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10000/135/70

AHQ ITALY,
SEPT. 1946 - 5

10000/135/70

AHQ ITALY, AIR STAFF INSTRUCTIONS
SEPT. 1946 - JAN. 1947

M1

Ady

I think it is Enclosure 3A should be
attached to our Under Standing Order as
an appendix.

Weyman
28/10

Weyman

F/S.S. Please add draft appendix
to S.S.O's as per attached (copies
of orders will be obtained from
4C. & R44C. Please keep
up drafts of S.S.O's. *Weyman*

BEST COPY POSSIBLE

appendix to Standing ordersDEFENCE ORDERS

- 1) Defence of HQ Building:
Allied Commission Defence orders are to be carried out by all ~~RAMP~~ personnel in the building.
- 2) Billets:
Airmen billeted in hotels come under Rome area Allied Command defence instructions

AL
3

ATTACHMENT NO. 1, TO

AIR HEADQUARTERS, R.A.F. ITALY,
AIR STAFF INSTRUCTION NO. 6.

1. Remuneration:

Para 6 to read Para 7.

2. Insert:

New Para 6.

"The minimum height at which aircraft may fly is 300 feet. Only one aircraft at a time may use the low flying area except when a formation low flying exercise is ordered when a maximum of three aircraft may be detailed."

P. C. Law

(R.C.M. LAW S/LDR),
for Senior Air Staff Officer,
Air Headquarters,
R.A.F. ITALY, C.M.F.

RFP: AMH/200/3/AIR.

DATE: 16th January, 1947.

DISTRIBUTION:

EXEMPTED:

H.Q. No. 324 Wing,
No. 357 H.Q.

A.P.O. (IN) VIENNA.

R.A.N. Sqn. (S.P.) UDINE.

(1)

(1)

(1)

(1)

1947-1-16

4117

Para 6 to read Para 7.

2. Insert:

Now Para 6.

"The minimum height at which aircraft may fly is 300 feet. Only one aircraft at a time may use the low flying area except when a formation low flying exercise is ordered when a maximum of three aircraft may be detailed."

W. C. E. Law

(R.O.E. LAW S/LDR),
for Senior Air Staff Officer,
Air Headquarters,
R.A.F. ITALY, C.M.P.

REF: AHQI/300/3/AIR.

DATE: 16th January, 1947.

DISTRIBUTION:

EXTERNAL:

H.Q. No. 324 Wing.

No. 357 H.U.

A.C. (IN) VIERA.

R.A.F. Sqn. (S.P.) UDINE.

A.F.S.C. ROMA.

No. 143 Squadron.

No. 111 Squadron.

No. 253 Squadron.

A.H.Q. Com. Flt.

Austria Com. Flt.

654 (A.O.P.) Squadron.

INTERNAL:

S.I. File, 203/-/AIR.

A.H.Q.I. 300/3/AIR.

W/CDR. OFS.

4117

1194: 20/1
26/2/1947

6A

From:- Headquarters, Royal Air Force, TELAV, Israelia.
 To:- All recipients of A.S.I. No. 24/46.
 Date:- 11th December 1946.
 Ref:- MEMO/206719/RAV.

A.S.I. No. 24/46.

Unnecessary signals traffic is resulting from misunderstandings on the part of aerodrome air traffic Control Officers, and others, originating RAVAD signals. It is thought that confusion in signals phraseology has resulted from the wording of Appendix "A" to A.S.I. No. 24/46 which is to be destroyed and replaced by the Appendix "A" enclosed herewith.

4116

F.A. HANCOCK
 (GROUP CAPTAIN)

Senior Air Staff Officer,
R.A.F. TELAV, Israelia.

10
 3
 p 234 EM

Ref:- MHE/206719/REV.

A.S.I. No. 21/46.

Unnecessary signals traffic is resulting from misunderstandings on the part of morsecode air Traffic Control Officers, and others, originating RUMAD signals. It is thought that confusion in signals phraseology has resulted from the wording of Appendix "A" to A.S.I. No. 21/46 which is to be destroyed and replaced by the Appendix "A" enclosed herewith.

4116

T.A. HADON
(GROUP CAPTAIN)

Senior Air Staff Officer,
R.A.F., WITB, Tunisia.

p 234 EM.

26/2/46.
~~15/10/46~~

3/10/46

1/11/46

APPENDIX "A" TO WED/1.3. A.1.1. IV. 21/4.6.

Signals and-inated at Airfields, to notify the local Area Control Centre of a change in operation or serviceability of the signals, aids to navigation or record/air 24/10 channels are to take the following:

Example.

From:-

To:-

Reference:

Date:

"Unclassified".

Text.

RAVAD, RAVAD Reference, Date of Issue, Location, Facility affected, Nature of change, Effective time and estimated duration, Additional remarks if any.

Examples.(a) Single Facility.

From:- AIRMAN.

To:- A.G.C. 2700.

At 26 Sept. 2nd. Unclassified.

RAVAD C 4199 AIRMAN Runway 28 u/s 021600 two days.

(b) More than one Facility.

From:- AIRMAN.

To:- A.G.C. 2700.

At 16 Nov. 2nd. Unclassified.

RAVAD C 325 Oct. 22nd AIRMAN Approval Control and IF/IF Amdl 6/5 to INO operation to 0500-1600 A/P Control A/C and 117.9 operation to 0500-1600.

2. follows:-

The priority to be allotted to such signals is to be as

a) URGENT. Signal reporting changes which are obstructive forthwith.

b) URGENT. Signal reporting changes which are obstructive forthwith.

4114

From:

To:

Re:

Subject:

Unclassified

Text:

ASIAN, ROAD REPORTS, Date of issue, Location, Facility affected, Nature of change, Effective time and estimated location, Additional remarks, etc.

Example:

(a) Signal Facility.

From: A11111.

To: A.C.C. 11111.

At: 26 Sept. 2000, Unclassified.

ASIAN E 1199 AM/AN 11111 26 11/11
081120 Two 11111.

(b) One then one facility.

From: 11111.

To: A.C.C. 11111.

At: 16 Nov. 2000, Unclassified.

ASIAN E 1199 Oct. 22nd ASIAN'S Approach Control and 11111/11
11111 11111 to 11111 11111 to 0500-1600 11111 Control 11111
and 11111 11111 to 0500-1600.

2. Follows:

The priority to be allotted to each signal is to be as

a) URGENT.

Signals reporting changes which are urgent, Northw.

b) URGENT.

Signals giving up to 36 hours notice of an impending change.

c) URGENT.

Signals giving over 36 hours notice.

3. Road signals are to be sent by the same means as aircraft movement signals e.g. telephone, teletype, etc.

4114

45
 15A
 1. SPECIAL INSTRUCTIONS, N.A.F. 1047
 2. AIR SPACE INSTRUCTIONS NO. 6.

LOW FLYING.

1. Special attention is drawn to P.R. 717 Para 7 and to A.O. 1201/45 "Low Flying Offences".
2. Low flying covers all flying below 2000 feet and is permissible only
 - (i) on take-off or landing;
 - (ii) when specially authorised, in low flying areas or along low level cross country routes;
 - (iii) when specially authorised in cases of operational exercises or
 - (iv) if rendered necessary by bad weather.

Cases of (iv) are to be reported by the pilots concerned as soon as possible after landing, and a record is to be kept in the Air Traffic Control Section showing: places, aircraft type and number, time, place, reasons.

3. Low flying areas and routes for low level cross countries have to be submitted to the Headquarters for approval.

4. When approval has been given, a map showing these areas and routes is to be displayed in the briefing room. A cross section of the low level cross country is also to be displayed. All obstructions (e.g.: tall chimneys and high tension cables) and areas to be avoided (e.g.: hospitals, schools etc.) in the low flying area and near the low level route are to be clearly marked on both the map and the cross section. The purpose of this is not only to act as a warning to pilots but also as an aid to their navigation. Turning points difficult to recognise are to be illustrated by photographs.

5. Before taking off for low flying practice pilots are to be fully briefed. This briefing is to include all points raised in para. 4. A special point is to be made of meteorological briefing. No low flying exercise is to be authorised if the meteorological forecast shows that cloud base might not be clear of high ground in the area or if it indicates that there might be fog or mist in the area. Furthermore the pilots are to be given orders to return if they see that these conditions are likely to occur unexpectedly.

