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10000/135/114
(I)

AIRCRAFT SAFETY POLICY
JAN. 1945 - MAR. 1946

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : I.A.F. STATO MAGGIORE
DATE : 29TH MARCH 1946
REF : AFSC/40/AIR

USE OF SAFETY BELTS ON COURIER
AIRCRAFT

Reference is made to your letter 27446/op.6-3/5479 Coll. of the 7th October 1945 in which it is stated that the wireless operator will check to see that Safety Belts are fastened by the passengers on all courier aircraft.

2. On the courier flight from Milan to Rome on the 25th of March 1946, no check to see that Safety Belts were fastened was made by any of the crew members of the aircraft.

3. It is requested that further measures be taken to insure that this order is carried out by the crew on all courier flights and that this Sub-Commission be informed of the action taken.

Wd 30/3
10/5 *Ag. 1/4*
E.J. SASS, MAJ. A.C.
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.
A.C. C.M.F.

FROM: AIR FORCES SUB-COMMISSION, A.C. ROME
TO : ITALIAN AIR FORCE STATO MAGGIORE
DATE: 28TH MARCH 1946
REF : AFSC/46/AIR

SAFETY MEASURES ON MILITARY AIR
COURIER SERVICE

Information has been received indicating a great laxity in safety procedure on the Courier Service.

2. This information states that on the 23rd of January 1946, on a regular courier flight between Rome and Bari in an EM-79 aircraft, the pilot flew on instruments in extremely turbulent conditions, stalled, and either spun or dived steeply to within several hundred feet of the ground before recovering. The aircraft arrived at Bari Airport with the tail planes severely sprung and the passengers shaken and a few of them slightly injured, as no safety belts were fastened.

3. It is requested that an investigation be made to determine all the facts in this case and the results submitted to this Sub-Commission.

10/5 Investigation completed. g.s.
Wtd 30/3
E.J. SASS, MAJOR AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.
A.C. C.M.F.

0954

From :- Air Headquarters, R.A.F., Italy.
To :- See distribution below.
Date :- 19th March, 1946.
Ref :- AHQI/203/4/AIR.

PPA

CARRYING OF PARACHUTES IN AIRCRAFT

H.Q. R.A.F. MED.ME. have stated that parachutes are to be carried in all aircraft except those of Transport Command. An A.M.O. is shortly to be issued on this subject.

2. You are requested, therefore, to ensure that this order is enforced.

I AM has been informed of such a ruling in 76 H.

PR & Air

X Air Commodore,
Senior Air Staff Officer,
AIR HEADQUARTERS, ITALY.

Distribution:

- A.H.Q.I. Comm: Sqdn.
- 23 A.A.C.U.
- B.M.M. Bulgaria Comm.Flt.
- A.A. Belgrade Comm. Flt.
- ✓ D.A.F.
- ✓ A.F.S.C. Rome Comm. Flt. ✓

48/air

SP 22/3

341

*file**98A*

*Copy to: Electrical Div.
Industrial & Utilities Branch
Rm 11 2nd floor.*

FROM : Air Forces Sub-Commission,
Allied Commission, Rome.

TO : Mediterranean Allied Air Committee
Secretariat.

Date : 12 March 1946.

REF. : AFOS/AS/AIR.

Subject: Construction of Six Overhead
Cables Across Straits of Messina.

1. The Italian Air Ministry has asked this office to ascertain whether or not the Allied Forces Headquarters has any objection to the construction of the six overhead cables across the Straits of Messina.
2. The Italian Air Ministry has objected to the project in a mild manner, due to it being a hazard to aviation.
3. The undersigned believes that the advantage to be gained outweighs the disadvantage of it being a flying hazard, and therefore recommends that the construction be allowed.
4. For your information, a copy of a letter received by the Executive Commissioner from the Economic Section is attached. This letter gives the reasons why an overhead cable is desired.
5. The undersigned believes this is a question that should be settled by the Italian Government and not one to be settled by the Allied Forces Headquarters.

WILLIAM L. IRE
Brigadier General, U.S.A.
Deputy Director

Attachment
(As per para. 4.)

*340**58 22/3*

RHF/ala

23 February 1946

Ref. AD/5577/IND.

SUBJECT : Electric Power Lines between Sicily and the Mainland.

TO : Executive Commissioner.

FROM : Economic Section

1. Reference is to your letter 8756/103/EC dated 15 November 1945.
2. An investigation into the subject of overhead vs underwater cable for power connection between Sicily and the mainland has been made and we submit the following information:

(a) The question at issue is not one of availability of cable, as the cable used in this job would have to be made to rigid special specifications and designed for this job alone.

(b) There are few firms in the world capable of making this cable. Among these firms Pirelli of Italy is one of the leaders and should be the one picked for the job, if it is to be carried out.

(c) Because of stringent underwater current conditions and because of the very rugged condition of the sea bottom at the location over which this cable must pass, engineers of Pirelli, the utilities companies etc., after a few years study, have concluded that no cable would give satisfactory service at this point.

(d) Based on the above study the plan of the overhead cable was devised.

(e) In view of the above, the subject does not become a question of obtaining available cable in the United States.

(f) Any decision in this matter should be obtained through the Ministry through competent engineering advice weighing the relative importance of both advantages and disadvantages of this overhead cable against the underwater cable.

Signed: HAROLD CLYDE
Acting Vice President
Economic Section

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file

96A

From: Air Forces Sub-Commission,
Allied Commission, ROME.
To: Italian Air Ministry,
Direzione dei Servizi,
Servizio Recupero.
Date: 12th March, 1946.
Ref: AFSC/655/1/2q.

RELEASE OF MILITARY MATERIAL BY ALLIES TO ITALIAN A.B.C.D. FIRM.

Reference your 772282/7535 Coll. February 5.

Although it would appear that the materials in question were inadvertently sold by A.M.C.O.T. who cannot have been aware of the instruction to which you refer, it is considered that in the circumstances it would be uneconomical to ~~for~~ endeavour to recover the articles concerned.

D. G. Walker

D. G. WALKER,
Wing Commander,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

FROM: AIR FORCES SUB-COMMISSION A.C. ROME
TO : I.A.F. (STATO MAGGIORE)
DATE: 12TH MARCH 1946
REF : AFSC/48/AIR

AIRCRAFT SAFETY AND AIR SEA RESCUE

Your letter 100345/op/C4/4/419/coll of 30 January 1946 refers.
As much of the information requested was not available in this office,
the Aircraft Safety officer of Air Headquarters Italy was consulted
before answering your letter.

The plan for the future IAF Aircraft Safety and Air Sea Rescue
organization, reference AFSC/48/1/Air of 22nd February, covers most
of the information you need for a detailed plan.

It is requested that a representative from your Air Staff section
contact Major Sass for a discussion on this plan.

98
E.J. SASS, MAJOR A.C.
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.
A.C. C.M.F.

FROM:- Headquarters, Royal Air Force, MED/M.E. (CAIRO) M.E.F. 94A

TO:- Air Forces Sub Commission, A.C., ROHE.

DATE:- 6th March, 1946.

REF:- S.206353/FC.

Ext. 527.

AS/MEDME/1. 90A

1. With reference to your letter AFSC/48/Air dated 27th February, 1946.
2. AS/MEDME/No.1 is the title of a publication which was originally issued as AS/MAAF/1 in March, 1945. Records show that a copy of this publication is held by you, also that amendment lists Nos.1 to 10 have been sent.
3. It should be noted that amendment list No.11 is dated 15th February, 1946, and not AS/MEDME/1.

J.H.B. a/c

(F.H. Bangs),
Squadron Leader,

Mag 11/3
for Air Commodore,
Senior Air Staff Officer,
HQ RAF MED/ME (CAIRO) MEF.



93A

om : Air Forces Sub-Commission, A.C. ROME.
To : Italian Air Ministry.
"Stato Maggiore".
Date : 9th March, 1946.
Ref. : AFSC/ 48/AIR.

LIAISON OFFICERS AT SAFETY CENTRES

This is to confirm the telephone conversation with Col. Adremer concerning liaison officers at the Bologna and Pomigliano Safety Centres.

A minimum of three English speaking officer pilots should be on duty at both Bologna and Pomigliano as soon as possible.

The Aircraft Safety officer at Air Headquarters Italy has promised to work these officers on regular shifts along with the regular duty controllers, so that these officers will receive the maximum amount of training. This is in accordance with your request, reference 100345/08/04/4419/Coll, of 30th January, 1946.

8918

W 11/3

E. J. SASS,
MAJOR, AIR CORPS,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

15/4

335

From : Air Forces Sub Commission, Rome.
To : Italian Air Ministry.
Date : 5th Feb. 1946.
Ref : AFSC/48/Air.

ELECTRIC CABLES - STRAITS OF MESSINA

The following information received from the Economic Section, Allied Commission, relating to the overhead versus underwater cable project for power connection between Sicily and the Mainland is quoted for your information and guidance:

(a) The question at issue is not one of availability of cable, as the cable used in this job would have to be made to rigid special specifications and designed for this job alone.

(b) There are few firms in the world capable of making this cable. Among these firms Pirelli of Italy is one of the leaders and should be the one picked for the job, if it is to be carried out.

(c) Because of stringent underwater current conditions and because of the very rugged condition of the sea bottom at the location over which this cable must pass, engineers of Pirelli, the utilities companies etc., after a few years study, have concluded that no cable would give satisfactory service at this point.

(d) Based on the above study the plan of the overhead cable was devised.

(e) In view of the above, the subject does not become a question of obtaining available cable in the United States through

(f) Any decision in this matter should be obtained through the Ministry through competent engineering advice weighing the relative importance of both advantages and disadvantages of this overhead cable against the underwater cable."

WILLIAM L. LEE,
Brig. Gen. U.S.A.,
Deputy Director. 334

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 8756/123/EC

/ March 1946

SUBJECT: Electric Cables - Straits of Messina.

TO : Air Forces Sub-Commission.

1. Reference your AFSC/48/Air dated 9th November 1945 on the above subject.
2. We have now received a reply from the Economic Section on the results of an investigation made by the Industry and Utilities Sub-Commission as per your request.
3. A copy of AC/5577/IND dated 28 February 1946 is attached.

For the Chief Commissioner,

Samuel R. Holmes
Maj
for Brigadier
Executive Commissioner

5/3

2/3.
OL M681

48/air

5/3

Tel. 391

MCF/mla

Ref. AC/5577/IND

28 February 1946

SUBJECT: Electric Power Lines between Sicily and the Mainland.

TO : Executive Commissioner.

From : Economic Section.

1. Reference is to your letter 8756/103/EC dated 15 November 1945.
2. An investigation into the subject of overhead VS underwater cable for power connection between Sicily and the Mainland has been made and we submit the following information:
- a. The question at issue is not one of availability of cable, as the cable used in this job would have to be made to rigid special specifications and designed for this job alone.
 - b. There are few firms in the world capable of making this cable. Among these firms Pirelli of Italy is one of the leaders and should be the one picked for the job, if it is to be carried out.
 - c. Because of stringent underwater current conditions and because of the very rugged condition of the sea bottom at the location over which this cable must pass, engineers of Pirelli, the utilities companies etc., after a few years study, have concluded that no cable would give satisfactory service at this point.
 - d. Based on the above study the plan of the overhead cable was devised.
3. In view of the above, the subject does not become a question of obtaining available cable in the United States.
4. Any decision in this matter should be obtained through the Ministry through competent engineering advice weighing the relative importance of both advantages and disadvantages of this overhead cable against the underwater cable. //

signed: HARLAN CLEVELAND
Acting Vice President
Economic Section.

0795/3

File to S.S. for information

From : Air Forces Sub Commission, A.C., Rome.

To : H.Q. R.A.F. MEDICAL (Cairo),
M.E.F.

Date : 27th February 1946.

Ref : AFSC/48/AIR.

AS/MEDICAL/No. 1.

At the present time, this Headquarters does not hold a copy of AS/MEDICAL/No. 1. dated 15th February, 1946.

2. As the instructions in the manual cover Aircraft Safety, it would be appreciated if a copy may be forwarded to us, with amendment lists up to and including No 10.

3. The enclosed receipt form acknowledges the eleventh amendment list to the above named publication.

A. Hart 2/5
for A. HART F/LT.
Air Vice Marshal,
Director
Air Forces Sub Commission.

From : I.A.P. Stato Maggiore.
 To : A.F.S.C., Rome.
 Date : 30th Jan. 1946.
 Ref : 100345/op/C4/4/419/Coli.



89A
(E)

AIRCRAFT SAFETY AND AIR SEA RESCUE

This S.M. is already studying a plan for the organization of the A.S.C. and Air Sea Rescue work, so that they can replace the analogous Allied organizations when these will cease to function in Italy and to ensure assistance to Allied air traffic.

2. In order to facilitate the task of the Section that is making this plan, we ask you to give us information, either by letter or in conference, concerning the following points: -

- a) which are the Aircraft Safety Centres in Italy and which zones are under their jurisdiction. *See CAV map - IAF.*
- b) Figures of personnel and consistency of material (radio links, wire, etc.) at the disposal of every A.S.C.
- c) Services carried out by each A.S.C.
- d) Rescue facilities available (air, naval, ground).
- e) Position of the A.S.C. as regards aircraft assistance services and flying control.

3. In order that the Italian personnel be trained it would be opportune that an Italian liaison officer be attached also to the A.S.C. at Cagliari (as at Bologna and Romigliano) and that these officers (as at present at Bologna) be enabled to carry out (as far as communication and liaison with all units in touch with A.S.C. is concerned) all the duties of the A.S.C. Director.

4. It would also be appropriate for the Italian officer follow first and then pass the communications on to the Allied units in touch with A.S.C. He will, thus, get in touch with all the elements of the Safety Centre and will acquire sufficient practice to direct the assistance and the Air Sea Rescue work relative to Allied aircraft, when the Allied organizations close down.

Note The success of IAF Aircraft Safety organization is going to depend very much on whether adequate land lines will be authorized by the Italian Govt. At present the IAF have been translated by J. Boyce. *The Chief of Staff.*
will discuss with S/L Banning-Sorens, A&Q, before meeting.
 330 EJS 4/1

VD/A STATO MAGGIORE R. AERONAUTICA

1° REPARTO

2a Sezione Assis. Traffico Aereo

Roma li

30

1946

89A

ALLA AIR FORCES SUB COMMISSION/AU

R O M A

Prot. n° 100345 09/04/46 419 Coll

OGGETTO: Sicurezza degli aerei e salvataggio aeromarittimo.
(Rif. foglio AFSC/48/Air del 14/1/46)

- 1°) - Si è già allo studio, presso questo S.M. un progetto per una organizzazione dei centri sicurezza di volo e del servizio di salvataggio aeromarittimo, tali da potersi sostituire alle analoghe organizzazioni alleate quando queste cesseranno di funzionare in Italia, e da poter assicurare l'assistenza al traffico aereo alleato.
- 2°) - Allo scopo di facilitare il compito della Sezione che ha allo studio tale progetto, vi preghiamo di voler fornire, se lo ritenete opportuno, a mezzo lettera o in una riunione che potrete promuovere, notizie riguardanti i seguenti punti:
 - a) quali sono gli Air Craft Safety Centre in Italia e quali le zone di loro giurisdizione;
 - b) organici di personale e consistenza di materiale (attrezzatura radio, allacciamenti, filo ecc.) a disposizione di ogni A.S.C.;
 - c) servizi svolti da ogni A.S.C.;
 - d) mezzi di soccorso a disposizione (aerei, navali, terrestri);
 - e) posizione dell'A.S.C. nel complesso dei servizi di assistenza e controllo del volo;
- 3°) - Per addestrare opportunamente il personale italiano è opportuno che anche all'A.S.C. di Cagliari sia aggregato (come per quelli di Bologna e Romigliano) un Ufficiale italiano di collegamento, e che tali Ufficiali (come attualmente avviene a Bologna) siano messi in grado di svolgere (per quel che riguarda comunicazioni e contatti con tutti gli enti collegati con l'A.S.C.) tutte le mansioni del Direttore dell'A.S.C.
- 4°) - E' anche opportuno che l'Ufficiale italiano segua, in un primo tempo, e faccia, in seguito le comunicazioni agli enti alleati con cui l'A.S.C. è collegata: avrà così modo di affiatarsi con tutti gli elementi della rete di soccorso, e acquisterà pratica sufficiente per dirigere l'assistenza e il servizio di salvataggio aeromarittimo relativamente ad aerei alleati, quando le organizzazioni alleate avranno cessato di funzionare.

OGGETTO: Sicurezza degli aerei e salvataggio aeromarittimo.
(Rif. foglio AFSC/48/Air del 14/1/40)

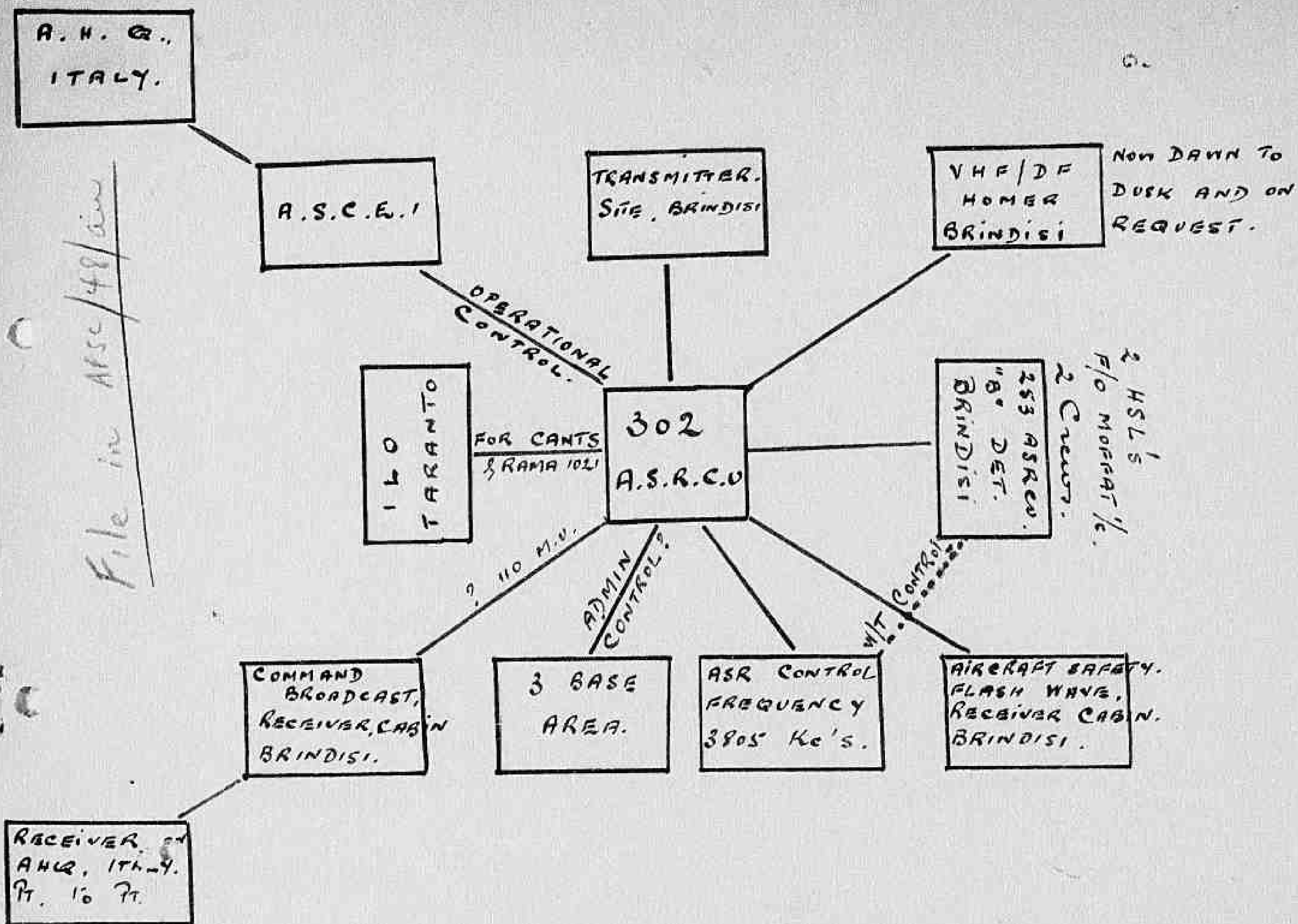
- 1°) - e' gia' allo studio, presso questo S.M. un progetto per una organizzazione dei centri sicurezza di volo e del servizio di salvataggio aeromarittimo, tali da potersi sostituire alle analoghe organizzazioni alleate quando queste cesseranno di funzionare in Italia, e da poter assicurare l'assistenza al traffico aereo alleato.
- 2°) - Allo scopo di facilitare il compito della Sezione che ha allo studio tale progetto, vi preghiamo di voler fornire, se lo ritenete opportuno, a mezzo lettera o in una riunione che potrete promuovere, notizie riguardanti i seguenti punti:
 - a) quali sono gli Air Craft Safety Centre in Italia e quali le zone di loro giurisdizione;
 - b) organici di personale e consistenza di materiale (attrezzatura radio, allacciamenti, filo ecc.) a disposizione di ogni A.S.C.;
 - c) servizi svolti da ogni A.S.C.;
 - d) mezzi di soccorso a disposizione (aerei, navali, terrestri);
 - e) posizione dell'A.S.C. nel complesso dei servizi di assistenza e controllo del volo;
- 3°) - Per addestrare opportunamente il personale italiano e opportuno che anche all'A.S.C. di Cagliari sia aggregato (come per quelli di Bologna e Pomigliano) un Ufficiale italiano di collegamento, e che tali Ufficiali (come attualmente avviene a Bologna) siano messi in grado di svolgere (per quel che riguarda comunicazioni e contatti con tutti gli enti collegati con l'A.S.C.) tutte le mansioni del Direttore dell'A.S.C.
- 4°) - e' anche opportuno che l'Ufficiale italiano segua, in un primo tempo, e faccia, in seguito le comunicazioni agli enti alleati con cui l'A.S.C. e' collegata: avra' cosi' modo di affiatarsi con tutti gli elementi della rete di soccorso, e acquisira' pratica sufficiente per dirigere l'assistenza e il servizio di salvataggio aeromarittimo relativamente ad aerei alleati, quando le organizzazioni alleate avranno cessato di funzionare.

