

HEADQUARTERS  
 EUROPEAN THEATER OF OPERATIONS  
 P/W and X Detachment  
 Military Intelligence Service

E & E REPORT NO.  
EVASION IN FRANCE

Feb. 28, 1943  
 (Date)

FEINGOLD, LOUIS 2nd Lt. O-747085  
 (Name) (Rank) (ASN)

336<sup>th</sup> 95<sup>th</sup>  
 (Squadron) (Group)

AGE: 25  
 LENGTH OF SERVICE: 9 mo.  
 HOME ADDRESS: 613 Powell St.  
Brooklyn, N.Y.

MIA: Dec. 30, 1943  
 Arrived in Spain: \_\_\_\_\_  
 Arrived in Gibraltar: \_\_\_\_\_  
 Arrived in UK: \_\_\_\_\_  
UK

MEMBERS OF CREW: (This information checked with FWIB)

	Official Disposition	Narrators Disposition
PILOT	Smith, Richard	England
CO-PILOT	Booher, William	England
NAVIGATOR	Feingold, Louis	England
BOMBARDIER	Tarkington, C.W.	England
RADIO OPERATOR	Mele, Alphonse	England
TOP TURRET GUNNER	Morrison, Kenneth	P.W.
BALL TURRET GUNNER	Fushius, Gerald	England
WAIST GUNNER	Adams, Robert	P.W.
WAIST GUNNER	Dnesl, Anthony	P.W.
TAIL GUNNER	Hearn, Thomas	DEAD

Were you wounded?

No

Updated

see table for 1950

SECRET - AMERICAN  
MOST SECRET - BRITISH

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
P/W and X Detachment  
Military Intelligence Service

E & E REPORT NO. 419  
EVASION IN

\_\_\_\_\_  
(Date)

Louis (NMI) FEINGOLD, 2d Lt, O-747085  
(Name) (Rank) (ASN)

*Missions:*

TARGET: LUDWIGSHAVEN

MIA: ~~20 December 1943~~  
Arrived in UK:

~~27 February 1944~~

~~336 Bomb Sq, 95 Bomb Group~~  
(Squadron) (Group)

MEMBERS OF CREW: (This information checked with PWIB)

				Official Disposition	Narrators Disposition
PILOT	0-672007	1st Lt	Richard M SMITH	349	
CO-PILOT	0-680161	2d Lt	William R BOOHER	E&E #350	
NAVIGATOR	0-747085	2d Lt	Louis (NMI) FEINGOLD	NARRATOR	
BOMBARDIER	0-673752	2d Lt	Warren C TARKINGTON	E&E # 420	NARRATOR
RADIO OPERATOR	32515731	T/Sgt	Alphonse M MELE	E&E #351	
TOP TURRET GUNNER	39846583	T/Sgt	Kenneth A MORRISON	MIA	
BALL TURRET GUNNER	19113783	S/Sgt	Jerry (NMI) ESHUIS	E&E #352	
WAIST GUNNER	35318775	B/Sgt	Robert F ADAMS	MIA	
WAIST GUNNER	32479031	S/Sgt	Anthony (NMI) ONESI	MIA	
TAIL GUNNER	11090452	S/Sgt	Thomas G HERN	MIA	

Were you wounded?

SECRET - AMERICAN  
MOST SECRET - BRITISH

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
P/W and X Detachment  
Military Intelligence Service

E & E REPORT NO. 420  
EVASION IN

\_\_\_\_\_  
(Date)

Warren C TARKINGTON 2d Lt 0-673752 *Missions!*  
(Name) (Rank) (ASN)

TARGET: LUDWIGSHAVEN

MIA: 30 December 1943  
Arrived in UK:  
27 February 1944

336 Bomb Sq, 95 Bomb Group  
(Squadron) (Group)

MEMBERS OF CREW: (This information checked with PWED)