6. See enclosure 7A.

7. A copy of this instruction is to be placed on all Pilots Order books.

4112

Fls - put 2 copies out.
 put - for R.C. Hamilton
 de done

(iv) If intended to be used in cases of operational exercises or

Cases of (iv) are to be reported by the pilots concerned as soon as possible after landing, and a record is to be kept in the Air Traffic Control Section showing: Pilots, Aircraft type and number, time, Place, Reasons.

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5. Before taking off for low flying practice pilots are to be fully briefed. This briefing is to include all points raised in para. 4. A special point is to be made of meteorological briefing. No low flying exercises are to be undertaken if the meteorological forecast shows that cloud base is likely to be clear of high ground in the area or if it indicates that there might be fog or mist in the area. Furthermore the pilots are to be given orders to return if they see that these conditions are likely to occur unexpectedly.

6. See enclosure 7A
7. A copy of this Instruction is to be placed on all Pilots Order books.

4112

Fls- put together by R.C.L. Lawton
made Jan 23/12
we
(R.C.F. LAWSON),
for Senior Air Staff Officer,
Air Headquarters,
R.A.F. ITALY, C.M.F. COMMISSION

REF: AHC/300/3/ATR.

DATE: 15th December, 1946.



copy on 2 pages
26/12

/Contd..... 2.

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DISTRIBUTION:EXTERNAL.

H.Q. No. 239 Wing.	(1)
H.Q. No. 244 Wing.	(1)
H.Q. No. 324 Wing.	(1)
No. 357 H.U.	(1)
A.D.A.C.A. (HE) VIETNAM.	(1)
R.A.F. Stn. (S.P.)	(1)
UNITED.	(1)
- A.P.S.C. ROSE.	(1)
No. 45 Squadron.	(2)
No. 72 Squadron.	(2)
No. 87 Squadron.	(2)
No. 92 Squadron.	(2)
No. 95 Squadron.	(2)
No. 111 Squadron.	(2)
No. 112 Squadron.	(2)
No. 225 Squadron.	(2)
No. 250 Squadron.	(2)
No. 253 Squadron.	(2)
A.H.Q. Com. Flt.	(2)
Austrian Com. Flt.	(2)
654 (A.C.F) Squadron.	(2)

INTERNAL.

A.S.I. File. 203/-/A.IR.
 A.H.Q.I. 300/3/A.IR.
 W/COM. CFS.

4111

AIR HEADQUARTERS,
ROYAL AIR FORCE, ITALY.

AIR STAFF INSTRUCTION.
NO. 4. OF 1946.

AIR SEA AND AIR LAND RESCUE ARRANGEMENTS.

PART I. (EXTERNAL).

INTRODUCTION.

1. These orders are to be read in conjunction with AIC 4791/46 and Headquarters Med/M.F.'s Air Traffic Instructions, Sect 11. The British Organisation is centred on A.M.A. These orders cover the assistance to be given by this command to A.C.C. L.L.A. The areas to be covered by these orders cover the whole of the command, i.e. all Italy and parts of Austria, and the sea area in which our aircraft are called upon to fly.

2. It is only possible for air search operations to be carried out by the command in limited areas in the N.E. Italy and S. Austria where our aircraft are stationed. As most of this area is thickly populated and served by good communications it is unlikely that big scale searches would be necessary except over sea or mountainous areas.

3. In the rest of Italy and its sea areas we depend upon the Italian Aircraft Safety Organisation and such other aid as may be obtained. The Italian Safety Organisation may be of great assistance in the N.E. where there are Mountain Rescue Teams and in the N. Adriatic which is covered by the Air Sea Rescue Squadrons stationed at VENICE.

4. The aircraft for whom rescue facilities are to be provided are the aircraft of the command and all aircraft flying to and from R.A.F. Stations, and thro the area.

5. Assistance by the command may also have to be provided for other aircraft in other areas if we receive appeals for help.

6. Aircraft flying under the jurisdiction of A.H.Q. Italy are restricted to the routes laid down in ASI No. 2, except aircraft on training and except when notification is made beforehand.

7. Rescue action may be initiated upon:-

Distress signals from aircraft
Over messages.
Reports of observers.

FORCES AVAILABLE AND METHOD OF CONTACT.

by these orders cover the whole of the command, i.e. all Italy and parts of Austria, and the sea area in which our aircraft are called upon to fly.

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4. The aircraft for whom rescue facilities are to be provided are the aircraft of the command and all aircraft flying to and from R.I.A.F. Stations, and thro the area.
5. Assistance by the command may also have to be provided for other aircraft in other areas if we receive appeals for help.
6. Aircraft flying under the jurisdiction of A.H.Q. Italy are restricted to the routes laid down in ASI No. 2, except aircraft on training and except when notification is made beforehand.
7. Rescue action may be initiated upon:-

Distress signals from aircraft
 Over messages.
 Reports of observers.

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FORCES AVAILABLE AND METHOD OF CONTACT.

R.I.A.F.

8. The whole of the resources of command are to be prepared to take part in search and rescue if required.
9. Search and rescue arrangements are controlled and co-ordinated by A.H.Q.I. through the Operations Room, Tel. No. Ext. 5. (or Ops Switchboard) at A.H.Q.I. The Duty Controller will call upon the Wings to carry out rescue within their areas and for other wings to assist if necessary.
10. The areas in which units of the command are stationed are divided up and allotted as follows:-



/Contd..... 2.

- 2 -

- 244 Wing. The British controlled land area West of Long. 13. E.
- 324 Wing. The land area S of Lat 46. E of Long 13 to border and the ... Atlantic.
- Orange Penido. The British controlled land area E of Long 13 E. West of 14 E and N. of Lat 46 N.
- 244 Wing. The British controlled land area E of Long 14 E.

11. In these areas the O.Cs of Wings and the O.C. Campo Penido are responsible for organising immediate rescue action wherever it is required. The action taken is to be reported to A.H.Q.I. as soon as possible.

12. In each of these areas a Rescue officer is to be appointed who is to be responsible to Wing or Station O.Cs for the detailed arrangements for rescue in the area and for liaison with the A.H.Q.I. Staff dealing with Air Rescue.

13. The units within these areas are to give any assistance to the O.Cs of the Wings or Station they own.

14. The majority of the aircraft in the Command are Fighters and are not to be employed on prolonged searches or on searches involving intricate navigation, without reference to A.H.Q.I.

15. It is unlikely that prolonged searches will be required, but it may be necessary for aircraft to locate the exact position of aircraft forced down and to report it to the ground rescue party.

16. Two aircraft are to be held at constant availability for air rescue purposes in each of the Wings.

D.F. Stations.

17. The D.F. Finder and Master D.F. Stations are to be prepared whenever possible to change to the frequency of an aircraft in distress and are then to endeavour to ascertain its position.

18. The D.F. Finder Stations are controlled by A.H.Q.I. through the Operations Room.

Radar Stations.

19. These may be contacted through A.H.Q. and be called upon to sweep in the area in which the distressed aircraft is known or suspected to be.

Rescue Equipment.

20. Rescue and survival equipment including that referred to in ... is to be

4109

12. In each of these areas a Rescue officer is to be appointed who is to be responsible to Wing or Station C.O.s for the detailed arrangements for rescue in the area and for liaison with the A.H.Q.I. Staff dealing with Air Rescue.
 13. The units within these areas are to give any assistance to the C.O.s of the Wings or Station they are.
 14. The majority of the aircraft in the Command are fighters and are not to be employed on prolonged searches or on searches involving intricate navigation, without reference to A.H.Q.I.
 15. It is unlikely that prolonged searches will be required, but it may be necessary for aircraft to locate the exact position of aircraft forced down and to report it to the ground rescue party.
 16. The aircraft are to be held at constant availability for air rescue purposes in each of the Wings.
- D.F. Stations.
17. The D.F. Fixer and Home D.F. Stations are to be prepared whenever possible to change to the frequency of an aircraft in distress and are then to endeavour to ascertain its position.
 18. The D.F. Fixer Stations are controlled by A.H.Q.I. through the Operations Room.
- Radar Stations.
19. These may be contacted through A.H.Q. and be called upon to survey in the area in which the distressed aircraft is known or suspected to be.
- Rescue Equipment.
20. Rescue and survival equipment including that referred to in Para. 51, which the aircraft are capable of carrying is to be obtained and held in a serviceable condition ready for use if required.
 21. Plotting gear, reserve water, rations, etc., are to be checked at definite intervals to ensure that they are in good order.
- Drills and Rescue Instruction.
22. Practice at abandoning aircraft, and instruction on rescue procedure is to be carried out regularly.
 23. These instructions and A.H.Q. A791/1945 are to be made easily available to all crews and appropriate action taken to ensure that they are studied by them. Similar action is to be taken with R.Q. 103/1.2. Air Traffic Instructions Section 11.

