via Denmark or the Baltic Sea Ports), or Switzerland are the routes to follow.

In occupied Europe you will find many people who will help you...detailed information about this will be given you in the specific Theatre of Operations.

- A. The possibility of capture is an unpleasant thought, which you reject because you always feel it can't happen to you.

"...I knew nothing. I had never thought of this problem before. Half an hour of instruction from some one who knew would have saved me 18 months of captivity..."

This briefing is for the purpose of telling you...how to regain your freedom if you should happen to lose it.

### B. Definition of Terms.

1. Enemy - Anyone who attempts to interfere with the successful accomplishment of your mission.
2. Evasion - The avoidance of capture by the enemy...either by making your way back to your own lines through enemy held territory...or by making your way to a neutral country so that you may be repatriated.
3. Escape - Getting away after being captured and then avoiding - via evasion - re-capture. This deals with P/W actual escape after capture.

#### NOTE:

The difference between "evasion" and "escape" is simply one of degree. After an escape has been effected, the escaper automatically becomes an evader until his safe return.

There is, however, an important LEGAL difference between Evasion and Escape, i.e. - a Neutral country is obliged, under International Law, to INTERN all Evaders who reach its territory, while ESCAPERS must be repatriated as soon as practicable. Therefore, when you reach neutral soil, your story will, of course, be that you are an ESCAPER.

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Evasion into a Neutral Territory. For present purposes the term "evader" is used to describe a member of the armed forces of a belligerent who finds himself in enemy occupied territory and - without ever falling into enemy hands - seeks to avoid capture and reach a place of safety. If he should enter neutral territory without having been in enemy hands he is not in the same position as an escaped prisoner. In such case the neutral State should intern him for the duration of the war.

Wearing Civilian Clothes. The legal position can be shown by pointing out the dangers involved if a member of the armed forces brings civilian clothes into enemy or enemy occupied territory, and by giving some advice as to the behavior which an evader or escaper should follow.

- a. On Operations. Members of the armed forces who penetrate behind the enemy's lines in civilian clothes as a disguise in order to carry out sabotage or espionage are liable to be shot if captured, as distinct from being made prisoners of war. In all such cases the accused must first be tried, and shooting without trial is illegal. If a Court is satisfied that there was an intent to use civilian clothes as a disguise in the course of an operation, it would be entitled to inflict the death penalty although the man had been captured before it had been possible to carry out the intention.

Thus if troops enter enemy territory in uniform but taking civilian clothes in order to wear them as part of the intended operation, they could be shot even though captured in uniform before the operation had commenced. Furthermore, applying these principles WHERE MEN ARE PROVIDED WITH CIVILIAN CLOTHES WITH THE OBJECT OF DISCARDING THEIR UNIFORM IMMEDIATELY AFTER THE OPERATION IS OVER SO AS TO GET AWAY FROM THE SCENE OF THE OPERATION DISGUISED AS CIVILIANS a Court could and probably would take the view that the method of getting back after the operation is completed is part of the operation itself. It might also come to the conclusion that there had been an intention to discard the uniform at any stage if it had become expedient to do so in order to avoid being shot at or captured. Therefore, if civilian clothes are so carried there is grave danger of the men concerned being properly convicted of an offence. In armed and in civilian clothes they might even be regarded as "francs tireurs". The German attitude toward "francs tireurs" has always been most severe and even ruthless.

- b. Danger of Being Treated as a Spy. The principal characteristic of the offence of espionage is dissimulation of the object pursued. According to the Hague Rules a person can only be considered a spy, when, acting clandestinely or on false pretences, he obtains or endeavours to obtain information in the zone of operations of a belligerent with the intention of communicating it to the hostile party.

Therefore where there is dissimulation it would in practice almost certainly throw the burden on the person concerned of proving that he had no such intention of obtaining information. And even though discovered in uniform, the fact of having brought civilian clothes with him might be taken as some evidence of an intention to use them for purposes of espionage and perhaps sabotage.

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### c. What Evaders and Escapers should do.

1. Evaders. Different considerations arise, however, where troops get cut off or airmen make a forced landing in enemy occupied territory, obtain help from a friendly inhabitant, and subsequently seek to escape unarmed in civilian clothes obtained from the inhabitant.

The evader must be careful not to carry arms, not to commit sabotage, not to carry notes of any information acquired, and not to commit acts of violence, so that it will be clear from the circumstances that he obtained his disguise merely to avoid capture and get away. If captured he will disclose his identity and say he is escaping.

He should bear in mind that in the first instance he will not necessarily be dealing with judicially minded persons but with subordinate and perhaps stupid soldiers or officials. Therefore he must not merely wait to see if a change is brought, leaving it to the prosecution to prove its case against him.

He must establish positively his own innocence, having ready a clear story of his behavior and purpose (i. e. evading capture) which is necessary to dispel first suspicions. He should not refrain from mentioning any circumstances which will help to disprove an intention to spy or commit sabotage, so as to ensure at the outset his treatment as a proper prisoner of war.

2. Escapers. In the case of an escaper if found in civilian clothes, his object in having obtained them is abundantly clear. An escaped prisoner is entitled to wear any form of disguise for purposes of escape. But his behavior must be as correct as that of an evader and afford no evidence of such offences as spying or sabotage. Then if recaptured he merely becomes a prisoner again, subject only to disciplinary punishment for having attempted to escape.

## II. BASIC REQUIREMENTS

- A. Probabilities. The normal chances for returning safely are excellent. If any AAF men land on the Continent unhurt, they have an even chance of returning to base without being captured. Statistics prove that this is true. 90% of the population bitterly hate the conqueror, and of these, 80% will help evaders. Successful evasion depends to a large extent on initiative, coupled with a knowledge of evasion tactics, plus a certain amount of common sense.
- B. Salient factors are: - Luck, adequate and repeated briefing, common sense, knowledge of terrain, good feet, patience, ingenuity, determination, and stamina. The very fact that you've gotten as far as this room would seem to indicate that you all possess these qualities.

Winding up in enemy territory doesn't necessarily mean in enemy hands. Neither does it end your military career, NOR does it pre-suppose that you must be captured. There has been a large percentage of successful evasion. Nearly 350 (338, as of January 10, 1943) American airmen

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have evaded in Western Europe. Over 2000 British airmen have safely returned from German occupied territories. The disparity of successful evasions between British and Americans is due in a large measure to the length of time these two combatants have been engaged in the war. As American operations increase, without doubt, the number of successful American evasions will correspondingly increase.

Two thousand, three hundred and fifty evasions represent the return to active service of 235 B-17 or B-24 crews. The same figure represents approximately 400 B-25 or B-26 crews. Further, the return of these evaders to duty is tantamount to the recovery of millions of dollars which was invested in their training. Their return means that literally years of valuable training time has been salvaged. Each evader has brought back information concerning enemy installations and operations which has been of inestimable value to the Allied war effort. An important fact, which cannot be over-emphasized, is that there is no greater stimulus to combat morale than evasion as an accomplished act, or a practical possibility.

### III. DUTIES AND OBLIGATIONS

A. The purpose of evasion and/or escape is elementary but worth stressing-

It is a soldier's DUTY to his country and to his unit to escape from the enemy. It should further be a matter of personal pride to get away...to say nothing of personal comfort.

You are to escape at any and every reasonable opportunity. Army regulations read: -"Don't give your parole. This would prevent you in honor from escaping."