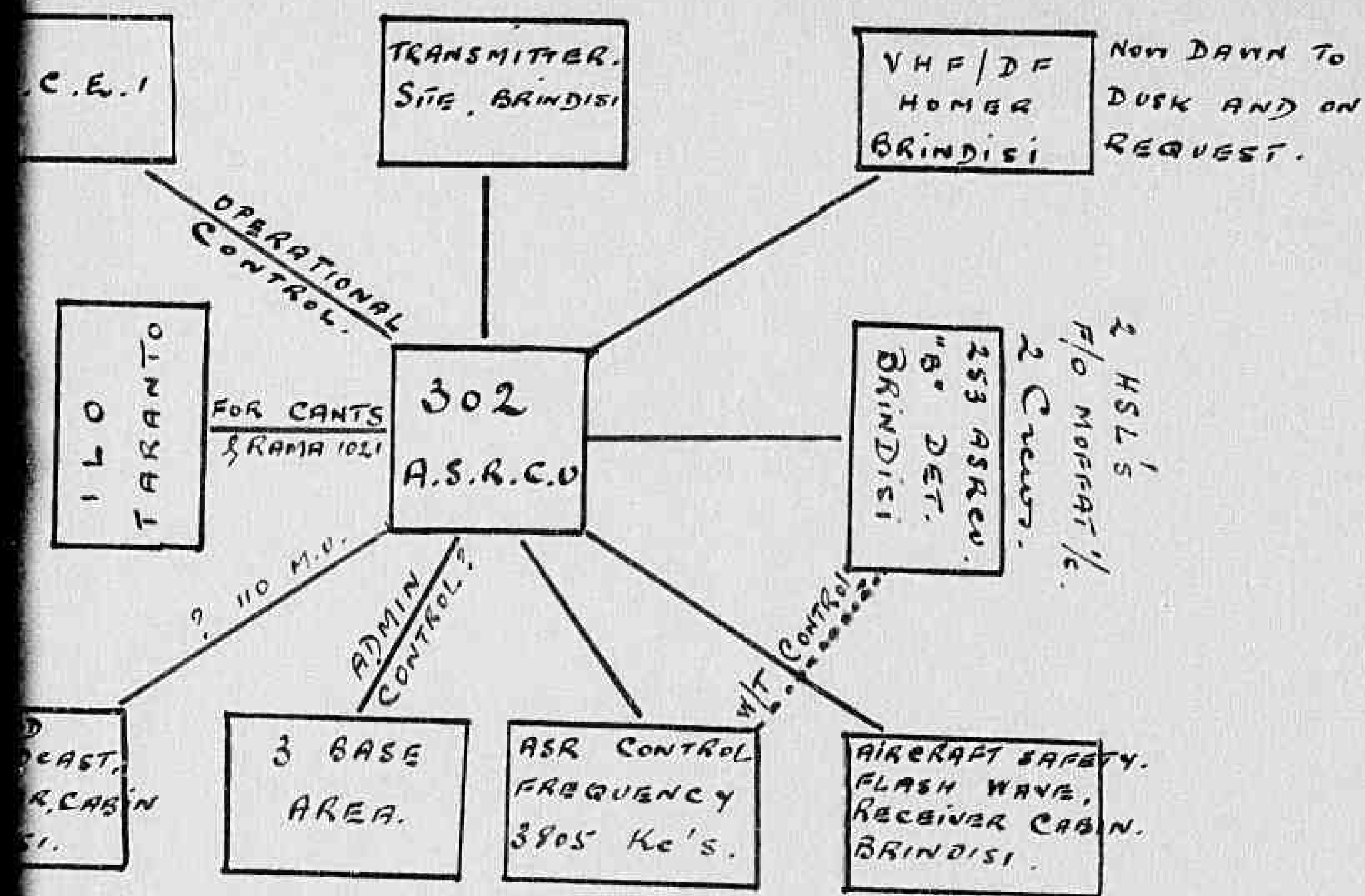


IL CAPO DI STATO MAGGIORE

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SIGNALS RESPONSIBILITIES

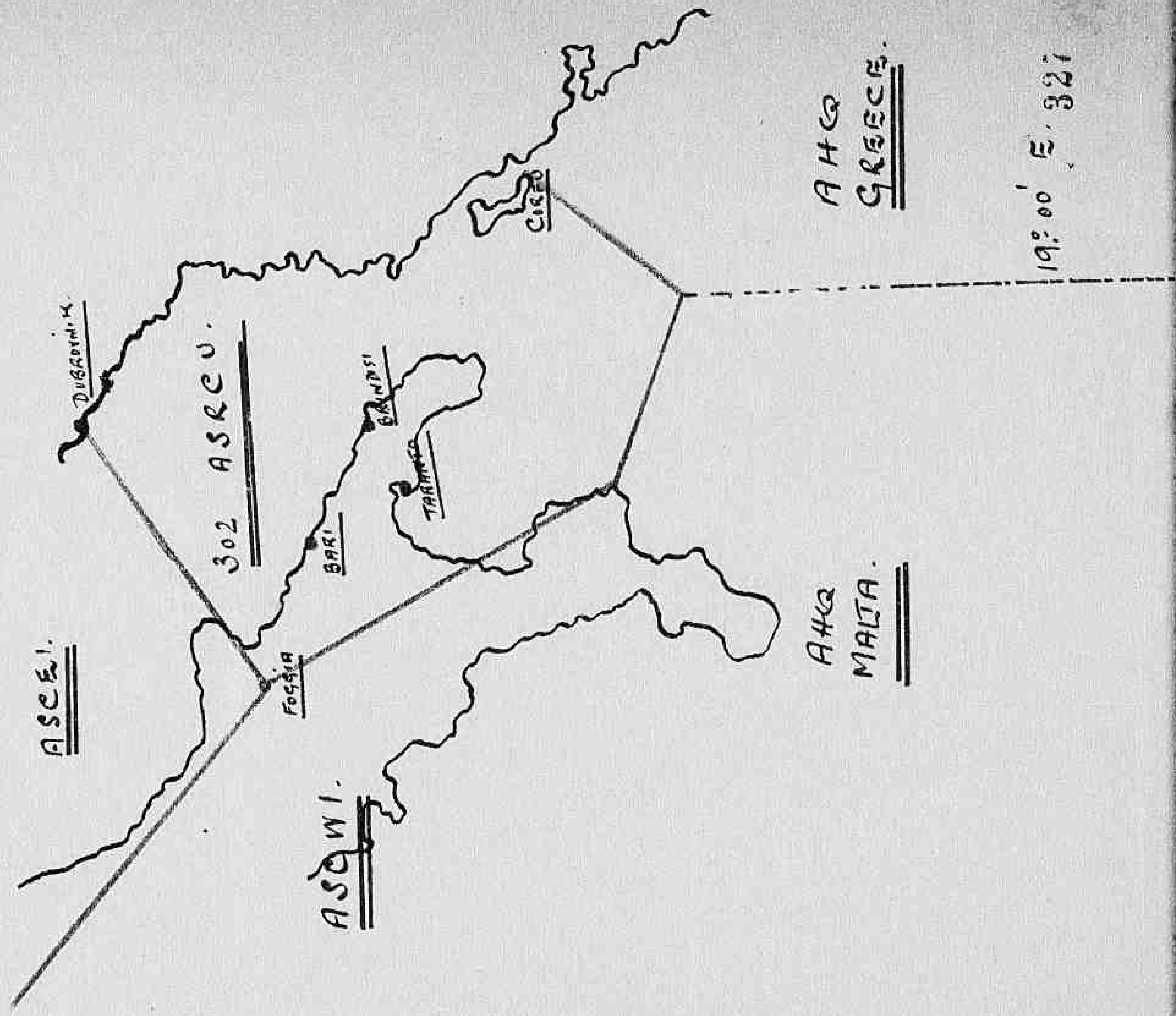
(NOT COMPLETE.)

302 A.S.R.C.U.
 392 M.V.
 54 P.T.C.
 253 ASRCU 'B' DET.
 23003 A.M.B.S.

ADMIN. SECTIONS.

ORDERLY. ROOM.
 M.T.
 COOKHOUSE
 STORES.

50950



ESTABLISHMENT:-

1 P/Lt.	(Ops)		
1 P/O.	(Ops)		
1 P/O.	(Admin)		
1 P/O.	(Signals)		
1 P/O.	(C & C.)		
1 P/Lt.			(Ops)
1 P/O.			(Ops)
1 P/O.			(Signals)

STRENGTHDEPUTY CONTROLLERS:-

3 Sgts.	(C/K/ S.D.)		
1 Sgt.			(C/K / S.D.)
1 LAC			" "

SIGNALS SECTION :-

Approx. 23	(W/Ops)	Approx. 15	(W/Ops)
1 P/Sgt	(Wom)	1 Sgt	(W/Mech.)
2 Cpls	(W/Mechs)	1 Cpl.	(W/Mech.)
6 AC	(W/Mechs)	4 AC.	(W/Mechs.)

N/T.

1 Cpl.	DET	1 Sgt	DET
4 AC	DET's	1 AC	DET
1 AC	DET	2 AC	DET
1 AC	DET		

ORDERLY ROOM :-

1 AC	C/L. /G.D.	1 AC	C/L. /G.D.
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COOKHOUSE :-

1 Cpl.	Cook.	1 Cpl.	Cook
4 AC	Cooks.	2 AC	Cooks

STORES :-

1 AC	Equip. Asst.	1 AC	Equip. Asst.
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GENERAL DUTIES :-

1 Sgt.	ACH/GD.	1 Sgt	ACH/GD.
2 CPLs	" "	8 AC	" "
10 AC	" "		

326

MEDICAL :- 1 Nursing Orderly

NIL

SIGNALS SECTION :-

<u>Approx.</u>	23	(W/Ops)	<u>Approx.</u>	15	(W/Ops)
	1 P/Sgt	(Wom)		1 Sgt	(W/Mech.)
	2 Cpls	(W/Mechs)		1 Cpl.	(W/Mech.)
	6 AC	(W/Mechs)		4 AC.	(W/Mechs.)

M/T.

1 Cpl.	DIT	1 Sgt	DIT
4 AC	DIT's	1 AC	DIT
1 AC	NET	2 AC	NET
1 AC	ITEM		

ORDERLY ROOM :-

1 AC	C/L. /G.D.	1 AC	C/L. /G.D.
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COOKHOUSE :-

1 Cpl.	Cook.	1 Cpl.	Cook
4 AC	Cooks.	2 AC	Cooks

STORES :-

1 AC	Equip. Asst.	1 AC	Equip. Asst.
------	--------------	------	--------------

GENERAL DUTIES :-

1 Sgt.	ACH/GD.	1 Sgt	ACH/GD.
2 CPLs	" "	8 AC	" "
10 AC	" "		326

MEDICAL :-

1 Nursing Orderly	N I L
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1 Electrician	1 Electrician
---------------	---------------

ITALIAN CIVILIAN LABOUR

2 Cooks	1 M.T. Mechanic
5 Labourers	
3 DIT's	

M/T.

1 3 Ton Bedford
1 3 " Dodge
2 15 Cwt Dodges (1 523'd)
1 Bedford Water-Bowser
1 SV 105 (VHF/DF homer)
1 5 Cwt Hillman (523'd)
2 Motor Cycles (1 U/S.)
1 Diesel.
1 Me 31 (Dodge with 2 transmitters)

325

87A
(6)

From : I.A.F. Stato Maggiore.
To : A.F.S.C., Rome.
Date : 24th January, 1946.
Ref : 100183/OP/17/6/3050011.

WRITTEN WARNINGS FOR THE PREVENTION OF FLYING
ACCIDENTS

81A

With reference to your letter AFSC/48/Air dated 7/1/46.

2. We thank you for the written warnings that you have forwarded us and we inform you that a programme for the distribution to the units of analogous warnings has been taken into consideration and will be applied as soon as possible.

The Chief of Staff.

MAG 30/1

translated by J. Bevacqua.

of 29/1
MAG

324

Va/g

STATO MAGGIORE AERONAUTICA

1° REPARIO

1ª Sezione Operaz. e Addestramento

Roma 11

124 GEN 1945 87A

ALL'AIR FORCES SUR COMMISSION

ALLIED COMMISSION

R O M A

Prov. n° 100183 / CP 14/6/306 boll.

O G G E T T O : Manifesti murali per la prevenzione d'incidenti di volo.-

1. Si fa riferimento alla lettera ATSO/48/AIR del 7/1/45.
2. Ringraziamo per i manifesti murali che ci avete inviato e assicuriamo che un programma per la divulgazione, presso: Reparti, di manifesti analoghi è stato preso in considerazione e sarà attuato appena possibile.-



IL CAPO DI STATO MAGGIORE

d'ordine
AUTOCAPPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Col. 1° Lt. d. (tenonidino))

Prot. n° 100183 / OR / 14/6/306 boll.

O G G E T T O : manifesti murali per la prevenzione d'incidenti di volo.

1. Si fa riferimento alla lettera AFSC/48/AIR del 7/1/46.
2. Ringraziamo per i manifesti murali che ci avete inviato e assicuriamo che un programma per la divulgazione, presso: Reparti, di manifesti analoghi è stato preso in considerazione e sarà attuato appena possibile.



IL CAPO DI STATO MAGGIORE
d'ordine
IL CAPO DI STATO MAGGIORE
DELLA FORZA AERONAUTICA
(Col. Pd. d. Genondino)

323

From : Air Forces Sub-Commission, A.C. ROME.
To : Italian Air Ministry.
Date : 25th January, 1946.
Ref. : AFSC/48/AIR.

LIAISON OFFICERS IN AIRCRAFT SAFETY CENTERS

The liaison between the Italian Air Force and the Aircraft Safety Centers in the Southern half of Italy has been unsatisfactory in the past.

The officer at Pomigliano does not have his office in the Safety Center. This should be made mandatory, as in his present location he cannot do his work efficiently.

Now that there are only two Aircraft Safety Centers on the Italian mainland, and with the possibility of the IAF taking over all of the aircraft safety work in Italy in the near future, it is recommended that a minimum of three English speaking officers be assigned to both ASCNI, BOLOGNA, and ASCSI, POMIGLIANO.

This will be sufficient to keep an IAF officer on duty with the RAF Control on a continuous watch.

Not only will the efficiency of the Safety Centers increase considerably, but the officers will receive the necessary training to do the same work when the IAF takes over this commitment.

May we be informed when it will be possible to have these officers assigned for duty at the two Safety Centers?

EJ8
E. J. SAES,
MAJOR, AIR CORPS,
FOR AIR VICE MARSHAL,
DIRECTOR, A.F.S.C.

From : Air Forces Sub Commission, Rome
To : A. H. Q. Italy
(attention Aircraft Safety Officer)
Date : 14th January 1946
Ref : AFSC/48/Air

MAP OF C.A.V.'s AND A.S.C.'s

Inclosed are the maps you requested, showing the location of each C.A.V. and the area each controls, as well as the same information for each Aircraft Safety Center.

gs
R. J. SASS
Major, Air Corps,
Air Vice-Marshal,
Air Officer Commanding.

W. J. 1/14

W. J. 1/14

84A

From : Air Forces Sub Commission, Rome.
To : I.A.F. "Stato Maggiore".
Date : 14th January 1946.
Ref : AF3C/46/Air.

AIRCRAFT SAFETY AND AIR SEA RESCUE.

There is the possibility that sometime in the near future the Allied Aircraft Safety Center and Air Sea Rescue work in Italy will close down. When this happens, the I.A.F. should have plans made to take over this work with no loss in efficiency.

2. It is requested that you submit a plan to take charge of all Air Sea Rescue commitments and the control of this work, covering all of Italy, Sardinia, and Sicily.

3. It is suggested that the plan might include the use of the C.A.V.'s as the controlling Center or "Aircraft Safety Center" for controlling the operations of the various Air Sea Rescue detachments. The plan should also contain the locations of the Air Sea Rescue detachments and the communications that will be used between the control center and these detachments.

4. This does not appear to be very urgent at the moment, but in all probability there will not be much warning and an efficient workable plan should be available within the next two months.

W441/14 *egs*
E.J. SAGE,
Major, Air Corps,
Air Vice-Marshal,
Air Officer Commanding.

Chase at end of Feb
14/1

From : Air Forces Sub Commission, Rome.
To : Air Forces Sub Commission, Toronto.
Date : 11th January, 1946.
Ref : AFSC/48/Air.

AIRCRAFT SAFETY CENTER.

At a recent visit to A.H.Q., the subject of the Aircraft Safety Center at Foggia was discussed.

2. Present plans call for eliminating the A.S.C. at Foggia completely and placing the area under control of the A.S.C. at Pomigliano. Pomigliano would then work through Brindisi on all A.S.R. exercises.
3. The A.O.C. states that you have a plan in mind that might eliminate Brindisi, adding only one interpreter to the A.F.S.C. establishment.
4. This plan would be greatly appreciated at this time, as A.H.Q. is now in a receptive frame of mind for any plan that would maintain the efficiency and save manpower.
5. Some thought should also be given to a plan for operating all A.S.R. in Italy with Italian aircraft. A plan, using the C.A.V. as the controlling units, on "Aircraft Safety Centers", might be the most suitable arrangement. This would not be accepted at present, but in approximately 6 months time it may be necessary for the A.A.F. to do all of this work due to the redeployment of most of the R.A.F. personnel.

W 14/1
E.J. SAGE,
Major, Air Corps,
Air Vice-Marshal,
Air Officer Commanding.

83A

From : Air Forces Sub Commission, Rome.
To : Air Forces Sub Commission, Toronto.
Date : 11th January, 1946.
Ref : AFSC/48/Air.

AIRCRAFT SAFETY CENTER.

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W 14/1
E.J. SASS,
Major, Air Corps,
Air Vice-Marshal,
Air Officer Commanding.

LRKB V LGJP NR 4/10 0700G EMERGENCY
1 TO COL DEVINCENTI DIRECTOR TELCOM ITALIAN AIR MINISTRY
TO ALL FLYING UNITS MEDME FROM RFC NAPLES
AF450 10/1 UNCLASS
POMIGLIANO FIT ALL TYPES
BT 100615A
SENT R.N.M. AR K
RECD RR 0754 AR TNX U

== TRONO QRE9/10/10/1/ MARTINO

== RGV UNO DESANTIS=====

AIR FORCE

N 13/10

Has been received 8187
1 AM. 14/11

81A

From : Air Forces Sub Commission, Rome.
To : I.A.A.F. Stato Maggiore.
Date : 7th January, 1946.
Ref : AFSC/48/Air.

ACCIDENT PREVENTION POSTERS

Both the R.A.F. and the U.S.A.A.F. have been using a great number of Accident Prevention Posters as an aide in preventing aircraft accidents.

2. These Posters, displayed in Crew Rooms, Operations offices, and Flying Control offices where, the Pilots and Aircrews normally congregate before flights, are a constant reminder of the results of carelessness, breach of flying discipline, or obviously poor judgment.

3. Posters may also be used to show where pilots and aircrew members have escaped with little or no injuries from unavoidable accidents by using the prescribed safe flying procedures.

3. All pilots and aircrew members already know the rules for safe flying, and they also know the results if these rules are not followed, but it is human nature to forget and become careless unless constantly reminded. The posters serve as this reminder.

4. The Allied Air Forces have found by experience that properly designed posters placed in strategic places have actually been a great aide in the prevention of accidents.

5. It is recommended that your Aircraft Safety officer consider starting the use of Posters as an aide in the Safety Program. Ample information should be available for designing these posters by checking all accident reports for suitable incidents.

6. Enclosed are Posters put out by the Directorate of Accident Prevention, Air Ministry, London, for your information.

DATA 14/1

Both the R.A.F. and the U.S.A.A.F. have been using a great number of Accident Prevention Posters as an aide in preventing aircraft accidents.

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7. Enclosed are Posters put out by the Directorate of Accident Prevention, Air Ministry, London, for your information.

14/1

J.J. SASS
Major, Air Corps, 317
Air Vice-Marshal,
Air Officer Commanding.

14/1

80A

LOOSE MINUTES.S.O. ¹⁻¹⁰⁻⁴⁵Air IITELEPHONE COMMUNICATION - FOGGIA BRINDISI
TARANTO.

Recd. file

48 7/1

In reference to the above land line communications it is relevant to note that the Aircraft Safety Centre, Foggia may close in the near future in view of the acute shortage of manpower and the relative importance of its commitment Air Headquarters Italy has put forward this proposal to MEDME. Control of the area presently exercised by A.S.C. Foggia will be transferred to A.S.C. Pomigliano. A line is being provided from Pomigliano to Brindisi, where 302 Air Sea Rescue Control Unit is located and Flying Control Facilities exist. Control of Seaplanes for Air Sea rescue will presumably be carried out through 302 Air Sea Rescue Control Unit.

The above information was given by the Signal Staff of A.H.Q. Italy, which H.Q. is aware of the poor condition of the Brindisi - Taranto line and the position is being watched.

WAG 14/1

E.W. Freeman.E.W. FREEMAN F/LT.
Signal OfficerDate: 3rd January 1945.
Ref: AFSC/AIR/S.507/SIGS.

77A

From : Air Headquarters, ITALY.

To : Accident Prevention Officer,
A.H.Q. Italy Comm. Squadron.
No.293 Squadron.
No.23 A.A.C.U.
A.C.C. Bulgaria Comm. Flight.
No.110 R.S.U.
No.111 R.S.U.
Air Attache Belgrade Comm. Flt.
Allied Sub-Commission, ROME.

Date : 19th December, 1945.

Ref : AHQI/300/1/Air

ACCIDENT PREVENTION POSTERS

Herewith copies of Directorate of Accident Prevention,
Air Ministry posters L.5/45, L.6/45, A.B.C.D. 11 - 11/45,
A.B.C.D. 12/45 and A.B.C.D. 15/45 which are to be displayed
in Flight Offices, Crew Rooms, etc. where they will be seen
by the personnel most likely to benefit from their perusal.

Discussing with IAF Air Staff
8/4/

W. H. Donald
Air Commodore,
Senior Air Staff Officer,
AIR HEADQUARTERS, ITALY.



2042 1/14

Posters sent to Staff magazine
4/4/

TO: AIR II, THROUGH D.D.

Reference enclosure 77A - this file. I think it would be a good thing for you to visit the Air Sea Rescue organisation at A.H.Q. Italy where no doubt you can settle the point of paragraph 2.

As regards paragraph 3, I went into the question of the Aircraft Safety Centres at Foggia and Brindisi, both at Brindisi and Taranto, and it was tentatively agreed with A.V.M. Fogarty (A.O.C. Italy) that the best thing to do was to connect Foggia direct with the Seaplane Base at Taranto, thereby cutting out the Aircraft Safety Centre at Brindisi altogether, and also Wing Commander Clift's office in the Combined Naval Headquarters at Taranto.

To cut a long story short at this stage, Wing Commander Clift has some loose ends to tie up and will be informing us as a matter of urgency so that we can put up a case to A.H.Q., thereby saving R.A.F. bodies at Brindisi A.S.C. and increasing the A.F.S.C. establishment at Taranto by only one interpreter. I think it would be as well for you to postpone your visit to A.H.Q. Italy until we get the letter from Wing Commander Clift, but should you at this stage require further information, please come and speak.

18/12
on information from w/c Clift 27/12
Still no information from w/c Clift. 28/3/1

I. E. Brodie.

I. E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 18th December, 1945.
Ref: AFSC/43/AF.

77 A

From :- Mediterranean Allied Air Air Committee Secretariat.
 To :- Air Forces Sub-Commission, Allied Commission, ROME.
 Date :- 11th December, 1945.
 Ref :- MAAC/4244/1/ALS.

Aircraft Safety and Air Sea Rescue.

Please refer to your AFSC/43/Air dated 29th November, 1945.

2. Reference paragraph 2 of the above quoted letter, it is desired to point out that the Italian Liaison Officer was offered an office at the Aircraft Safety Centre at Pomigliano, but declined it on the grounds that he preferred to stay in the Italian terminal Building on the other side of the Airfield. In any event he is handling Italian Signals traffic himself - from Flying Control to Italian W/T Stations and vice versa.

3. The suggestion in paragraph 4 of your letter has been under consideration for some time but there are many stumbling blocks, chief among which is that the Italian maintained telephone line FARI- BRINDISI cannot be relied upon.

4. A Conference or a visit from Air Forces Sub-Commission representatives to discuss these matters with the Air Sea Rescue Organisation at Air Headquarters Italy would be welcomed at any time.

Maxwell Fisher.

(MAXWELL FISHER)
 Wing Commander.
 Secretary to The

Mediterranean Allied Air Committee.



34

FROM : AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.
TO : ITALIAN AIR MINISTRY, "STATO MAGGIORE".
DATE : 7 DECEMBER 1945.
REF : AFSC/48/Air.

USE OF SAFETY EQUIPMENT IN AIRCRAFT

On all tactical Aircraft, the pilot should be made responsible that his aircraft contains adequate safety equipment (parachutes, dinghies and Mae Wests) for the use of passengers and crew and that this equipment, whether installed in the aircraft or worn by individuals, is in a serviceable condition. He should be made responsible that passengers and crew are briefed in the use of the safety equipment carried.

2. The pilot of the aircraft should be responsible that his crew is proficient in all emergency drill and that his crew is checked on this drill monthly. This drill should include: (A) Abandoning the aircraft in the air, (B) abandoning the aircraft after a forced landing on land, and, (C) before and after ditching.

3. The pilot should be responsible that any passengers carried are briefed on all emergency drill before take-off.

4. Parachutes, or the harness if this type of parachute is used, should be worn at all times during flight. Mae Wests should be worn at all times on over water flights. Particular attention should be paid to the correct fitting of these two items and the stowing of the parachute packs in accessible positions.

5. On the regular courier aircraft, parachutes need not be carried, but properly checked dinghies and mae wests should be carried on all over water flights. The mae wests need not be worn, but must be stowed in accessible positions.

6. The crews on all courier aircraft should be checked monthly by the pilots to insure that they know the proper drill for (a) abandoning an aircraft after a forced landing on land, and (b) before and after ditching. Each crew member should be assigned definite duties for the assistance of passengers during emergencies.

W 4 18/12
E. J. SASS
MAJOR, AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

FROM : AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.

TO : MAAC SECRETARIAT.

DATE : 29th November 1945.

REF : APSC/48/Air.

AIRCRAFT SAFETY AND AIR SEA RESCUE

An inspection tour was made recently by an officer of this sub commission to determine whether the existing policy, given in letter HQ MAAC/8.76/AIR of 21st of July 1945, is being carried out satisfactorily, also to determine whether the present Italian Air Sea Rescue Detachments are being controlled as efficiently as possible.

2. Aircraft movement signals are being handled satisfactorily by the CAV's between Italian airfields. In northern Italy, (Bologna), movement signals between Allied and Italian airfields go to the Safety Center where the Italian liaison officer assigned sends them on to Italian airfields through the CAV or to Allied airfields through the normal Allied communications. In southern Italy, (both at Pomigliano and Foggia), it is not possible to send movement signals between Allied and Italian airfields. It is recommended that a similar system to the one in operation in Northern Italy be established in Southern Italy as well.

3. At the Aircraft Safety Center, western Italy, (Pomigliano), the Italian liaison officer was given an office on the opposite side of the airfield from the Safety Center. This results in very poor liaison with the Safety Center and it is recommended that the Italian liaison office be placed in the Safety Center as was done at ASCHI, (Bologna).

4. The Aircraft Safety Center Eastern Italy, (Foggia), is located too far from the IAF ASR planes it controls to give the most efficient service. All control of ASR planes is therefore given to a British unit at Brindisi, with the A.S.O., (Foggia), merely acting as a telephone exchange to relay information to Brindisi. As the planes being used in this area are IAF CANTs stationed at Brindisi and Taranto and the IAF CAV is located at Brindisi, it is recommended that consideration be given to moving the Safety Center from Foggia to Brindisi where it could control the ASR planes directly. The advantages to this would be the elimination of one entire unit, a much better liaison with the IAF, and a better, more direct control of ASR in this area.

75A

AFSC/48/AIR CONT'D.

5. It is suggested that a conference be held to go over (with you) the above points and also the new Air Sea Rescue Commitments for the IAF, as given in the letter from RAF MEDAL, OF the 5th of November 1945, reference S.206207/ASR

I.E.B.

I.E. BRODIE
AIR VICE MARSHAL
AIR OFFICER COMMANDING

*4/12
Air II for filing**D.D.**S.S. 1100 3/12**S.T.O. 8mk 4/12*

A.F.S.C. Rome

74A

32/22

FROM... AHQ ITALY.
TO..... ALL UNITS AHQ RAF ITALY.