				Official Disposition	Narrators Disposition
PILOT	0-672007	1st Lt	Richard M SMITH	349	
CO-PILOT	0-680161	2d Lt	William R BOOHER	E&E #350	
NAVIGATOR	0-747085	2d Lt	Louis (NMI) FEINGOLD	<del>E&amp;E #419</del>	NARRATOR
BOMBARDIER	0-673752	2d Lt	Warren C TARKINGTON	NARRATOR	
RADIO OPERATOR	32515731	T/Sgt	Alphonse M MELE	E&E #351	
TOP TURRET GUNNER	39846543	T/Sgt	Kenneth A MORRISON	MIA	
BALL TURRET GUNNER	19113783	S/Sgt	Jerry (NMI) ESHUIS	E&E #352	
WAIST GUNNER	35318775	S/Sgt	Robert F ADAMS	MIA	
WAIST GUNNER	32479031	S/Sgt	Anthony (NMI) ONESI	MIA	
TAIL GUNNER	11090452	S/Sgt	Thomas G HERN	MIA	

Were you wounded?



C. F. Engold 419  
Tarkington 420

The man on the  
bicycle turned out to be the  
Chief of the St Just <sup>enclausée</sup> Organization

---

His name is Jean Croquet and  
he is a chemical engineer for  
Ford. We spent the night of  
30 December in his atelier.

On 31 December he took us  
to his factory. He makes  
camouflage paint for the Germans.  
This paint has been ~~completely~~  
sabotaged so that it gives no  
protection from aerial photography.  
He is the regional sabotage  
chief and blew up 15 locomotives  
on the night of 5 January.  
He had planned to blow 25  
but he was stopped by a

<sup>The information was given us by Bernadette</sup>  
pre-mature explosion. He  
hid us in a tunnel under the  
factory until noon when we were  
fed in his office while the workers  
were at lunch. We spent the  
night and all of New Year's  
day in his office. During this  
time truckloads of Germans  
searched the town for us.  
A month before an entire  
stress crew had been  
sprung away by the townspeople  
and the Germans had announced  
that they would shoot anyone  
found waiting in the fields to  
help armen.

That night we were taken  
to Mr. Harry a baker in a  
house on the main st. We were  
here until 3 January when we  
returned to Jean's for a day

(3)

On the night of 4 January we went to M & Mme Rousseau near Harry.

On the afternoon of 6 January we left the town by following Jean until a truck picked us up. Before we left us M. Jean gave Tarlington his own shoes, slacks and overcoat. He gave T singold another overcoat. From the truck we were transferred to cars which took us to Clermont. Here we were whisked into the home of Mme Odette and her son Edmund Sauvage. She owns a dairy. Her husband is a collaborator who went to Germany in '35. She lives with Gaston Pegrand an ex P/W who is a black market butcher. He spends his time shooting collaborators and our stay delayed a shooting

as he did not want to add to our danger. Mine is in such good standing with the German commandant that he lets her use his car.


Edmund had been watering the milk sold to Germans for two years so that he could pass <sup>real milk</sup> it on to French children. When the commandant found out he kicked him downstairs. He took advantage of his mother's good standing to steal cigarettes for evaders from the German H.Q.

When we arrived here on 6 January we met Lt Edward Donaldson E + E Rpt # 460.

During our stay we visited Mlle Bernadette every other evening. She is an organization member who speaks English and bought us books. She had been of Cambridge and was a governess in Scotland. She had been a



(5)

Dressmaker in Clermont for seven years. See twice took letters for our families. We also met Lucien and Maurice Heclerc sons of one of Clermonts biggest business men (owns saw mill etc) and therefore exempt from the German labor draft. They brought us food & cigarettes. Their mother sent us each good new sweaters and socks. 

On 8 January we were joined by Donaldsons pilot, Lt Glenn Camp, the navigator, Lt Jarvis Cooper and a quinter, Sgt Parker E & E # 461. On 20 January Mill Bernadette told us that four of us would leave the next day and the remaining two the following Tuesday. We decided that the three of us who had been there longest would go



6

plus the one of the remaining  
 three who was lucky in ~~the~~  
 card cut. Sgt Parker won the cut

The guides came for us that  
 very day. (Lt Donaldson 4<sup>th</sup> member  
 of party) We walked to the station  
 while the buccien Leclere sat  
 in his car. We expected to go  
 of Beauvais but got off at  
Creech. Here we were separated

due to a mix-up. Turkington went  
 with Parker and Feingold went with  
 Donaldson. Turkington spent the  
 night in an unidentified woman's  
 house. Feingold was picked  
 up in a Woolworth's and taken to  
 a man's home. His wife  
 thought they were leaving by  
 submerine.