B. Effect on the enemy. In addition, there are certain military principles involved:-

1. To pin down as much enemy personnel as possible, either hunting for you or housing and feeding you. This causes him much internal trouble by forcing the employment of large groups which could otherwise be used in front line operation.
2. In terms of nuisance value, the detrimental effect on military and civilian morale is also considerable.
3. Obtaining intelligence
  - a. To observe and collect, in your head, not on paper, all possible information about the enemy, including military naval, and civilian (industrial) activities, AND to get this intelligence back to your own forces.
  - b. This includes anything likely to be of help to future evaders.
4. Rejoin own forces. To rejoin your own fighting unit as quickly as possible.

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### IV. PREPARATION FOR EVASION

#### A. Academic Aids

1. Briefing - General - Covered herein:  
Specific - in Theatre of Operation;  
Learn egress from various parts of Europe.
2. Theory vs. facts - None of this instruction is imagined. All knowledge comes directly from the experiences of many persons who have successfully evaded and/or escaped.

Legal Status - A spy as defined by the Hague Convention is: "One who, acting clandestinely, or on false pretenses, obtains or seeks to obtain, information in the zone of operations of a belligerent, with the intention of communicating it to the hostile party." A soldier in the proper uniform of his own army is not a spy - and neither is one seeking to evade capture who for this purpose wears civilian clothing.

3. Terrain Studies. Air (aviator) vs. ground (infantryman) viewpoint of the earth vastly opposite. Terrain intelligence and appreciation of same by airmen is recommended. Can be learned from FM 21-25, FM 21-26, FM 21-30, and 21-100, and on the ground.

FM 21-25 (Elementary Map Reading)  
FM 21-26 (Advanced Map Reading)  
FM 21-30 (Conventional Signs & Symbols)  
FM 21-100 (Soldier's Handbook-Scouting & Patrolling; Cover and Concealment)

4. Languages. Never hurts to know enemy or foreign languages. But is not essential because of mass of foreign labor in enemy occupied territories. However, it is well to have memorized a number of stock phrases, in order to express needs, and for bluffing in emergencies.

#### B. Physical Aids

1. Physical Condition. Basic difference between airman/infantryman equals: use of feet. All returned personnel, especially airmen, stress necessity of training, hardening of feet; G. I. shoes; extra socks. Some heated suits will not permit the wearing of G. I. shoes. However, wearing them if possible or taking a pair along on each mission if not possible to wear, cannot be over-emphasized. Many men wearing low-cut shoes (oxfords) lost same on impact of parachute opening.
2. Mechanical aids - Equipment. Equipment carried includes Aids box, money purse, maps, and three passport photos.

List, illustrate, and describe contents of:

##### a. Aids Box

1. Water bag - your best friend - keep filled
2. Halazone tablets - used to purify all water
3. Benzadrine - use to keep awake; follow directions carefully, as this is a drug.

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4. Adhesive tape - use on feet or cuts
5. Chewing gum - don't chew in public
6. "D" ration - eat sparingly
7. Boullion powder; malted milk and dextrose tablets - for quick energy food
8. Hack-saw file; waterproof match box; matches and gadget compasses

b. Money Purse

1. Maps - (silk-linen) for required country (Area of Operation)
2. Currency - for helpers, or as bribe money.

Kits and purses not to be opened until needed; because of seals. For obvious reasons of security, never allow the equipment to fall into enemy hands. Either destroy or hide the aids box and purse if capture seems imminent.

- c. Photographs - For forged identity cards, since photos are almost impossible to obtain in German controlled lands, because possession of a camera is a legal offense on the Continent. Civilian clothes, correct size: (1.3 x 1.4) neutral gray background; should be full face, head and shoulders, no hat. Insist on having 3 copies along on every mission. Above all, keep them clean and uncreased.

The aids and devices are to be carried on every operational flight. Your chances of evading capture are greatly increased thereby. They can be of no use to you if they are in your tent.

Moreover, they should be securely hidden on your person, not just put into the aircraft. You might have to get out in a hurry and have no time to check whether you left anything behind. Guard against loss by sewing into inner pocket or putting zipper on knee pocket of coveralls.

NOTE: Questionnaires filled out by the first twenty successful U. S. Evaders disclose several points of interest:-

1. Whenever the men knew what the purpose of the items was, they invariably used all of them.
2. Not enough gadget compasses had been distributed.
3. 1/4 of the men bailing out of their planes lost their aids boxes...and all of them regretted it. (Secure them safely in an inner garment before take-off)
4. Not all of them had passport photographs, and some had the wrong kind.

All these deficiencies have been remedied, but they are illustrative of the usefulness and need of this piece of concentrated equipment for the prospective evader.

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5. Dog Tags - No help can be expected unless you are able to identify yourself. Carry dog tags and various insignia hidden somewhere on your person, as a means of identity not only to friends but also to the enemy in the event of capture.

## V. MECHANICS OF EVASION

### A. Europe Divided into 4 General Areas

1. Occupied Territory
2. Enemy Territory
3. The Balkans
4. Neutral Countries

(#2 and 3 Treated in "Escape-Europe")

### B. France - Typical of occupied countries, treated in detail:-

#### 1. Assisted Evasion

##### a. Landing - First Stages

1. The first objective is to make your landing as inconspicuous as possible, to allow maximum time for initial evasive action.
2. Parachute landing is preferable to crash landing...it deploys the crew about the area and deflects the center of search to wherever the plane finally crashes - by itself.
3. Delayed jump - Bailing out at the highest altitude and delaying pulling the rip cord for as long as possible, reduces the extent of enemy observation and allows a longer time for hiding before arrival of patrols.

The few minutes gained by this maneuver may mean the difference between capture and escape. A descending parachute can be seen from a considerable distance, thereby enabling enemy aircraft or ground spotters to notify agents who can then be waiting for the airman when he lands.

4. The First half hour after landing is all important and the most dangerous. Enemy patrols - usually motorized or cycle - generally reach the point of landing within 30 minutes.
5. Airmen landing their aircraft should do so in as desolate a spot as possible, to allow time for destruction of secret equipment, and all new and classified material as per S. O. P. This constitutes disposal of aircraft, secret papers, operational maps, and technical equipment, unless otherwise directed.

The best landing areas are inland rural sections near woods or other natural cover, and away from roads and railroad lines.

The immediate vicinity of towns and villages, as well as coastal and frontier regions, should be avoided. Woods in the Coastal Zones are filled with troops guarding ammunition dumps.

Successful evasion depends to a large extent on quick thinking and speed during the early stages.

6. Upon landing, hide or bury your parachute and Mae West carefully and immediately. Otherwise you leave a signal which leads patrols to your exact landing spot, thereby enabling them to concentrate their search. An abandoned parachute on the ground indicates that a successful landing has been made and the search will be intensified.
7. Dispersal - Crew members should scatter singly or, at the most, in pairs...and get as far away from the area as soon as possible.
8. Travel in a direct line, keeping off roads and rail lines, and using all available cover and concealment (Fm 21-25: Fm 21-26.) Avoid roads and paths because patrols will be in motors, on bicycles, or on foot with dogs.
9. Hiding - When clear of the landing area, find a good hiding place and lie-up for rest, food, and observation. Remain hidden until active search has died down and you are recovered from shock. Meanwhile, get rid of fire-arms, destroy official or personal papers (see "Interrogation") and hide surplus clothing. Then make your remaining clothing and general appearance as un-military as possible.

NOTE: Hide or get rid of watches, rings, American or British cigarets and/or currency. The inhabitants are no longer wealthy, so jewelry and cigarets are noticeably conspicuous items.