24. Search Methods.

- Single searches are to be confined to line ahead searches.
25. Searches by visual means are to be carried out at not more than 700 ft.
26. Distance between aircraft on creeping line ahead searches to be at twice visibility distance.
27. Maximum visibility distance to be $\frac{1}{2}$ mile at 500 ft.
28. Aircraft capable of carrying navigators are to be employed on creeping line ahead searches when restricted areas are to be searched and on square searches when a definite position is given.

IAF AND CAV.

29. The Air Sea Rescue facilities provided by the Italian Organisation cover the whole of Italy and its sea areas except the area in the N.E.
30. It has centres (CAVs) at strategic positions throughout the country and through these centres is capable of obtaining all possible aid including that which the Italian Air Force is capable of and any which may be secured from civil and military sources.
31. The normal method of contact with the Italian Organisation is through A.H.Q.I.
32. Each CAV controls a certain number of aircraft that are kept immediately ready for rescue operations. (at 30 mins availability).

33. Neighbouring CAVs are:-

<u>Bases.</u>	<u>Aircraft.</u>	<u>Type.</u>	<u>Tel Nos.</u>
VENICE.	4	Seaplanes.	(Direct line with Ops Board or through AESTRE Exchange Tel.No, VENICE 60657).

LIVATE (MILAN) 1 Baltimore. Milan 53578.

34. The Main CAV at Rome (CENTO CELLE) can be contacted through R.A.F. CLAPTON or at ROIE 47155.

Mountain Rescue.

35. The country being mountainous in many parts, Mountain Rescue Parties have been organised and are available at certain villages and towns. A list of these is held at A.H.Q.I.

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VENICE.	4	Seaplanes.	(Direct line with Ops Board or through JESTRE Exchange Tel.No. VENICE 60657).
LIVORNE (MILAN) 1		Baltimore.	Milan 53578.

34. The Main CAV at Rome (CENTO CELLE) can be contacted through R.A.F. CLAYTON or at ROBE 47154.

Mountain Rescue.

4108

35. The country being mountainous in many parts, Mountain Rescue Parties have been organised and are available at certain villages and towns. A list of these is held at A.H.Q.I.

36. The services of the Mountain Rescue Organisation may be obtained through A.H.Q.I. Assistance may also be obtained through the nearest Italian Aircraft Safety Centre (CAV), which will then get into touch by land line and/or D.P. with the Commandant of the local Carabinieri who will organise search and rescue parties.

Army.

37. There are concentrations of British and American army in the area of N.E. Italy and Austria and may be asked to assist in searches for missing aircraft.

/Contd.....4.

38. Requests for assistance should be made to the nearest H.Q. as follows:-

Trieste Area	-	H.Q. 1st Armoured Division.
Corizia and North to the Austria - Italy Frontier.	-	H.Q. 88 (U.S.) Division.
Austria.	-	H.Q. 3. Div.
Venice.	-	H.Q. 56 Area.
Udine and North to Austria - Italy Border.	-	1 A.C. Div.
Italy.	-	Caserta, Italy.
Rome.	-	H.Q. 2.
East Coast (vicinity of Rimini).	-	216 Area.

May.

39. The R.M. may be able to render assistance in the Adriatic, but should be called upon only when a definite position of ditching is known.

40. For TRIESTE and New VENICE are the naval authorities to whom appeals for help may be made.

Tels... TRIESTE 29641 Ex. 212/213.

VENICE 29447 Operations.

41. They should normally be contacted through A.H.Q.I.

URGENT ACTION TO BE TAKEN.

Action by Aircraft in Distress.

42. All aircraft crews are to be instructed as follows:

Routes.

43. It is important that aircraft suspecting trouble should fly as close to the scheduled route as possible.

Signals.

44. Aircraft in distress are to make the signals laid down in H.Q. 1103/11.3's Air Traffic Instructions Sect. 11. Part 4.

45. In Italy Reddish watches are maintained on the following

4107

Header.

Maplon. - Cerezo Enclava.

Navio. - B. 11.11.11.

East Coast. - 210. 11.11.11.

(Ministry of
Agriculture).

Part.

39. The R.A. may be able to render assistance in the Adriatic, but should be called upon only when a definite position of ditching is known.

40. The TIRONE and the VENICE are the naval authorities to whom appeals for help may be made.

Tels... CRISTIAN 29641 Ex. 212/213.

VENICE 29117 Operations.

41. They should normally be contacted through A.H.O.I.

MOSCOW ACTION TO BE TAKEN.

Action by Aircraft in Distress.

42. All aircraft crews are to be instructed as follows:

Routes.

43. It is important that aircraft suspecting trouble should fly as close to the scheduled routes as possible.

Signals.

44. Aircraft in distress are to make the signals laid down in U.O. Mod./J's Air Traffic Instructions Sect. 11. Part 4.

45. In Italy radio watches are maintained on the following frequencies:-

117.30	117.50	Button 3 (Flying control - limited range).
"	"	"
"	"	"
"	"	"

117.30 6400 Kcs. Flying Control - limited range.

W. 1.	4575 "	Dawn - 1530Z.
	5105 "	1530Z - Dawn.

46. Distress calls should therefore be made first of all on the following:-

/Contd..... 5.

- 5 -

WIP	RT.	116.1	MoA.	World Guard	Button C.
HF/RT.		6440	Kos.		
W/T.		4575	"	Day.	
		or	"		
		3105	"	Night.	

Action on the ground (after landing).

47. If an aircraft is forced down in country remote from communications, the crew is to stay with the aircraft unless they are sure of being able to reach means of assistance.

48. If the crew decides to stay with the aircraft, some or all of the following should be used:-

- (a) Make aircraft as conspicuous as possible by spreading open parachutes over the wings etc.
- (b) Light signal fires.
- (c) Improvise conspicuous ground marks on sand, snow etc.
- (d) Operate Radio or Radar aids if they are available.

49. Where necessary, the Ground Air Emergency Code as detailed in Air Traffic Instructions, Section 11, Part 5 Paras 6 - 11 is to be used.

Action in the Sea.

50. If the crew are afloat and the following are available, the crew are to:-

- (a) Fire distress flares or cartridges.
- (b) Use heliograph or the bright bottom of the first aid tin.
- (c) If a dinghy radio is available use the signal light.
- (d) Fly the special distress flag provided or international distress signal consisting of a flag with a ball or anything resembling a ball above or below it.
- (e) Blow whistles.
- (f) Strike special matches which give a greenish flare lasting 4 seconds.
- (g) Use Fluorescent dye markers.

51. Set up and operate the dinghy radio or "Walter" (M1380) if available, in accordance with instructions given in A.T.I.'s Section 11, Part 5 Paras 2 & 3.

Action by Wings and Group Formido.

- 52. Instructions given by A.H.Q. are to be implemented.
- 53. Units within area which may be required for help are to be warned.
- 54. Rescue parties are to be organised.

46. If the crew decides to stay with the aircraft, some or all of the following should be used:-

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- (d) Fly the special distress flag provided or international distress signal consisting of a flag with a ball or anything resembling a ball above or below it.

- (e) Blow whistles.
- (f) Strike special matches which give a greenish flare lasting 4 seconds.
- (g) Use fluorescent dye markers.