A747 NOV 21. UNCLASS. SUBJECT PROVISION AND USE OF SAFETY EQUIPMENT IN AIRCRAFT. HERewith PARAGRAPHS SIX SEVEN EIGHT AND NINE OF MES O'S PART 1 (AIR). QUOTE. PARA ONE. ALL OPERATIONAL AND COMMUNICATION AIRCRAFT CARRYING PASSENGERS ON FLIGHTS WHICH INVOLVE A SEA CROSSING ARE TO CARRY EMERGENCY EQUIPMENT FOR USE IN EVENT OF THE AIRCRAFT DITCHING. PARA TWO. THE CAPTAIN OF AN AIRCRAFT IS TO ENSURE THAT HIS AIRCRAFT CONTAINS ADEQUATE SAFETY EQUIPMENT (1 PARACHUTES, DINGHIES AND MAE VESTS) FOR THE USE OF PASSENGERS AND CREW AND THAT HIS EQUIPMENT WHETHER INSTALLED IN THE AIRCRAFT OR WORN BY INDIVIDUALS IS IN A SERVICABLE CONDITION. HE IS RESPONSIBLE THAT PASSENGERS AND CREW ARE BRIEFED IN THE USE OF THE SAFETY EQUIPMENT CARRIED. PARA THREE. EMERGENCY DRILL. THE CAPTAIN OF AN AIRCRAFT IS TO ENSURE THAT ALL OCCUPANTS ARE BRIEFED IN THE DRILL TO BE ADOPTED. (A) TO ABANDON THE AIRCRAFT IN THE AIR. (B) TO ABANDON THE AIRCRAFT AFTER A FORCED LANDING ON LAND. (C) BEFORE AND AFTER DITCHING. PARA FOUR. PARACHUTE HARNESSSES ARE TO BE WORN AT ALL TIMES DURING FLIGHTS IN ALL TYPES OF AIRCRAFT. MAE VESTS ARE ALSO TO BE WORN WHENEVER THE AIRCRAFT IS OVER OPEN WATER. PARTICULAR ATTENTION IS TO BE PAID TO THE CORRECT WEARING AND FITTING OF THESE TWO ITEMS AND TO THE STORAGE OF OBSERVER TYPE PARACHUTE PACKS IN ACCESSIBLE POSITIONS. NOTE. THIS INSTRUCTION DOES NOT APPLY TO TRANSPORT COMMAND AIRCRAFT. UNQUOTE. PARA FIVE. THE ABOVE WILL BE EMBODIED IN AIR HEADQUARTERS ITALY STANDING ORDERS TO BE PUBLISHED IN IN DUE COURSE BUT IN THE MEANTIME THE ABOVE PROCEDURE IS TO BE ADOPTED BY ALL CONCERNED.

---211555A

DD What are your views on this matter as applicable to the I.A.F. command as well as other etc? *10/11/71*

AOE / *Car* have the same regulations concerning our tactical etc, but they do not apply to Transport Command aircraft over land etc in the States do not carry parachutes, but do carry emergency equipment for ditching while flying over water. I think you should not require the carrier plane to carry any emergency equipment.



29/11

Ami *Butin*

fagun *10/12*

309

AIR FORCES SUB COMMISSION
ALLIED COMMISSION, ROME.

Ref: -AFSC/48/Air

20 NOVEMBER 1945

Report on Staff visit by Air 2 to the
Aircraft Safety Center, Sardinia.

A visit was made to the Safety Center at Elmas Airfield to determine the Procedure used and the efficiency of this procedure..

PROCEDURE

The Safety Center does not receive departures, but practically all flights in this area are scheduled to stop at Elmas Airfield. The Safety Center office is in the same building as the Flying Control at the field and has all the necessary information on flights in it's area readily available.

There is no Italian Liaison officer assigned, but a good liaison is maintained with the Italian Air Force CAV at Cagliari.

Italian Aircraft, as well as all Allied aircraft, are cleared by the RAF flying Control office. If any planes are overdue, Flying Control works with the Aircraft Safety office to start the search.

All aircraft for a search are controlled by the Aircraft Safety Center. As all the planes are based at Elmas and a good liaison is maintained with the Italian CAV, it is possible to coordinate all planes for an efficient search.

The Air Sea Rescue planes are Warwicks, Walruses and Cants.

EFFICIENCY

The work done at this Safety Center is well coordinated and efficient. It covers its area adequately and has sufficient information readily available to aid aircraft of all nationalities.

28/11 WJL

AFSC/48/air cont'd.

AIR SEA RESCUE.

The IAF Cents used for air sea rescue are based at Elmas and controlled from the Safety Center. Two planes were in commission and standing by at the time of the inspection.

*Sig. O.
action.* The Italian crews have been doing very good work on all exercises. Their navigation is very good. The crews are rather weak on homing exercises using 500Kcs. This is thought to be on equipment weakness rather than inability of the crews by the controller on duty. More practice on homing should be tried as a cure and if this does not help, equipping with better radios will be investigated.

CONCLUSION

The work of the Aircraft Safety Center, Sardinia is very satisfactory.

*There is nothing wrong with the D/F
scopes on Cent's as the RAF D/F station
at the Safety center. It is probable
that lack of maintenance ^{caused} most of
the trouble and the matter is being
taken up by Col. Dickinson.*

Glass
E. J. SASS
MAJOR, AIR CORPS

Thompson
E. J. SASS

72A

FROM : AIR FORCES SUB - COMMISSION, A.C., ROME
TO : ITALIAN AIR MINISTRY.
DATE : 20th NOVEMBER 1945.
REF : AFSC/48/AIR.

AIRCRAFT SAFETY AND AIR SEA
RESCUE IN NORTHERN ITALY

A recent inspection of the Aircraft Safety Center at Bologna was made by an Officer from this Sub-Commission. A copy of the inspection report is attached for your information.

2. It is noted that coordination between the Italian Air Force and the Allied Air Forces is very good. The Italian Air Force Air Sea Rescue Detachment at Venice was commended by the controller on duty for doing excellent work, on the exercises assigned to it.

3. The results obtained in this area show that the effort expended has been most efficient. It is hoped that the standard remains as high in the future.

Copy of 62A sent
with this.

I. E. Brodie
I. E. BRODIE
AIR VICE MARSHAL
AIR OFFICER COMMANDING

Copy to: AFSC - Toronto.

D.D.
S.S. WMB
F.T.

306

AIR FORCES SUB COMMISSION
ALLIED COMMISSION, ROME.

REF : AFSC/48/Air

19 NOVEMBER 45

Report on Staff visit by Air 2 to the
Aircraft Safety Center, Eastern Italy.

A visit was made to this Safety Center at Foggia to determine what procedure is used and the efficiency of this procedure.

PROCEDURE:

This Aircraft Safety Center receives departures for Bomber Command special flights only, the same as the Safety Center Western Italy.

There is no Italian Liaison officer assigned and nothing is known by this Safety Center of any Italian movements or any way to get information on missing Italian Aircraft except by being informed by the Safety Center at Pomigliano.

The Air Sea Rescue planes for this area are Italian CAMHS based at Brindisi and Taranto. These planes are not controlled by the Safety Center, but by a British Control unit stationed at Brindisi.

A search for a lost aircraft is instituted upon notification from the various airfields of an overdue aircraft. The airfield notifying the Safety Center must supply all of the information necessary for the search. This information is then relayed on to the Control unit at Brindisi, which sends out the planes to search the area indicated. The Safety Center has no contact with any planes directly, but does contact with the High Speed Launches used on rescue work.

EFFICIENCY:

The work done by the Aircraft Safety Center Eastern Italy is solely that of being a telephone exchange, all information being relayed to Brindisi for action.

With no Italian Liaison officer here, all information on Italian planes coming from Pomigliano, and Pomigliano being very poor on liaison with the Italian Air Force, the situation in regard to the Italian Air Force in all of the Southern part of Italy is very poor.

AIR SEA RESCUE:

The Safety Center had no information on the work of the Italian Air Sea Rescue planes as they are controlled by the Control unit at Brindisi.

Godwin Sullivan
27/11

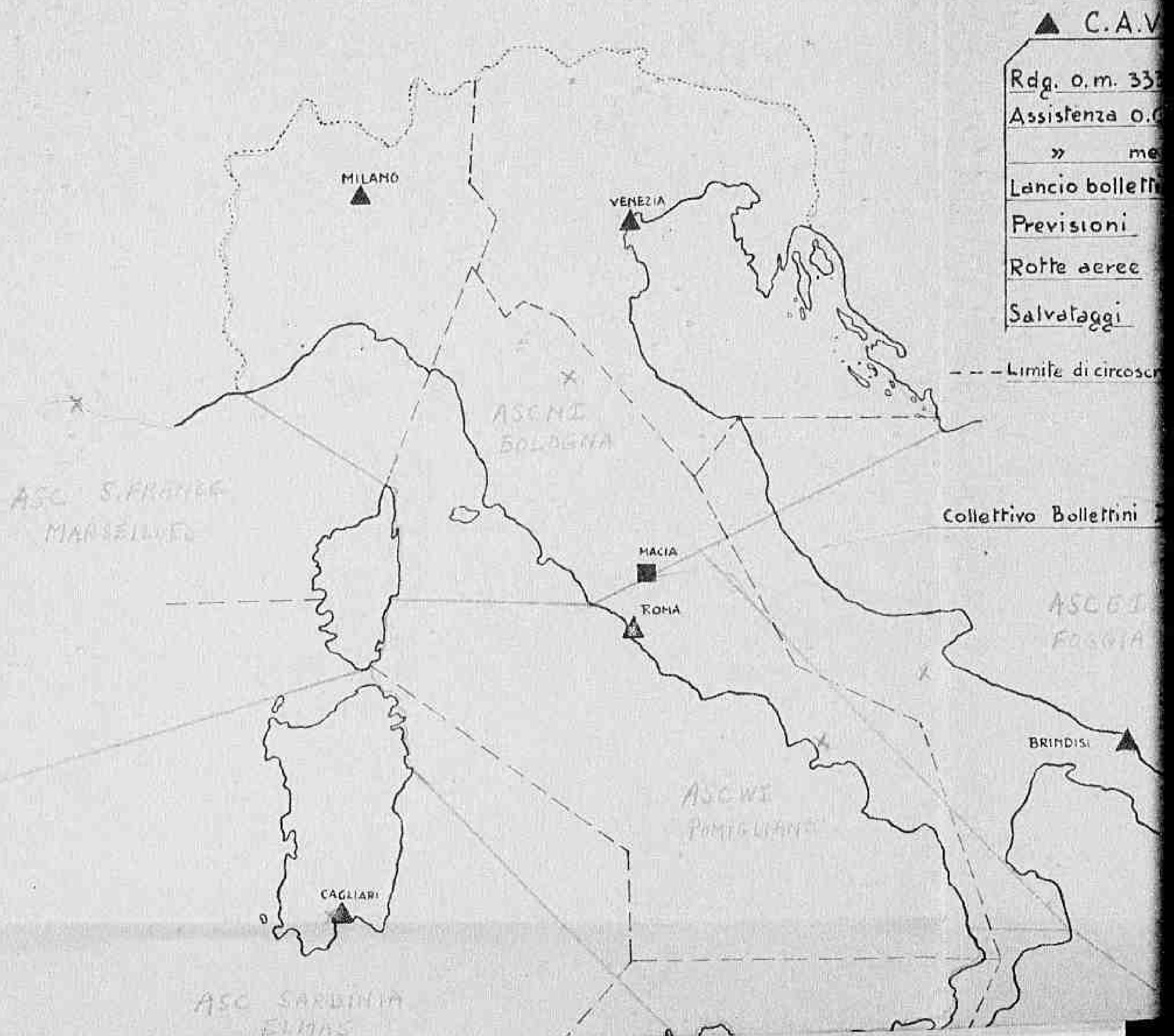
AFSC/48/Air con'td. 71A

CONCLUSION:

The work of the Aircraft Safety Center Eastern Italy is an entirely unnecessary unit for handling information to Brindisi. This office could be eliminated entirely and the work would be more efficient with Brindisi handling everything directly. A system for liaison with the IAF must also be established.

C. J. S.
C. J. S.
MAJOR, AIR CORPS

CENTRALI ASSISTENZA VOLO



CENTRALI ASSISTENZA VOLO

▲ C.A.V

Rdg. o.m. 333 Kc/s

Assistenza O.C. 4781 Kc/s

» meteo

Lancio bollettini regionali

Previsioni

Rotte aeree

Salvataggi

--- Limite di circoscrizione

Collettivo Bollettini Italia

MILANO

VENEZIA

MACIA

ROMA

BRINDISI

CAGLIARI

ASC SARDINIA
ELI 785

ASC NE
BOLOGNA

ASC EE
Foggia

ASC WT
ROMA Linate

Lancio bollettini

Previsioni

Rotte aeree

Salvataggi

--- Limite di circoscrizione

Collettivo Bollettini Ital

ASC S. FRANGE
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BOLOGNA

MACIA

ROMA

ASC EL
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BRINDISI

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PARIGI/IANC

CAGLIARI

ASC SARDINIA
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CATANIA

ASC MALTA

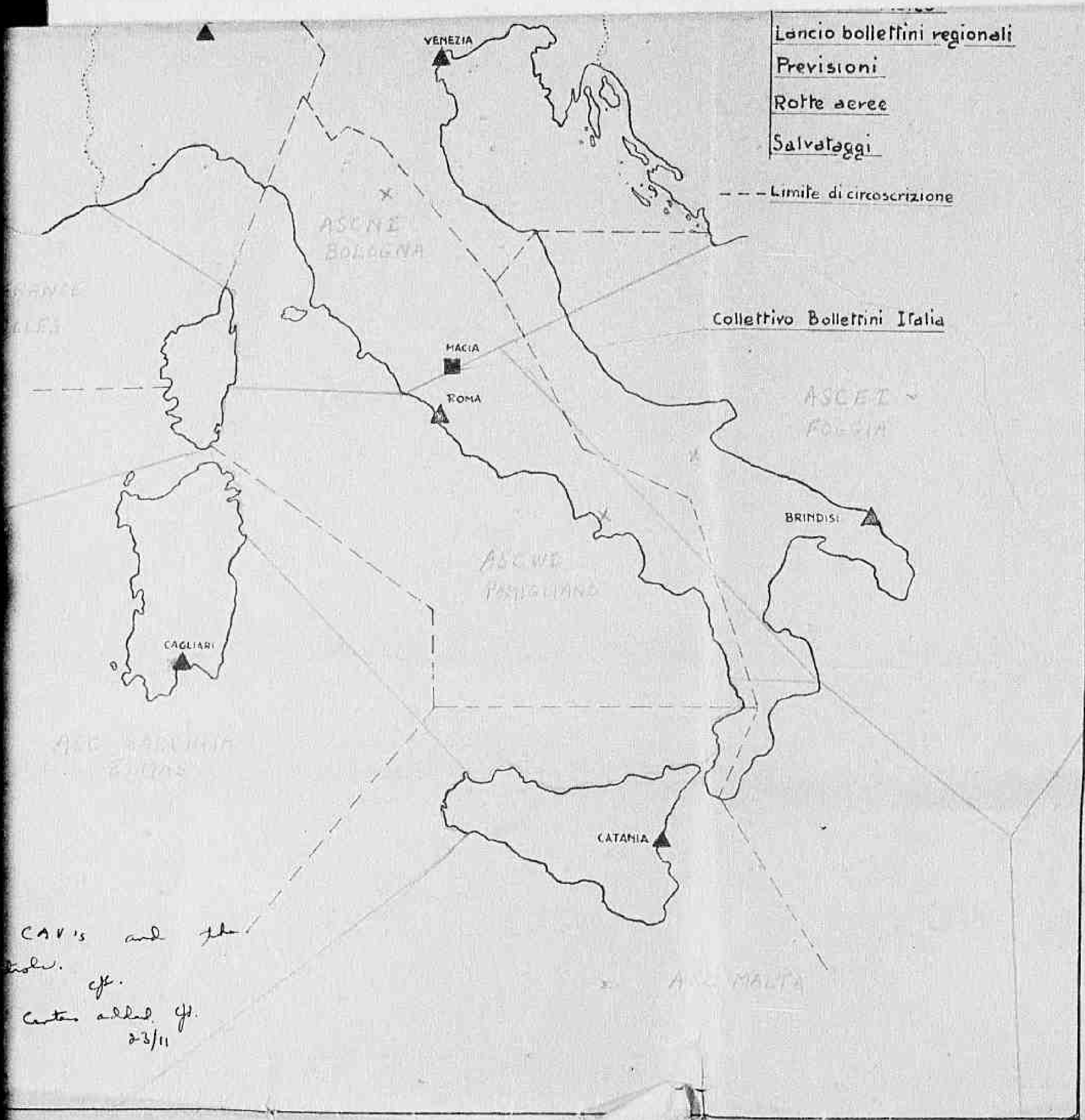
Location of the CAV's and the
area each controls. cfr.

Aircraft Safety Center added cfr.
23/11

0981

Declassified E.O. 12356 Section 3.3/NND No.

785017



CAV's and the
...
...
... added ...
23/11

AIR FORCES SUB COMMISSION
ALLIED COMMISSION, ROME

REF:- AFSC/48/Air

8TH NOVEMBER, 45

Report on Staff Visit by Air 2 to the Aircraft
Safety Center Western, Italy.

A visit was made to this Safety Center at Pomigliano
Airfield to determine what procedure is used and the effi-
ciency of the procedure.

1. Procedure:

This Aircraft Safety Center receives departures for
Bomber Command special flights only. No other information
on flights through the area is received.

The Italian Liaison Officer keeps a check on all
Italian movements as much as possible, but he gets no move-
ment of Italian aircraft from Allied fields. His sole duty
in connection with the safety center is to be available so
he can report any lost Italian aircraft to the Safety Center/
so that a search may be started for them.

The ASC has direct control of all rescue facilities
in its area. All of the planes used are British Warricks
and Walruses based at Pomigliano.

A search for lost aircraft is instituted upon notifi-
cation from the various airfields of an overdue aircraft.
The airfield notifying the Safety Center must supply all of
the information necessary for the search.

2. Efficiency:

This method used here seems fairly efficient for
Allied planes, but the liaison with the Italian Air Force
is very poor. The IAF officer was not given office space
at the Safety Center as authorized by letter HQ MAAF/S.78/AIR
of 21st July 1945. His office is on the opposite side of the
airfield and the controller on duty didn't seem to know much
about the IAF officers duties in connection with the Safety
Center, except that if an Italian plane were missing it would
be reported to the Safety Center by the IAF officer. I believe
that the efficiency in connection with Allied planes could
also be improved by using a system similar to the one in use
at ASCNI.

AFSC/48/AIR Cont'd. 69A

3. AIR SEA RESCUE:

This is handled entirely by British planes in this area. The planes are based on Pomigliano Airfield and are controlled by the Safety Center.

4. CONCLUSION:

The work of the Aircraft Safety Center western Italy is efficient enough in connection with Allied aircraft, but a better liaison must be established with the Italian Air Force.

There is also no method set up to handle LAF movement signals between Allied and Italian Airfields in this area as there is in the north.

A meeting will be held with the Aircraft Safety branch of Air Headquarters Italy to try and improve existing conditions.



E.J. SASS
MAJOR, AIR CORPS

One for 68A

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 8756/103/40

15 November 1945

SUBJECT: Electric Cables: Straits of Messina

TO : Economic Section *(S)**765A*

1. Attached please find copy of letter from Air Forces
Sub-Commission, AFSC/48/Air of 9 November 1945.

2. Would you please give us your views on the proposal
in para 4 - namely that submarine cable be made available for
purchase by the Italian Government.

B. Sampson

for Chief Staff Officer
to Executive Commissioner

Copy to: *—*
Air Forces S/C



300

*To
AFSC Rome**6/11 67A*

FROM HQ RAF ITALY

TO ALL AMO RAF ITALY UNITS

GR - BT

A725 NOVEMBER 10 UNCLASSIFIED.

AT LEAST ONE SERIOUS ACCIDENT HAS ALREADY OCCURRED
IN THIS THEATRE DUE TO A PILOT NOT BEING FULLY ACQUAINTED
WITH CLOUD FORMATIONS AND ICING CONDITIONS. EVERY
ENDEAVOUR IS TO BE MADE TO ENSURE THAT ALL
PILOTS ARE FULLY EDUCATED IN THESE SUBJECTS. UNIT
MET OFFICERS WHERE PRACTICABLE ARE TO GIVE LECTURES
REGULARLY. FOLLOWING PUBLICATIONS ARE SUGGESTED FOR
REFERENCE. AP4931 - MET HANDBOOK FOR PILOTS AND
NAVIGATORS. NOV393 - NOTES FOR FORECASTERS ON ICE
ACCRETION. NC426 GD - ICE ACCRETION ON AIRCRAFT.
F2342 - AIRFRAME ICING DIAGRAM. ALSO

APPROPRIATE PUBLICATION IF AVAILABLE. DISTRICT PT FLYING

PT 101155A



66A

ADDITIONAL ITT 10.8

to

AS/ADIE/10.1.

1. From Front Cover. Serial reference of document to
AS/ADIE/10.1.

2. Maps. Del to both maps.

3. FIENDIZ "A", R.F. (A) - Maps to

Aircraft Safety Centre, GITHAS (Nicosis).

Delide this parcel to.

Aircraft Safety Centre, GITHAS (Nicosis).

Line 3 and 3. Del to words "GITHAS to 34°00'N 32°00'E
GITHAS to 34°00'N 32°00'E"

Line 4. Del to "Following the transportation boundary
eastward to longitude 32°00'E" and substitute
"to 28°50'N 32°00'E"

Aircraft Safety Centre, GITHAS (Nicosis).

Del to this para. in note and substitute:

"Within the area from 35°00'N 28°00'E, north eastward
to 32°00'N, thence to 28°50'N 32°00'E thence following
longitude 32°00'E northward to the South Turkish
border, thence following the South Turkish border
west to longitude 32°00'E thence to 35°00'N 28°00'E."

S.206355/PC.

31st October, 1945.

Distribution - as per AS/ADIE/10.2.

Headquarters,
R.F. GITHAS,
C.A.F.

PROCESSED

Sub Form 217



2. Reps. Delete both maps.

3. FRENCH, NAF (S) - para 3.

Aircraft Safety Center, GIFT (Cairo).

Delete this paragraph.

Aircraft Safety Center, GIFT (Cairo).

Line 4. Delete words "known to 33°00'N 32°00'E
Thence, forward to 33°00'N."

Line 4. Delete "Following the International Boundary
eastward to longitude 33°00'N" and substitute
"to 28°50'N 33°00'E."

Aircraft Safety Center, GIFT (Cairo).

Delete this para. in table and substitute:

"Within the area from 33°00'N 28°00'E, north of station
to 33°00'N, thence to 28°50'N 33°00'E thence following
longitude 33°00'E westward to the Gulf Turkish
border, thence following the Gulf Turkish border
west to longitude 33°00'E thence to 33°00'N 28°00'E."

S.206355/TC.
31st October, 1945.

Distribution - as per S.206355/TC.1.

To HQ RAF MEDICAL.

2000100 NAF.

Sub Form 247

From:

Receipt is acknowledged of amendment list 10,8
to S.206355/TC.1 dated 31st October, 1945.

Date:

Signature

Rank

298



FILE COPY 1

65A

FROM : AIR FORCES SUB COMMISSION A.C. HOME
 TO : CHIEF COMMISSIONER (through Executive Commissioner)
 DATE : 9TH NOVEMBER 1949
 REF. : AFSC/45/AIC

ELECTRIC CABLES - STRAITS OF MESSINA.

Information has been received from the Italian Air Ministry that the Italian Government are faced with the problem of establishing electric power lines between Sicily and the mainland before the coming winter sets in.

1. As the Government has been unable to obtain submarine cable for the project they are proposing to erect six overhead cables across the straits of Messina. The height of the two pylons carrying these cables will be 500 ft. and the height of the cables above the sea about 200 ft. A sketch of the lay out of the project is attached.

2. This project is considerably more costly and less efficient than if submarine cables were used. Moreover the cables will constitute a menace to aviation in this important and ill-weathered airway. Nevertheless the Prime Minister has turned down the Italian Air Ministry's protest on the grounds that getting the circuit to Sicily is more important.

3. In view of the threat to the safety of both Allied and Italian aircraft constituted by this project it is requested that investigation may be made into the possibility of making submarine cables available for purchase by the Italian Government.