On 22 January the four  
 rejoined one another at the railroad  
 station. Edmund Sauvage and  
 a guide of the previous day  
 took them to Moailles by

7.

train here a car was waiting  
The guides left and the chauffeur  
drove us 10 mi to the farmhouse  
of Mr. et Mme Robert Eckert

On 24 January a small truck  
took us to Anneciel where we  
were taken to the home of our  
guide Mr. Gilbert a justice of  
the peace. He had been an  
officer in the army and had  
escaped from Germany. He is the  
local organization chief. A doctor  
came to see Tarlington who had  
asked for us in vain at the  
Eckerts'. ~~Sgt~~ Gilbert took our  
pictures and made us I cards.

On 26 January Sgt Reeves, who  
had been shot down on 21 January,  
joined us. A barber gave us  
all haircuts. He later appeared  
as our Paris guide.

On 27 January we  
drove 25 mi to the station and  
left for Paris with Gilbert and the

(8)

the barber. We took the metro to the  
home of Mme Schmitt. Here we  
met Olof and an English Typhoon  
pilot. We spent the day here (21

January) Tarlington soon told

Gilbert that he thought Olof  
a phon ~~an~~ impostor. ~~Gilbert~~

~~Tarlington~~ ~~was~~ interrogated. ~~him~~ without

telling him really what was  
happening.

Olof told me that he was a  
private in the U.S. Army making  
recording for B.B.C. He was shot  
down on a U.S. raid on Kassel on  
13 October. The crew was Canadian,  
they were flying a Fortress. I knew  
this story could not be true. I asked  
him where he took off and he  
said Ipswich. He could not  
remember his group, or the letter  
on his A/C. He said he did not  
live on the base, but in town  
with friends. The army gave him

(9)

no allowance for this and he did not know the names of his friends. The B.B.C paid him \$4.00 a day and the army \$50.00 a month. He wrote articles in Dutch French and German and could speak the three languages. ~~The~~

The Typhoon pilot told

Tarlinton aside and told her that Olof was no good. Tarlington told her that he had reported lies of Gibbert. The Typhoon pilot then told her that Olof used to pose as a Norwegian, but as the Englishman spoke Norwegian he soon found that Olof could not. Olof then claimed that his parents were Dutch and that his father was in charge of a radio station in Norway.

Claudette came at dinner time. She told us that she had tumbled to Gutsy & Z RPT, and to Booher & Z RPT.



of our crew. After dinner, she took  
 Harlington to one of the bedrooms  
 & discussed the plot. She told me  
 that the organization suspected  
 him, but thought him a Dutchman  
 trying to get to England through  
 the organization. He was thought  
 to be stupid & be a spy. He  
 had been sent to Claudette by  
 an organization in North  
 France. He claimed to have  
 escaped from Germany.

Claudette was a  
 domineering Wellesley graduate,  
 33 or 35 years old. She said  
 the rest of our crew had left Paris  
 on 26 January and that she had  
 looked all over north France for  
 us. She had had a rendezvous  
 of pick us up but we had not  
 appeared. That afternoon  
 at 1700 hours she took  
 Parker and Donaldson to some

house. She returned for us at 1900 hours and was to take leaves at 2100 hours. We had been told we were leaving France by boat, but that Olof was not of know this. He asked us our route, and we said Spain, he said that was the only way.