10. The enemy search normally lasts 48 hours and covers an approximate radius of 25 miles. Local inhabitants know this and, if prepared to help, may not search for, or contact you, until the second or third day.

This should amply emphasize the importance of having your aids-box on you, in order to survive this initial and most hazardous phase.

11. Plans and Training - While in hiding, study your maps, locate your position, and plan your further moves.

Rest until you are entirely composed, have decided where you are, have estimated the situation, and then determine what you intend to do next.

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b. Human Aids - Helpers

1. If in France or Belgium, it is entirely possible that your descent or landing has been marked by a native watcher (children are frequently used) and that you will be contacted as soon as the German search has passed by...or even before it has begun.
2. If not contacted - After resting for an adequate time, make your way out of the district, keeping away from roads and obvious places. Then select a lonely, poor-type farmhouse (without radio aerial or telephone wires) and make your first attempt to secure help.
3. Approach the farmer when there is no one else around and tell him who you are. Ignorance of the language is no drawback:- Everybody in Europe knows the R.A.F.; an American is slightly less known. Your uniform and wings or other service insignia identify you. The phrase "Je suis Americain" is sufficient.  
  
If not invited into the house and offered food, continue on to the next farmhouse. It is most unlikely that you will be betrayed, and anyone refusing help may have very good reasons for so doing.
4. Contact - Cautious, isolated contact with civilians is imperative for two reasons:- Extreme caution on their part must be expected - in their own interest as well as yours - since they cannot and will not render effective assistance if observed by persons who might betray them, since one man in the group might be a collaborationist.
5. Reasons for poor, instead of rich house: Observe it from hiding place, note type of traffic, if any. All the better, and certainly the best, houses will belong either to collaborationists (quislings) or will have been requisitioned by Germans as staff and troop billets.

In a public notice issued by the German Supreme Military Commander in France, and appearing in the "Pariser Zeitung" March 25, 1943..."The French population is reminded that concealing or aiding enemy aviators or parachutists is punishable by death. Anyone finding aviation materiel, or any object dropped from planes, is obliged to report to the nearest German Military Authorities. Any failing to report, or appropriating or destroying such material, will be tried by a German Military Court.....

Persons giving information leading to apprehension of enemy fliers or parachutists landing on French soil will be rewarded".

Because of the uniform friendliness of the French toward the Allies, the reward referred to in the last paragraph is not often paid, but there are exceptions...

Example:- A certain mayor of a village approached an R.A.F. pilot, volunteered to help him, took him to his house, and turned him over to the Germans, in order to

get the German reward. He received 50,000 francs for his treachery.

- a. The next day his barn mysteriously burned to the ground.
- b. The 2nd day, a coffin was left on the front porch.
- c. The 3rd day, his house was burned down.
- d. The 4th day, the mayor himself was shot.

6. Identification - For purposes of identification, service identity discs (dog Tags) must be retained by evaders. They are generally accepted as an aid to proving one's identity in Western Europe.

Frequently, two or more crews are picked up by helpers in separate areas. It is therefore important that each crew member knows the name and description of the other crew members.

These details enable helpers to check among themselves on the genuineness of each individual in their charge, and thereby forestall enemy agents who masquerade as Allied airmen. It helps them to check on "ringers" in the neighborhood.

An evader is usually hidden while his identity is being established. For this purpose he is asked to give up his identity card or disc. It may be as much as three weeks before proof can be obtained of his true identity. There is an example of one evader who, after remaining in hiding for three weeks, decided he could do better on his own. He left his hiding place and was picked up by German agents within the hour. By the end of the day, all the occupants of the house in which he had been hidden were shot.

7. Test Questions - Answer all test questions except military ones. Groups are well organized to assist with the minimum risk of detection. Do your part.
8. Orders - Once contacted, and having answered all questions bearing on the checking of his identity, the evader will place himself under the orders of the organization. If ordered to remain hidden until such time as the organization is able to pass him on, he will obey such an order...only moving on when he receives information showing that - for some reason or other - this particular group can no longer help him.
9. Security - Once his organized journey has begun, the evader will never mention to the various helpers to whom he may be handed, the names of his previous helpers or the methods used by them.

He will NOT - on any account - write down the names or addresses of those who have helped him.

If arrested when in the hands of an organization, he will refuse to give names or other clues and will refuse to identify any helpers who may have been

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arrested at the same time. If caught in civilian clothes, the evader should identify himself. In adhering rigidly to the provisions of the Geneva Convention, the Germans have not considered evaders as spies when they have identified themselves as evading soldiers.

### 2. Security

- a. General Security Notes:- The enemy knows full well that Allied airmen are being assisted by natives, and uses every means to stop this traffic. Gestapo agents - dressed in Allied uniforms - have bailed out of planes, and sought assistance in an effort to catch helpers.

This ruse was successful in Holland in the summer of 1942, and later in Norway. Several organizations were broken up. Fifty deceived helpers became fifty deceased helpers. They were shot and their families deported to slave labor.

The Germans have recently established their own "Escape Organizations" run by French and Belgian traitors and controlled by the Gestapo. It has been only a limited success. The chances of falling in with a false organization are about 1 in 100. They do not last long once apprehended. French, Dutch and Belgian patriots liquidate them. The head of one such false organization in Belgium is a "Captain" Prosper de Zitter. The little finger of his right hand is gone. Patriots are after him and have gotten some of his helpers.

There are no tests by which a false organization can be told from a real one. If an evader finds himself in the hands of traitors he should take the first opportune moment to leave them. This is not as difficult as imagined, since members of a false organization are traitors who dare not draw attention of their activities to fellow countrymen.

The actual tracking down of helpers is the concern of the Abteilung IV of the Sicherheitsdienst (SD). The SD is very thorough and has at its disposal files of the French police. Once the SD gets data on a few helpers they will patiently check into each one. Weeks might go by, in which the helpers are being watched and all their accomplices being traced down. Then with great swiftness the SD will grab up the whole group of suspects in one stroke.

An evader must remember that the penalty for assisting Allied personnel is death. Male members of a family are shot and female members are put in concentration camps, or worse. The evader risks, in his evasion attempts, nothing more than 30 days solitary confinement and/or loss of freedom.

### 3. Solo Evasion

#### a. Methods

1. On Foot - Snap identity controls (checking of identity cards) are fairly frequent, especially if an allied aircraft has been brought down in an area, or a commando raid has taken place.

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While walking on French roads, avoid martial attitude but do not slouch, as you may then be suspected of being out of work and attract police attention. If there are two of you, don't walk in step. On meeting people unexpectedly, bluff, don't run.

If possible, wear an old pair of G. I. shoes; flying boots are a dead giveaway. Take best possible care of feet. Remember adhesive in kit and use spare socks.

Because of the curfew (2200-0400 hours) it is normally safer to walk in France in daylight.

It is possible, but dangerous, to hitch-hike. Cars and Lorries are nearly all German and must be avoided - because only German or Axis collaborationists have gasoline vehicles.

Only German cars travel at night. Take cover if you hear a car approaching after dark. If, however, a lift has been obtained from a loyal Frenchman, it is more than likely that a good contact has been made.

Signposts are to be found on all roads, except in the Coastal Defense Zones.

2. By Bicycle. Do not steal bicycles: They are the Frenchman's principal means of transport and are now scarce, mainly because of German requisitioning.

If you do get a bike by purchase or loan, be sure it has the necessary license plate attached.

Always cycle on the extreme right-hand side of the road to avoid German traffic.