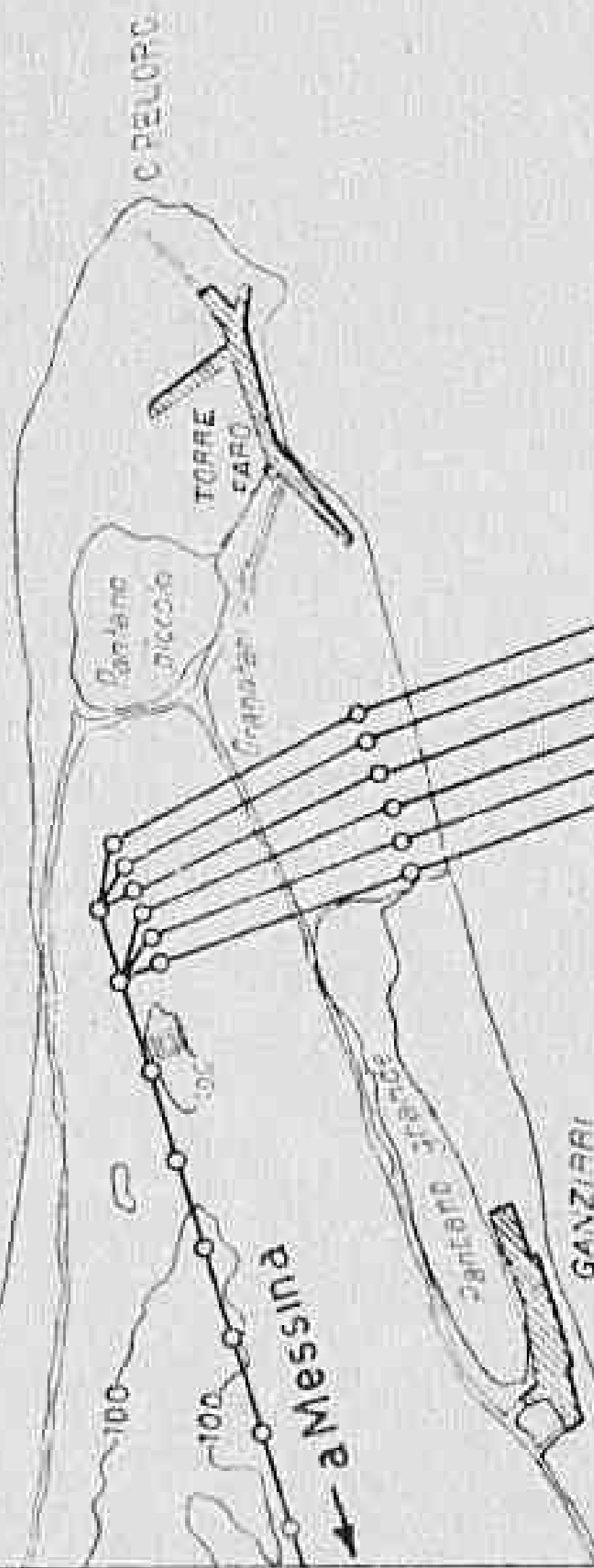
W.M. Bisdée W/CR

for W.M. Bisdée C/ODR
 AIR VICE MARSHAL
 AIR OFFICER COMMANDING

Copy to : INDUSTRY SUB COMMISSION
 : NAVY SUB COMMISSION
 : I.A.A.C. (3 copies)

ATTRAVERSAMENTO AEREO DELLO STRETTO DI MESSINA

planimetria



MESSINA

STRETTO DI

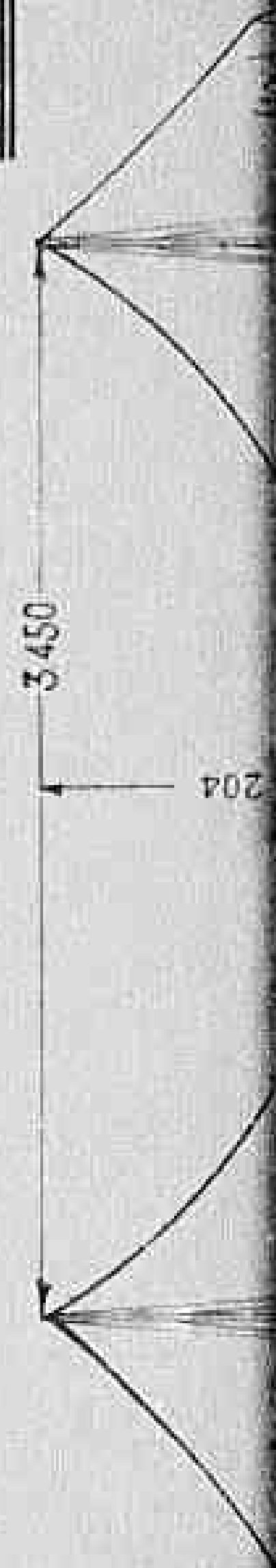
CANVITELLO

dalla SILA

PEZZO

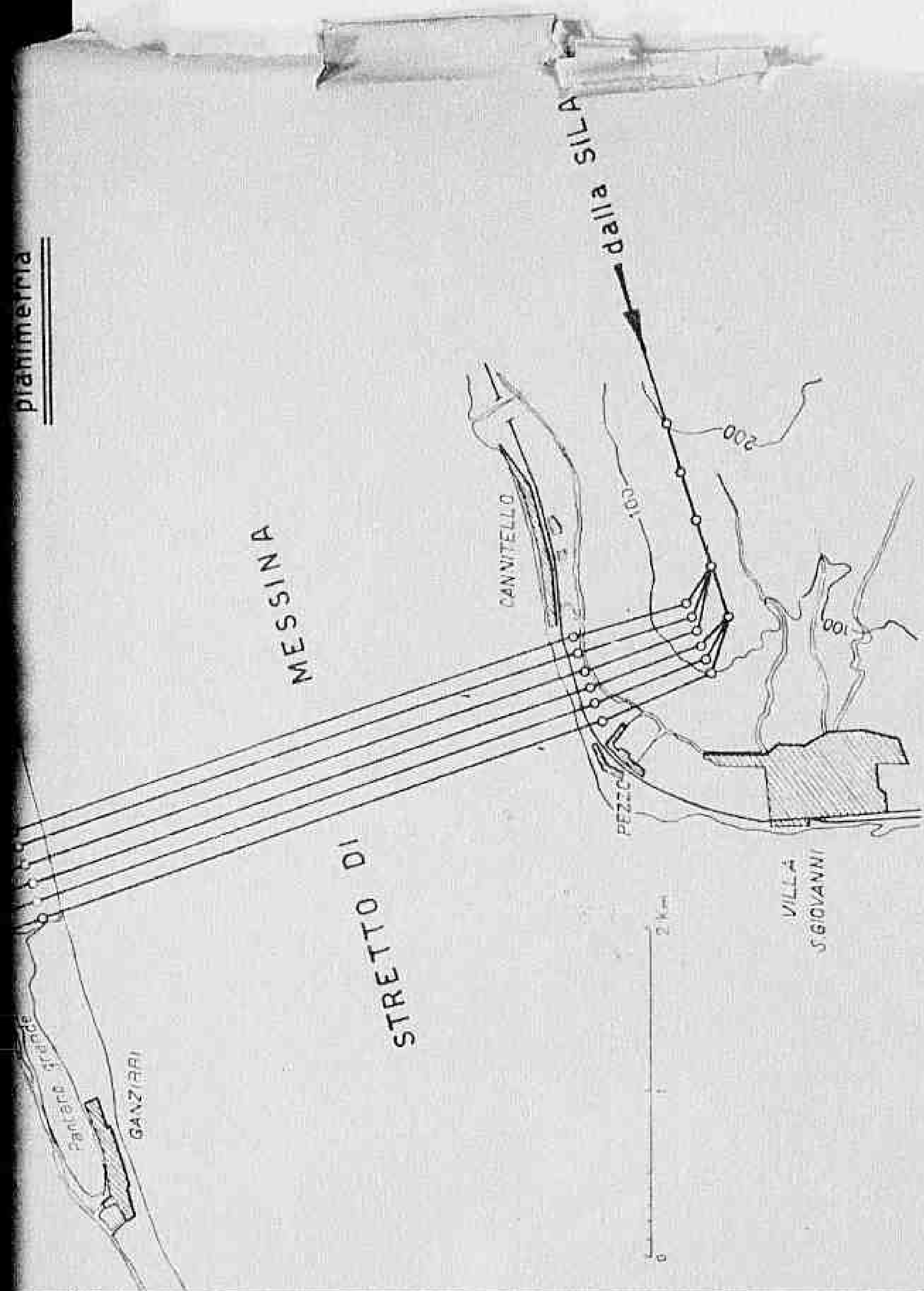
VILLA S. GIOVANNI

profilo

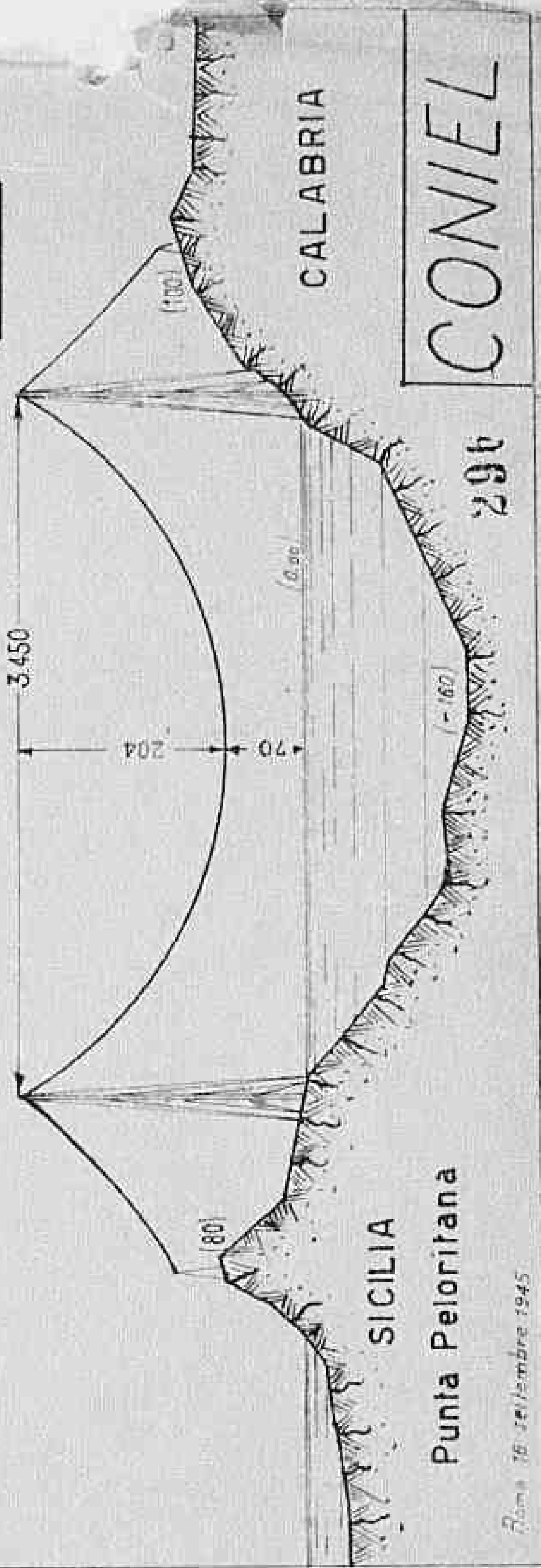


0990

planimetria



profilo



Roma 16 settembre 1945

S/m

STATO MAGGIORE R AERONAUTICA
1° REPARIO
1ª Sezione Operaz. e Addestramento

Roma li, 1-8 NOV. 1945

64A

ALLA AIR FORCES SUB COMMISSION - A.C.
W.M. BISDEE W/CDR. = ROMA =

Prot. n° 27843/pt 1/1 6030 bell.

OSSETTO: Trasmissione disegno.

In seguito a richiesta verbale si trasmettono n° 8 copie
del disegno relativo all'attraversamento aereo dello stretto di
Messina con cavi elettrici 130 Kv.-



d'ordine

IL CAPO DI STATO MAGGIORE

IL CAPO DEL 1° REPARTO

(Ten. Col. A.A.r.n. pil. Ercolo Savi)

[Signature]



F4 F

295

63A

FROM : AIR FORCE SUB COMMISSION A.C. ROBE
TO : ITALIAN AIR MINISTRY
DATE : 8TH NOVEMBER 1945
REF. : AFSC/48/AIR

DISPOSITION OF ITALIAN AIR FORCE FLYING UNITS

Confirming conversation between A.G.C. and Senior Staff Officer of A.F.S.C. and A.G.A.S. Italian Air Ministry on 6th November 1945 the following decisions were made:

- (a) The Refresher Flying School formerly at Leverano to remain at Lecce through the winter;
- (b) The Light Bomber G.T.U. at Frosinone to remain at its present location through the winter;
- (c) I.A.F. General Service School to be established at Frosinone with minimum delay;
- (d) Plans for establishing the Aircraft Holding Unit at Gioia to be made. Target date 20 Nov. A.F.S.C. expects to be able to give the executive permission for occupation about 10th November.

W.A. Biddle MGR.

W.A. BIDDLE W/CDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

Copies No. 3 to : M.A.A.C. for information

62A
AIR FORCES SUB COMMISSION
ALLIED COMMISSION, ROME

REPORT ON STAFF VISIT TO THE AIRCRAFT SAFETY
CENTER NORTHERN ITALY, BOLOGNA.

Ref. AFSC/48/AIR

5th November 1945

by Major. E.J. SASS-Air II

A visit was made to this Safety Center to determine what procedure is used, the efficiency of this procedure in connection with the IAF and the efficiency of the I.A.F. Air Sea Rescue Service.

Procedure.

The Aircraft Safety Center receives all departure and arrivals from both Italian and Allied a/c. Regularly scheduled runs are kept on a large board and all other reports are kept in a book. The information will be placed on a central board (map) as soon as this board is completed.

The Italian Liaison Officer has all movements of Italian a/c between Italian Air Force controlled airfields available for the Safety Center. He also receives all I.A.F. departures from Allied fields from the Safety Center and transmits them to the pertinent CAV through the local Italian radio station. Likewise all departures from Italian fields to Allied fields are handled by him.

The A.S.C. has direct control of all rescue facilities in its assigned area, thus the rescue facilities are controlled by the unit with all of the information readily available.

Efficiency.

At present there is some inefficiency because the control board is not yet in operation and the movements are not as readily available as they will be.

Some of the Allied fields also fail to report departures. The Italian fields seemed to be doing this very satisfactorily though. This is gradually being corrected as the Safety Center is getting all airfields to cooperate properly.

Air Sea Rescue.

All air sea rescue is controlled directly by the Safety Center. Starting 1st Nov. 1945, the I.A.F. provides the only Air Sea Rescue planes on the Adriatic side of Italy in this Northern Area. Five practice missions have been flown to date and the object was quickly found each time. On the last exercise the Cents were airborne in 10 minutes. The controller had considerable praise for the crew.

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Conclusion.

The work of the Aircraft Safety Center Northern Italy, that of the Italian Liaison Officer attached, and the I.A.F. Air Sea Rescue Service is very satisfactory.

Air. Lt. D.D.

E.J. SASS

MAJOR AIR CORPS

Submit to command by D.D. prepare letter 5/1/47. for information.

attaching copy of this report - for my signature. Copy also

to Toronto AT-SC.

We hope Pennsylvania ASC will be as good.

61A

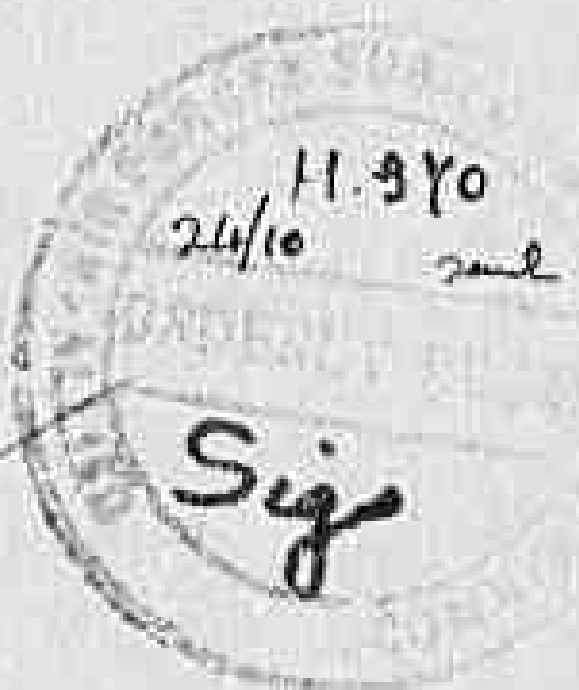
FROM : I.A.MINISTRY
TO : A.F.S.C.
DATE : 22/10/45
REF. : 312343/TEL/5746 COLL

Major Sass
Air

TO CIVILAVIA ROME AEROZONA MILAN, PADOVA, ROME, BARI, AERONAUTICA
NAPOLI, CAGLIARI, PALERMO * AERONAUTICA BARI./.

WE NOTIFY YOU THAT THE FLESHING BEACON R.A.I. REF.TEL. 312242/TEL
IS OUT OF ORDER AND WILL BE OUT FOR A FEW DAYS ./ WE WILL LET
YOU KNOW WHEN IT WILL BE SERVICEABLE AGAIN ./ T.COL.DE VINCENTI

Source of Beacon
Near Casapino
Vicinal Beacon
Red flashing light



48 Air

MINISTERO DELL'AERONAUTICA

Comando in Capo Comandante
 " dell'Assistenza del Volo
 Sezione III - CEMO I

TELEGRAMMA

DD

61A(3)

CIVILAVIA ROMA
 AEROSONA MILANO
 AEROSONA PADOVA
 AEROSONA ROMA
 AEROSONA BARI
 AERONAUTICA NAPOLI
 AERONAUTICA CAGLIARI
 AERONAUTICA PALERMO
 - AERONAUTICA BARI

/5246 cell.

COMUNICAZIONE 312343/TEL // DESTINATARI CIVILAVIA RO-
 MA AEROSONA MILANO PADOVA ROMA BARI AERONAUTICA NA-
 POLI CAGLIARI PALERMO AERONAUTICA BARI // INFORMAZIONI
 CHE PANALE P.A.I. SUL TELE 312247/TEL CORRENTE NOVE
 EST IN AVARIA ET RIMARRA' SPENTO PER ALCUNI GIORNI //
 SI FA RISERVA COMUNICARE RISPETTANDO DETTO PANALE //
 PER AERONAUTICA BARI PRESENTE DISPACCIO FA SEGUITO
 AT TELE 312344/TEL CORRENTE VENTI // PER MINISTRO
 TELECOM DEVIANTATI 103022

=====

ATTACHED METEO OFFICER A.F.S.C. DELL'A.C. = ROMA =
 ...per conoscenza.-



IL CAPO S. UFFICIO METEOROLOGICO
 (Ten. Colonnello A.A. D. Libri)

Handwritten signature

22 OTT. 1945

291

60A
[initials]

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME.
TO : AIR FORCES SUB-COMMISSION, DETACHMENT TARANTO.
DATE : 1ST NOVEMBER 1945.
REF : AFBC/48/AIR.

52A

AIRCRAFT IDENTIFICATION

Reference is made to your letter IIO/S.1/AIR dated 3rd October 1945.

2. Authority is hereby granted for aircraft of the Italian Seaplane Wing to revert to their original top plane markings as proposed in above referred to letter.
3. MAAC has suggested that the colouring of the upper surfaces in yellow may well be tried out.
4. For your information and future guidance, there is no objection to the adoption by the Italian Air Force of any markings which they wish, provided they are free of Fascist associations.

[Signature]
WILLIAM L. LEE,
Brigadier General, USA
DEPUTY DIRECTOR

Copy to: Italian Air
Ministry.

59A

From:- Mediterranean Allied Air Committee Secretariat.

To :- Air Forces Sub-Commission, Allied Commission, Rome.

Date:- 26th October, 1945.

Ref :- MAAC/4214/ALS.

AIRCRAFT IDENTIFICATION

Please refer to your AFSC/48/AIR dated 9th Oct, 45:

2. There is no objection to the adoption by the Italian Air Force of any markings which they wish, provided they are free from Fascist associations.

② This is a childish belief in my estimation. The Japanese did not have a friend in the world - even the Germans.

3. The British Resident Minister, however, considers that the proposed design has a distinct Japanese flavour and that it might be as well to indicate to the Italian Air Ministry that to adopt these particular markings might be mis-interpreted in certain quarters. It is suggested that the colouring of the upper surfaces in yellow may well be tried out.

Maxwell Fisher

(MAXWELL FISHER)

Wing Commander,
for The Secretaries,
Mediterranean Allied Air Committee

DD

① See my similar note in 52A.

Suggest to I.A.M. that yellow

on silver dope be used instead - found in RAF (x USAAF) that

yellow is the best colour for A.S.R. work.

Copy of letter to AFSC Taranto.

③ There is a great controversy 9/10 about yellow and international orange colors. International orange or red is used more than yellow in the U.S. 289
I suggest we let the Italians use the colors they desire WFF

Sally 8.



58A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : AIRCRAFT SAFETY CENTER POMIGLIANO
" " " BOLOGNA
DATE : 27TH OCT. 1945
REF. : AFSC/48/AIR

DEPARTURE REPORTS TO I.A.F. LIAISON OFFICER.

Due to a lack of Communications between Allied and Italian Airfields, aircraft movement signals cannot be sent. This causes confusion, as planes have been listed as missing several times.

2. It is requested that Italian movements from Allied Airfields, received by the Aircraft Safety Centers, be given to the Italian Air Force Liaison Officers stationed at these centers. These Officers will then transmit these movements to the Italian C.A.V.S. This procedure will eliminate unreported aircraft in the future.

3. A copy of the I.A.F. orders covering this is enclosed.

gjs
R.J. SASS
MAJOR AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

Copy to: MAAC.

Good.
18/11 29/10

Will check the complete system with the A.S.C. to see if it is working properly.
gls
1/11 288

FROM : I.A.A. MINISTRY

TO : A/C SAFETY CENTER PENIGLIANO AND BOLOGNA.

DATE : 10/10/45

REF : 40035/MAIL/441-47

INFO I.I. TO : I.A.A. GENIO MARCIANO
 COMANDO UNITA AEREA
 COMANDO STEREO "2"
 SQUADRIGLIA AUTONOMA ROMA
 TUTTA GENOVA S.A.A.
 TUTTA GENOVA S.A.A. Volo
 TUTTA GENOVA S.A.A.

ATTENTION TO LIAISON

It has been notified that owing to the poor liaison between the Allies and the Italian Airports, it is not possible to transmit the outgoing signals (MFR) of the A/C which are moving from the A/A airports.

To avoid these inconveniences the following arrangements have been made with the A.A.A.A.

DEPARTING A/C FROM AIRPORT HERE INCLUSIVE OF ALLIED USERS AND DIRECT TO AIRPORT OF ITALIAN USERS.

The Captain of the A/C before taking off has to report to the Allied Base Operation Office.
 This office will forward to A/C Safety Center (Penigliano or Bologna) the signal notifying the departure of the A/C. The A.A.A.A. notifies the Italian Liaison Officer of the receipt of the signal (MFR) and the Italian Liaison Officer will forward the signal to the Italian radio station who through line 10 will notify the competent C.A.A.V. so that the airport to which the A/C will arrive is notified.

The A/C after departing, if fitted with radio, will send the departure telegram to the C.A.A.V. from which it depends.

If the A/C should deviate from its route to land in another airport, it should send if possible a signal mentioning the deviation (otherwise the signal must be sent from the landing field) and the competent C.A.A.V. will send a second movement signal of the A/C (MFR) with reference to the first one to the airport to which the A/C is going to land and to the airport to which the A/C should have come, and to the C.A.A.V. General of Penigliano or Bologna on line 15.

A/C IN DEPARTING FROM ITALIAN AIRPORTS TO ALLIED AIRPORTS

The Italian Base will inform the CAV of the A/C departure the CAV on line 10 will inform the radio center (Penigliano or Bologna). The center will notify the Italian Liaison Officer with the

It has been noticed that owing to the poor liaison between the Allies and the Italian airports, it is not possible to transmit the outgoing signals (DPP) of the A/C which are moving from the A/M airports.

To avoid these inconveniences the following arrangements have been made with the A.M.S.D.

DEPARTING A/C FROM AIRPORT MUST ADVISE THE ALLIED BASE OFFICE BY TELEPHONE TO AIRPORT OF ITALIAN AIRS.

The Captain of the A/C before taking off has to report to the Allied Base operation office. This office will forward to A/C Safety Center (Foggiano or Bologna) the signal notifying the departure of the A/C. The A.M.S.D. notifies the Italian Liaison Officer of the receipt of the signal (DPP) and the Italian Liaison Officer will forward the signal to the Italian radio station who through line 16 will notify the competent C.A.V. so that the Airport to which the A/C will arrive is notified.

The A/C after departing, if fitted with radio, will send the departure telegram to the C.A.V. from which it depends.

If the A/C should deviate from its route to land in another airport, it should send if possible a signal mentioning the deviation (otherwise the signal must be sent from the Landing Field) and the competent C.A.V. will send a second movement signal of the A/C (DPP) with reference to the first one to the Airport to which the A/C is going to land and to the Airport to which the A/C should have gone, and to the A.M.S.D. of Foggiano or Bologna on line 16.

A/C IN DEPARTING MUST ADVISE THE ALLIED BASE OFFICE BY TELEPHONE TO AIRPORT OF ITALIAN AIRS.

The Italian Base will inform the CAV of the A/C departure the CAV on line 16 will inform the radio center (Foggiano or Bologna). The Center will notify the Italian Liaison Officer with the A.M.S.D. who will notify the Safety Center which will insure notify the Allied Base of the landing. If radio equipped, the A/C, after taking off will send a signal to the C.A.V.

If the A/C should alter the given course to land in another airport he should send a signal, if possible, mentioning the deviation (or send a signal when landing) and the A/V will send a second movement signal A/C (DPP) referring to the first one and will forward it on line 16 to the A.M.S.D. of Foggiano or Bologna, depending on which has jurisdiction.

287
THE COMMUNICATIONS SECTION
FOR
C.O.L. DE VINCENZI

57A
(c)TRANSLATION

From : I.A.F. "Stato Maggiore,
Military Air Courier Service, Rome.
To : A.F.S.C., A.C. ROME.
Date : 11th October, 1945.
Ref. : 744/SCAN/5614 Coll.

Ref. 48 Air 29/10/45

PAPER BAGS FOR COURIER SERVICE AIRCRAFT

See 42 A

Reference your request in the above mentioned letter, we would like to inform you that we have made arrangements with the Military Air Courier Service Departments to provide paper bags for the use of passengers.

From today's date all aircraft will be furnished with paper bags which will be distributed to the passengers on request.

