

SECURITY INSTRUCTIONS

*The contents of this pamphlet should
be carefully noted by all persons
arriving in the United Kingdom*



ISSUED BY
HEADQUARTERS
EUROPEAN WING
AIR TRANSPORT COMMAND

Well, you're in the European Theater of Operations. (You'll be calling it the "E.T.O." or "ETOUSA" from now on.)

And now that you're overseas and in a foreign country, there probably are some questions about



MAIL CENSORSHIP



First and foremost, the American military may not use the British postal system. For security and administrative reasons we handle all our own mail through the Army Postal System ("APO").

Enlisted men give their mail, unsealed, to unit officers for censorship. Officers censor and seal their own mail--signatures (handwritten), together with full address on the upper-left of the envelope constitute certification of compliance with censorship regulations. Officers' mail is subject to base censorship. American civilian employees, attached Red Cross representatives, etc., also use the APO system.

You will be given an APO number which is the code for your location here and the return address will look something like this:

Capt. Albert T. Smith
Hq., Co., Force Hq.,
APO -----, New York City

When writing to friends in the British Isles or Africa, substitute "U.S. Army" after your APO number instead of "New York City."

Naturally, censorship is necessary and aimed at deletion of any information of value to the enemy. Above all, NEVER reveal the exact geographical location of your APO number---it's a serious offense here, may rebound in the form of an air raid and screaming bombs. "Somewhere in England" is a good letter heading.

It's only because previous arrivals complied with censorship and security regulations that you've arrived safely. So for the sake of the war and those who'll follow you over,

- DON'T mention the route you followed;
- DON'T mention any of the main airdromes or relay stations;
- DON'T mention any convoys you may have spotted en route;
- DON'T mention present or future arrivals of tactical plane replacements or new technical improvements;
- DON'T mention any enemy action you encountered or witnessed on the way over;
- DON'T mention strength of Allied troops anywhere, and
- DON'T conjecture about future Allied strategy---you might be right!

There's plenty to talk about---the people, customs and war-time activities of these British Isles; your personal off-duty hours, new friends, home problems. Postcards of principal cities (like London) and historical localities (like Stratford-on-Avon) are okay, but picture postcards bearing the name of other towns or localities are forbidden.

Incidentally, you'll find V-mail to be the fastest service between Over Here and home. Usually around 10 or 15 days. Airmail is fast in summer, but slow and usually boat-loaded in winter. Other "Free" mail may be 10 days in transmission, may be 30. All in all, you'll find V-mail to be the speediest---it's given top air priority.



CABLES AND TELEGRAMS



You'll have to wait a few days and satisfy security requirements before sending a cable back home announcing your safe arrival.

They have "EFM" (Expeditionary Force Messages) over here on which you can check appropriate statements and keep friends, relatives informed on your welfare. Inexpensive, these wires have a wide range of messages covering everything from a money SOS to anniversary greetings. They cost approximately 60 cents.

Telegramms of your own composition naturally will cost a bit more, and reach the United States later than the "EFM" message because of the more personal censorship involved.

It's a good idea to check with a "Yank" who has been here a while, or with almost any telegraph company, for proper procedure as to code return address, censorship of "Sender's Composition Telegrams," etc.

Forgetting about cables and telegrams for a moment, you may as well be warned that possibly for the first time in your life you're going to hear and read much of one word:



SECURITY



You're now in the British Isles, remember.

Regardless of where you go, you'll be no more than 100 miles from the sea--which is a real Front Line. The very air above you is a definite Front Line---there may be Dorniers or Heinkels overhead at any moment. The Hun, all of Nazi Europe, is just a few miles across the Channel. The Hun is in the sky above, in the ocean around---and it doesn't take the wild imagination of any dramatic film to make you realize that the Hun is right here among us. An enemy agent may be anything from an Oxford-educated Nazi to a refugee or a charwoman. The guise is only as limited as vast human nature itself.

These and a million other reasons learned by bitter, bloody experience have resulted in the English being security-minded. That's why you'll see posters everywhere; in pubs, in railway stations, factories, theaters, post exchanges, headquarters, offices. It's driven home, pounded and hammered day after day--DON'T TALK ABOUT MILITARY MATTERS!

Yet, all the directives and courts-martial and lectures and posters and pamphlets in the world aren't going to do the trick. It's up to each of us. In this case, it is up to you.

Perhaps, without realizing it, you have vital information in which the enemy is extremely interested. Over Berlin way, they'd willingly sacrifice the lives of a score of top agents, willingly spend hundreds of thousands of dollars to know just what route you followed, where you stopped, what tactical plane replacements are arriving or on the way, what convoys you spotted, how long your trip took, et cetera.

For instance, if "Jerry" learns about this base where you've arrived ---well, it's a simple matter to give it a devastating Blitz and leave nothing but rubble, fire and death. *Your* chatter about that convoy may go directly to the leader of a U-boat wolf pack. *Your* idle gossip about relay stations may give the Green Light to highly-trained saboteurs. *Your* mention of route may send roving Nazi long-rangers out to pick off our planes like helpless robins.

If some one who arrived here before you had "popped off," you might not be here. That's not being dramatic---just realistic. If you talk about these subjects in public, some of those behind you may *not* arrive.

A safe habit---NEVER discuss military matters in public!

Right now, though, you may have a camera and be wondering about regulations on

USE OF CAMERAS



Because of eye-opening experience with photographic espionage, the British now regard all cameras with somewhat wary eyes. Although never a country of candid-camera fiends, Britain nevertheless stifles her natural objections and graciously permits Americans to continue their snapshot fever Over Here with few restrictions.

Americans are permitted cameras in this Theater, but all exposed film must be submitted to the Army for censorship. Currently, films are developed, printed and censored by the Army and the taking of exposed films to civilian shops for developing and printing is absolutely forbidden.

Be especially careful not to use your camera near airdromes, docks and anti-aircraft gun enplacements.

And, for example, don't take snap shots of signposts or signs which might disclose the identity or location of any military organization, don't photograph searchlights, guns, tanks, unauthorized views of aircraft, new equipment, et cetera.

Prepared by
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