51. Set up and operate the dinghy radio or "Walker" (M1380) if available, in accordance with instructions given in A.T.I's Section 17, Part 5 Paras 2 & 3.

4106

Action by Wings and Campo Perido.

- 52. Instructions given by A.M.C. are to be implemented.
- 53. Units within area which may be required for help are to be warned.
- 54. Rescue parties are to be organised.
- 55. When briefing crews on searches the form at Appendix "A" is to be used.
- Squadrons and Aircraft.
- 56. The following instructions are to be given to aircraft engaged on searches.

- (a) Aircraft on search are to stay with a dinghy if seen and climb to 5000 ft to send a W/T or R/T report.
- (b) If aircraft are searching in pairs and a dinghy is found, one aircraft is to stay with the dinghy whilst the other climbs up to report.

/Contd..... 6.

- 6 -

- (a) If possible obtain a fix of the position of the dinghy.
- (b) Effort is to be made to locate any surface vessel or any land vehicles to the position.
- (c) Radio floats or PL radio floats are to be dropped to mark the position for surface craft engaged in the rescue.
- (d) Survival equipment is to be dropped.
- (e) When two aircraft are together and sight distressed aircraft, one is to stay with the crew while the other looks for surface craft to guide to position.
- (f) An aircraft which wishes to attract the attention of a ship when unable to establish communication by any other means is to fly low round the ship and/or to fire green lights and then fly in direction of distressed crew.

Units.

- 57. Are to be ready to prepare an ambulance and other rescue means.
- 58. Hospital accommodation is to be prepared.

Reports.

- 59. Reports are to be made immediately after each incident on form at App. B.
- 60. A summary of incidents is to be forwarded to this H.Q. monthly not later than 3rd of each month. This summary is to give details of all matters relevant to A.S. and A.R. during the previous month. The summary where applicable is to include details of searches, numbers of sorties flown by aircraft, practice carried out, naval co-operation, aircraft safety training and further details and suggestions of general interest.

Briefing Arrangements.

- 61. The boundaries of A.S. and A.R. areas over which each airfield briefs are to be shown on 1/1000000 topographical briefing maps. 4105
- 62. The boundaries are to be clearly indicated by 1 inch wide red tape (the white tape obtained through Stationary Depots dyed with red ink gives the desired material).

- (f) Survival equipment is to be diverged.
- (g) When two aircraft are together and sight distressed survivors, one is to stay with the ship while the other looks for surface craft to guide to position.
- (h) An aircraft which wishes to attract the attention of a ship when unable to establish communication by any other means is to fly low round the ship and/or to fire green lights and then fly in direction of distressed crew.

Units.

57. Are to be ready to prepare an ambulance and other rescue means.
58. Hospital accommodation is to be prepared.

Reports.

59. Reports are to be made immediately after each incident on form at App. A.
60. A summary of incidents is to be forwarded to this H.Q. monthly not later than 30 of each month. This summary is to give details of all survivors recovered to A.S. and A.B. during the previous month. The summary form applicable is to include details of searches, numbers of survivors flown by aircraft, practice carried out, naval co-operation, aircraft safety training and whether det. its and suggestions of general interest.

Briefing survivors.

61. The boundaries of A.S. and A.B. areas over which each airfield areas are to be shown on 1/1000000 topographical briefing maps. 4105
62. The boundaries are to be clearly indicated by 1 inch wide red tape (the white tape obtained through Stationery Depots dyed with red waterproof ink gives the desired material).
63. The information pertaining to facilities, controlling Authorities, Rescue Equipment etc., is to be typed out clearly and placed on the wall in such a position as to be convenient for reference during briefing, but on no account is this information to be actually placed over the Briefing Maps.

/Contd..... 7.

DISCUSSION

Exhibit.

H.Q. Moscow, U.S.S.R.	2.
A.H.Q. Leningrad	2.
A.H.Q. Berlin	2.
A.H.Q. Prague	3.
A.H.Q. Warsaw	2.
A.D. O. O. Vienna	2.
A.F.S.C. Rome	2.
235 Wing	4.
244 Wing	4.
324 Wing	4.
R.A.F. Station, Innsbruck	4.
R.A.F. Station, Liepzig	2.
R.A.F. Unit, Campino	1.
A.H.Q. Italy (East)	2.
A.H.Q. Italy (West)	1.
654 (A.O.D.) Sqdn.	2.
128 A.U.	1.
375 A.U.	1.
115 A.U.	1.
50 H.F.O.	1.
50 B.F.O.	1.
15052 A.H.Q.S.	1.
600 A.H.Q.S.	1.
6502 A.H.Q.S.	1.
6801 A.H.Q.S.	1.
Air Force Provost & Security	4.
Air Attache, Rome	1.
Air Attache, Bucharest	1.
61 A.U.	1.
6 D.F.O.	1.
10 H/A W/H Station	1.

Interval.

W/Cdr. Ops.
Senior Controller.
Duty Controller.
C.S.C.
Pilo.
Spren.

417

A.P.S.O. ROLL. 2.
 238 Wing. 4.
 244 Wing. 4.
 324 Eng. 4.
 R... P. St. 2 m. H. H. 2. 1.
 R... J. S. 1 m. H. H. 2. 1.
 R... A. Field, 3 m. H. H. 2. 1.
 A.H. 2. Field (Unit). 1.
 A.H. 2. Field (Unit). 1.
 634 (A.O. 2) Sp. 2.
 126 H. 2. 1.
 375 H. 2. 1.
 113 H. 2. 1.
 58 H. 2. 1.
 59 H. 2. 1.
 15052 H. 2. 1.
 200 H. 2. 1.
 6502 H. 2. 1.
 6801 H. 2. 1.
 H. 2. Provost & Security. 4.
 Air Attache, AMER. 1.
 Air Attache, HUNGARY. 1.
 61 H. 2. 1.
 62 H. 2. 1.
 10 H. 2. W/T Station. 1.

Internal.

W/234. Cya. 1.
 Senior Controller. 1.
 Duty Controller. 1.
 C.S.O. 1.
 File. 1.
 Spares. 6.

4103

APPENDIX "A".SPECIMENAIR RESCUE BRIEFING FORM.

A. This form is originated by Controller.

B. Time, Origin and Text of Report.

C. Casualty c/o. c/o. Type. Callsign. Radio Aids. Any other information.

D. Last known position of casualty. Flight. Course. Speed. Time.

E. Details of Search Area.

F. Miscellaneous information.

4102

Items A - F will be supplied by Controller.

Items G to M to be completed in consultation with Search Units.

A. This form is originated by Controller.

B. Time, Origin and Text of Report.

C. Casualty w/o. e/o. Type. Collign. Radio Aids. Any other information.

D. Last known position of casualty. Weight. Course. Speed. Time.

E. Details of Search Area.

F. Miscellaneous information.

4102

Items A - F will be supplied by Controller.

Items G to H to be completed in consultation with Search Units.

G. Details of Search Aircraft.

Type. Sqn. C's W/T. C's R/T. ERM. ATZ. ATD. Visibility and
Posn. Posn. Type of Search.

Sheet 2 ...

H. Details of Search surface craft.

TYPE.	No. of W/T.	C's.	R/T.	Port.	Star.	Posn.	Posn.	Time of Search.
-------	-------------	------	------	-------	-------	-------	-------	-----------------

J. Weather Conditions (as reported by search craft).

Sea Visibility.	Wind Cloud Base.	Swell.
--------------------	---------------------	--------

K. Time of call out and by whom called out. (U/S.R. aircraft and marine craft only).

L. Remarks on communications, whether satisfactory or otherwise.

M. Narrative.

N. Comments.

J. Weather Conditions (as reported by search craft).

Sea	Wind	Swell.
Visibility.	Cloud Base.	

K. Time of call out and by whom called out. (A/S.L. aircraft and marine craft only).

L. Remarks on composite films, whether satisfactory or otherwise.

M. Narrative.

N. Comments.

4100

Signed.....
Controller.....

APPENDIX "B".

AIR SEA RESCUESEARCH REPORT.

A.S.R. SERIAL NO.