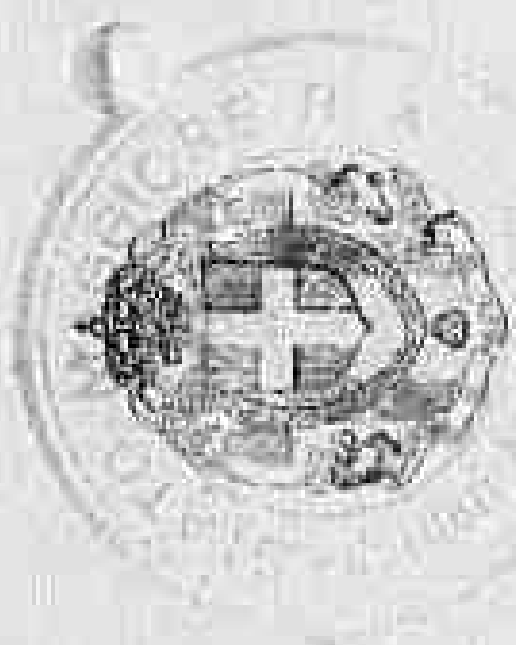


(COL. REMONDINO)

Translated by Sgt. Cumbo)

Hw 3
Pl. watch
for this
29/10

24/10



Ministere dell' Istruzione

Division
 Prod. No. 744 / SCAM
 Vol. 564
 100

495/5614

Proc. No. 744 / SCAM

THE AIR FORCE SITE COMMISSION

A.C. (Tramite Ufficio Collegamento)

$$\frac{ROIL}{ROIL}$$

Resposta al Regio del
 Dec. 48. Fia del 25. 1865

Div. 48 File 50 25.9.65

OGGETTO
Sacchetti di carta per gli apparecchi del corriere

Con riferimento a quanto richiesto col foglio sopraindicato si comunica che questo Stato Maggiore ha provveduto ad approvvisionare i dipendenti uffici dei Corrieri Aerei Militari di sacchetti di carta per uso dei passeggeri.

A decorrere dalla data della presente tutti gli aerei saranno forniti di tali sacchetti che, a richiesta, verranno ceduti ai passeggeri gratuitamente.

IL SOTTOCAPO DI S.M.
(Col. Fil. A. Remondino)

Ch 880m

file

56A

FROM : AIR FORCE JOINT COMMISSION, A.C., Rome.

TO : 80TH AAGS GROUP, APO 528, US ARMY.
THRU: NAAS Secretariat.

DATE : 29TH OCTOBER 1945.

REF : AFSC/40/AIR.

See AFSC/31/1/air

AFSC 277 PORTABLE RANGE

An instrument flying school is being established for Italian Air Force pilots to increase their proficiency in instrument flying and radio aids.

2. As the Italian Carrier Service is being used to a great extent by Allied personnel, and the Italian pilots have never used radio ranges, training in the use of these ranges is essential to obtain a higher standard of aircraft safety.

3. Traffic around Ciampino Airport is too great to permit the use of the range station there for training purposes.

4. A request is made for the loan of an AFSC 277 Portable Range for a period of approximately three (3) months. This will be set up at Lecce Airfield for use of the school.

WILLIAM L. IRE
Brigadier General, USA
CHIEF DIRECTOR

MS 29/w.

original lost in mail.
another copy sent 1/10/46
glenn.

TRANSLATION

From : I.A/P. "Stato Maggiore", 1st Operations Section, Rome
To : AFSC, AC, Rome
Date : 7th October 1945
Ref. : 27446/op. 6-3/5479 Coll.

SAFETY MEASURES OF MILITARY AIR COURIER SERVICE

1. Reference your AFSC/48/AIR dated 25th September 1945.
2. We have already issued instructions for a notice to be posted on all Military Air Courier Service aircraft warning that passengers are required to make use of the safety belts.
3. The crew's wireless operator has been chosen to check that this is carried out as he is quite free to ensure that these instructions are carried out during take-off and landings.
4. We enclose herewith copies of the instructions issued on the matter.

/ B 7 C
(Col. Remondino)

Translated by Sgt/Cumbo



16/10.

TRANSLATION

From : I.A.F. "Stato Maggiore" 1st Operations Section,
Rome

To : Comando Unità Area, Bari
 Transport Wing Command, Centocelle
 Baltimore Wing Command, Urbe-Roma
 Scaplane Wing Command, Varenzo

Date : 8th September 1945

Ref. : 27100/GP6/3

SAFETY MEASURES ON PASSENGER TRANSPORT AIRCRAFT

To arrange for a notice in two languages to be posted on all aircraft carrying passengers, with the following warning :-

- 1) "Smoking is prohibited"
- 2) "All passengers are obliged to use the appropriate safety belts."

These notices will be issued by us and distributed as follows :-

No. 50	copies to	"Comando Unità Area"
" 30	" "	Transport Wing Command
" 20	" "	Scaplane " "
" 30	" "	Baltimore " "

To make arrangements for a member of an aircraft crew (we suggest the wireless operator) to ensure that these instructions are carried out by the passengers before taxiing.

Furthermore all passengers must be invited to read the instructions "Regulations for passengers on board the aircraft", which must be posted in ^{the} passenger compartments.

Please inform us when the above instructions are carried out.

(Col. Remondino)

Translated by Sgt/Cumbo

TRANSLATION

From : I.A.F. "Stato Maggiore"
1st Operations Section, Rome.

To : Military Air Courier Service,
Via Regina Elena 110, Rome.

Date : 3/10/45

Ref : 27327/OP 6/3

SAFETY MEASURES ON PASSENGER
TRANSPORT AIRCRAFT.

We have made arrangements and issued instructions for two notices in two languages (Italian and English) to be posted on all aircraft of the Military Air Courier Service, with the following warnings:-

1. "Smoking is prohibited"
2. "All passengers are obliged to use the appropriate safety belts."

Will you arrange that the following notices are posted in all the passengers compartments in the A/C:-

REGULATIONS FOR PASSENGERS ON BOARD MILITARY AIR
COURIER SERVICE AIRCRAFT.

1. The Military Air Courier service is reserved for the transport of passengers, mail, and in exceptional cases, also freight.
2. Personal luggage must not weigh more than 15 Kilos, and must not be bulky.
3. Non military passengers cannot carry fire arms.
4. During taxiing, take-off, landing and actual flying, passengers are strictly forbidden to enter the pilot cabin, even if a passenger is a pilot, and no matter what his rank may be.
5. All passengers must fasten the appropriate safety belts.
6. Smoking in the aircraft is forbidden.
7. The transport is made at the risk of the passengers. The Air Force Administration therefore, declines all

SAFETY MEASURES ON PASSENGER
TRANSPORT AIRCRAFT.

We have made arrangements and issued instructions for two notices in two languages (Italian and English) to be posted on all aircraft of the Military Air Courier Service, with the following warnings:-

1. "Smoking is prohibited"
2. "All passengers are obliged to use the appropriate safety belts."

Will you arrange that the following notices are posted in all the passengers compartments in the A/C:-

REGULATIONS FOR PASSENGERS ON BOARD MILITARY AIR
COURIER SERVICE AIRCRAFT.

1. The Military Air Courier service is reserved for the transport of passengers, mail, and in exceptional cases, also freight.
2. Personal luggage must not weigh more than 15 Kilos, and must not be bulky.
3. Non military passengers cannot carry fire arms.
4. During taxiing, take-off, landing and actual flying, passengers are strictly forbidden to enter the pilot cabin, even if a passenger is a pilot, and no matter what his rank may be.
5. All passengers must fasten the appropriate safety belts.
6. Smoking in the aircraft is forbidden.
7. The transport is made at the risk of the passengers. The Air Force Administration therefore, declines all responsibility in case of accidents or loss of property, no matter what the cause may be.
This regulations must also be stamped on the back of the ticket.

281
F/to Ten.Col.ERCOLE SAVI

Translated by Sgt/Cumbo

STATO MAGGIORE R AERONAUTICA

1° REPARIO

1ª Sezione Operaz. e Addestramento

Roma, li

7 OTT. 1945

55A

ALL' AIR FORCES SUP COMMISSION/A.C.

All. 2

Prot. n° 27446/0263/5479682.

= N O M A =

OBIETTO: Norme sicurezza sui velivoli di corrieri aerei militari.

- 1°) Riferimento foglio n° AMSC/48/ATR del 25 Sett. 1945.
- 2°) Sono già state impartite disposizioni perché su tutti i velivoli che effettuano il servizio di Corrieri Aerei Militari, vengano esposti cartelli riguardanti l'obbligo dell'uso delle cinture di salvataggio.
- 3°) Si è preferito dare l'incarico al marconista di bordo perché curi l'osservanza di tali norme dato che le sue mansioni in fase di partenza e di atterraggio sono tali da permettergli anche il controllo dei passeggeri.
- 4°) Si allegano copie delle disposizioni emanate.



d'ordine
CAPO DI STATO MAGGIORE

Allegato

= R O M A =

Al. 2

prot. n° 27446/Op. 6-3 / 5479688.

OGGETTO: Norme sicurezza sui velivoli di corrieri aerei militari.

- 1°) Riferimento foglio n° ARSC/48/ATP del 25 Sett. 1945.
- 2°) Sono già state impartite disposizioni perché su tutti i velivoli che effettuano il servizio di Corrieri Aerea Militari, vengano esposti cartelli riguardanti l'obbligo dell'uso delle cinture di salvataggio.
- 3°) Si è preferito dare l'incarico al marconista di bordo perché curi l'osservanza di tali norme dato che le sue mansioni in fase di partenza e di atterraggio sono tali da permettergli anche il controllo dei passeggeri.
- 4°) Si allegano copie delle disposizioni emanate.



d'ordine
CAPO DI STATO MAGGIORE

Almondo

280

Copia

B/a

STATO MAGGIORE

1° REPARTO

1° Sezione Operaz. e Addestramento

MICA

Roma, 14 Ott. 1945.-

550

AL SERVIZIO CORRIERE AEREI MILITARI

Via Regina Elena 110

R O M A

Prot. nr. 27327/OF 6/3

OGGETTO: Norme di sicurezza su velivoli adibiti a trasporto passeggeri.-

Questo Reparto ha disposto e provveduto per far applicare a bordo degli apparecchi che svolgono attività di volo sulle linee aeree militari due cartellini bilingue (italiano - inglese) con la seguente scritta:

1° - VIETATO FUMARE

2° - E' FALSO ORDINE A TUTTI I PASSEGGERI DI ASSICURARSI CON L'APPERTURA CINTURA.-

L'atte cui la presente è diretta dovrebbe provvedere affinché in tutte le sale passeggeri siano esposti dei cartelli con tenenti le seguenti norme:

NORME DI COMPORTAMENTO DEI PASSEGGERI A BORDO DEI CORRIERE AEREI MILITARI

- 1) - I corrieri aerei militari sono adibiti al trasporto dei passeggeri, posta e, in via eccezionale, di merci.-
 - 2) - Il bagaglio personale dei singoli passeggeri non deve superare il peso di Kg. 15 e deve avere un ingombro limitato.-
 - 3) - I passeggeri che non siano militari in servizio, non possono trasportare armi.-
 - 4) - Durante le manovre di rullaggio, decollo, atterraggio ed in navigazione è tassativamente vietato a chiunque, anche se pilota e di qualsiasi grado, che voli in qualità di passeggero, di eccedere alle cabine di pilotaggio.-
 - 5) - Tutti i passeggeri debbono assicurarsi sui sedili con l'apposita cintura.-
 - 6) - A bordo dei velivoli è vietato fumare.-
 - 7) - I trasporti vengono effettuati a rischio e pericolo del viaggiatori; l'Amministrazione aeronautica declina pertanto ogni responsabilità in merito ad eventuali incidenti o smarrimenti di cose, qualunque ne sia la causa.-
- Dette norme debbono essere anche stampate sul retro del biglietto.-

d'ordine

IL CAPO DI STATO MAGGIORE

T/te Ter. Col. Ercole SAVI

Prot. nr. 27327/OP 6/3

Oggetto: Norme di sicurezza su velivoli edili a trasporto passeggeri. -

Questo Decreto ha disposto e provveduto per far applicare a bordo degli apparecchi che svolgono attività di volo sulle linee aeree militari due cartellini bilingue (italiano - inglese) con la seguente scrittura:

1° - VIETATO FUMARE

2° - IL PIANO ORIZZONTALE A TUTTI I PASSEGGERI DI ASSICURARSI CON L'ARRESTO CINURIA.

L'ente cui la presente è diretta dovrebbe provvedere affinché in tutte le sale passeggeri siano esposti dei cartellini con tenenti le seguenti norme:

NORME DI COMPORTAMENTO DEI PASSEGGERI A BORDO DEI CORRIE RI AEREI MILITARI

- 1) - I corridori aerei militari sono adatti al trasporto dei passeggeri, posta e, in via eccezionale, di merci. -
 - 2) - Il bagaglio personale dei singoli passeggeri non deve superare il peso di Kg. 15 e deve avere un ingombro limitato. -
 - 3) - I passeggeri che non siano militari in servizio, non possono trasportare armi. -
 - 4) - Durante le manovre di collaudo, decollo, atterraggio e in navigazione è tassativamente vietato e chiunque, anche se pilota e di qualsiasi grado, che voli in qualità di passeggero, di accedere alle cabine di pilotaggio. -
 - 5) - Tutti i passeggeri debbono assicurarsi sui sedili con l'apposita cintura. -
 - 6) - A bordo dei velivoli è vietato fumare. -
 - 7) - I trasporti vengono effettuati a rischio e pericolo dei ricipienti; l'amministrazione aeronautica declina pertanto ogni responsabilità in merito ad eventuali incidenti o smarrimenti di cose, qualunque ne sia la causa. -
- Dette norme debbono essere anche stampate sul retro del biglietto.

d'ordine
IL CAPO DI STATO MAGGIORE
F/to Ten. Col. Paolo SAVI

5
E.....C.....C...

UFFICIO DI SEZIONE
C.A. Milano - Palazzo

272

*Per ELO**54 A.
27/8*

FROM AHQ ITALY 031000A
TO ALL UNITS AND SQUADRONS
GR-BT

**IMPORTANT**

R/474 UNCLASSIFIED STOP ALL AIRCRAFT TO BE INSPECTED ON NEXT
DAILY FOR ITEMS OF EXPLOSIVE EQUIPMENT SUCH AS INCENDIARY
DESTRUCTOR BOMBS AND DETONATORS STOP THESE TO BE REMOVED AND
~~XXXXXX~~ NOT FITTED UNTIL IMMEDIATELY REQUIRED FOR USE STOP
ATTENTION DIRECTED TO KR AND ~~AC~~ AC1 PARA 775
BT 031000A

CPD FC

*Don't apply to IAF
off 11/10**287*

file

53A

FROM : AIR FORCE SUB-COMMITTEE, ALLIED JAPAN WING, HQAF.

TO : HEADQUARTERS ALLIED AIR OPERATIONS COMMAND, I.

DATE : 27 OCTOBER 1945.

REF : AFPO/40/AIR.

AIRCRAFT IDENTIFICATION

Request that authority be granted for aircraft of the Italian Regia Aeronautica to revert to their original top plane markings. This marking, consisting of "red streaks" superimposed on the silver dope background is a most effective measure for spotting aircraft "forced landed" in the sea. It is also most helpful to airborne aircraft when engaged on combined Air Sea Rescue searches.

2. The scheme is self-explanatory, vide tracing enclosed.

WILLIAM L. IRE
Brigadier General, USA
DEPUTY DIRECTOR

Enclosure.

From: Air Forces Sub-Commission Detachment, TARANTO.
C/o. No. 54 P.T.C., R.A.F., C.M.F.

To: - Air Forces Sub-Commission, Allied Commission, ROME.

Date: - 3rd October, 1945.

Ref: - ILO/S.1/AIR.

Aircraft Identification.

It is requested that authority be obtained for aircraft of the Italian Seaplane Wing to revert to their original top plane markings. This marking, consisting of 'red streaks' superimposed on the silver dope background is a most effective measure for spotting aircraft 'forced landed' in the sea. It is also most helpful to airborne aircraft when employed on combined Air Sea Rescue searches.

2. The scheme is self-explanatory, vide tracing enclosed.

Air (thru DD)

Please ask AHQ. (Looks very like the Japanese setting sun!)

[Signature]
Wing Commander, Commanding,
Air Forces Sub-Commission
Detachment, TARANTO.

Enclosure. ✓

Yes, but I don't think the Japanese setting sun will rise again soon. So think it O.K. for the Italians to use it.

*WGL 8/10
DD*



OUTGOING MESSAGE

FROM : AIR FORCES SUB COMMISSION, ROME
TO : H.Q. R.A.F. MED/ME CASERTA
(R) R.A.F. HELIOPOLIS

UNCLASSIFIED O 756 S.O.C. 021215 OCTOBER 1945 (.)
REFERENCE YOUR SIGNAL U 676 SEPTEMBER 26TH (.)
CAPTAIN GUZA AND LT. VITUCCI ITALIAN AIR FORCE OFFICERS LEAVE
ROME 0900 HOURS OCTOBER 3RD ON R.A.F. FLIGHT 320 (.)
ETA 1600HOURS (.)

PRIORITY : IMPORTANT

F.L. BRIDGMAN, S/LDR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

FROM : AIR FORCES SUB COMMISSION A.C. HOME
TO : M.A.A.C. SECRETARIAT
DATE : 1ST OCTOBER 1945
REF. : AFSC/48/AIR

I.A.F. AIRCRAFT SAFETY AND MOVEMENT SIGNALS ORIGINATION AND
STANDING ORDERS.

HQ. MAAF/B.78/AIR of 21 July 1945 refers.

2. Enclosed are the ten copies of I.A.F. regulations requested.

gs
L.J. GASS
MAJOR AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

AIRCRAFT SERVICE

I.A.F. Rules and Regulations on Aircraft Safety.

The above Orders are in addition to Flying Control Regulations (I.A.F.C.R.)

"Net Section Regulations" (I.A.F. 5)

"I.A.F. International Radio-Electric Service" - Regulations - UT 2

"Procedure for V/T Rescue Traffic for Aircraft in Distress"

Appendix 2 (UT, 2)

I.A.F. International Radio-Electric Service "Regulations."

UNIT 1 / C of Radio-Electric AIRCRAFT ASSISTANCE - General Remarks.

The Air Force Radio Service has the following duties:

- a) to provide to all airborne aircraft, all possible assistance either by transmitting their position, or their bearing, or by transmitting valuable information (especially Net Reports) to an aircraft flying on a certain course.
- b) to instruct the aircraft of all changes of courses and altitudes, guide them when flying without visibility in order to avoid the danger of collisions or fear that the aircraft might fly over areas where navigation is particularly dangerous.
- c) to give the aircraft when landing with bad visibility, the required assistance by means of V/T and radio beacon.
- d) to give the aircraft the possibility of receiving their bearing and to ensure that they are flying towards the determined localities (navigation radio beacons, and approach beacon services).
- e) to pass signals concerning the departure and arrival of aircraft net reports and all orders regarding personnel and material of the A/C.
- f) to ensure regular transmission of net reports and information to the crews according to the coordination and regulation of the service;
- g) to ensure the functioning of emergency traffic for rescue of aircraft in distress and eventual collaboration with Naval Stations.
- h) to enable the passengers of Civil air lines to send private messages from aircraft to ground stations;

These duties are met by the following direct/ve units:

COPY

508

1021

Appendix 2 (Part 2)

1.2.1. I.I.C. International Radio-Electric Service "Regulations, Rules /c of Radio-Electric Aeronautics" General Remarks.

The Air Force radio service has the following duties:

a) to provide to all aircraft at once, at all possible assistance either by transmitting their position, or their location, or by transmitting valuable information (especially net reports) to an aircraft flying on a certain course.

b) to instruct the aircraft of all changes of courses and altitudes, guide them when flying without visibility in order to avoid the danger of collisions or fear that the aircraft might fly over areas where navigation is particularly intricate.

c) to give the aircraft when landing with low visibility, the required assistance by means of V/F and V/H beacon.

d) to give the aircraft the possibility of receiving their desired and to ensure that they are flying towards the destination in a safe (navigation radio beacon, and especially beacon services).

e) to pass signals concerning the departure and arrival of aircraft, net reports, and all orders pertaining (especially) and control of the a/c, to the crews according to the organization and regulation of the service;

f) to ensure the functioning of emergency traffic for rescue of aircraft in distress and eventual collaboration with land stations, to enable the passengers of civil air lines to send private messages from aircraft to ground stations;

These duties are met by the following electric units:

- 1) Telecommunications Directorate (Ministry)
- 2) Telecommunications and flying control sections of the various IAT's and of the land and colonial air forces.

/ the following executive units:

- 3) Control Flying Control (the regional centres of autonomous communications)
- 4) T and Net Sections, at "R.T.M. Centres".
- 5) Auxiliary V/F Stations;
- 6) Air Control V/F Stations;

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10 copies sent to Secretariat for Distribution

2//

- 7) Airports V/T Stations;

/ and the following channels :

- 8) V/T Net.
- 9) Navigation Radio Beacon net.
- 10) Approach beacons.
- 11) D/P for landing in bad visibility.
- 12) Landing radio beacons.
- 13) V/T net.

FLYING CONTROL CENTRAL AIS. - Flying Control Centres must provide for the safety and regularity of flights in their allotted areas.

They are therefore responsible for the limits of their own allotted areas - for the perfect work of flying control radio electric and meteorological services flying control. according to the present national and international regulations.

They must therefore maintain a permanent service of all Air Forces wirelessly V/T communication channels.

They are therefore authorized to use all Air Force, Government and Companies wire and V/T lines of communications.

They are also authorized to use all Air Force wire and V/T communication lines in order to locate airborne aircraft, as well as of all main and auxiliary V/T Stations whether these are included in their own areas or not.

DIRECTIONS OF FLYING CONTROL CENTRAL AIS. - A Senior Air Force officer is appointed Director of the Central.

The Director of the Centre has the following duties as far as radio electric services are concerned.

a) coordinate communication services, V/T and radio beacons, for the protection of aircraft in their own allotted area, by fixing coordinates the Regional Communications Centre and Regional Net Centre activities (The heads of these organizations are personally responsible to the Director for technical matters). arrange with the V/T and the other Centres the activity of his own.

b) Direct radio electric flying assistance service through the officer in charge of aircraft movements by arranging the coordination of all means of flying assistance and issuing all necessary emergency orders.

-12) Issuing radio beacon;

-13) A/T net.

FLYING CONTROL SERVICES. - Flying Control Centres must provide for the safety and regularity of flights in their allotted areas.

They are therefore responsible for in the limits of their own allotted areas - for the perfect work of flying control radio electric and meteorological services flying control, according to the present national and international regulations.

They are therefore authorized to take measures with air force aircraft and A/T lines and communication services.

They are therefore authorized to make use of all air force, Government and Companies wire and A/T lines of communications.

They are also authorized to use all air force wire and A/T communication lines in order to locate airborne aircraft, as well as of all main and auxiliary A/T stations, whether these are included in their own areas or not.

FUNCTIONS OF THE AIR FORCE CENTRE. - A Senior air force officer is appointed Director of the Centre.

The Director of the Centre has the following duties as far as radio-electric services are concerned.

a) coordinates communication services, B/P and radio beacons, for the protection of aircraft in their own allotted areas, of their coordination the Regional Communications Centre and national Net Centre activities (The heads of these organizations are personally responsible to the Director for technical matters). Arranges with the Air Force and the other Centres the activity of his own.

b) Direct radio electric flying assistance service through the officer in charge of aircraft movements by arranging the coordination of all means of flying assistance and issuing all necessary emergency orders.

11- OFFICER IN CHARGE OF THE CENTRE OF AIR FORCE - AIRCRAFT MOVEMENT

ABOVE

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c) He is the specially appointed official and at the disposal of the Director of the C.A.A. (Aircraft Assistance Centre), for the running of navigation control service and the guide and radio electric assistance of aircraft flying over the areas allotted to the C.A.A. or to the JAV Centre for control, in the area of the Autonomous Communications Regional Communications Centre.

3) He will keep constantly informed of the last conditions in his area and will keep the crew of the aircraft informed of any changes. The serviceability of landing grounds, as well as the traffic conditions, will be kept under constant observation and will be reported to the appropriate authorities. In this case, the pilot will be responsible for the aircraft's safety and will be responsible for the aircraft's safety.

4) He can direct flying aircraft in studying war reports and forecasts in his possession and whenever required, he will transmit route deviation orders or altitude changes, together with the reasons to justify the changes. In this case, the pilot will be responsible for the aircraft's safety and will be responsible for the aircraft's safety.

5) Only in the case of a collision, will direct orders be given to aircraft regarding the route to follow and height to maintain. Notwithstanding however, to maintain in the communication, the reason for the orders.

6) He will work in the D/F cabin. The flying control operators in duty will come under the officer in question for all matters regarding their work and they will also control the movement of aircraft in his presence.

He may allow, but in always responsible, for the flying control operators to furnish aircraft with direct information which will not interfere with the route, or that will not alter a great deal the direction of the aircraft.

7) The aircraft radio-electric control service carried out by the officer in charge of aircraft movements, will be extended until the aircraft has received landing instructions by radio and land on the airfield at destination.

Only when all conditions prevail over the airfield at destination and the area for aircraft landing assistance (according to the conditions determined (according to appendix I), the radio-electric control will be supervised by the officer in charge of aircraft movements up to the limit of the area for aircraft landing assistance.

8) He establishes the contact calls with the pilot in order to pass information as well as the frequency of the calls and priority for the pilot to receive the information.

9) The following information will be entered in the appropriate register:

- hours of beginning and termination of a watch service;
- call-signs, destinations and route of aircraft assisted;
- hours of beginning and termination of flying assistance to every aircraft.

- 1026
- bearings given and fixed points;
 - informations and communications of particular interest for navigation;
 - instructions issued and bearings provided during the flying control for each single aircraft.

ART. 5 RADIO MET CENTRES.

These are W/T Centres with an annexed Met Station which transmit local met reports.

These centres have the following duties.

Insure that the time bulletins transmitted by the Met Information Centre are received and that the right time is forwarded to all signals officers in its own allotted area.

BEST COPY POSSIBLE

4

a) Following orders from competent C.I.V. or from the A.I.V. must all requests of special not reports made by airborne a/c regarding the not stations in its own districts except when these requests are made during the 5 weeks preceding or following the emission of the not regional stations.

ART. 6 AUXILIARY S/P STATIONS

These are S/P stations with anemored S/P station (auxiliary S/P station) which collaborate with the main station for S/P service.