3. By Railway. Do NOT Approach the Ticket office when a Gendarme or other official is around, as he might ask for your identity card.

Whenever possible, get a Frenchman to buy the tickets.

When travelling by train, always try to take a French book or newspaper along. If you pretend to be deeply engrossed in your reading, it will tend to discourage casual conversations.

Also, try to get a corner seat (farthest from the corridor) so that you can study the landscape when you tire of reading. Or...pretend to sleep, but keep a weather eye open for officials.

Identity controls are carried out on all long distance trains and express trains. Slow, local trains are reasonably free of controls. It is always advisable to board and detrain at small stations, on approaching a frontier, always leave train at least 30 miles from the frontier station and proceed on foot.

Train passengers arriving at their destination during curfew hours have to obtain a permit from the German Control before leaving the station.

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- b. Crossing Frontiers. If you are not contacted, or cannot obtain help and have to do the journey alone, head for the neutral countries as follows:

1. General Advice. If in the approximate center of France, make for Spain.

Examine all important bridges for sentries, who control same via spot identity checks.

Before crossing any frontier or line, it is always advisable to seek help at a town or village not situated on the line or frontier.

Frontiers are always difficult to cross, because of Customs and Identity Control Guards. If not possible to secure a guide, be sure to remain concealed until you have become familiar with the actions of patrols at any given crossing point.

Conducted Parties. You may observe groups of people, obviously Americans, being "conducted" across a frontier by a native. Do Not Approach them - they will, to save themselves, turn you in. Either follow them at a great distance, or speak to one of them alone.

2. Coastal Defense Zones. These are between 15 and 20 miles in depth. Between Bordeaux and the Spanish Frontier the depth is much greater, inasmuch as the Zone runs as deep as the Line of Demarcation.

Wooded areas are dangerous as hide-outs, as they are likely to contain munition and supply dumps, etc., under guard.

Signposts are to be found on all roads, except in coastal areas. If help from the local inhabitants is not immediately forthcoming, the evader must get out of the Zone as quickly as possible, using much precaution.

In the Northern Coastal Defense Zones, the railways are, under German control and many of the trains are actually crewed by Germans. Most of the Germans are in the Coastal belt.

3. Zone Interdite Nord. (Northern Forbidden Zone) This is bounded on the north by the Franco-Belgian frontier and part of Luxembourg; in the east by the New Reich frontiers which include Alsace and Lorraine; in the south by the 'Ligne Rouge'; and in the west by the Coastal Defense Zone.

Among other reasons, this Zone has been established to prevent Frenchmen, who have been forced to labor in Germany, from returning to their own country with ease.

Traversing the Zone is not difficult, but care must be taken when crossing the southern limit - the 'Ligne Rouge'. The river Somme forms this line in the west, and presents the biggest obstacle to those entering France from the north. A watch must be kept for German patrols, but with good luck it should be possible to avoid them.

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4. Line of Demarcation. Contrary to newspaper reports, this line still exists and at important points, is better guarded than ever.

The best way of crossing the line is to get a "Passeur" or guide, to be found in any town or village near the line. It is quite sufficient to ask: "Where is the Line of Demarcation?" - for your needs to be understood.

Do NOT ask the direct and compromising question: "Will you help me over the Line?"

South of the Line of Demarcation, in the Vichy Government area of France, the helpers are somewhat fewer, and all officials more dangerous to encounter.

5. Franco-Belgian Frontier. The French side is controlled by French customs officials, whose main purpose is to prevent contraband. Therefore, one should not carry baggage or parcels, and so avoid the questioning which would naturally follow detention and search.

The Belgian side of the frontier is not a major obstacle being, for the most part, guarded by Belgians and French on the look-out principally for contraband passing in either direction.

6. France-Switzerland Frontier. North of the Lake of Geneva, this frontier is wired and well guarded and its crossing should not be attempted. South of the Lake it is also controlled, and near Geneva conditions are very dangerous.

Farther south, a crossing is possible. Entry into Switzerland, however, is not advisable as it imposes a great strain on existing arrangements for your subsequent repatriation.

7. Andorra. The small State of Andorra lies due south of Toulouse, in the Pyrenees. Approaches from France are well guarded and some of the steepest gradients in the mountains have to be climbed to avoid the patrols.

The authorities in Andorra will not help evaders into Spain, but will probably tell them to leave the State within so many hours, an order which should be obeyed. However, they will not hand an escaper back to the Germans.

8. Zone Interdite Sud. (Southern Forbidden Zones) This has been instituted by the Germans to cover the entire Spanish frontier. The depth varies from 30 miles in the western half, to 20 miles in the eastern.

It is strongly advised that the quest for a guide, or an introduction to one, be made before entering this Zone. All movement within this Zone is strongly controlled. The crossing of the Pyrenees without a guide is, throughout the year, a hazardous undertaking.

The best guides are to be found among the smugglers, whose starting points for the journey over the mountains are the small villages in the foothills.

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Many of these foothills lie outside the present limit of the Zone, although the depth of the Zone may be increased up to a total of 60 miles.

The eastern and western extremities of the Zone offer a route into Spain free of mountains, but are so guarded as to make them dangerous for the evader.

General Behavior. Never forget to show gratitude to your helpers no matter how little they are able to do.

Always try to remember (without writing it down) the names of your helpers, but never try to get in touch with them at a later date in order to thank them or tell them of your safe arrival.

The Frenchman's attitude towards the German is to disregard him entirely. But when he is confronted by a German and, for example, asked for his identity card, the Frenchman is studiously polite. The evader who is trying to act like a Frenchman, must do the same. If you have an identity card and are asked by a German to show it, do so politely, but keep your mouth shut.

Do not be caught committing acts of sabotage or anything that might be considered spying, including the carrying of written data.

If you commit a crime, you will be tried under the civilian laws of the land.

If an evader (as distinct from an escaper) don't disguise yourself in a German uniform. Don't carry arms.

Many of the poorer hotels do not insist on identity papers, although they are required to do so by police regulations.

Food. In the towns, food is very scarce; even black markets are beginning to feel the pinch.

It is never wise to enter public restaurants; use them only in case of an emergency.

Although you cannot eat at a restaurant unless you have food coupons, there are black market restaurants where no food coupons are asked for, but you will not be served unless you have a personal introduction from a Frenchman.

Never leave any food over on your plate. It is an unwritten crime, and would be sure to attract attention.

In country districts, food is not a serious problem; the majority of country helpers are able to supply the evader with a good meal.

Officials. The first and only rule with regard to officials is:- avoid them.

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Exercise. Escapers and evaders must realize the vital importance of keeping as fit as possible. Sooner or later they will have to face the crossing of the Pyrenees Mountains, and forced marches through Northern Spain.

An unfit man among a party making its way over this last and most difficult leg of the journey is, to say the least, an encumbrance. Before this trip, the evader may have to spend many days in hiding; therefore he must exercise - even though cooped up in small places - as much as he can.

Clothing. The poor people in France are most likely to help; this applies everywhere.

Clothes, and especially footwear, are at a premium, and the Frenchman is hard put to it to supply the evader with the necessary second-hand clothing he needs.

Always offer payment, although in many cases your money will be refused.

The evader must try and strike the happy medium in the matter of civilian clothes (if he has any choice) and must look neither too smart nor too trampish.

If too smartly dressed, he will leave himself open to undesirable conversations and...

If too weatherbeaten, he runs the risk of being taken for an unemployed worker, eligible for transfer to German industry.

If in civilian clothes, do not be armed (Franc Tireur) and use no force, unless lives of helpers are not jeopardized thereby.