We got off the metro at the Pasteur station and went to 10 rue d'Ernest Renan of the flat of Mme Kockra Massonett. Her husband owned a Czechoslovakian sugar factory and she had seen him last four years ago in Sofia. Massonett was her maiden name. Cadette was to return on 28 January with cigarettes, she came back twice with tools bushes, razor blades and cigarettes. We saw her for the last time on 3 February. She said she was going to the

north of France and would not  
 be back until 8 February. She  
 had taken us to be photographed  
 on this day. We stayed with  
 Mme Rocera for four more  
 weeks. Jean Rocera her son  
 is in the organization. He is  
 married to a Norwegian girl and  
 they have two children Raymond  
Mauret 11 bis rue du vieux  
Pont, Courbevoie is always  
 with Jean. He is also a  
 member of the organization.  
 He drove a tank at Dunkirk  
 and was evacuated to England.  
 His father is a wealthy industrialist.  
 Neither man seemed to have  
 any information on Claudette.  
Marcel a French Canadian  
 came on 16 February. He  
 interrogated us for identification.

and told us that he was the  
 new contact man. He was  
 taking Claudette's place as  
 she had been caught by the  
 Gestapo when ~~she~~ ~~she~~ got  
 away from Mme Schmitt. He  
 knew nothing of Parker, Donaldson  
 Reeves, or the T in platoon pilot.  
 He said they had sent women  
 of houses in which Claudette  
 had been known to place fliers.  
 On arrival, however, these women  
 had been arrested by the Gestapo.  
 Mme Schmitt had also been  
 arrested. Marcel said the organization  
 had carried on because Claudette  
 was the only <sup>actual</sup> organization member  
 caught.

He returned on 21 February  
 to take our pictures and said  
 he would leave for the coast  
 Wednesday or Thursday. This was



14  
the last time we saw them.

On 14 February Jean and Raymond brought S/Sgt Foutle E #  
E Rpt # 462 and 1/Sgt Nines <sup>E Rpt # 45</sup>  
into Paris. We saw them for half  
an hour, before he went on two  
another flat in the same block.  
Later when we took us to visit them,  
they were staying with Anita  
Le Monnier

On 23 February  
Raymond and Jean told us that  
we would leave the next evening.  
We did.

Jean took us to the  
station on foot where we met  
Raymond who had Sgt Dlynik E #  
E # and Sgt Zinn E #.  
We had a compartement reserved  
for the six of us and reached  
Guegnecamp at 09.15 hours on

25 February. We carried folded newspapers as a signal. We were turned over to Louissette and a man. He took Olyuk and Zunnij while the man took us to a house across the street.

We waited an hour and the couple returned. They took us to another house where we reunited Olyuk & Zunnij. We remained here until 2000 hours. During the afternoon we were interrogated by The Captain, a shrewd man who spoke excellent English. That night we were picked up in a truck. We kept stopping for people until we were a party of 17. As we passed along the road there were flashlight signals at regular intervals. At one stop I got out of the truck.

16

We went on to an unoccupied farm where Lt Smith and the rest of the crew had stayed. It was prepared to receive airmen with mattresses and blankets.

At 2145 on 26 February two men came for us. We walked 3 km to rejoin the 9 who had left us. One, a Belgian, had been bound. Here we met Tee Chief a short black-haired Canadian. He collected our money. We went down to the coast in a handholding chair. The tide was too high so we climbed back up the cliff and down another. Here the gunboat picked us up. If Tarlington was told that the Germans moved clock station books as well as I cards.

~~He~~ encountered <sup>was encountered</sup> Heavy flak  
at the target. One burst must have  
hit the ship directly from below,  
for a fragment came through the floor  
of the aircraft, and leaving  
a large hole beside the navigator,  
lodged in the instrument panel.