They have the following duties:

- supply the main S/P station after their request the bearings made for the determination of an a/c in flight.
- pass to the a/c the eventual bearings and local not reports if requested by them.
- auxiliary S/P station as a general rule cannot pass the position to the a/c, the position is transmitted to the airplane, except in cases beyond control, only by the main S/P station over whose district the a/c are flying.

ART. 7. REGULATIONS (and matters)

ADVISED TO AIRCRAFT - ART. 54.

The advice to aircraft regards:

- the existence and suppression of obstacles dangerous to navigation;
- the functioning of beacons and other luminous signals on the airfield.
- the work of radio electric services for flying control.
- the conditions of the ground for landings and of the docks for seaplanes landings.

BROADCAST OF ADVISES TO AIRCRAFT - ART 55

The C.I.V. the A.I.V. Centre and the not Information Centre group all informations received in the following three categories:

- advices on the functioning of the beacons and other luminous signals on the airport.
- informations on serviceability of airports or seaplanes bases.
- informations on the functioning of radio electric services.

a) The C.I.V. and the A.I.V. Centre will broadcast all the advices by including them in their own local aeronautical not reports (see para 34) and repeating the broadcast in the "half hourly" waves until the a/c advices are included in a collective T A F transmitted by the C.I.V. as follows:

- All advices received from the C.I.V. and from the A.I.V. Centre between 0430 and 1030 are broadcasted in all half hourly waves until

for the detection of the aircraft and local weather reports of

b) used to the a/c the eventual bearings and local weather reports of reported by them.

c) auxiliary D/F stations as a general rule cannot pass the position to the a/c, the position is transmitted to the a/c, except in cases beyond control, only by the main D/F station over whose district the a/c are flying.

V.I.9. MET. REGULATIONS (and Edition)

ADVISED TO AIRCRAFT - MET. 54.

The advice to aircraft regarding

- a) the existence and suppression of obstacles dangerous to navigation;
- b) the functioning of beacons and other luminous signals on the airfield;
- c) the work of radio electric services for flying control;
- d) the conditions of the ground for landings and of the route for completed landings.

RECAPITULATION OF ADVICES TO AIRCRAFT. MET 55

The C.A.V., the I.T.M. Centres and the Met Information Centre group all informations received in the following three categories:

- a) advice on the functioning of the beacons and other luminous signals on the airport;
- b) informations on serviceability of airports or complete roads;
- c) informations on the functioning of radio electric services.

2. The C.A.V. and the I.T.M. Centres will broadcast all the advice by including them in their own local aeronautical net reports (see item 14) and repeating the broadcast in the "half hourly" series until the a/m advice are included in a collective V.I.9 transmitted by the C.A.V. as follows:

a) All advice received from the C.A.V. and from the I.T.M. Centres between 0430 and 1030 are broadcasted in all half hourly series until 1100 hrs.

b) All advice received from the C.A.V. and from the I.T.M. Centres between 1030 hrs. and 1800 hrs are broadcasted in all half hourly series until 1700 hrs.

c) All advice received from the C.A.V. and from the I.T.M. Centres between 1800 hrs and 0430 hrs are broadcasted in all half hourly series until 0330 hrs.

3. The Met Information Centre (M.I.C.) through the Aero-Controllé (A.C.) station (M.I.C.) and on the following waves will make simultaneously : a) necessary transmissions at 0430, 1030 and 1830 hrs. including all advice

100

20.	6.10	(ke/s)	11454)
21.	3.4	(ke/s)	9695)
22.	3.1	(ke/s)	9735)
23.	3.05	(ke/s)	9933)

1. To the extent that the above is not sufficient to cover the cost of the project, the Government shall be responsible for the balance.

4. The advice can be passed to the aircraft in flight only in case of emergency. In such a case the transmission is made according to rules prescribed for safety messages.

U. T. 2 187.5 3/2 10011107 2/6 187

There are stations with covered porches or side walks 1/3 are great
as stated 2/c good but with decorations
with better station which

Director of the CIA is authorized to begin release of

(e) supply to the main D/T station after request by same, the bearings made to find out the position of the a/c in flight.

(d) supply the ~~to~~ with any eventual bearing and pass them the local

c) as a control rule the auxiliary $y/\bar{y}$ test is used. When the position to the a/a ; the position is assigned to the a/e except in cases beyond a control, only by the main $y/\bar{y}$ station over whose interval the a/o z/y .

0547, II - 0548 8530118 0/2 A-1102.0547-0548 102

Art. 10. The Government shall have the right to expropriate for public use, in accordance with the law, any real property, movable or immovable, and any rights in property, whether or not such property is owned by a natural person, and whether or not such property is owned wholly or partly by a foreigner.

The Air Force can't be forced.

[illegible]

and of secondary stations situated in adjacent areas listed out with transfer of equipment and limited power (0.3-1.5 MW) to the station. The main objective is to reduce the power of the station to 0.3-1.5 MW.

THE N. Y. NOT THE FOLLOWING:

2) ensure all necessary assistance for the flight, by passing the bearings and the position of the s/c together with all the news regarding the course to be followed; the height to be kept and the net report of the area to fly over if these reports have not been directly intercepted by the s/c.

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4. The advice can be passed to the aircraft in flight only in case of emergency. In such a case the transmission is made according to rules prescribed for safety messages.

U.F.2 ART.6 0/V AUXILIARY STATION

These are 0/V stations with an annexed 0/V auxiliary station which collaborate with the main 0/V station for 0/V assistance.

The general duties of these stations are the following:

- a) supply to the main 0/V station after request by same, the bearings made to find out the position of the a/c in flight.
- b) supply the a/c with any eventual bearings and pass them the local net report if requested by them.
- c) as a check rule the auxiliary 0/V stations cannot pass the position to the a/c; the position is assigned to the a/c, except, in cases beyond control, only by the main 0/V station over whose district the a/c fly.

CHAP. II - 0/V STATIONS 0/V STATIONS FOR 0/V STATIONS

Art. 3 0/V stations Net.

The Air Force 0/V Net is formed:

of main district stations (main 0/V stations) located near the a/c, and when the latter do not exist, near the Air Force National Communication Centre which coordinates direct and indirect all traffic with a/c in their allotted flying areas and districts.

and of secondary stations situated in other localities fitted out with transmitting equipment of limited power (auxiliary 0/V stations) which assist the main 0/V station to determine the position of a/c in flight.

The A.C. Net has the following duties:

- a) ensure all necessary assistance for the flight, by passing the bearings and the position of the a/c together with all the news regarding the course to be followed, the height to be kept and the net report of the a/c to fly over if these reports have not been directly intercepted by the a/c.
- b) signal to the a/c in flight all safety messages such as order change of track conditions, aircrafts manoeuvrability and instructions on flying in bad visibility etc.
- c) pass all remote traffic for the purpose of a/c in distress according to existing regulations.

ART. 14 0/V STATIONS

It is formed of 0/V stations 0/V of point-to-point traffic of net, reports transmissions and 0/V service.

It has the following duties:

- 1) ensure the forwarding of messages concerning a/c movements and the functioning of air navigation.
- 2) ensure net reports transmissions.
- 3) ensure all transmissions from D/F stations to aircraft.

CHAPTER III

1) a/c DEPARTURE AND ARRIVAL SIGNALS

1) a/c DEPARTURE SIGNALS:

- a) these are signals informing in advance of the departure of an a/c.
- b) they are qualified as "WAVE".

2) a/c ARRIVAL SIGNALS:

- a) these are signals informing in advance of the arrival of an a/c at the base airport of landing or of destination.
- b) they are qualified as "WAVE".

1) Procedure a/c of a/c departure and arrival signals.

- a) a/c departure and arrival signals are regular air line service are dealt with as follows:

- 1) a/c departure signals are forwarded to the airport in which the a/c is to land before 1400 hrs when these airports are connected by teleprinter with the airport of departure.

- 2) arrival signals are sent to the last airport from which a/c has arrived. If the arrival airport is the terminal one another signal is sent to the initial departing airport. When the initial departure airport and the terminal arrival airport are in countries other than the one where the transport company owning the a/c has its HQ, the arrival signal from the terminal airport can also be sent to an airport designated by the said company.

- 3) If the a/c has an arrival or departure a delay from its usual time of the hour or more, the airport which will note this delay must inform all the bases on the route of the a/c and, eventually, all interested airports according to the instructions given by the company concerned.

- b) all a/c departure and arrival signals not destined to public transport must only be exchanged between the airports during the beginning and the terminus of every trip.

- c) a/c departure and arrival signals are sent in code. These are put in code by means of the abbreviations contained in Appendix V (International Radio-telegraphic "V" code.)

a) e/c arrival signals:

a) these are signals informing involved units of the arrival of an e/c at the base airport of landing or of destination.

b) they are classified on "PRIORITY"

1) procedure of e/c departure and arrival signals:

a) e/c departure and arrival signals the regular air line service are sent with as follows:

1) e/c departure signals are forwarded in the airport in which the e/c is to land before 1100 hrs when these airports are connected by teletype with the airport of departure.

2) arrival signals are sent to the last airport from which the e/c arrived. If the arrival airport is the terminal one another signal is sent to the initial departing airport. When the initial departure airport and the terminal arrival airport are in countries other than the one where the transport company owning the e/c has its H.Q., the arrival signal from the terminal airport can also be sent to an airport designated to the said company.

3) If the e/c has an arrival or departure a delay from the normal times of one hour or more, the airport which will note this delay must inform all the bases on the route of the e/c and, eventually, all interested airports according to the instructions given by the company concerned.

b) All e/c departure and arrival signals are destined to public transport must only be exchanged between the airports forming the beginning and the terminus of every trip.

c) e/c departure and arrival signals are sent in code. These are put in code by means of the abbreviations contained in Append. 7 (International Radio-telegraphic "Z" code.)

d) Whenever an airport is informed that an e/c has changed ²⁸⁷ source after departure, it must inform all airports mentioned in 1) or 2) of the above.

e) Whenever the departure of a regular air line is cancelled all the airports on which it should have normally landed must be informed in the shortest possible time with a message indicating which service was cancelled.

f) See Publication 1.1.1 (Telegraph services) for information concerning the telegraphic net for transport and arrival signals.

g) All signals on departure and arrival signals transmission discipline are contained in Append. 17.

- 1) Signals transmitted by the station to the aircraft, and by the aircraft to the station, are as follows:
- a) The aircraft must signal their take off, their position, the crossing of district and their impending landing by sending the following signals:
 - b) signals on take off
 - c) position signal
 - d) district crossing signal
 - e) impending arrival signal
- 2) Signals to be transmitted by the aircraft to the station are as follows:
- a) This signal is transmitted by the aircraft whenever it crosses or thinks it crosses the border between two allotted areas.
 - b) It consists of a signal stating the position followed by the following abbreviations:
 - c) A, followed by the name of the airport towards which the aircraft is flying.
 - d) B, followed by the name of the airport from which the aircraft has taken off.
 - e) C, followed by the aircraft's call sign of the principal district of the district entered by the aircraft.
 - f) In the district crossing signal the abbreviated name of the following wing must be given.
 - g) From now on I shall pass all my traffic to the principal district.
 - h) The signal position indicated on the district crossing signal must be one of those listed in para 6 of appendix 1 attached.
 - i) The crossing signal must be passed by the aircraft on flight either to the main district station or the district it leaves or to the main district station of the district it enters. This signal is not subject to the transmission time watches and is compulsory.

3) SIGNALS TO AIRCRAFT

a) General remarks.

The Air Force stations signal to the aircraft in flight all official meteorological and aerological news they receive after the departure of the aircraft by means of messages with the respective headings, "at signal" and "aerological signal".

1. Net signals.

- 1) All meteorological news (net signals) must always be passed to the aircraft in flight by the following order:
- a) Net signals
- b) aerological news
- c) some of the observations not stated
- d) time of observation

4. Signal in flight over the allotted area.

1. This signal is transmitted by the s/c whenever it crosses or thinks it crosses the border between two allotted areas.

2. It consists of a signal stating the position followed by the following abbreviation:

QAB, followed by ten more of the airport towers which the s/c is flying.

QAC, followed by the name of the airport from which the s/c was taken off.

QAD, followed by the s/c call sign or the principal s/c station of the district entered by the s/c.

3. In the district crossing signal the abbreviation QAB has the following meaning:

Q from now on I shall pass all my traffic to the principal s/c station.

4. The signal position indicated on the district crossing signal must be one of those listed in para 6 of appendix 1 attached.

The crossing signal must be passed by the s/c on flight either to the main s/c station of the district it leaves or to the main s/c station of the district it enters. This signal is not subject to the transmittal time watches and is compulsory.

5. Signal to aircraft s/c

6. General remarks.

The Air Force stations signal to the s/c in flight all meteorological and aerological news they receive after the departure of the s/c by means of messages with the respective headings, "Met signals" and "Aerological signals".

7. Met signals.

1) All meteorological news (met signals) must always be passed to the s/c in flight by s/c in the following order:

- a) Abbreviations
- b) Name of the observation met station.
- c) Time of observation
- d) Weather conditions
- e) Visibility
- f) Height of the lower predominant clouds
- g) overcast
- h) Direction and speed of surface wind

2) When s/c is used the information must be given in clear and in the stabilized R.F. order the word "Met" is usually used instead of the abbreviation (as the titles are indicated only by the points of the abbreviations) which are respectively preceded by the words "visibility" and "clouds".

1. Aeronautical Signals

1) Aeronautical news are passed to the a/c in flight only in case of absolute necessity; when I/T is used these informations must be passed in the following order:

- a) abbreviation QAO
- b) time of observation (TMO)
- c) name of Net observation station
- d) observation at the different heights in the following order for each altitude:

- 1) height,
- 2) direction given in degrees from the North
- 3) speed

2) when N/T is used, the word "STATIONARY" is used instead of the abbreviation QAO.

3) Only informations regarding the heights of which observations are important for the a/c must be passed.

U.T. (Append. 2)

INTRODUCTION

1. All measures concerning to a/c in distress are based on the presumption that the a/c has sent an SOS or manages to attract with any possible means the attention of the tanker which threatens it, or that the danger or accident has been seen and signalled by a third source.

2. It might happen however, that an a/c for any reason or other (the danger progressing too quickly, radio trouble etc.) was unable to send an SOS or was unable to signal the danger. In this case there is no doubt that the radio flying assistance units or any other units responsible for flying assistance (main or auxiliary D/V stations, radio, airports) will be unable to take the immediate necessary steps. However due to the fact that the organization of the flying assistance units enables them to follow the a/c in flight, through the following contact signals: take off position, district crossed and impending arrival, the a/c are obliged to transmit these signals and the units i/c of flying assistance will be on the alert whenever these are not received and will be ready to act with maximum speed at the right moment.

3. If the above should happen as mentioned in para (2) the units in question will have to carry out as far as possible the following instructions:

- a) the main D/V station emitting an a/c and which has not received from the a/c either the prescribed communications or through other means, which can give the assurance that the a/c is continuing its flight.

- 1) height,
- 2) direction given in degrees from the North
- 3) speed

g) when M/T is used, the word "M/T" is used instead of the abbreviation M/T.

h) Only information regarding the details of which observations are important for the s/c must be passed.

M.T. (Append. 1)

INTRODUCTION

1. All measures concerning to s/c in distress are based on the principle that the s/c has sent an SOS or message to attract with any possible means the attention of the danger which threatens it, or that the danger or disaster has been seen and signalled by a third source.

2. It might happen however, that an s/c for any reason or other (the danger progressing too quickly, radio trouble etc.) was unable to send an SOS or was unable to signal the danger. In this case there is no doubt that the radio flying assistance units or any other units responsible for flying assistance (main or auxiliary V/V stations, radio, airports) will be unable to take the immediate necessary steps. However due to the fact that the organization of the Flying Assistance Units enables them to follow the s/c in flight, through the following contact signals take off position, district crossing and impending arrival, the s/c are obliged to transmit these signals and the units i/c of Flying Assistance will be on the alert whenever these are not received and will be ready to act with maximum speed at the right moment.

3. If the above should happen as mentioned in para (2) the units in question will have to carry out as far as possible the following instructions:

a) the main V/V station assisting an s/c and which has not received from the s/c either the prescribed communications or, through other channels, news which can give the assurance that the s/c is continuing to navigate, will immediately inform the airfield of its destination of the next airport on which the s/c should land, according to its time table and its route.

b) If there is a lack of information, the airport will decide of the type of rescue to be made and consequently of the necessary rescue signals to be transmitted.

- 9 -

This will be done by taking into consideration the weather conditions along the route the aircraft was to follow (strong head wind, bad visibility), as well as the aircraft departure signal from the airport.

c) When an airfield is not in possession of information which may enable the suppression of an accident, the period of time which will elapse before starting the rescue will not exceed, at the maximum, 40 minutes after the last communication from the aircraft unless the w/c has signaled the estimated time of arrival (ETA) and does not actually reach the airport at the time indicated. In this case, the rescue must start immediately it is known beyond any doubt, that the aircraft should have reached its destination. Here again, weather conditions and other event circumstances must be taken into consideration. (It is obvious that in both cases the main B.F. Station would have to repeatedly call the aircraft in order to contact it).

CHAPTER II

264

SPECIAL REGULATIONS FOR RESCUE OF AIRCRAFT FLYING OVER LAND.

1) General Remarks.

In that case, the rescue instructions cannot be issued, in general, except by the Air Force Units which have the jurisdiction on the territory over which the aircraft in distress is flying. The Naval authorities will provide for all aircraft in distress over the sea (see chapter II).

The regulations which follow, although they adhere to general rules in Chapter I, which form the basis of all rescue services, take into account the special circumstances in which the aircraft in distress find themselves on the continent and therefore explain the tasks of the Unit which are in these cases interested in signalling and organizing the rescue operations.

2) Wavelengths to be used for rescue over land.

a) Aircraft.

Every aircraft in distress or in danger flying over land, must transmit wavelength 333 Kcs. (m. 900). If the aircraft does not receive any answer on that wavelength, it can repeat the rescue signal on another available wavelength which might give the possibility of attracting attention and obtain help.

The aircraft must listen out for the reception of the answer signals or rescue messages on wavelength 335 Kcs. (m. 895).

CHAPTER II

204

SPECIFIC REGULATIONS FOR RESCUE OF AIRCRAFT
FLYING OVER LAND.

1) General Remarks.

In that case, the rescue instructions cannot be issued, in general, except by the Air Force Units which have the jurisdiction on the territory over which the aircraft in distress is flying. The Naval authorities will provide for all aircraft in distress over the sea (see chapter I).

The regulations which follow, although they adhere to general rules in Chapter I, which form the basis of all rescue services, take into account the special circumstances in which the aircraft in distress find themselves on the continent and therefore explain the tasks of the Unit which are in these cases interested in signalling and organizing the rescue operations.

2) Wavelengths to be used for rescue over land.

a) Aircraft.

Every aircraft in distress or in danger flying over land, must transmit wavelength 333 Kcs. (m. 900). If the aircraft does not receive any answer on that wavelength, it can repeat the rescue signal on another available wavelength which might give the possibility of attracting attention and obtain help.

The aircraft must listen out for the reception of the rescue signals or rescue messages on wavelength 336 Kcs. (m. 893).

b) C/V and Radio Stations.

All main and auxiliary C/V and radio stations send their own rescue signals concerning aircraft in distress or in danger flying over land on wavelength 336 Kcs. (m. 893).

Each C/V and radio stations must listen out on wavelength 336 Kcs. (m. 900).

- 10 -

4) Duties of V/F Air Force Stations which intercept a call or rescue message regarding an aircraft in danger or in distress flying over land.

1) The V/F Stations which, due to their particular duties can easily intercept a call or a rescue message sent by an aircraft on wave-length 333 Kcs. (m. 950) are the ones which are assigned to international aircraft flying assistance. That is :

- main V/F Station.
- auxiliary V/F Station.
- Radio Stations.

2) It is the duty of the main V/F Station of the district over which the aircraft is flying to acknowledge receipt to the aircraft of the call or rescue signal. If this is not immediately done, by the above mentioned V/F Station, the assurance that the call or signal are received must be given in successive order, by the V/F and Radio Stations which are beyond any doubt, nearest to the aircraft in distress or in are in a favourable position to provide the necessary help.

The two latter stations, after having acknowledged receipt to the aircraft, must immediately inform the competent main V/F Station (on 336 Kcs) by transmitting the abbreviation QUF, the distressed aircraft's call sign, the abbreviation QBA followed by the time of transmission of the signal sent out by the aircraft, the rescue signal transmitted by the aircraft as well as all other eventual indications which might facilitate the organization of rescue operations.

4) The aircraft in distress must direct the rescue traffic itself. If, however, the aircraft ends its transmission after landing, the direction of the traffic is taken over by the main V/F district Station which can, furthermore, if it is thought opportune, hand over the direction to another V/F or Radio Station, eventually in a better position to direct all communications regarding the traffic in question.

5) Duties of the Units concerned in the rescue of aircraft in distress or in danger, flying over land.

1) The nearest airport to the aircraft in distress or in danger over land is in charge except on special cases, as explained in para 5, of the rescue organization.

2) The airport in question as soon as it receives the request for help by an aircraft in distress, will immediately provide :

a) to organize the rescue with all the means in its possession (aircraft for reconnaissance and rescue, or cars, ambulances, medical assistance etc.) inasmuch as these means are sufficient to give a rapid

- Main D/F Station.
- Auxiliary D/F Station.
- Radio Stations.

2) It is the duty of the main D/F Station of the district over which the aircraft is flying to acknowledge receipt to the aircraft of the call or rescue signal. If this is not immediately done, by the above mentioned D/F Station, the assurance that the calls or signals are received must be given in successive order, by the D/F and Radio Stations which are beyond any doubt, nearest to the aircraft in distress or in a favourable position to provide the necessary help.

The two latter stations, after having acknowledged receipt to the aircraft, must immediately inform the competent main D/F Station (on 330 kcs) by transmitting the abbreviation QFF, the distressed aircraft's call sign, the abbreviation QRM followed by the time of transmission of the signal sent out by the aircraft, the rescue signal transmitted by the aircraft as well as all other eventual indications which might facilitate the organization of rescue operations.

4) The aircraft in distress must direct the rescue traffic itself. If, however, the aircraft quits its transmission after landing, the direction of the traffic is taken over by the main D.F. district Station which can, furthermore, if it is thought opportune, hand over the direction to another D/F or Radio Station, eventually in a better position to direct all communications regarding the traffic in question.

5) Duties of the units concerned in the rescue of aircraft in distress or in danger, flying over land.

1) The nearest airports to the aircraft in distress or in danger over land is in charge except on special cases, as explained in para 5, of the rescue organization.

2) The airport in question as soon as it receives the request for help by an aircraft in distress, will immediately provide:

a) to organize the rescue with all the means in its possession (aircraft for reconnaissance and rescue, or cars, ambulances, medical assistance etc.) inasmuch as these means are sufficient to give a rapid help.

b) to make eventual request for the necessary means to the nearest airports or units which are in a position to provide them.

c) to inform all units in a position to bring a rapid help (Municipality, Carabinieri etc.) if it is not possible to provide directly with the required swift needs.

j) The airport interested in the rescue of the aircraft in distress has the duty of informing the authorities mentioned in para. 5, No 1, as well as the main S/T stations of the district in which the aircraft is located, of the progress of the rescue operations. The signals will be sent in the form of an S/T if passed by wireless and otherwise by telegraph.

CHAPTER III

Special regulations for rescue of aircraft over the sea. 202

1) General remarks.

The main regulations which rule and discipline the rescue operations of aircraft in distress over the sea, are contained in the International circular letter transmitted herunder:

The aircraft and all units interested in this rescue service must conform to the above mentioned regulations bearing in mind the provisions contained in para. 1 of this publication.

2) Duties of the S/T stations which receive a rescue signal on 600 m. from a ship, on 600 or 500 m., from an aircraft, or a mesophore which send out distress signals.

(a) The stations listed in the above paragraph, which intercept a rescue signal on 600 metres, or 500 metres, transmitted by a ship or aircraft, possess according to the regulations contained in art. 22 of the Radio Communications, General Regulations, Article 23, (regular S.O.S. signal) MAYDAY S/T Signal or SOS urgent signal) or if the stations intercept an alarm signal even if transmitted in a summarized form providing it is intelligible;

(b) The same S/T stations and the mesophores which for indirect information or for ordinary signals, or which operate in the sea zone they are in charge of, a ship or aircraft in distress or in danger, or the presence of a craft with shipwrecked persons, must immediately inform by multiple telegrams marked "MAYDAY" the other mentioned authorities in the following order:

If a ship is in distress:

(a) ... Military Naval Command or Naval Command which is in charge of the station or the mesophore and if necessary, the nearest appropriate Command.

(b) Harbour authorities nearest to the location of the ship.

(c) Port Navy Command.

1) General remarks.

The main regulations which rule and discipline the rescue operations of aircraft in distress over the sea, are contained in the International Circular Letter prescribed hereunder:

The aircraft and all units interested in this rescue service must conform to the above mentioned regulations bearing in mind the general rules contained in para. 1 of this publication.

2) Station of the V/V stations which receive a rescue signal on 100 m. from a ship, on 500 or 1000 m. from an aircraft, or a seaplane which send out distress warnings.

(a) The stations listed in the above paragraph, which intercept a rescue signal on 100 metres, or 500 metres, transmitted by a ship or aircraft, possess according to the regulations contained in art. 12 of the Radio Communication, General Regulations, April 1932, (regular S.O.B. signal; MAYDAY 3/T signal or 3/T urgent signal) or if the stations intercept an alarm signal even if transmitted in a compressed form providing it is intelligible;

(b) The same V/V stations and the seaplanes which for indirect information or for ordinary signals, or which are in the sea zone they are in charge of, a ship or aircraft in distress or in danger, or the presence of a craft with shipwrecked persons, must immediately inform by multiple telegraphic message the nearest authorized station in the following order:

If a ship is in distress:

(a) ... Military Naval Command or Naval Command which is in charge of the station or the seaplane and if necessary, the nearest appropriate Command.