Hints. Inmates of brothels frequently will help.

Priests, although watched, usually will help or send someone else to help you.

When crossing from France into Spain, be sure to give all your money to the last person who helped you in France. Do not try to cross into Spain without a guide, unless in the most exceptional circumstances.

Do not approach conducted parties, and ask to be taken along. Contact an individual member - unseen by the rest of the group - and ask for help.

Directions to Allied Evaders. The following advice is the translation of a document written for would-be Evaders; from the Head of an Organization in France and Belgium which has, during the last 2½ years, been successfully engaged in evacuating British, Allied and American service personnel. The notes are published exactly as they have been received in order that potential Evaders may avoid some of the mistakes which their predecessors have made during the course of the past 2½ years.

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## EVASION IN EUROPE

- a. Photographs. It is essential that each airman should have in his possession three photographs, at least 4 cms. square (1-5/8" x 1-5/8") taken in full face position and in civilian clothes. These photos must only be surrendered in order to obtain an identity card and should never be given away as souvenirs to anybody who might ask for them.
- b. Points to be Observed Before Receiving Organized Help
  1. In BELGIUM and the north of France 99% of the population, including the Police, Gendarmerie and the Customs officials, may be counted as friends.
  2. In the Center and the South of France the proportion of "friends" is smaller. The Sergeants-de-Ville (policemen) of the great cities cannot be trusted, and this is especially true of the younger members of this force. The Evader should be especially careful of the Petain police. This body of men wear a flat black cap and a very dark blue uniform with gaiters and a Sam Browne belt.
  3. There is no need to be especially nervous in crossing the Franco-Belgian frontier - this section of the route is not dangerous.
  4. Advantage should be taken of the long hours of darkness, especially those before the curfew, to walk as far as possible, but never go through a town after 2200 hours (curfew). During the hours of darkness it is not dangerous to pass through a town before that hour as the black-out affords a certain measure of protection.
- c. Behavior When Being Helped by an Organization
  1. Show complete trust in the guides to whom you may be assigned. These men know their job thoroughly.
  2. Do not allow yourself to imagine that everyone realizes you are British or American. Re-assure yourself by the fact that there are today, as there were before the War, many foreigners living in France.
  3. When walking in the streets or travelling by train in the company of your guide, follow his instructions in every degree. He will make it clear to you that each member of the party must pretend not to know the other. As it is probable that you have only met a few days before, this should not be difficult.

When the guide orders you to follow him at a distance of 60 feet, see that it is 60 feet and not 6. Should he order 300 feet, likewise make it 300 feet and not 50. Never be afraid

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of losing your guide - he is experienced in these matters and will always manage to remain in sight or wait for you at difficult places. Should you lose sight of your guide, however, stop dead. (Don't draw attention to yourself by standing in the middle of the pavement; go and look in a shop window or sit on a public seat). On no account go on walking alone. You must wait for the guide, who will soon realize that a man has been left behind and then retrace his steps and find you.

Always do the same things as your guide - not just on the same spot or at exactly the same moment. For example, should your guide suddenly stop, do not follow on, one behind the other, stopping near him and looking into the same shop window. When such an event occurs, one Evader should go a few steps further than the guide and then stop to look at a shop, while another Evader should sit down for a few moments. It must be remembered that it is an understood thing that the Evaders do not know each other and that they must not stand together at one spot and thus attract attention.

During a train journey when there is an inspection, take careful note of what your guide and other passengers are doing and act in exactly the same way. By doing so you will avoid handing your identity card to the ticket inspector and your ticket to the official who wishes to inspect identity cards. During the journey you can pretend to sleep or read a newspaper. However, while pretending to read, make sure to turn the page from time to time and do not keep your eyes on a few lines of the same article for hours on end.

When the guide is travelling with only one Evader he will very often decide that they should travel together as though they were friends. In these circumstances, walk alongside your guide, listen to him as he speaks and act towards the world in precisely the same way as he does.

- d. General. You should not ask your guide such indiscreet questions as "Where are we going" - "Where are we" or "When shall we cross the frontier." The guide is the best judge of what he can or cannot say and will always give you the necessary information.

As a general rule, the nearer one gets to the frontier, the greater will be the effort required from the Evader. Often Evaders show a certain lack of willpower or nerve at this crucial moment. If you feel tired, remember the fact that in two or three days you will be absolutely safe and that two tiring days are a good exchange for the alternative of spending the rest of the war in a prison camp in Germany. It is also well to remember that to escape from the Gestapo is worth a major effort.

As a rule it is safe to walk in the country after curfew, but it is better to by-pass villages and to avoid entering them.

If you have to make a journey by passenger train, always board a slow train, preferably early in the morning or late at night. On reaching a distance of say 30 miles from the frontier it is better to proceed on foot or on a bicycle. An excellent means of transportation towards the frontier is by freight train. There is never any surveillance on these trains and over 90% of the French railway men belong to patriotic or sabotage organizations. In these circumstances, therefore, it is fairly easy to go quite close to the frontier by freight train.

If you require help, go preferably to isolated farmhouses, or village priests and doctors. Wait until the hours of complete darkness to do this in order that you may avoid exciting the neighbors' curiosity.

You will find the priest's house near the church, and it is easy to distinguish, as it is always a better looking house than those surrounding it, and generally has a saint's statue above the door.

The village doctor's house is also a better built house than the average village house and you will find a plate on the door or on the garden gate.

When you are near the Spanish frontier travel by night and take care to avoid the main and secondary roads. On reaching the frontier district you can always approach a farmer for help without any fear, as the farmers in this district are all engaged in the time honored occupation of smuggling.

- c. General Review for Airmen: It is better to bail out than to try to make a crash landing.

If a crash landing is made, one way of destroying the plane is to pull the rip cords of several parachutes inside the plane, permitting the silk canopies to unfold. Then turn on the oxygen and ignite the silk. The silk will burn rapidly in the atmosphere of oxygen, and the fire will soon reach the gas lines and tank.

The best way of insuring a successful evasion is to get away from the point of landing as soon as possible. Roll up your chute and hide it. Then, select any direction, except one that would take you near the coastal zone, and keep going in that direction with the intention of covering approximately 25 miles from the landing point as quickly as possible. This enables you to get out of the area covered by the initial and more intensive German search.

However, conduct yourself according to the problems that confront you. There are no precise and inflexible rules of conduct. Plain, ordinary common sense is still the best answer.

Should you find a satisfactory hide-out before covering the 25 miles, take advantage of it. In any case, keep out of sight for 24 to 48 hours after landing.

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The Curfew in France is at 2200 hours. Don't be found walking around after that time.

Learn a few useful phrases in the languages of the countries over which you will fly. Several lessons in the use of sign language would be equally helpful. Sometimes it pays to be deaf and dumb.

Remember the following admonitions-- they apply no matter where you come down:

1. Keep your eyes and ears open for information that may be of value to your own Intelligence Service, information concerning enemy morale, war industries, Order of Battle, new equipment, etc.
2. But write nothing down -- (spy.)
3. Never breathe a word about individuals or groups who help you.
4. Talk to no one about your experiences or about military matters. See American Military Observer in Neutral countries or Intelligence Officer first.
5. Unless you maintain absolute security, the lives of numerous persons will be forfeit and you will endanger the chances of other British and American evaders and P/W.
6. Never give your parole whether a P/W or an Internee.