Direct  
Flak  
Hit

~~Number~~ Number four <sup>man</sup> ~~was~~ <sup>pilot was heard to</sup>  
away and ~~lost~~ <sup>on</sup> the  
interphone, that he could not  
feather the prop. Someone suggested  
shooting it off from the call tower, but  
this was disregarded. <sup>The aircraft</sup> ~~he~~ could  
not keep up with the formation  
and also began to lose altitude

was called for fighter escort, but  
could not be contacted. Just  
before inter-com went out, it was learned  
that the ball turret gunner had been  
wounded. They started into a shallow  
plane



(2)

side for cloud cover, but ~~we~~ never made it. ~~The~~ tail attacking fighters passed right under the ship cutting away at ~~two~~ 10 o'clock only 50 yds -

Bombardier  
gets fighter

off. The bombardier fired 250 rounds and the fighter started to smoke, catching fire all along fuselage. The plane fell into a dive and was a mass of flames when it disappeared in the

overcast. As ~~to~~ Lt Tarkington turned from his gun he saw the engineer go through the nose escape hatch. He turned to Lt Fenfold and said "Lets get the hell out of here." The ~~bombardier~~

No bale  
- out  
signals

~~could not~~ navigator could not hear ties but realized what was happening when the bombardier passed him on the way out.

Lt Tarkington's Story

The engineer had not used the emergency release, and the

hatch door had closed again automatically in the slipstream.

I pulled the release and went out with the door feet first. We must have been at 12,000 ft at the time.

~~feet first~~  
~~and injures~~  
~~foot~~

I next remember hearing myself say aloud: "I guess I'd better pull my chute." I pulled the rip-cord and

the chute opened without any noticeable jerk. I had a back

Tight harness  
chute opens  
easily

chute, and always wore my harness tight, + lights were still attached to the aircraft and

there was a large fire in number three engine. I could see three chutes beside my own.

ankle hurt  
jumping  
feet first

My ankle was hurting badly and I thought I must have been hurt. When I looked at my boot, I could see no hole, so I must have hit the side of the plane in jumping. I ~~had~~ reached overcast

at 7000 ft. When I came out at 4000 ft, I could see a car coming along the road. It stopped, and I ~~thought this meant that I would be~~ captured immediately on landing, but I never saw ~~it~~ when I did get down.

Landed on both feet.

I landed on one foot in an effort to ~~save~~ <sup>spare</sup> my injured ankle. This was a mistake for my landing gear just seemed to crumple up and hit the ground with terrific force. ~~The~~ I spilled my chute immediately, and therefore was not dragged. As I turned, I saw another chute coming down 50 yds away. Taking off my harness and ~~vest~~ <sup>vest</sup>, I placed them in a small pile on the ground on top of my tightly rolled chute. I looked up and ~~saw~~ that the other crew member had landed and was carrying his equipment toward a hangar.



Leaving my equipment, to be  
cared for by the peasants, who  
were now driving up in a cart, I  
ran toward my comrade. I  
could soon see that it was Lt  
Fairgold. I yelled "Hey Louis"  
He turned around and saw  
me. From then on we  
travelled together.

Jones  
Navigator

Lt Fairgold's Story

When I saw the  
bombardier zoom out past my  
head I turned and pulled off  
my oxygen mask and  
under phone wires. I started  
out after him feet first. The  
slipstream caught my ~~feet~~  
legs and I decided that  
it was best to go out head-  
first as instructed. I had  
quite a struggle to pull my

Jumps  
Head  
First as  
instructed



6  
feet in, but I finally succeeded.  
The co-pilot was waiting by  
the hatch when I went out head-  
first. I had my hand on the  
rip-cord as I dove, I pulled it,  
but the chute did not open. I must  
not have pulled it far enough,  
for when I pulled a second time  
the chute billowed out and opened  
smoothly without a jerk. I could  
see the aircraft. Fighters circled  
the chutes and then we started  
through the overcast. When I  
came out I could see a chute  
below me and a car that was  
just stopping.

Dragged  
by chute  
fell flat on my face. I tried to get  
up, but my chute started to drag  
me ~~when~~ I lay still and it  
stopped, but whenever I tried to

(17)

more, my chute would drag me again. I decided that I would have more control if I remained seated. I unhooked the ~~the~~ leg straps first, then the chest straps and got out of my harness. I rolled up the chute and ran with it to a lay stake.

unable  
to hide  
equipment

The straw was too tightly packed for me to be able to make a hole, so I placed the chute on the ground beside the sticks. I put my waist vest and helmet on top of it and then sat down ~~on the road~~ <sup>when I got my wind</sup> to rest for a minute. ~~then~~ I got up and looked around to see what was going on about me.