- A. "Nature and origin of request for air rescue action".
- (i) W/T S.C.S. on area control/approach control.
- (ii) R/T S.C.S.
- (iii) International broadcast on 500 Kcs.
- (iv) Information received from C.A.V. (Italian ASC) Flying Units.
Ground formation etc.
- B. DATE AND TIME OF REQUEST.
- C. TYPE OF AIRCRAFT AND SQUADRON CALL SIGN.
- D. POSITION OF CASUALTY.
- E. TIME SEARCH COMMENCED BY AIRCRAFT.
- F. TIME SEARCH COMMENCED BY SURFACE CRAFT.
- G. DURATION OF SEARCH.
- H. AREA COVERED BY SEARCH.
- I. SQUADRON CARRYING OUT SEARCH. AIRCRAFT NUMBERS.
- J. MARINE CRAFT UNIT CARRYING OUT SEARCH. LUNCH NUMBERS.
- K. NARRATIVE. (DETAILS OF RESCUE GEAR USED ETC.)
- L. RESULT.

4099

THE SIGNAL AND AIRCRAFT IS TO BE ADDRESSED TO:-

"Nature and origin of request for air rescue action".

(i) W/P S.O.S. on radio control/approach control.

(ii) R/S S.O.S.

(iii) International broadcast on 500 Kcs.

(iv) Information received from C.A.V. (Italian ASC) flying units.
Ground formation etc.

B. DATE AND TIME OF REQUEST.

C. TYPE OF AIRCRAFT AND SQUADRON C.S.U.M.A.

D. POSITION ON CASUALTY.

E. TIME SEARCH COMMENCED BY AIRCRAFT.

F. TIME SEARCH COMPLETED BY SURFACE CRAFT.

G. DURATION OF SEARCH.

H. AREA COVERED BY SEARCH.

I. SQUADRON CARRYING OUT SEARCH. AIRCRAFT NUMBERS.

J. MARINE CRAFT UNIT CARRYING OUT SEARCH. LAUNCH NUMBERS.

K. NARRATIVE. (DETAILS OF RESCUE OPERATIONS USED ETC.)

L. RESULT.

4099

THE SIGNAL AND AIRCRAFT IS TO BE ADDRESSED TO:-

H.Q. MED. BR (R) A.H.Q. ITALY.

3A

22/10/50

AIR HEADQUARTERS ITALY - AIR STATION NO. 3/46.
DATE 6th SEPTEMBER 1950

SECURITY AND DEFENCE OF A.P. STATIONS AND UNITS.

GENERAL

1. While the map, visibility for land and order varies throughout ITALY, the Allied Military Unit or Unit is ultimately responsible for the overall safety of all Allied forces, land of communication and supply.
2. For this purpose parts of these instructions are applied to areas in which Army Area Officers are responsible.
3. In other parts of these instructions there are smaller Army Formation and units which are locally responsible for their own safety.
4. Every R.A.F. Station and Independent Unit's Commander is responsible for the security of his Command against sabotage, and for its defence in the event of an air attack, guerrilla warfare, or other hostile operations. Each Unit's Commander is therefore to prepare a Plan for the defence of his Station or Unit.
5. In the event of hostilities breaking out or widespread disturbances, occurring within R.A.F. units would be enforced by the Army Formation in accordance with prearranged plans. Assistance would however, be given to any R.A.F. Station or Unit in an emergency if they are unable to deal with local disturbances which threaten their security.
6. In the event, therefore, of a Station or Unit needing assistance, an immediate request is to be made to the local Army Formation responsible for security in or near the area in which the Station or Unit is located.
7. Commanding Officers are, at all times to keep in touch with the local Army Formation and full particulars and method of contacting them are to be included in Defence Plans. A copy of each Station or Unit Defence Plan is to be forwarded to the local Army Formation.
8. Army Commanders generally issue instructions regarding the defensive measures and security arrangements to be brought into force in the event of disturbances breaking out. Station Commanders are to obtain copies of these instructions and, when the occasion arises, are to comply with them as far as is compatible with their own circumstances.
9. Conditions may arise whereby Air Force personnel when away from their units may become involved in civil disturbances. Under such circumstances Commanding Officers are not to take any active or punitive action, but are to report the matter to the local Military Authority. This does not rule out the possibility of force to rescue R.A.F. personnel when military assistance cannot be

4098

4098

3. In this purpose parts of these conditions are included in the Army Area Command's responsibilities for its units.
4. In other parts of these conditions, however, are included Army formation and units which are locally responsible for their own defense.
5. Every R.A.P. Station and its personnel are responsible for the security of this Command against sabotage, and for its defense in the event of an attack by guerrilla forces, or units active operations. Each unit of the R.A.P. Station is therefore to prepare to defend a Plan for the defense of his Station or Unit.
6. In the event of hostilities against the area or widespread disturbances, occurring near the R.A.P. Station, the personnel of the Army Formation in the area will be prepared to take action. As a rule, the personnel will be given the opportunity to be reorganized. As a rule, the personnel will be given the opportunity to be reorganized in an emergency if they are unable to deal with local disturbances which threaten their security.
7. In the event, therefore, of a Station or Unit needing assistance, an appropriate request will be made to the Local Army Formation responsible for carrying out the area in which the Station or Unit is located.
8. Commanding Officers are, at all times, to keep in touch with the Local Army Formation and full particulars of the situation or contact with them are to be included in Defence Plans. A copy of each Station or Unit Defence Plan is to be forwarded to the Local Army Formation.
9. Army Commanders' reports are, at all times, to be regarding the defensive measures and security arrangements so far as they are concerned in the event of disturbances in the area. Station Commanders are to obtain copies of these instructions and, when the need for them arises, are to comply with them as far as is compatible with their own commitments.
10. Conditions may arise whereby Air Force personnel, when away from their units, may become involved in civil disturbances. Under such circumstances, Commanding Officers are not to take any active or punitive action, but are to refer the matter to the Local Military Authority. This does not rule out the use of force to restore R.A.P. personnel when military assistance cannot be obtained early enough to deal with the situation. Upon making a decision, the Air Force, a Commanding Officer is to demand a responsible officer to be in charge of the instructions that are given and to be used only as the last resort. The Commanding Officer is, without delay, to report his intention to the Military Authority and, whenever possible, obtain their concurrence before taking action.
11. Should a Commanding Officer receive a request for assistance from any civil military or other Allied Civil Control Administration, he is to refer the matter to the appropriate Military Authority. Should the latter be of such opinion as to approve the military assistance, he would be forthcoming in order to prevent serious consequences then the Commanding Officer is to exercise his own judgement. Air Forces are not to be used to deal with civil disturbances at the request of Italian or Austrian authorities.

-2-

DEFENCE PLANS.

11. Each Station and Independent Unit Commander is to draw up a Defence Plan. Plans are to be put in practice periodically and are to be kept up to date. A Specimen Defence Plan is attached as Appendix "A" for guidance.
12. Contingencies to be provided against are broadly:-
 - (a) Local or widespread civil disturbances.
 - (b) Sabotage.
 - (c) Organised raids by civilians, or military mobile forces.
13. In drawing up a defence plan the following points are to be considered:-
 - (a) Plans should be simple and practicable. To prevent frequent amendment reference should not be made to individuals by name but to appointments.
 - (b) Plans should include Army Authorities to which requests for assistance should be made and to be clearly stated, together with addresses and telephone numbers.
 - (c) Plans should include provision for a Unit to withstand possible pending assistance from the outside. This entails securing of supplies upon the declaration of a state of emergency, reserve rations.
 - (d) Defence Headquarters is to be established and must have methods of communication to all outlying sectors or posts. Runners should also be available.
 - (e) In Stations or large Units a reserve force should be constituted.
 - (f) M.T. if normally kept near the perimeter should be moved to a safer position.
 - (g) The advantage of concentration for security of arms and ammunition must be carefully balanced against accessibility and swift distribution.
 - (h) The Plan should allow for two states of readiness:-

Precautionary:- when additional security is required but normal work goes on.

Alarm:- When defence is the main object.