(b) For four authorities nearest to the location of the distressed ship.

(c) Port Navy House nearest to the distressed ship.

(d) Naval Ministry.

(e) Communications Ministry (General Directorate of Aeronautics)

(f) Colonial Ministry for all distressed ships in colonial waters.

(g) All aircraft which land in the sea, even if they make a good landing, are considered as aircraft in distress or in danger, if outside or in the zone which could act, consequently have been pre-empted.

The landing at sea of an aircraft in the above mentioned conditions, if not followed by immediate take off, must be considered as an emergency landing, and therefore the immediate intervention of rescue means is necessary.

If it is an aircraft :

- (a) R.A. Military Naval Command which is in charge of the station or the hemisphere; and if necessary, the nearest appropriate command.
- (b) Harbour authorities nearest to the location of the sinister aircraft.
- (c) Port Navy House nearest to the sinister aircraft.
- (d) Military or Civilian Seaplane Base nearest to the locality of the sinister aircraft (appendix 1).
- (e) Naval Ministry.
- (f) Communications Ministry (General Directorate of Merchant Navy).
- (g) Air Ministry (Cabinet).
- (h) Colonial Ministry for all sinister aircraft in colonial waters or zones.

4819

From:- Air Forces Sub-Commission, A.C. Rome.

To:- Italian Air Ministry.

Date:- 30th September, 1945.

Ref :- AFSC/48/Air

Power Line in vicinity of Aosta Airfield.

Information has been received from the Public Works Sub-Commission of the Allied Commission, that a company by the name of Gagne Co. is constructing a power line which passes within 3.0 metres of the airfield at Aosta. The height of the tower near the airfield is 15 metres, thus producing a glide angle of less than 1:20.

2. Work on this project has been stopped in consideration of the effect on the airfield. It is not considered by this Sub-Commission however, that the airfield is of sufficient importance to warrant insistence on changing the plans on which work has already been started.

3. If, however, you should not concur with this view in consideration of plans to use the airfield in the future, will you submit alternative projects for constructing the power line after sending a representative to report on what other courses are open.

W.N. Bisdée W.C.

(W.N. BISDEE, A.C.),
AIR VICE MARSHAL,
AF. CENTRAL COMMANDING.

OUTGOING MESSAGE

From : Air Forces Sub-Commission, A.C. Rome.

To : H.Q. RAF MedMe Caserta (R) RAF Heliopolis.

UNCLASSIFIED

O 746

T.O.O.

REFERENCE SIGNAL U676 26TH SEPTEMBER (NOT TO SECOND ADDRESSEE) (.)

CAPTAIN GUZA AND LIEUTENANT VITUCCI ITALIAN AIR FORCE OFFICERS

CONCERNED NOW CLEARED FOR MOVEMENT (.) ANTICIPATE MOVEMENT WILL

TAKE PLACE OCTOBER 3-4 BUT ETA WILL BE SIGNALLED WHEN KNOWN.

PRIORITY ROUTINE

F.L. BRADSHAW, S/LDR.,
For AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

From:- Air Forces Sub-Commission, A.C. Rome.

To:- Italian Air Ministry.

Date:- 27th September, 1945.

Ref:- AFSC/48/Air.

Seaplane Detachment - Tre Porti.

1. It is learned by this Sub-Commission from its Detachment at Taranto, that instructions have been passed to the Seaplane Wing either from Unita Aerea or the Air Ministry that four Seaplanes are required to be sent on detachment at Venice.
2. The nature of the operational requirement at Venice is that two aircraft should be always serviceable for Air Sea Rescue work in the North Adriatic. After careful consideration by the Sub-Commission in consultation with the Commanding Officer of the Detachment at Taranto, it has been decided that three seaplanes only are required at Venice to fulfil the requirement.
3. You are therefore requested to rescind any orders that may have been issued for more than three aircraft to proceed to Venice on detachment.

W.A. Bndic v.c.

(W.M. RISDNE, W.C.),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Tel. 317

HEADQUARTERS ALLIED COMMISSION

45A
LWL/acINTER OFFICE MEMO

197/PWU

25 September 1945

Subject : Power Line Vic Airport - Aosta
To : AIR FORCE SUB-COMMISSION, AC ✓
From : Public Works & Utilities Sub-Commission

1. Attached file deals with the construction of a 50,000 Volt electric power line in the vicinity of the Vic Airport near Aosta. The construction work has been stopped.

2. Advise is requested as to the question raised in para. 2) of letter 13 Sept. '45 - P.W. & U. Division - Piemonte Region - PR/ENG/200.1.

for *L.H. Loughlin*
GEORGE F. PARKER
Lieut-Colonel, Inf.
Chief, Elec. Div.

Enclosures :

ltr 13/9/45 PR/ENG/200.1

" 12/9/45 I.M.E.S.A. & Translation
map of proposed lined
steel tower drawing No. CT5-2117

48/air

COPY

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
P.W. & U. DIVISION

PR/ENG/200.1

13 September 1945

Subject : Power line in Vic Airport

To : P. W. & U. - Rome

1. There is located at Aosta an airfield constructed by the Germans. The Cogne Co. is constructing a high line from a Power Station to their steel works. Work was stopped because of the closeness of the airfield. The distance from the airfield to the line is 310 meters and the height of the tower is 19 meters which does not afford a gried angle of 1:20.

2. It is requested that it be determined if the airfield will be continued in service or abandoned and whether approval should be given dor the continuance of construction of the power line.

(signed)
C.R. BIRCHETT
Colonel CE
Regional Engineer
Piemonte

Enclosures :

Letter and translation
1 map
1 tower design

I. M. E. S. A.**IMPIANTI MANUTENZIONI ELETTRICI SOC. AN.**

Capitale sociale L. 10.000

LINEE ALTA E BASSA TENSIONE
CABINE E POSTI DI TRASFORMAZIONE
— IMPIANTI INDUSTRIALI —

Torino, 12 Settembre 1945

Via S. Francesco da Paola, 16
Telefono 46.892

AL COMANDO MILITARE ALLEATO

T O R I N O

C. P. C. Torino 160192

La Spett. Soc. An. Nazionale "Cogne" ha in avanzata costruzione un impianto idroelettrico con derivazione dal Buthier e centrale a Signayes, presso la città di Aosta.

Occorre collegare tale centrale con gli Stabilimenti di Aosta della stessa Società. Perciò fin dall'agosto 1942 la Società Cogne diede alla nostra ditta l'incarico di costruire la linea (tensione 50.000 V., doppia palificazione in tralicci acciaio tubolari Dalmine, conduttori alluminio-acciaio, isolatori a catena), di completare gli studi e di fare le pratiche necessarie cogli enti governativi per ottenere l'autorizzazione. Il tracciato, già fissato dalla Cogne stessa, passava fra le case più orientali della città di Aosta e il campo di aviazione da poco stabilito a valle della città, ad una distanza di circa 320 metri dall'estrema periferia del campo.

Ma, mentre in un primo tempo i Comandi dell'aviazione avevano ritenuto accettabile questo tracciato, poi si opposero. E benché i sostegni fossero già stati ordinati e in parte consegnati, come pure la morsetteria ed i conduttori, i lavori per tale opposizione non poterono avere inizio.

Si giunse così al 1943. Per l'invasione tedesca la "Dalmine" non ultimò la consegna dei sostegni, il sottoscritto dovette eclissarsi e tutto rimase sospeso.

La centrale deve entrare in funzione a metà del prossimo anno 1946. E dovrà allora essere ultimata la linea. Ciò sarà possibile se si potrà tener fermo il tracciato già stabilito, come dall'annessa cartina, tracciato che è senza dubbio il migliore, il più breve e il più economico. E questo riteniamo possa essere consentito perché il campo d'aviazione dovrebbe ritornare ad essere un campo di fortuna di poca importanza e la distanza di trecento metri dalla sua estrema periferia sarà così sufficiente. Si chiede pertanto a cotesto Comando l'autorizzazione a far passare la linea per il tracciato già predisposto, specie nei riguardi del campo d'aviazione.

Per i pochi attraversamenti ferroviari, stradali, telegrafici e telefonici abbiamo osservato strettamente tutte le norme fissate

- 2 -

I. M. E. S. A.

TORINO

Segue lettera al COMANDO MILITARE ALLEATO - TORINO - del 12/9/1945.

dalle vigenti disposizioni e nessuna difficoltà prevediamo sarà sollevata. Resta da risolvere solo la questione sorta per la distanza dal campo di aviazione e, eliminata questa, potremo senz'altro iniziare i lavori e terminarli in tempo utile.

E' solo per questa ragione che ci permettiamo presentare il nostro esposto a cotesto Comando, con preghiera di favorevole risposta.

Se richiesti potremo presentare disegni e calcoli della linea.
Colla massima osservanza.

I. M. E. S. A.

Impianti Manutenzioni Elettrici S.A.
Amministratore Unico*ing. Giacomo Levi*

I M I S A

Electrical Constructions

Turin

Subject: Electrical line near Aosta

To : AIG Turin

12 Sept 45

The COGNE company is constructing a hydroelectrical plant with reservoirs at Sutrier and powerhouse at Siennes near Aosta.

This powerhouse is to be connected with the Aoste workshops of the same Company. For this purpose, in August 1942 the Cogne ordered our firm to build the line (tension 50,000 V., steel Dalmine towers, aluminium-steel wires, suspension-insulators), to complete plannings and to take all necessary steps for obtaining all authorizations from the proper offices. This line, as desired by the Cogne itself, will pass near the easternmost houses of Aosta and near a new airfield downstream of the town itself, at a distance of about 320 meters from the nearest border of the airfield.

In a first time the airfield authorities approved the trace of this line; in a second time denied such approval. In spite of the fact that the towers had already been ordered and, in part, delivered, as well as all wires and insulators, the works could not be started on account of such opposition.

On 1943, during the German occupation, the Dalmine could not deliver the remaining towers, the undersigned had to run away, and no works were done.

The powerhouse is programmed to enter service in summer 1946, and for such time the line must be completed. This will be done if the above mentioned trace, shown on the attached map, is maintained; this trace is the best, the shortest and the most economical. In view of the fact that the airfield will probably become an emergency field of small significance, the distance of 300 meters will be more than sufficient. Accordingly, it is requested that authority be given for the line be built along the trace we have chosen, especially as regards the airfield.

As to the few crossings of railroads, roads, telegraphical and telephonical lines, all regulations presently in force have been strictly observed, and no difficulty will arise. The only difficulty is the distance from the airfield, and, if this problem is solved, our works will be completed in due time.

The CCONE company is constructing a hydroelectrical plant with reservoirs at Futrier and powerhouse at Simeyes near Aosta.

This powerhouse is to be connected with the Aosta workshops of the same Company. For this purpose, in August 1942 the Cogne ordered our firm to build the line (tension 50,000 V., steel Delmine towers, aluminum-steel wires, suspension-insulators), to complete plannings and to take all necessary steps for obtaining all authorizations from the proper offices. This line, as desired by the Cogne itself, will pass near the easternmost houses of Aosta and near a new airfield downstream of the town itself, at a distance of about 120 meters from the nearest border of the airfield.

In a first time the airfield authorities approved the trace of this line; in a second time denied such approval. In spite of the fact that the towers had already been ordered and, in part, delivered, as well as all wires and insulators, the works could not be started on account of such opposition.

On 1943, during the German occupation, the Delmine could not deliver the remaining towers, the undersigned had to run away, and no works were done.

The powerhouse is programmed to enter service in summer 1945, and for such time the line must be completed. This will be done if the above mentioned trace, shown on the attached map, is maintained; this trace is the best, the shortest and the most economical. In view of the fact that the airfield will probably become an emergency field of small significance, the distance of 100 meters will be more than sufficient. Accordingly, it is requested that authority be given for the line be built along the trace we have chosen, especially as regards the airfield.

As to the few crossings of railroads, roads, telegraphical and telephonical lines, all regulations presently in force have been strictly observed, and no difficulty will arise. The only difficulty is the distance from the airfield, and, if this problem is solved, our works will be completed in due time.

This is the only reason for which we submit this request to your office, hoping in a favorable reply.

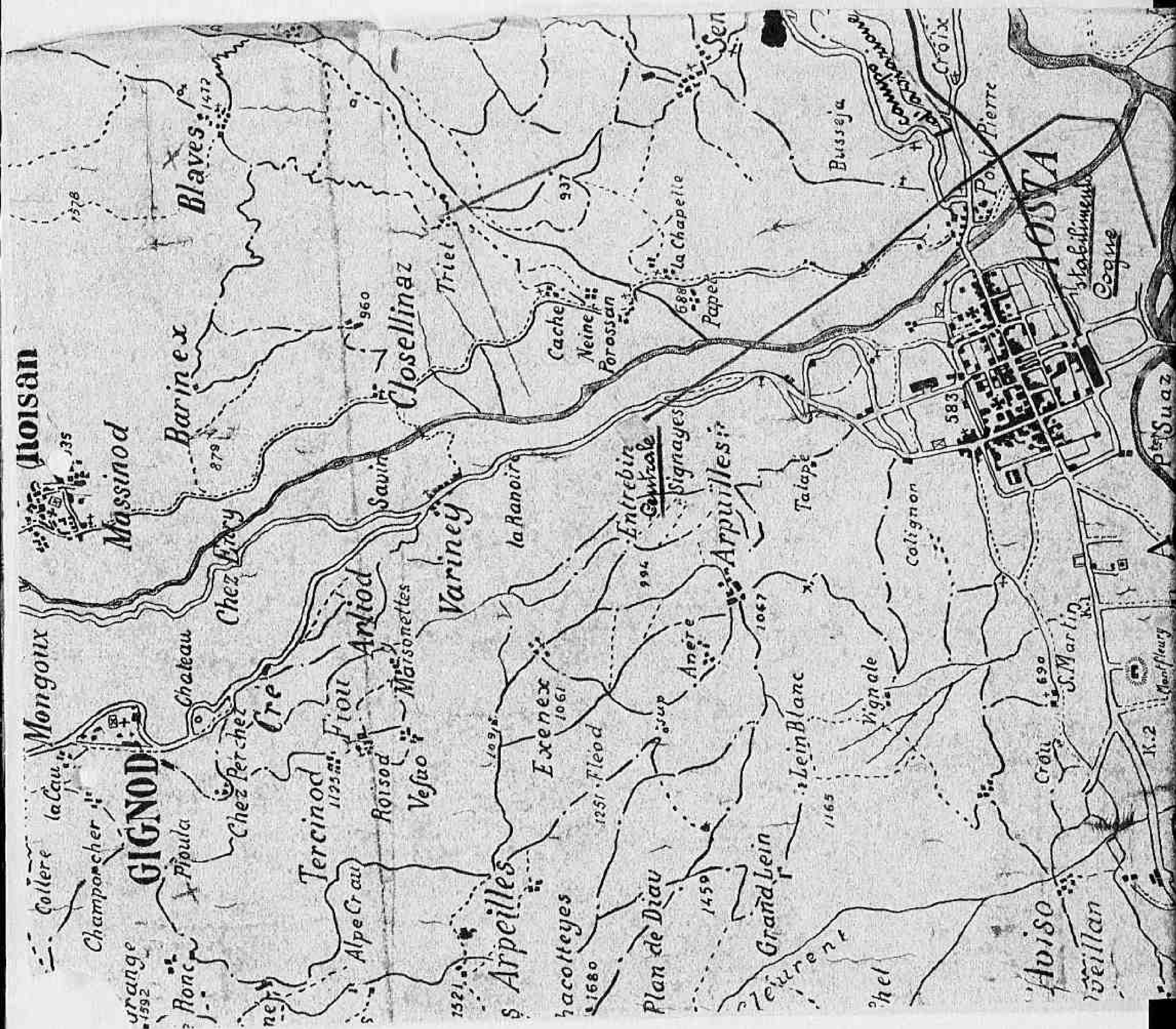
If required, designs and calculation of this line are available.

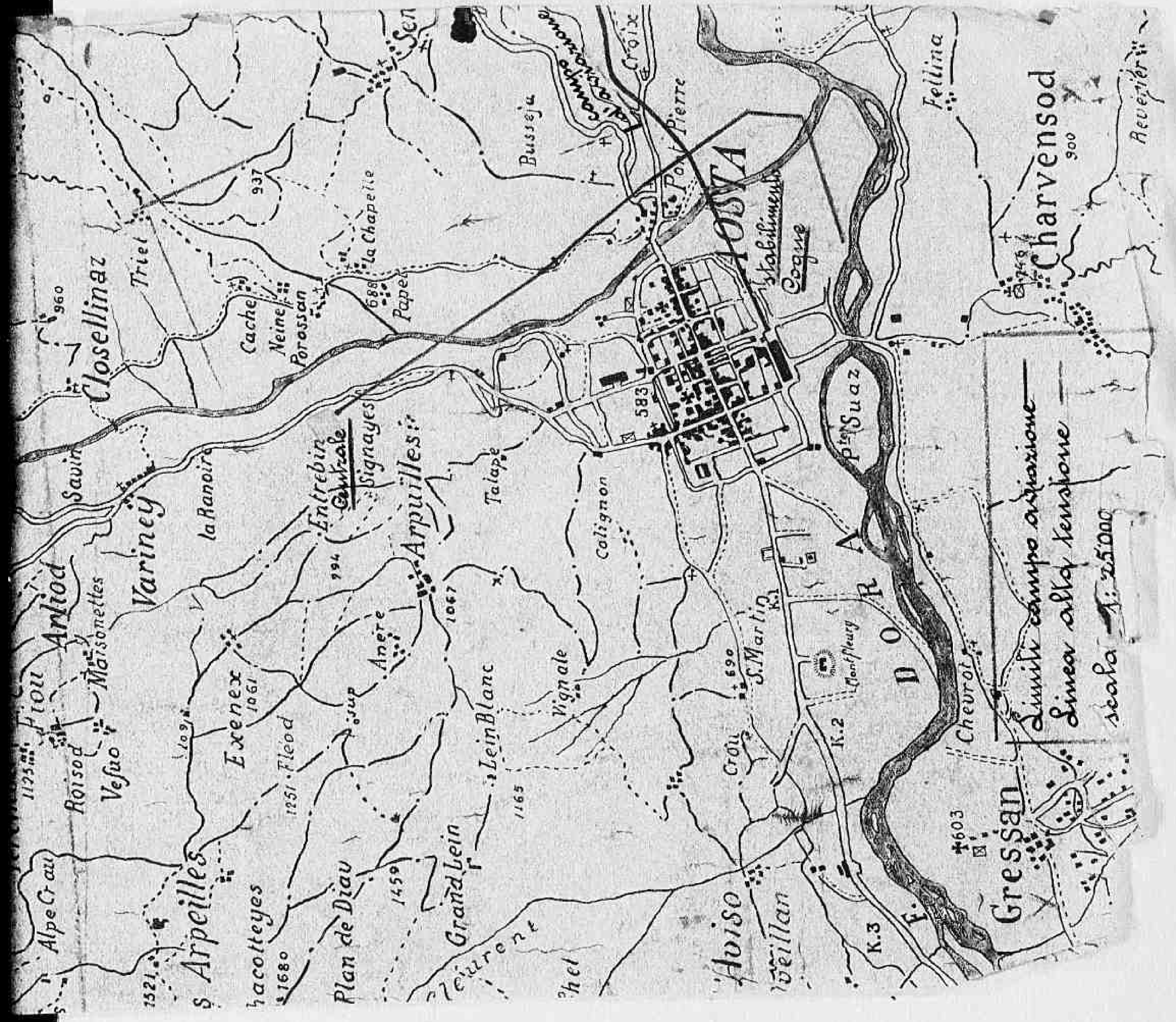
Thanks in advance.

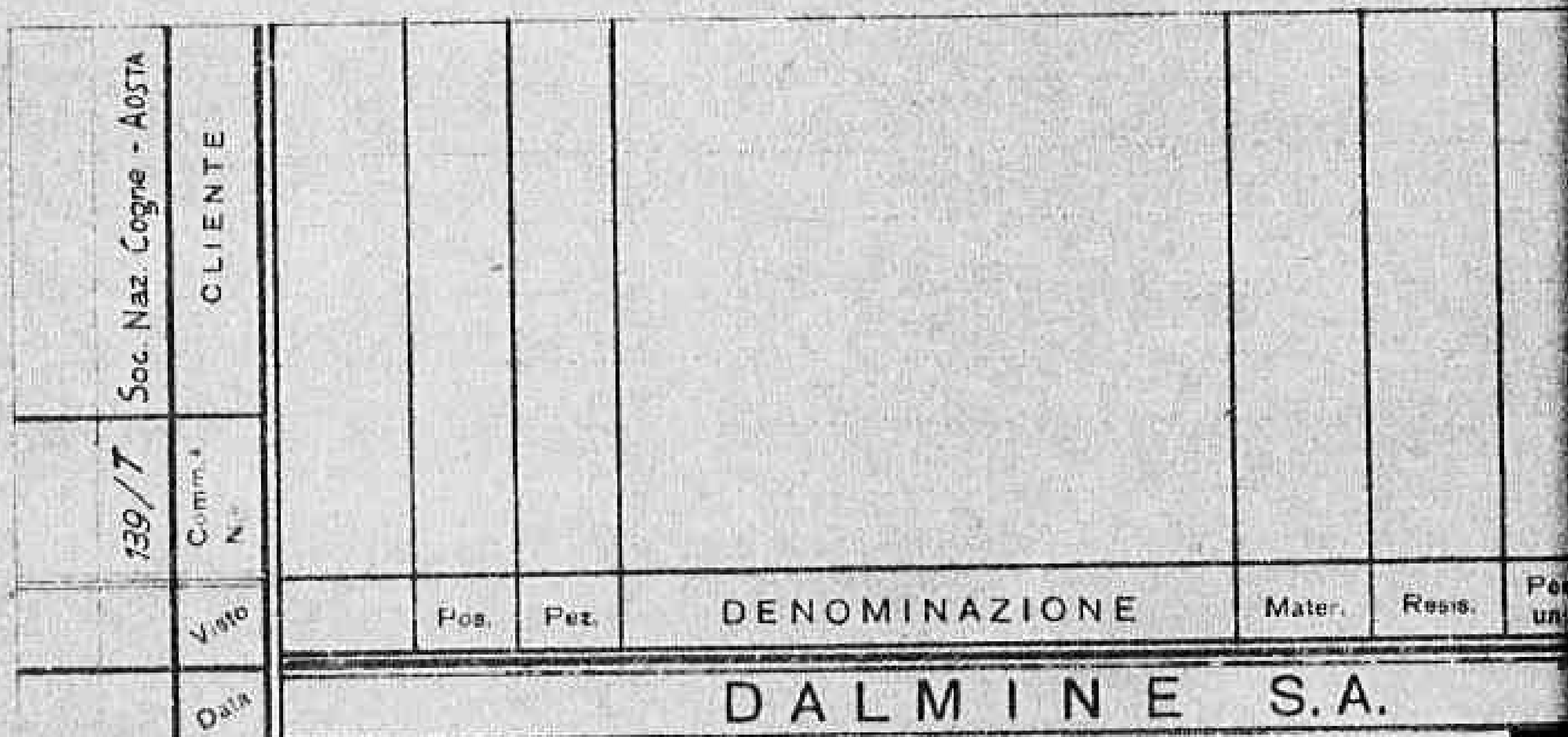
Translation No 494
made on 13 Sept 45
by Giuseppe Ferrero

/s/ Ing. Giacomo Levi
Parasini Director

253



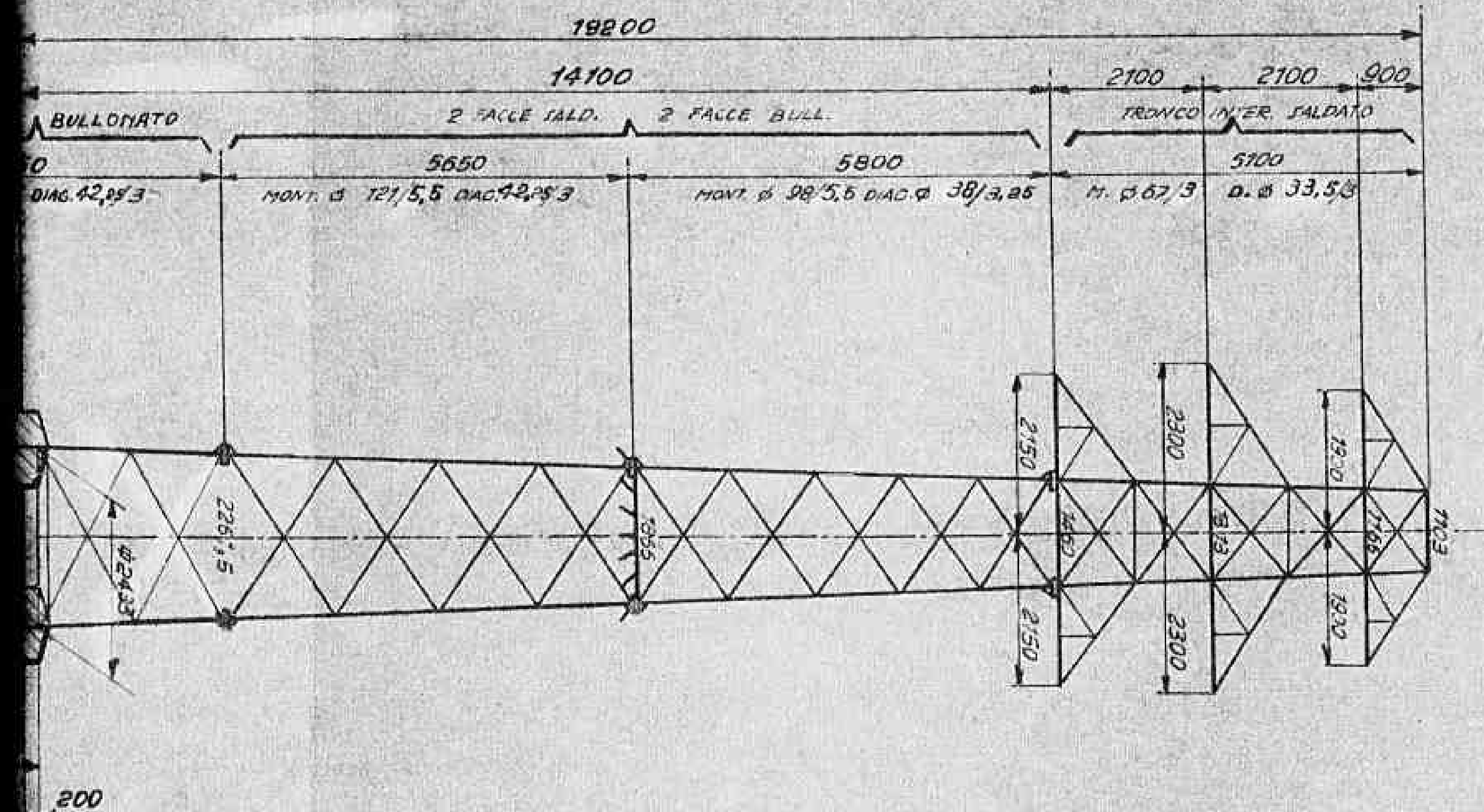




1057

Declassified E.O. 12356 Section 3.3/NND No.