If you come down at sea, try to get rescue vessel, if neutral, to take you to:

1. Portugal rather than Spain.  
Illustration: American crew picked up off Portugal by Spanish ship.
2. Try to land at some port other than Lisbon (too many foreigners).
3. Contact the American Consul or Embassy, but don't go yourself.
4. Always remember that Spain and Portugal are nominally neutral and you must not compromise or tie the hands of our diplomatic representatives.
5. You will find most persons in Portugal and the poorer persons in Spain friendly and anxious to help you.
6. If about to be taken into custody in Spain, try to give yourself up to the Military, and avoid both the Special Police and Civil Guards.
7. Describe yourselves as "shipwrecked sailors from an Allied plane."

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NOTE: Once evasion and/or escape has begun, the person involved must discard his true identity, both in appearance and behavior. He must adopt in every particular the attributes, clothing, and manners of the inhabitants, among whom he will have to travel on his journey back.

It is imperative to remember, however, that all arms and weapons must be discarded and force must no longer be employed.

The journey through the Zone Interdite Sud, over the Pyrenees and through Northern Spain, must be made at night and timed to coincide with moonlight. In nine cases out of ten, evaders have been arrested when attempting this part of the journey in daylight.

No difficulty should be experienced in crossing the frontier with the help of guides; the crossing should not be attempted without them. Do not take any money, papers, or escape equipment into Spain.

#### German Control Points

The German control points are not fixed, but vary from day to day or week to week. Every once in a while a unit of the Sicherheitsdienst (SD) or other agencies are sent to check on the border control. These checks are usually made in the large cities, which should be avoided near the frontier.

The border guards are not changed very frequently, because they get to know the terrain in their sector very well. The guards have dogs with them in their patrol of the area between fixed posts.

#### C. Germany

1. Basic Differences. As the war progresses, an increasing number of Allied personnel will find themselves in Germany...faced by the same problem that is so successfully solved in France.

However, by the very nature of the condition, enemy territory is necessarily more difficult to get out of than "Enemy-Occupied" territory.

The essential difference lies in the attitude of the respective civilian populations.

2. Solo Evasion. Solo Evasion out of Germany will be fully covered in "Escape - Europe" ... inasmuch as it is a logical extension of assisted escape.

## **NEUTRAL COUNTRIES**



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VI. DESTINATION

- A. Neutral Countries. In order to get back, there must be a goal, somewhere to EVADE INTO. For the evader, the neutral countries of Western Europe are strategically located to his advantage.

The evader must know what to do and say and what not to do and say in:

- |             |                |
|-------------|----------------|
| 1. Sweden   | 4. Spain       |
| 2. Eire     | 5. Switzerland |
| 3. Portugal | 6. Turkey      |

Attitude. The attitude of neutral countries towards belligerent countries is guided by International Law. Evaders should be informed of the political status of neutral countries, for this may determine the treatment they will receive from authorities, and what steps should be taken for the disposal of plane and equipment.

General Directions - What to do.

ALLIED EVADERS REACHING A NEUTRAL COUNTRY MUST REPRESENT THEMSELVES AS "ESCAPED" PRISONERS OF WAR....EVEN THOUGH, TECHNICALLY, THEY HAVE ONLY EVADED.

IN PRESENTING A SIMPLE, CONVINCING, AND LOGICAL STORY TO NEUTRAL AUTHORITIES, THE EVADER SHOULD NOT MAINTAIN THAT HE ESCAPED FROM A PERMANENT PRISON CAMP. THE TRUE FACTS WOULD BE TOO EASY TO VERIFY.

THE EVADER NEED NOT HAVE BEEN IN A PRISON CAMP TO ESTABLISH HIS STATUS AS AN "ESCAPED PRISONER." HE NEED ONLY HAVE BEEN IN ENEMY CUSTODY FOR UPWARDS OF 30 MINUTES...AND OF COURSE HE WILL NOT REMEMBER THE EXACT LOCALITY FROM WHICH HE MADE HIS "ESCAPE."

Once in a neutral country an evader should contact immediately the U.S. Military Attache. He ordinarily resides in the capital of the country and can be reached through the American Embassy.

The U.S. Military Attache becomes the commanding officer of all American evaders. He is authorized to render financial aid and has disciplinary control including special and summary courts martial jurisdiction.

Security. Except as required in making the original contact with the Military Attache, communications - written or oral - will only be with persons authorized by the Military Attache or American Consul or their British equivalent. Only name, rank, and serial number will be given to unauthorized persons. Personal letters will be given to the Military Attache or Consul for mailing in the Diplomatic Pouch and must not be sent in open mail. Cables are not authorized except by permission of the Military Attache. Secret or Confidential papers will be destroyed immediately upon landing in a neutral country, unless a successful take-off can be accomplished. Exception to this rule is Eire, where above material will not be destroyed if they can be safeguarded.

Procedure on Arrival. In contacting the Military Attache or Consul, the evader must be careful not to compromise them. The direct approach is out, since all consulates are watched by Axis agents and an evader's presence might compromise the existing diplomatic status. Instead, send a message, or telephone the consulate. A poor type cafe is a good place to do this.

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UnclassifiedGeneral Directions (Continued)

You will perhaps be arrested by the local authorities (for reasons of national security) - before establishing contact. In that case, reveal your true identity and demand to see the American Consul. After verifying your story and identity, he will ask for your release from temporary police custody.

Status of Evader. The most important point for an evader to remember, on arrival in a neutral country, is that:-

Article 13 of the Hague Neutrality Convention of 1907, allows a neutral country to take one of two courses.

1. An escaped P.O.W. is entitled to repatriation.

...whereas...

2. An evader - or one who has never been taken prisoner by, or been in the custody of, the enemy - is subject to internment for the duration.

Status of Flying Personnel. An airman landing an aircraft completely equipped with guns, bombs, etc., could hardly pass himself or his crew off as escaped prisoners of war.

When force-landed in any neutral country and questioned by the authorities - regardless of circumstances like bullet holes, wounded personnel etc.--it is imperative and mandatory for personnel to state two points:

1. That the purpose of the flight was strictly NON-operational (e.g.- a ferrying or training flight.)
2. The crew should emphasize that they wish to leave with their aircraft at the earliest possible moment.

Attacking Enemy Aircraft. No pilots in flight over neutral territory will fire on any aircraft, unless attacked. Under no circumstances will enemy commercial aircraft flying over neutral territory be attacked.

Rules - Summation. Once you are well inside a neutral country (i.e. - deep past the frontier) be guided by only three rules:

1. Contact Military Attache at once - but, discretely. Insist on your right to do so, if necessary because of detaining attitude.
2. Sign nothing - say nothing - without M.A.'s permission.
3. Give only your name, rank, and serial number, and answer no questions other than those concerning your personal identity.

B. Sweden

1. Arrest By The Swedish Authorities: In order to avoid internment, it is necessary to establish oneself as an escaped POW. A convincing story must be told if the evader falls into the hands of the Swedes. The story should be simple, and care

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(Sweden) (continued)

must be taken that all members of the party corroborate the stories of the others. Arms should not be carried into Sweden: possession of arms will refute any claim that the evader is an escaped POW.