14. Scale of Arms and Ammunition to be held.
Personal arms and ammunition to be held.

4097

2097

13. In drawing up a defence plan the following points are to be considered:-

- (a) Plans should be simple and practicable. To prevent frequent amendment reference should not be made to individuals by name but to appointments.
- (b) The staff should be Army Authorities to which requests for assistance should be made as to be clearly stated, together with addresses and telephone numbers.
- (c) Plans should include provision for a Unit to withstand attacks long as possible pending assistance from the main force. This entails securing of supplies upon the declaration of a state of emergency, reserve rations.
- (d) Headquarters is to be established and must have methods of communication to all outlying sectors or posts. Runners should also be available.
- (e) In Stations or large Units a reserve force should be constituted.
- (f) M.T. if normally kept near the perimeter should be moved to a safer position.
- (g) The advantage of concentration for security of arms and ammunition must be carefully balanced against accessibility and swift distribution.
- (h) The Plan should allow for two states of readiness:-

Precautionary:- when additional security is required but normal work goes on.

Alarm:- When defence is the main object.

14. Scale of Arms and Ammunition to be held.

Personal arms and ammunition are to be held to the following scale:-

- (a) Pistols, 38.
for all Officers, Warrant Officers, Sergeant Major, Service Police and Defence Staff.
- (b) Carbines
for all men other than Medical personnel and those in categories in (a) above.
 - 50 rounds with weapon.
 - 100 rounds reserve.
- (c) Sten 2mm. Carbine.
15% of Unit Establishment.
 - 200 rounds with weapon.
 - 200 rounds reserve.

Contd/.....15.

-3-

TRAINING.

15. Commanding Officers are responsible that all ranks under their Command are trained in the use of the weapons with which they are or will be armed.

W. H. H. H.

(GROUP CAPTAIN)

Air Vice Marshal,

Air Officer Commanding,

AIR HEADQUARTERS, R.A.F., ITALY, C.M.A.

for

Ref:- HQE/9140/CDO.

Date:- 6th Sept. 1946.

DISTRIBUTION:EXTERNAL.

ATM HEADQUARTERS (PEAR) R.A.F., ITALY.

NO. 239 WING.

NO. 240 WING.

NO. 321 WING.

R.A.F. STATION (S.P.) UDINE.

R.A.F. STATION (S.P.) BARI.

R.A.F. STATION, KLAGENFURT.

A.D.A.C.A. VENEZIA.

NO. 61 E.U. RAPIDS.

NO. 61 E.U. DET. VENEZIA.

NO. 15052 A.M.E.S.

NO. 6801 A.M.E.S.

NO. 6562 A.M.E.S.

NO. 8000 A.M.E.S.

NO. 126 M.U.

NO. 357 M.U.

NO. 375 M.U.

NO. 3 M.T.L.R.U.

NO. 58 M.T. COX.

NO. 306 M.S.S.U.

NO. 6 E.P.C.

NO. 56 P.T.C.

NO. 59 P.T.C.

NO. 2 TEST & LEAVE CAMP.

NO. 40 H/A. W/T. STATION.

INTERNAL.

A.O.C.

D/A.O.C.

S.A.S.O.

S.C.A.

C.T.C.

W/C. OPS.

C.S.O.

S.E.S.O.

S.I.(S).O.

S.F.S.O.

OPS. REC. BOOK. (2).

FILE.

SPARES (10).

FOR INFORMATION.

C.H.Q. E.M.F.

H.Q. R.A.F. MED/M.E. CAIRO.

H.Q. 13 COMPS.

H.Q. B.T.A. (3).

H.Q. NO. 1 A.C.P.A.

H.Q. NO. 36 AREA.

H.Q. NO. 3 DISTRICT.

4096

Ref: - AKOL/0140/3LO.

Date: - 6th Sept. 1946.

DISTRIBUTION:

EXTERNAL.

AIR HEADQUARTERS (REAR) R.A.F., ITALY.
 NO. 239 WING. {4}
 NO. 24 WING. {4}
 NO. 521 WING. {4}
 R.A.F. STATION (S.P.) UDINE. (2)
 R.A.F. STATION (S.P.) BARI.
 R.A.F. STATION, KLAGENFURT.
 A.D.A.C.A. VIENNA.
 NO. 61 E.U. NAPLES.
 NO. 61 E.U. DET. VENICE.
 NO. 15052 A.M.E.S.
 NO. 6801 A.H.E.S.
 NO. 6552 A.H.D.S.
 NO. 8400 A.H.T.S.
 NO. 426 H.U.
 NO. 567 H.U.
 NO. 575 H.U.
 NO. 5 M.T.L.R.U.
 NO. 58 H.T. COY.
 NO. 306 M.S.S.U.
 NO. 6 B.P.O.
 NO. 56 P.T.C.
 NO. 59 P.T.C.
 NO. 2 REST & LEAVE CAMP.
 NO. 10 H/A. W/T. STATION.
 H.Q. PROVOST & SECURITY UNIT, NAPLES.
 R.A.F. (MED/M.E.) M.P.E.S.
 NO. 173 STAGING POST.
 AIR H.Q. (UNIT) R.A.F., ITALY.

for (GROUP CAPTAIN)
 Air Vice Marshal,
 Air Officer Commanding,
 AIR HEADQUARTERS, R.A.F., ITALY, C.M.P.

INTERNAL.

A.O.C.
 D/A.O.C.
 S.A.S.C.
 S.O.A.
 C.T.C.
 W/C. OPS.
 C.S.O.
 S.E.S.O.
 S.I.(S).O.
 S.P.S.C.
 OPS. REG. BOOK. (2).
 FILE.
 SPARES (10).

FOR INFORMATION.

G.H.Q. G.M.F.
 H.Q. R.A.F. MED/M.E. CAIRO.
 H.Q. 15 COUPS.
 H.Q. E.T.A. (3).
 H.Q. NO. 1 A.G.D.A.
 H.Q. NO. 86 AREA.
 H.Q. NO. 5 DISTRICT.

4096

ATTACHED "A"

RECEIVED 10/10/44

RECEIVED 10/10/44

U.S. AIR FORCE, WASHINGTON, D.C.

S. H. L.

Date: 10/10/44

Subject: 10/10/44

10/10/44, 10/10/44, 10/10/44

RECEIVED 10/10/44

INTRODUCTION.

A brief summary of the local situation leading up to a statement of the situation.

2. Own Forces.
(a) Command.
(b) Forces in the area.

The approximate weapon strength of the forces under the command of the station in the event of an emergency. Neighboring Forces (U.S., U.S., U.S., or Allied) which may be relied upon to co-operate.

INTENTION.

3. To lay down the organization of R.A.F. Station "Pastachute" necessary to maintain a high level of personnel and property in the event of civil disturbance or open hostilities.

EXECUTION.

4. States of readiness to be maintained.
(a) Preparatory.

Condition.
When there is a possibility of armed action, 4095
and general warning should be given.
(Normally the warning given for this state
of readiness will be issued by air communication)

4th PIC... Station...
UND.

EXECUTION.

1. General situation.
A brief summary of the local situation leading up to a statement of the situation at the time.
2. Own Forces.
(a) Command.
(b) Composition.
The command to wear a uniform of the forces under the command of the station in the event of an emergency. Neighboring forces (Army, Navy, Air, or Allied) which may be called upon to co-operate.

INTENTION.

3. To lay down the organization of R.A.F. Station "Pastorale" necessary to an efficient, organized and properly in the event of civil disturbances or open hostilities.

EXECUTION.

4. Station of command to be maintained.
(a) Procedural.

When there is a possibility of armed action, 4095
all personnel wearing clothing of their own color.
(Normally the warning order for an attack of business will be issued by Air Force units of St. John's and Units in the area of disturbance but should the commanding officer consider that this state of readiness is necessary for the security of his Station or Unit he will act on his own initiative).

(b) Alarm.

When there is a direct threat of attack on the Station or Unit, the Station or Unit Commander will authorize this state of readiness.

Contd/...5.

-2-

5. Action to be taken during the Precautionary and Alarm States of Readiness.
 (a) Precautionary.

- (i) Action.
 (i) A full test of the Defence Scheme is to be carried out.
 (ii) The Organisation for the immediate issue of arms and ammunition on the sounding of the alarm is to be tested.