Some peasants were coming toward me. I started in their direction when I heard someone calling me. I turned around and was joined by

joined  
by  
Bombardier

LT Tarkington

LT Tarkington & LT Feingold's Story

We walked over  
of a wagon <sup>and</sup> as we did so  
~~another~~ <sup>cart</sup> drove up. We  
~~had~~ <sup>18:30</sup> motioned ~~fall~~  
of them to scatter, so that they would

Advice  
Crowd  
to Scatter

not attract the Germans. ~~It was~~  
This they did. A man, who spoke  
some English, put us into his  
cart and we lay down. He  
drove us to a wooded ravine  
three quarters of a mile away.  
Here we took off all our flying  
clothes with the exception of LT  
Tarkington's boots. From this  
spot we could clearly see two  
jeeps making off with our  
drates. We were next led

Take  
advantage  
of ledges

a mile ~~and~~ cross-country,  
carefully slipping the ledges on  
the sides of the fields.

(9)

We reached another wooded ~~an~~ area. Here we waited while the peasant went off to fetch us civilian clothes. When he ~~so~~ returned we changed, but still had to retain our D.D. shorts. The shoes ~~that~~ he brought for Lt. Arlington were too small, which did not help matters as he already had a bruised ankle!

Civilian  
clothing

Now disguised, we walked along the main road, ~~until~~ a man came toward us on a bicycle and stopping us said in perfect English: "Get off the main road, but follow it until you come to a great mass of wires, which cross the road." He said he would meet us there in two and a half hours, and that there

Suspicious  
of help  
offered



would be plenty of eat and drink. This all sounded too easy and we did not trust him. We asked our peasant guide what he knew of this man and learned that he owned a very large house. Remembering all the  $\$2$  advice against ~~by houses~~ houses, we decided to pay no attention to his advice.

Remember  
Warning  
against  
large houses

After <sup>we had</sup> continued down the road a short way ~~our~~ guide stopped beside a farmer plowing his fields. He asked the farmer about the man on the bicycle; the farmer was enthusiastic. We ~~was~~ decided that ~~he~~ he must be safe <sup>in spite</sup> of his house and his glibness. The peasant left us and we went on to the appointed rendezvous.

check on  
help  
offered

It was bitterly cold waiting as our clothes were not very heavy. Lt Tarkington opened our escape box and we ate the candy, and used the matches to light our cigarettes.

At the appointed time the man on the bicycle returned. He led us to a shack where we were given new tea and sandwiches. We waited here ~~an~~ hour and then the rest of our journey was arranged.

Journey arranged

SECRET - AMERICAN  
MOST SECRET - BRITISH  
MIS (X)

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
P/W and X Detachment  
Military Intelligence Service

QUESTIONNAIRE FOR SERVICE PERSONNEL  
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank, and Serial No. FEINGOLD, LOUIS - 2nd Lt. 0747085
2. Decorations. Air medal + 2 OAK leaf clusters
3. Unit or Squadron. 95th Bomb. Gr. 336th Bomb. Sqdn
4. Division (Army) or Group. 95th Bomb. Grp.
5. Date of Birth. June 11, 1919
6. Length of Service. 3 yrs.
7. Private Address. 613 Powell St.
8. Job as civilian. Dress maker
9. From what field did you take off? HORHAM
10. Take off time. 0815
11. Date and target. Dec. 30, 1943 - LUDWIGSHAVEN
12. Where did you land? ST. JUST EN CHAUSSIS (OISE), FRANCE
13. Were all secret papers and equipment destroyed? YES
14. What was your position in aircraft? NAVIGATOR
15. Were you wounded? NO
16. Did you pay your guides? If so how much? NO
17. Do you speak French? Spanish? A little of each
18. Did you have Identity Papers? YES
19. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your experiences. Where and when?  
NO
20. Did you report on your operations? If so, where and to whom? NO
21. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? NO
22. Date of arrival in Spain. —
23. Date of arrival at Gibraltar. —
24. Place and date of departure for U.K. By sea or air. French Coast  
Feb. 27, 1944
25. Place and date of arrival in U.K.  
Feb. 27, 1944