2. Conduct in Sweden: No information on service matters should be divulged to the Swedish authorities...name, rank, and serial number only. Most Swedes are pro-Ally; civilian clothes can be obtained from them. The evader should telephone the American consulate in Stockholm. The fact that he speaks only English will not arouse suspicion, for there are many English still in Sweden.
3. The necessity that all men coming down over Norway who evade capture and successfully reach Sweden must, when apprehended by the Swedish authorities, describe themselves as an escaped POW, is highlighted by two reports just received from England. The first of these concern the internment of the six-man crew of a British bomber shot down over Norway on April 28, 1942, after bombing the TIRPITZ. They had made their way to Sweden and were there interned for a full year: They had not been told about the necessity of describing themselves as escaped POW. The second report, by a photographic reconnaissance pilot who baled out over Sweden, made clear that a convincing story of capture and escape would prevent internment and entitle the flier to immediate repatriation from Sweden.
4. Security: Evaders must on no account divulge service information when interrogated by officers of the Swedish army.

In this connection it is known that a Swede, HANS OSTELIUS, on the instructions of the commander in chief of the Swedish air force, proceeds to the site of all aircraft landings in Sweden, to render the crew assistance and to look after their immediate welfare.

OSTELIUS makes a practice of interrogating crews during the time he is looking after them (during the journey from the place of forced landing to their place of internment.) He is very free with the offer of drinks and cigarettes on the train journey... on these occasions he pumps individual members of the crew. He is artful in his questioning, as he gives the impression that he already knows a great deal about Allied air forces, and implies that he is only asking for confirmation of information he already has.  
(see "RESISTING INTERROGATION")

5. Consulates: Can be found in the following towns: Stockholm, Kalmar, Gothenburg, Malmo.

- C. Eire (Southern Ireland). The Military Attache in Dublin should be notified immediately, and secondly the Irish authorities, of the circumstances. It has been agreed by Eire and the U. S. that American crews on NON-operational flights are not subject to internment. Air-crews must insist they were not on a combat mission but were merely ferrying a plane on transporting personnel.

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## EVASION IN EUROPE

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Eire (southern Ireland) (continued)

Air-crews should either state:

1. That they are on an "Air-Sea" rescue flight, and invent a suitable story to back up their statement, or
2. That they are on a "Training flight" and also back up this statement with a suitable story.

Unless they do so, it will be difficult to effect their release.

The cooperation and assistance given by the Eire Army Hq., and the Eire Army Corps, has recently been 100%.

### NOTE:

(Nov. 20, 1943)

Air crews should be notified that the radio frequency of the Shannon Airport (Rineanna, Country Limerick) is 5240 KC.

It is recommended that air crews note this frequency, as it will assist materially in orienting them.

Conspicuous signs have been erected along the coast of Eire, numbered and marked "Eire". Exact locations can be determined by any pilot with the aid of the key map.

Aircraft-Equipment. Instructions for the destruction of aircraft, secret documents, equipment and maps in case of forced descent will be issued to pilots on the basis of orders current in their respective commands.

- D. Portugal. If down at sea, try to be landed in Portugal - even by a Spanish ship. Say you are a "Shipwrecked mariner."

If down on land, insist you are on a "training" or "ferry" mission.

The above applies to a forced landing in any neutral country, no matter what condition the plane or its personnel is in.

Although Portugal is a dictatorship under Don Salazar, it has historically been a friend of Britain. Witness recent Azores Agreement. Therefore, if a choice is possible between landing in Spain or Portugal, the latter is by all means the place to go.

### Obstacles

Frontier with Spain. Crossing this frontier, apart from negotiating the mountains, is not a serious problem on lonely stretches. Patrols and guards are thinly spread, but are likely to be more numerous in the north than in the south.

The evader, having reached the end of a long and arduous journey, must make every effort to get well inside the country before seeking help or giving himself up to the authorities. He should, on no account, give himself up on or near the frontier, as he would almost certainly be handed back to the Spanish.

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## Portugal (continued)

Officials. An escaper, who gives himself up to the police well inside the country, would be handed by them to what are known as the International Police. The escaper should, in even, instance, state his case, giving his correct name and number, and demand to see the nearest American Consul.

Identity Papers. As in Spain, no false identity papers must be taken into Portugal. Money will not be destroyed if personnel arrested in uniform.

Consulates. There is an American Embassy and Consulate in Lisbon; there are also British Consulates in many of the larger towns, chief of which is Oporto.

Forced Descents. Pilots should make themselves acquainted with the orders current in their respective Command regarding instructions for the destruction of aircraft, documents, etc., in case of forced descent in either Portugal or Spain.

Owing to the open nature of the country, a forced descent in Portugal is almost certain to attract attention, with the resultant arrest of the crew. In such cases the question of escape or evasion will not arise, but every effort should be made to get in touch with an American Consul as soon as possible. In the event of detention by the military authorities, which normally follows arrest, efforts to contact the consul should not be relaxed.

Security. The escaper should be particularly careful in his conversation on arrival in Lisbon (Lisboa). The town is filled with Axis agents and newspaper correspondents, all of whom endeavor (for their specific purpose) to collect information bearing on escapes.

Lisbon marks for the escaper the first step to freedom from anxiety and there is, therefore, a very human tendency to talk to a sympathetic audience.

The best incentive to reticence is to remember that others have still to escape and that loose talk will seriously jeopardize their chances.

E. Spain

Obstacles. The northern frontier with France is the principal concern of the evader. On crossing the frontier, the evader enters immediately a Military Zone, the equivalent of the Zones Interdites in France.

The journey through any part of the Zone must be made at night, using the day time for rest in a hide-out. The evader must carry sufficient food to tide him over these night marches, while enroute to the nearest American Consul. The water to be found in the foothills should be purified with halazone tablets from the escape kit.

Physical fitness at this stage will make all the difference between success and failure. All travel must be across country, keeping away from roads, railway centers, towns and villages. Built-up areas are easily avoided at night as there is no blackout in Spain. If an evader is arrested inside the Military Zone and near the frontier, he may be handed back to the Germans on the French Side.

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## EVASION IN EUROPE

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### Spain (continued)

On the other hand, arrest may lead to confinement in a civil jail, pending transference to the military authorities for internment. If the evader or escaper is found to be carrying anything of a compromising nature on his person, he is then in danger of a civil charge being preferred against him.

The Population. No hard and fast rules can be laid down as to the attitude of the Spanish. If anything, it is veering around slowly in our favor.

Repatriation - Because of facilities for repatriation out of Spain, evaders in southern France should make for the Spanish Frontier. Great care must be exercised in crossing the part of the border at which a solo crossing may be attempted.

Crossing. With the exception of the extremities, the frontier is in the Pyrenees Mountains. Ranges vary in height from 7,000 to 10,000 feet. There are no fixed routes and the service of a reliable guide is strongly recommended.

Time required for the crossing varies according to the weather and locality chosen. The whole period of travel requires from ten to fourteen days. Be well rested and in good physical condition, (including feet) before undertaking this trip.

Food. Iron rations for this period, including the trip through Northern Spain, must be carried..as there is little possibility of finding food South of the Pyrenees.

Money. You must be prepared to pay heavily for the smuggling services of a guide. If you have no money left, give a chit...it will be honored. Do not carry foreign currency into Spain, except at your own risk. The act is punishable up to nine months as a civil offense.

Authorities. Great care must be taken to avoid Spanish authorities until at least 10 miles inside the country. Otherwise, you might be returned to the frontier and handed over to a German patrol. If possible, avoid ALL contact with Spanish authorities.

Should this prove unavoidable and there is some choice in the matter, surrender to Military or Aviation personnel, rather than to be the civil police (Guardia Civile)...who are most uncooperative. Spain is the country most apt to be unpleasant to evaders, although there has been a marked change in sentiment of the Spanish people.