- (iii) Inlying Picquets, capable of dealing with an armed raid, are to be held at five (5) minutes notice, centrally housed with transport to convey them to any threatened point on the Station or Unit.

(During this phase the normal commitment of the Station or Unit will be carried out with as little interference as possible).

(b) Alarm.

Action.

All ranks will man their defence posts.

6. Organisation of the Station or Unit.

(a) Defence Headquarters.

(b) Defence

(c) Assembly Points - for each sector and central reserves.

(d) Central reserves.

(e) Guards, escorts, patrols.

(This paragraph should show how the existing organisation of the Station or Unit is to be modified to meet the needs of the Defence plan. It should state of which definition of the area to be defended and go on to Defence Headquarters, then and where it is to be established; large Stations will need to be divided into sectors and these must be defined with the Commander and his staff in detail).

7. Allocation of weapons.

8. Supplies.

Emergency action scale and method of distribution.

9. Water.

Storage, method and scale of issue.

10. Ammunition.

Scale of issue and location of reserve.

11. P.O.L.

Measures of safeguarding.

12. Medical.

(a) F.A.P's.

(b) First Aid Equipment.

(c) Evacuation of Casualties.

(d) Hygiene and Sanitation.

Location.

Issue of dressings, stretchers, etc. within the Station or Unit or to the Hospital.

Modifications, if any, to normal system.

4094

carried out with as little interference as possible).

- (b) Action.
 All ranks will man their defence posts.
6. Organisation of the Station or Unit.
 (a) Defence
 (b) Defence
 (c) Assembly points - Per cent reserve and central reserves.
 (d) Central reserve.
 (e) Guards, escorts, patrols.
 (This paragraph should show how the existing organisation of the Station or Unit is to be modified to meet the needs of the Defence Plan. It should state off with a definition of the area to be defended and go on to Defence Headquarters, then all where it is to be established; Large Stations will need to be divided into sectors and thus, must be defined with the Commander and his staff in detail).

7. Allocation of weapons.
- ADMINISTRATIVE REQUIREMENTS.
8. Supplies.
 State any station scale and method of distribution.
9. Water.
 Storage, amount and scale of issue.
10. Ammunition.
 Scale of issue and location of reserve.
11. P.O.L.
 Measures of safeguarding.
12. Medical.
 (a) F.A.P.
 (b) First Aid Equipment.
 (c) Evacuation of Casualties.
 (d) Hygiene and Sanitation.
 Location.
 Issues of dressings, stretchers, etc.
 Within the Station or Unit or to the Hospital.
 Modifications, if any, to normal system.
13. M.T.
 Allocation and control of movement.
14. Dress.
15. Fire Fighting.
 Modification, if any to normal Fire Orders.

Case 11-336

-3-

INTERCOMMUNICATION.

- 16. Method of passing warning orders.
- 17. Telephones.
- 18. Other means of Inter-communication. Allotment of - e.g. R/F., Land and Runners.
- 19. Recognition signals. Detailing of personnel for liaison with Local Military Commander or other outside elements. Addresses and means of communication with local units.

(Signature).

Distribution List:

Copy No. 1.
 Copy No. 2.
 etc.

4092

-4-

APPENDICES.

(The following list, which is designed for a large Station, indicates a method by which (a) the length of the Defence Scheme itself can be kept within bounds, and (b) each Officer or N.C.O. i/c Section can be given a complete list of his duties for ready reference. The same principle can be applied to Defence Schemes for smaller Units).

- A. Instructions for Officers and N.C.O.'s i/c armed parties proceeding out of Camp.
- B. Orders for M.C.O.'s i/c Guards.
- C. Orders for Sentries.
- D. Orders for Police.
- E. Instructions for withdrawal of Detachments and/or Evacuation of isolated buildings.
- F. Arrangements for protection of Families.
- G. Instructions for the establishment of Defence Headquarters.
- H. Instructions for Defence Officer.
- J. " " Adjutant.
- K. " " S. Ad. O.
- L. " " Intelligence Officer.
- M. " " S.W.O.
- N. " " Officers i/c Defence Sectors.
- O. " " Signals Officer.
- P. " " Armament Officer.
- Q. " " M.T.
- R. " " Equipment.
- S. " " Catering
- T. " " Medical
- U. " " N.C.O. i/c Fire Party.
- V. " " N.C.O. i/c Telephone Exchange.

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- C. Orders for Sentries.
- D. Orders for Police.
- E. Instructions for withdrawal of Detachments and/or Evacuation of isolated buildings.
- F. Arrangements for protection of Families.
- G. Instructions for the establishment of Defence Headquarters.
- H. Instructions for Defence Officer.
- J. " " Adjutant.
- K. " " S. Ad. O.
- L. " " Intelligence Officer.
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- S. " " Catering
- T. " " Medical
- U. " " N.C.O. i/c Fire Party.
- V. " " N.C.O. i/c Telephone Exchange.
- W. Sketch Map of Station.

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2A

AIR HEADQUARTERS, ITALY, ROYAL AIR FORCE, C.I.F.
 AIR STAFF INSTRUCTION NO. 1 DATED
 4TH OCTOBER, 1946.

AIR ESCORTS.

INTRODUCTION.

1. Units within the Command are to be prepared to provide Air Escorts from time to time for Important Personages travelling within the Command in Transport or Communication Flight Aircraft.

INSTRUCTIONS - TELEPHONE.

2. When instructions for Escorts are given by telephone they will include the following :-

(a) Full details of:-

- (i) Important Person concerned.
- (ii) Aircraft.
- (iii) Call sign.

- (b) (i) Date of journey.
- (ii) Time.

- (c) Number of escort required.

- (d) (i) Route.
- (ii) Height.
- (iii) E.T.D.
- (iv) E.T.A.

- (e) Rendezvous.

- (i) Position.
- (ii) Time.
- (iii) Height.

- (f) Special requirements: e.g. -

- (i) Long range tanks.
- (ii) Which Squadron or Wing to lead (where applicable).
- (iii) Organisation in case of escort having land at any airfield other than Base (as

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- (c) Number of escort required.
- (d)
 - (i) Route.
 - (ii) Height.
 - (iii) E.T.D.
 - (iv) E.T.A.
- (e) Rendezvous.
 - (i) Position.
 - (ii) Time.
 - (iii) Height.
- (f) Special requirements: e.g. -
 - (i) Long range tanks.
 - (ii) Flight Squadron or Wing to lead (where applicable).
 - (iii) Organisation in case of escort having to land at any airfield other than Base (as regards D.I's. and accommodation).
- (g) R/T frequencies.
- (h) Dress.

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This information is also to be passed to the Station of departure of the escorted aircraft.

3. This information will be passed from A.H.Q. Ops. to the Wing Ops. Room and is to be entered up on a pro form, prepared for the purpose, and to be known as form 'A'.

/2.....

- 2 -

4. After entering up the pro forma it is to be read back and checked.

INSTRUCTIONS - SIGNAL OR WRITER.

5. Whenever there is time instructions for escorts will be sent by signal or by post, and are to be acknowledged. They will be sent in the form given in para. 2 and copies are to be sent to the station of departure of the escorted aircraft.

WARNING.

6. At least 6 hours warning will be given when long range tanks are required, and at least 12 hours when the escort will be required to stay away over night. More warning will be required when more than one squadron is employed.

RENDEZVOUS.

7. The rendezvous will always be in the air unless otherwise ordered.
8. When the escort is at the airfield from which the escorted aircraft is to depart the escort is to leave the ground first.

FLIGHT ARRANGEMENTS.

9. The leader of the escort is to speak to the captain of the escorted aircraft beforehand, whenever possible, to reiterate the arrangements. He is to ensure that he and the captain of the escorted aircraft agree upon the following:-

- (a) Route to be followed and alternatives in case of bad weather or any other reason.
- (b) Alternative heights, taking the weather conditions into consideration.
- (c) Intercom. frequencies.
- (d) Action in event of R/T failure.
- (e) Rendezvous arrangements.

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- (b) Alternative heights, taking the weather conditions into consideration.
- (c) Intercom. frequencies.
- (d) Action in event of R/T failure.
- (e) Rendezvous arrangements.
- (f) Whether or not in case of bad weather the flight **4089** proceed.