# RESTRICTED

## WAR DEPARTMENT The Adjutant General's Office Washington

AG 383.6 (31 Jul 43) OB-S-B-M

KLS/el-2B-939 Pentagon

6 August 1943

SUBJECT: Amended Instructions Concerning Publicity in Connection with Escaped Prisoners of War, to Include Evaders of Capture in Enemy or Enemy-Occupied Territory and Internees in Neutral Countries.

TO: The Commanding Generals,  
Army Ground;  
Army Air Forces;  
The Commander-in-Chief, Southwest Pacific Area;  
The Commanding Generals,  
Theaters of Operations;  
Defense Commands;  
Departments;  
Base Commands;  
The Commanding Officers,  
Base Commands;  
Director, Bureau of Public Relations.

1. Publication or communication to any unauthorized persons of experiences of escape or evasion from enemy-occupied territory, internment in a neutral country, or release from internment not only furnishes useful information to the enemy but also jeopardizes future escapes, evasions and releases.
2. Personnel will not, unless authorized by the Assistant Chief of Staff, G-2, War Department General Staff, publish in any form whatever or communicate either directly, or indirectly, to the press, radio or an unauthorized person any account of escape or evasion of capture from enemy or enemy-occupied territory, or internment in a neutral country either before or after repatriation. They will be held strictly responsible for all statements contained in communications to friends which may subsequently be published in the press or otherwise.
3. Evaders, escapees, or internees shall not be interrogated on the circumstances of their experiences in escape, evasion or internment except by the agency designated by the Assistant Chief of Staff, G-2, War Department General Staff, or the corresponding organization in overseas theaters of operations. In allied or neutral countries, American Military Attaches are authorized to interrogate on escape, evasion and internment matters.
4. Should the services of escaped prisoners of war, evaders, or internees be deemed necessary for lecturing and briefing, such services will be under the direct supervision of the agency designated by the Assistant Chief of Staff, G-2, War Department General Staff, or the corresponding organization in overseas theaters of operations.
5. Commanding Officers will be responsible for instructing all evaders, escapees, and internees in the provisions of this directive which supercedes letter, AG 383.6 (5 Nov 42) OB-S-B-M, 7 November 1942, subject: Instructions concerning Publicity in Connection with Escaped Prisoners of War and other previous instructions on this subject.

By order of the Secretary of War:

/s/ J. A. ULIO  
J. A. ULIO  
Major General,  
The Adjutant General.

1. Information about your escape or your evasion from capture *would be useful to the enemy* and a danger to your friends. It is therefore **SECRET**.
2. *a* You must therefore not disclose, except to the first Military Attache to whom you report, or to an officer designated by the Commanding General of the Theater of Operations, or by A. C. of S., G-2, W. D.
  - (1) The names of those who helped you.
  - (2) The method by which you escaped or evaded.
  - (3) The route you followed.
  - (4) Any other facts concerning your experience.*b* You must be particularly on your guard with persons representing the press.  
*c* You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.  
*d* You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4.  
*e* No lectures or reports are to be given to any unit without the permission of A. C. of S., G-2, W. D., or corresponding organization in the theater.

### CERTIFICATE

I have read the above and certify that I will comply with it.

I understand that any information concerning my *escape* or *evasion* from capture is **SECRET** and must not be disclosed to anyone other than the agency designated by A. C. of S., G-2, War Department, the corresponding organization in overseas theaters of operations, or to the Military Attache in a neutral country to whom I first report. I understand that disclosure to anyone else will make me liable to disciplinary action.

Name (Print) Louis Feingold Signed Louis Feingold  
Rank 2nd Lt. A. S. N. 0-747085 Dated Feb. 28, 1944  
Unit 95th Bomb. Grp. 326th Bomb. Sqdn Witness Delroy Smet Capt WAC

# RESTRICTED