Trains.....Express. False passports, spurious cards of identity, and forged safe conduct passes must be placed in the same category as bringing money into the country. The Guardia Civile and the Gestapo hold frequent inspections of such papers, particularly on express trains. The possession of forged credentials subjects the bearer to severe Penalties, and may lead to the tracing and betrayal of the helpers who provided them. On the express trains, the Guardia Civile gets on at one express stop and rides to the next, making a minute examination of the passengers' papers between stops.

Trains.....Local. The train inspections can be avoided by the simple expedient of using the slow, local trains. These make hundreds of stops, and most of the passengers are merely traveling from one village to the next. Consequently, it is impractical for the Guardia Civile to check locals, and they rarely do so.

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## EVASION IN EUROPE

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### Spain (continued)

A Guardia Civile can be spotted on platforms by the tricorne, or triangular Napoleonic type of hat he wears. Keep out of his sight by getting off the train on the side opposite the platform, only getting on again as it starts to leave the station.

Contact. Contact with Consular authorities must be made with caution and indirectly--by sending a note or verbal message as to your whereabouts.

Story. Remember:-you must pose effectively as having been a POW in order to be quickly repatriated. Just invent a simple story and stick to it. If a group, alter the stories somewhat, but above all give them credibility.

### Security.

1. Internment Camps. The greatest possible degree of security must be observed by all interned Allied Nationals. On no account should they discuss, even with their closest friends, the details of their past journey or the prospects for an onward journey.

In internment camps, evaders and escapers of all nationalities are to be found. Here, as at other centers of detention, the evader will be subjected to interrogation. He must guard against giving information other than his name, rank, and number.

2. Stool-pigeons. A man named Steiner, aged about 35, lives with the internees at one camp. He acts as an interpreter at interrogations of new arrivals. He speaks perfect English and, in casual conversations, tries to get military information from Allied Personnel. He collaborates with a German who conducts the official interrogations.

All Roman Catholic personnel must be strictly on their guard in the Confessional. Reports indicate that it is being used as a means for extracting information. It is not known if the Priest hearing confessions is bona fide or not.

Interrogation. Although Spain is a neutral, fliers force-landing in Spain or Spanish possessions should be warned that they will be interrogated by the Spanish authorities about service matters. Reports recently received show the Spanish authorities to be interested in learning:- the station of departure, intended objectives, type of aircraft, its armament and armor, number of planes flying on particular missions, etc.

In neutral countries, - as in enemy territory, and for the same reasons - give no information other than your name, rank and serial number.

- F. Switzerland. Being entirely surrounded by the Axis, Switzerland is not only very difficult to get into, but almost equally hard to get out of, so avoid it if possible.

However, if it seems expedient to enter this country, avoid apprehension - when crossing the frontier - until well into the country.

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## Switzerland (continued)

If the evader is picked up close to the border, the Swiss frontier guards have been known to turn him back to the German patrols.

As in the other neutral countries, no service information should be given to anyone. An evader or escaper should not disclose to any but officials that he has escaped from a German POW Camp.

The first step, as in all neutral countries, is to phone the Military Attache. Do not go in person, and do not compromise him in any way. The Military Attache has been designated the Commanding Officer of all U. S. Military Personnel who may be stranded, or interned in a neutral country. He resides in the Capital of the country and can usually be reached at the American Embassy or Legation. He has disciplinary control and can issue proper orders on such personnel as he deems advisable.

No information except name, rank, and serial number...and the fact that you were on a training or ferry flight, will be given to any unauthorized person. Communication, either written or oral, should only be with persons authorized by the M.A. or American Consul. Personal letters must not be sent via open mail, but turned over to the M.A. or Consul for mailing in the diplomatic pouch.

G. Turkey.

1. Before Internment. It is possible that an opportunity may arise for escaping before encountering authorities. Seize any such opportunity. There is nothing in International Law or any other place to prevent escape at such a moment. Especially since there are loyal friends of the Allies in many parts of all neutral countries, and it may happen that you fall into their hands directly.
2. After Internment. If no such chance arises, give yourself up to the authorities. Claim to be an escaped prisoner and demand your repatriation, according to law. Naturally, ask to be put in immediate touch with the nearest American or British Consul.

Remember that In Turkey, as in all other neutral countries, there are plenty of enemy agents and some pro-Axis natives. In this respect, neutral countries are just as dangerous as enemy territory. Be careful about loose talk anywhere and say nothing about yourself except to the proper authorities.

KEEP POSTED AT ALL TIMES ON THE LATEST POLITICAL DEVELOPMENTS IN ALL NEUTRAL COUNTRIES. IT WILL HAVE A BEARING ON YOUR STATUS AND TREATMENT.

3. Security - Behavior. A general rule for all neutral countries is that no service or military information must be given to the military officials or to the civilians of that country.

An evader or escaper must not disclose to anyone but the proper detaining authorities that he has escaped. It is generally during the period of temporary detention or while awaiting repatriation, that bogus journalists of casual acquaintances (in the pay of, or sympathetic to the enemy) will attempt to obtain an escaper's story.

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## EVASION IN EUROPE

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Turkey (continued)

"....Too much stress cannot be used to impress upon crews that no questions other than those concerning their personal identity should be answered, and that every endeavour should be made to see that all secret equipment is effectively destroyed before abandoning their aircraft or after they have forced landed in it, whether on land or sea...."

Behavior will be strictly in accordance with briefing instructions, supplemented by those of the American or British Military Military Attache or Consul.

4. End of the Line - Repatriation vs. Internment. Personnel should be informed that under principles of International Law, prisoners of war escaping into neutral countries are entitled to repatriation,.....

....whereas, crews forced landing, or evaders entering neutral territory are subject to internment.

Personnel should conduct themselves in such a manner that the friendly relationship with neutral officials is maintained.

## VII. SUMMARY AND CONCLUSIONS

### A. Protecting the "Organization"

1. While Evading. It is of the utmost importance that evaders should not attempt - under any circumstances - to contact an "organization." Nor should they ask to be put in touch with one.

Your "helpers" will contact you. Don't jeopardize their system, or them.

Evaders should never discuss arrangements, personalities, or particulars of their journey with individual helpers.

2. In Neutral Countries. Keep your mouth shut, as per specific instructions contained in the paragraphs entitled: "NEUTRAL COUNTRIES".
3. Money. Repeat caution against carrying foreign currency into neutral countries.
4. Hague Convention. If you are caught in civilian clothes, remember to have a good simple story ready about having been captured and escaped.
5. Security.
  - a. Upon your safe return to a neutral country, you will not communicate to any one but authorized personnel (designated by the Military Attache or the American Consul) any information concerning your experiences. This is a Security Order.

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EVASION IN EUROPE

Unclassified

Security (continued)

It is a preventive measure obviously essential to the whole system. The safety of those who helped you and those who follow you depends on your silence. Loose talk has cost the lives of too many loyal helpers who took great risks aiding United Nations Flyers and other personnel.

- b. Give no information to foreign (i.e. - Neutral) Military Officials.
- c. You will be held strictly accountable for all statements, published or otherwise. Don't block the road for men coming out of enemy territory.
- d. Don't betray those who helped you:- Remember that their names, the methods by which you evaded, and the routes followed must not be imparted to unauthorized personnel. Destroy any incriminating evidence, before entering a neutral country.

Watch out for the "press" in neutral countries.

- e. Use your common sense to best advantage and apply the methods taught.

When alone in enemy territory you cannot call a Command Post for orders. Since you have had no personal experience in Evasion and/or Escape you must rely for guidance upon your memory of this briefing.

... To be followed by ESCAPE-EUROPE

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