AIRCRAFT - LONG RANGE TANKS.

10. Escort aircraft are to be fitted with long range tanks whenever there is time available, unless the journey is to be a short one and special instructions are given for the long range tanks not to be fitted. Normal 45 gall. slipper type overload tanks will be used unless otherwise instructed.

AIRCRAFTS - DRESS WHEN LANDING AWAY FROM PARENT AIRFIELD.

- 11. Crews are to be dressed alike and in the dress worn at the station of departure unless other instructions are issued.
- 12. No non-regulation clothing is to be worn.

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-3-

13. Both flying clothing and dress are to be in good order.

CEREMONIAL.

14. Squadron on parade procedure (aircraft in line with crews standing in line before them) is to be observed immediately before and/or after flight when circumstances allow and the squadron is using the same airfield as the escorted aircraft.

NIGHT STOPS.

15. The leader of the escort is to make departure arrangements with the Captain of the escorted aircraft as soon as possible after arrival.
16. The leader of the escort is to make arrangements personally at the station to ensure a punctual departure, and is responsible that all the necessary maintenance to the aircraft is carried out in time.

SPECIAL ORDERS.

17. When special arrangements are necessary at the night stop station the Controller will include orders for the leader of the escort or captain of the escorted aircraft in the instructions referred to at para. 2. These may include:-

- (a) Orders for accommodation.
- (b) Orders for inspections of engines and air frames.
- (c) Carrying of maintenance schedules

Etc.

SPECIAL ARRANGEMENTS.

18. When special arrangements are necessary at the Night stop Station the Controller will make them with that Station after consulting the staff officers concerned at this Headquarters.

CHANGES OF PLAN.

19. Changes of Plan are to be co-ordinated through the Duty Air Controller, who is to be notified immediately.

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Etc.

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CHANGES OF PLAN.

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19. Changes of Plan are to be co-ordinated through the Duty Air Controller, who is to be notified immediately.
20. Information regarding last minute changes, due to weather or other circumstances, will be passed by the Duty Air Controller to the Personage to be escorted.
21. In the event of the escorted aircraft being delayed after the escort has taken off, the Duty Air Controller will decide whether to order the latter to land or not.
22. The Duty Air Controller is to be kept fully informed of the progress of events so that he can keep everyone concerned informed.

TYPE OF ESCORT.

23. Unless contrary orders are issued at the time the escort plan is to be close, but the greatest care is to be taken to ensure that the escorted aircraft is allowed complete freedom of action.

/.....

AIRCRAFT ARMAMENT.

24. Guns are to be fully loaded. No other armament is to be carried.

DEFENSIVE ACTION.

25. Whilst the Emergency still exists crews are to be ready to fight if the need arises.

26. Offensive action is not to be initiated and is not to be resorted to unless it is essential to the defence of the escorted aircraft. Before fire is opened upon the attacking aircraft endeavour is to be made to ward off the attack by other means.

AV 11/11/45

(M.V. ORETON), C/Capt.,
for Air Vice Marshal,
Air Officer Commanding,
Air Headquarters, Italy,
ROYAL AIR FORCE, C.I.F.F.

DISTRIBUTION.External.

Headquarters, 239 Wing (4)
Headquarters, 244 Wing (4)
Headquarters, 324 Wing (4)
R.A.F. Station, Udine.
R.A.F. Station, Bavi.
R.A.F. Station, Klagenfurt.
R.A.F. Station, Ciampino.
No. 225 Squadron.
No. 663 AOP Squadron.
No. 654 AOP Squadron.
A.H.Q.I. Comm. Flight, Udine.
A.H.Q.I. Comm. Flight, Margherese.
Austria Comm. Flight Klagenfurt.
Austria Comm. Flight, Vienna.

Internal.

Operations.
Signals.
Armament.
Navigation.
O.P. Staff.
File: HQI/203/AIR
File: HQI/11/57/AIR
File: HQI/450/2/2/AIR

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17A

AIRHEADQUARTERS, ITALY, ROYAL AIR FORCE, C.M.F.
AIR STAFF INSTRUCTION NO. 2 DATED
1ST OCTOBER, 1946.

AIRCRAFT ROUTING.

1. Aircraft engaged on travelling flights within the jurisdiction of A.H.Q. Italy are normally to fly on the undermentioned routes.
2. This Headquarters is to be informed before any other flights are planned.
3. This order does not apply to local flying or to Cross Country Flights arranged for training purposes.
4. Should circumstances occur which necessitate deviation from these routes during flight the reasons are to be reported on landing.
5. As there are no mountain rescue facilities on Route 100 crews are recommended to use the alternative routes for preference, but if used a safety height of at least 14,000 feet is to be flown.

6. ROUTES.

- | | |
|-------------------------|--|
| 1. <u>Udine/Rome.</u> | Udine - Mestre - Chiampino. |
| 2. <u>Rome/Naples.</u> | Chiampino - Terracina - Naples. |
| 3. <u>Naples/Bari.</u> | Naples - Benevento - Bari. |
| 4. <u>Udine/Bari.</u> | Udine - Mestre - Ancone - Bari. |
| 5. <u>Bari/Athens.</u> | Bari - O'Tranto - Cape Doukaton -
Cape Papas - Cape Dhirepanon -
Corinth - Hasani. |
| 6. <u>Udine/Pisa.</u> | Udine - Mestre - Pisa. |
| 7. <u>Udine/Istros.</u> | Udine - Genoa - Islo d'Hyeres -
Istros. |
| 8. <u>Rome/Istros.</u> | Rome - Cape Corse - Islo d'Hyeres -
Istros. |
| 9. <u>Naples/Malta.</u> | Naples - C. Campennella - C. Polero -
C. Passero - Malta. |
| 10. <u>Udine/U.K.</u> | Udine - Genoa - Islo d'Hyeres - |

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6. ROUTES.

1. Udine/Rome.
Udine - Mestre - Biadino.
2. Rome/Naples.
Ciampino - Terracina - Naples.
3. Naples/Bari.
Naples - Benevento - Bari.
4. Udine/Bari.
Udine - Mestre - Ancona - Bari.
5. Bari/Athens.
Bari - O'Tranto - Cape Doukaton -
Cape Papas - Cape Dhirepanon -
Corinth - Hasani.
6. Udine/Pisa.
Udine - Mestre - Pisa.
7. Udine/Istres.
Udine - Genoa - Isle d'Hyeres -
Istres.
8. Rome/Istres.
Rome - Cape Corse - Isle d'Hyeres -
Istres. 4000
9. Naples/Malta.
Naples - C. Campennella - C. Polero -
C. Passero - Malta.
10. Udine/U.K.
 - (a) Udine - Genoa - Isle d'Hyeres -
Istres - Beachy Head.
 - (b) Udine - Hornagor - Klagenfurt - Graz -
Friedberg - Hienor Neustadt - Schwechat -
Lins - Munich - Beachy Head.
 - (c) Udine - Trento - Merano - Brennero -
Innsbruck - Munich - Beachy Head.
11. Udine/Germany.
as for 10.
12. Udine/Zeltweg.
Udine - Hornagor - Klagenfurt -
Zeltweg.

/2....

-2-

7. Aircraft on route from UDINE to ZELTING are to take great care to fly closely to the route laid down and not to fly over Yugoslav occupied territory.

(M.V. MORETON), C/Capt.,
for Air Vice Marshal,
Air ~~officer~~ **Commanding**,
Air Headquarters, Italy,
ROYAL AIR FORCE, C.M.F.

DISTRIBUTION.

R.A.F. Station, Udine
R.A.F. Station, Climpino
R.A.F. Station, Bari
R.A.F. Station, Marcianise
R.A.F. Station, Schwechat
R.A.F. Station, Klagenfurt
Headquarters, No. 239 Wing
Headquarters, No. 244 Wing
Headquarters, No. 324 Wing
No. 225 Squadron
No. 654 A.C.F. Squadron
A.T.S.C., Rome
A.H.Q. (Rear) Italy, Caserta.
File: HQI/205/AR
File: HQI/205/4/AR

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