785017

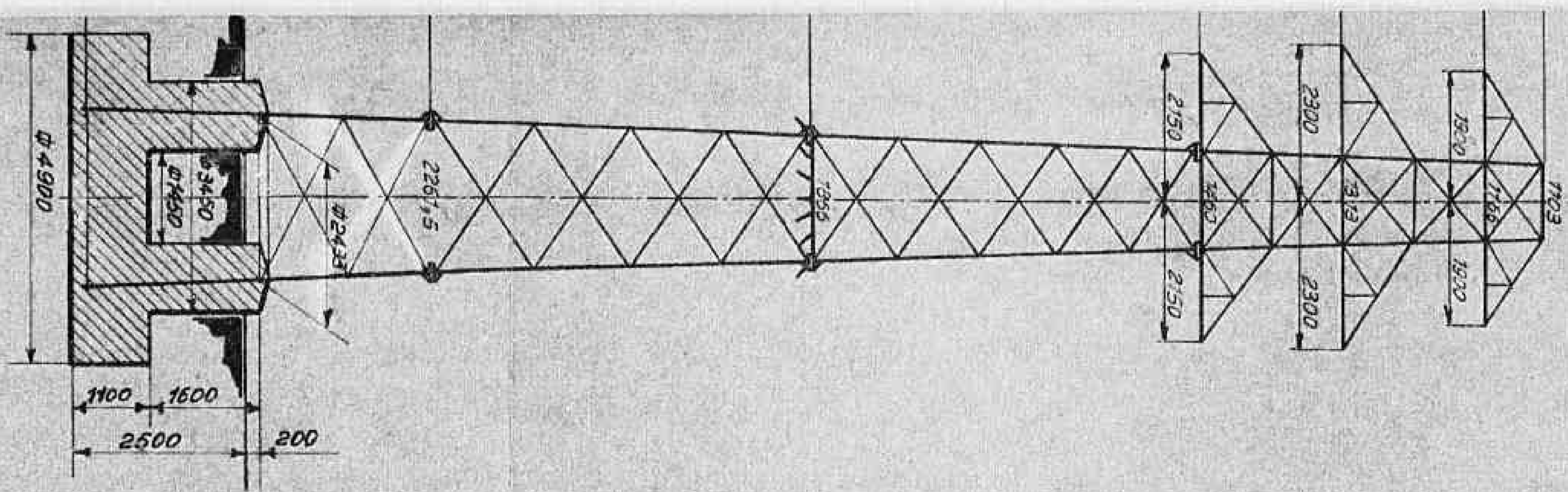


139/7	Soc. Naz. Cogne - AOSTA	CLIENTE								
	Comm. N°									
	Visto		Pos.	Poz.	DENOMINAZIONE	Mater.	Resin.	Peso unit.	Osservazioni	
	Data				DALMINE S.A.					

1058

Declassified E.O. 12356 Section 3.3/NND No.

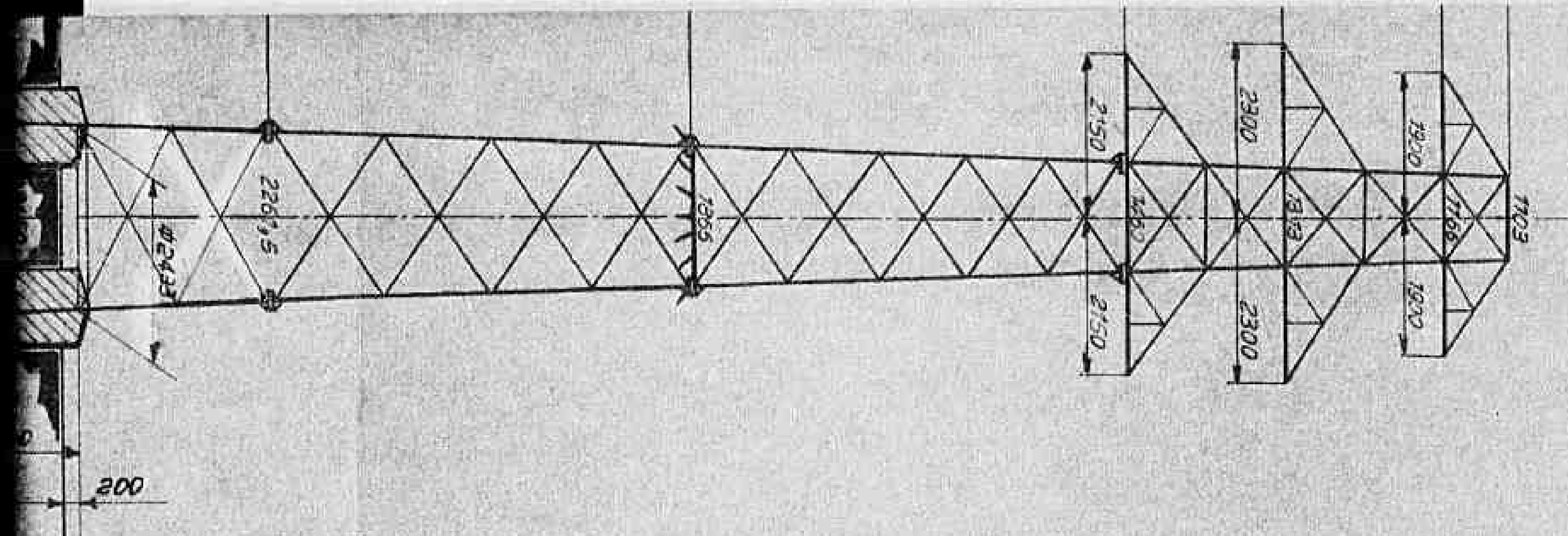
785017



139/7	Soc. Naz. Cogre - AOSTA	CLIENTE						
	Comm. a N. V.							
	Visto		Pos.	Pez.	DENOMINAZIONE	Mater.	Resis.	Peso unit.
	Data		DALMINE S.A.					
			ELETTRODOTTO A 50 kv.					
			SOSTEGNI A TRALICCIO TUBOLARI					
			D'ORMEGGIO COMPLETO					
			DISEGN. DA <i>Bolla</i>		LUCID. DA <i>~</i>		Data 2-12-1942	
			CONSTRUTT. <i>et</i>		APPROV. <i>et</i>		Scala 1:100	
			L'ING. CAPO DELL'OFF. TEC. COMM.					
			CT5 2					

1059

Declassified E.O. 12356 Section 3.3/NND No. 785017



139/T	Soc. Naz. Cogne - AOSTA	CLIENTE							
	Comm. N.°								
	Visto		Pos.	Per.	DENOMINAZIONE	Mater.	Resis.	Peso unit.	Osservazioni
	Data		DALMINE S.A.						
DESCRIZIONE			ELETTRODOTTO A 50 kv.						
			SOSTEGNI A TRALICCIO TUBOLARE						
			D'ORMEGGIO COMPLETO						
VEDUTE			DISEGN. DA <i>Bolla</i>		LUCID. DA <i>~</i>		Data 2-12-1942		CT5 2117
			COSTRUTT. <i>et</i>		APPROV. <i>~</i>		Scala 1:100		
			L'ING. CAPO DELL'OFF. TEC. COMM.						

1069
LROF V LDIL NR382 QVR1
FROM HEADQUARTERS RAF MEBME CASERTA 261130
TO AIR FORCES UUB COMMISSION R O M E (KR) RAF ME
U676 26TH SEPTEMBER 1945

UNCLASSIFIED - ROUTINE

SUBJECT IS FLYING CONTROL COURSE . YOUR AFSC/48/AIR 21ST
JULY REFERS M VACANCIES FOR TWO ENGLISH SPEAKING ITALIAN OFFICERS
ALLOTTED ON N.60 FLYING CONTROL COURSE . OFFICERS
SELECTED TO REPORT TO RAF HELIOPOLIS 6TH OCT . ITALIAN
AIR FORCE UNIFORM NOT (R) NOT TO BE WORN * SIGNAL TO ALL
CONCERNED FULL DETAILS OF OFFICERS PROCEEDING AND STATE ETA .
FIRST ADDRESSEE TO SEE THAT OFFICERS ARE AWARE OF THEIR
RESPONSIBILITIES .

BT 261130 --- JC B K

WA RAF LINE 4 K

WA RAF HELIOPOLIS AINT U EVER EARD OF TT OM SWELL PLACE
NEVER

RD 261130///// 2358 RZ MIN PSE

H/Q RAF MEBME
RAF HELIOPOLIS
Pasaport No. GUZA 086
VITUCCI 2587

43A

FROM : AIR FORCES SUB COMMISSION, A.C., ROME.
TO : I.A.F. STAFF MAGGIORE.
DATE : 25TH SEPTEMBER 1945.
REF. : AFSC/48/AIR.

USE OF SAFETY BELTS IN I.A.F. AIRCRAFT

It has been noted that passengers in I.A.F. aircraft have not been receiving instructions on the wearing of safety belts.

2. Since safety belts have been installed in all aircraft, it is requested that orders be issued to all pilots making it their responsibility that all passengers are instructed to wear safety belts on all landings and take-offs.

3. These orders, properly carried out, will prevent many serious injuries in case of crash landings.

4. It is further requested that a copy of these orders be sent to this Sub-Commission.

ys
E. J. SASS
MAJOR, AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

42A

FROM : AIR FORCES SUB COMMISSION, A.C., ROME.

TO : I.A.F. STATO MAGGIORE.

DATE : 25TH SEPTEMBER 1945.

REF. : AFSC/48/AIR.

35A

PAPER BAGS FOR COURIER AIRCRAFT

Reference is made to our letter, AFSC/48/Air, of 3rd September 1945.

2. Have the paper bags, requested in reference letter, been provided for use of the passengers in the courier aircraft?

ej8
E. J. SASS
MAJOR, AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

41A

From:- Air Forces Sub-Commission, A.C. Rome.

To:- Mediterranean Coastal Air Force, CMF.

Date:- 20th September, 1945.

Ref:- AFSC/48/Air.

Italian Air Force Seaplane Detachment - Venice.

1. Herewith proposed Operational Instruction for Issue by your Headquarters to cover operation of the Italian Air Sea Rescue Seaplane Detachment at Venice. The proposed organisation has been arrived at as a result of a visit by a Staff Officer on the Air Staff of this Sub-Commission to the various units concerned, and in conjunction with the Signals Staff of the Sub-Commission.
2. It is considered that for the Aircraft Safety Centre, Northern Italy, to fulfil its function properly, arrangements must be made for it to receive notification of all aircraft movements in Northern Italy. At present the Operations Room Board recording the situation of aircraft flying in Northern Italy is almost entirely blank owing presumably to the fact that Allied Units are not obliged to repeat departure and arrival signals to Aircraft Safety Centre, Northern Italy.


I.E. BRODIE,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

418
AIR FORNS SUB COMMISSION
ALLIED COMMISSION, ROME.

DRAFT OPERATIONAL INSTRUCTION FOR ISSUED BY A.S.C.A.F.
OPERATING ITALIAN AIR SEA RESCUE DETACHMENT, VENICE.

INFORMATION.

1. It is the policy of the Mediterranean Allied Air Committee that the Italian Air Force should progressively take over the Air Sea Rescue in Italy from the Allies.
2. In furtherance of this policy a detachment of Italian Air Force Giant Seaplanes has been established at TURBORTI near VENICE to undertake the A.S.R. commitment in the Northern Adriatic.

INTENTION.

3. To lay down the method of operating the Italian Air Force Seaplane Detachment in the Northern Adriatic.

RESOLUTION.

4. Operational control of the Detachment at TURBORTI is to be vested in the Aircraft Safety Centre, Northern Italy at Bologna. This unit is responsible for the safety of all aircraft flying in North Italy except in the D.A.F. Area, where the responsibility rests with the D.A.F. Operations Room.
5. In the event of any other party (including D.A.F.) requiring to initiate an Air Sea Rescue Operation in the Northern Adriatic, this is to be done by contacting A.S.C., N.I. Controller (Telephone "ALBANY" Exchange, BOLIGNA).
6. When a message is received at A.S.C.N.I. regarding the initiation of an operation by the Seaplane Detachment, aircraft are to be called out by making a phone call to the Seaplane Base at TURBORTI. Further messages effecting the operation may be passed by V/T from the Italian W/T Station at BOLOGNA to C.A.V. LIDO.
7. In order to effect proper liaison between the A.S.C.N.I. and the Italian Seaplane Detachment, an English speaking Italian Air Force Officer has been attached to A.S.C.N.I. This officer will also be responsible for feeding into the Operations Room at A.S.C.N.I. all information about movement of Italian aircraft in N. Italy available from the Italian Wireless Station at BOLOGNA.
8. A.S.C.N.I. is to obtain every morning from the Seaplane Detachment the existing aircraft state and call signs in force for the aircraft of the detachment.
9. All information passed from A.S.C.N.I. to the Seaplane Base is to be passed on to the Italian Aircraft Safety Centre at the Lido, VENICE, after it has been actioned. This unit is known as a C.A.V. (Centrale d'Assistenza del

1. It is the policy of the Mediterranean Allied Air Command that Italian Air Force units should progressively take over the Air Sea Rescue in Italy from the Allies.
2. In furtherance of this policy a detachment of Italian Air Force Joint Seaplanes has been established at TRENTO near TRIESTE to undertake the A.S.R. commitment in the Northern Adriatic.

INTENTION.

3. To lay down the method of operating the Italian Air Force Seaplane Detachment in the Northern Adriatic.

NOTATION.

4. Operational control of the Detachment at TRENTO is to be vested in the Aircraft Safety Centre, Northern Italy at Bologna. This unit is responsible for the safety of all aircraft flying in North Italy except in the D.A.S. Area, where the responsibility rests with the D.A.S. Operations Room.
5. In the event of any other party (including D.A.S.) requiring to initiate an Air Sea Rescue Operation in the Northern Adriatic, this is to be done by contacting A.S.C., N.I. Controller (Telephone "ALABASTER" Exchange, BOLOGNA).
6. When a message is received at A.S.C.N.I. requiring the initiation of an operation by the Seaplane Detachment, aircraft are to be called out by making a phone call to the Seaplane Base at TRENTO. Further messages effecting the operation may be passed by R/T from the Italian R/T Station at BOLOGNA to C.A.V. LIDO.
7. In order to effect proper liaison between the A.S.C.N.I. and the Italian Seaplane Detachment, an English speaking Italian Air Force Officer has been attached to A.S.C.N.I. This officer will also be responsible for feeding into the Operations Room at A.S.C.N.I. all information about movement of Italian aircraft in N. Italy available from the Italian wireless Station at BOLOGNA.
8. A.S.C.N.I. is to obtain every morning from the Seaplane Detachment the existing aircraft state and call signs in force for the aircraft of the detachment.
9. All information passed from A.S.C.N.I. to the Seaplane Base is to be passed on to the Italian Aircraft Safety Centre at the Lido, VENICE, after it has been actioned. This unit is known as a C.A.V. (Centrale d'Assistenza del Volo) and it is intended that it should eventually together with the other C.A.V.s. in Northern Italy, replace A.S.C.N.I., BOLOGNA. Meanwhile its Net. and Radio facilities may be used by Italian Air Sea Rescue aircraft provided that adequate R/T communication with A.S.C.N.I. to ensure speedy compliance with operational orders is maintained.
10. Other Air Sea Rescue units that may be operated in conjunction with the Seaplanes are a Detachment of Walruses based near UDINE and two High Speed Launches based at ANCONA.
11. Italian Seaplanes are to be under A.S.C.N.I. Control for Air Sea Rescue operations and exercises only and are not to be ordered into the air for any other purposes.

INTERCOMMUNICATION.

12. Communications between A.S.C.M.I., (Exchange "ALABAMA", Bologna) and EUROPAI is to be maintained through No. 5 Base Area (R.A.F.) near VENEZIA, which has a direct switched line to both places.
The C.A.V. at Lido also has a line to EUROPAI and can be contacted through the VENEZIA CIVIL EXCHANGE (60, 103 and 603-11).

13. Control of all Air Sea Rescue units during an operation is to be by V/I on 3055 Kcs.

14. If housing is required between aircraft and H.S.M.S., this is to be carried out on 500 Kcs.

15. Italian Air Force radio facilities available to the seaplanes are as follows:-

- (a) Service 1. HF/V/F 33Kcs (Verona, Verona, Bologna).
- (b) Service 2. HF Guard (aircraft control) 5622.5 Kcs.
- (c) Service 3. Short Range Guard 4790 Kcs.
- (d) High Powered W/F and landing beacons at VENEZIA.
Navigation beacons at GENOVA.

16. When an operation is initiated listening watches are to be opened up by the C.A.V. on 3055Kcs and by the A.S.C.M.I. on 555 Kcs.

17. The A.S.C.M.I. may pass orders to aircraft in the air in clear. The whole of the "Q" Code and those portions of A.Z. 1927 to be found in Codice R.F. "MAS", Section Codice Aeronavale Inglesi (copy held by Liaison officer A.S.C.M.I.) are available to aircraft of the Italian Seaplane Wing.

18. Acknowledge.

Distribution: A.S.C.M.I., Bologna.
A.R.C., D.A.F.
H. R.A.F. MED/MS. E.C. AAF/ATO ?
A.F.S.C. Rome (4 Copies)
A.F.S.C. Det: Taranto.
H.Q. No. 205 Group
A.S.C.M.I., Penigiano.
File.

15. Control of all Air Sea Rescue units during an emergency is to be by 1/1 on 3605 Kcs.

16. If hoisting is required between aircraft and H.S.A.S. this is to be carried out on 508 Kcs.

17. Italian Air Force radio facilities available to the seaplanes are as follows:-

- (a) Service 1. 141/1/8 333Kcs (Venice, Varena, Bologna).
- (b) Service 2. HF Guard (aircraft control) 5622.5 Kcs.
- (c) Service 3. Short Range Guard 4780 Kcs.
- (d) High Powered 141/1/1 and landing beacons at Venice.

Navigation beacons at GENOVA.

18. When an operation is initiated listening watches are to be opened up by the C.A.V. on 3605Kcs and by the A.S.A.S.I. on 333 Kcs.

19. The A.S.A.S.I. may pass orders to aircraft in the air in clear. The whole of the "Q" Code and those portions of A.Z. 1927 to be found in Codice A.I. "MAS", Section Codice Aeromobili Inglesi (only held by liaison officer A.S.A.S.I.) are available to aircraft of the Italian seaplane wing.

20. Acknowledge.

Distribution:

A.S.C.S.I., Bologna.
A.L.C., D.A.F.
HQ. R.A.F. MED/AF. H.Q. AAF/MTO ?
A.P.S.C. Rome (4 copies)
A.P.S.C. Det: Taranto.
H.Q. No. 205 Group
A.S.C.S.I., Ronigliano.
File.

418

OUTGOING SIGNAL

FROM: U.S. SUB COMM, ROME

TO: HQ 105 GROUP (CANTERA) (R) HQ 105 (R) HQ 105
 (R) 105 GROUP (R) ASCHI (B. LOGNA) (R) ASCHI
 (R) 105 GROUP (R) ASCHI DETACHMENT TIRANTO (.)

1.704

191200A

UNCLASSIFIED (.) YOUR A.500 DATED 1ST SEPT FOLLOWING
 ARRANGEMENTS HAVE BEEN MADE FOR OPERATING ITALIAN SEAPLANE
 DETACHMENT VEHICLES (.) SEAPLANES TO BE CALLED OUT AND CONTROLLED
 ONLY BY ASC NORTHERN ITALY WHO ARE NOW LINKED BY TELEPHONE
 TO SEAPLANE BASE TREPONTI (.) CONTROL FREQUENCY 3805 KCS (.)
 TREPONTI TO PASS MESSAGE TO CAV LIRIO AFTER ACTIONING (.)
 CAV TO GIVE LISTENING WATCH ON ALLIED FREQUENCY (.) ASCHI
 TO OBS IN CASE SIGNS AND AIRCRAFT STATE FROM TREPONTI DAILY
 (.) DETACHMENT NOT OPERATIONAL TO DATE DUE TO PETROL
 DIFFICULTY (.) ASCHI TO INFORM ALL CONCERNED WHEN THIS IS
 OVERCOME AND COMMENCE EXERCISES (.) DRAFT OPERATIONAL
 INSTRUCTION FOR ISSUE BY HQAF FOLLOWS (.)

W.M. BISHOP, W.C.
 AIR I
 AFSC ROME

PRIORITY : IMPORTANT

22/9

246

40A

From:- Air Force Sub-Commission, A.C. Rome.

To:- A.S.C.N.I.
Air Force Sub-Commission, Toronto Detachment.

Date:- 15th September, 1965.

Ref:- AFSC/LR/Air.

Staff Visit by Air I to Scaplane Detachment
Venice.

Attached hereto copy of report submitted by Air I of this Sub-Commission in respect of tour in connection with operating Cent Scaplane Detachment at Venice, which is forwarded for your information.

H.O. Brodie W.C.

(H. O. BRODIE, C/O),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

- 2 -

be sent to divide his time between Bologna and Treporti Portofino. Operational coordination cannot be relied on until this is done.

2.4.3. - TRENTO LIMO.

3. This is situated at the Lido airport. As the Americans and British are withdrawing during September it looks as though the I.A.F. could take over all the accommodation here. The C.A.V. consists of a set of radio and radio installations including D/F. All radio signals from Treporti are sent or received via the C.A.V. There is a telephone line between Treporti and the C.A.V. The C.A.V. exchange numbers are Venice 6125 and 6111. It is not possible however, to reach Treporti direct from 5 base area.

TRAINING DETACHMENT - TRENTO.

9. Communications. A line from 5 base area (near Venice) had just been installed. There is a line from 5 base area direct to ALABETTA (the A.S.M.A. Exchange). Communication from Treporti to Bologna is speedy but not very distinct. Air Reception signals have been asked to remedy this. Communication is at present practically between members of the same Detachment.
10. Code. The detachment possesses several copies of a translation of AF 527 plus the 4 Code.
11. Scrambling Delay. The detachment claim they can scramble their entire aircraft in thirty minutes from receiving a phone message.
12. Wireless. The Italian Central frequency is different from that used by the A.S.M.A. I successfully test was carried out on the latter frequency, one of the crews working Bologna without difficulty on 3500KHz.
13. Sea Markers. The 3 units at present have no sea-markers. These should be supplied forthwith to improve operational efficiency.
14. Composition of Detachment. This consists of three Cante and about 50 Officers and men. The detachment is under the command at present of a Captain Engineer.
15. Main engine. There is no slipway available near Venice and Sea-planes will therefore have to return to Brindisi after fifteen days detachment.
16. Patrol. Difficulty is being experienced owing to there being inadequate means of storing petrol at Treporti. At present they have only 25 petrol drums. It is essential for operations that this situation be remedied.
17. Transportation. There appears to be a plan for providing a daily boat and a second motor vehicle for the detachment. They are at present living in somewhat hard to reach fashion.
18. Medical. Patients at present have to be collected from Padova although

ITALIAN DETACHMENT - SUMMARY

9. Communication. A line from 5 Base Area (near Venice) and 4th Base Area (near Trieste) has been established. There is a line from 5 Base Area direct to 4th Base Area (the A.S.C.H.I. exchange). Communication from 4th Base Area to 5 Base Area is by radio, not very distinct. Air formation signals have been asked to study this. Communication is at present practically between members of the same nationality.
10. Code. The detachment possesses several copies of a translation of the 1927 Blue Sea Code.
11. Communication Delay. The detachment also is they can scramble their signals directly in thirty minutes from receiving a plane message.
12. Signals. The Italian signal frequency is different from that used by the A.S.C.H.I. A numerical test was carried out on the latter frequency, one of the Code working Bologna without difficulty on 3000m.
13. Sea Signals. The Code at present have no known signals. These should be supplied forthwith to improve operational efficiency.
14. Composition of Detachment. This consists of three units and about 50 officers and men. The detachment is under the command at present of a Captain Chiodini.
15. Intelligence. There is no all-day available near Venice and sea-planes will therefore have to return to Brindisi after fifteen days detachment.
16. Patrol. Difficulty is being experienced owing to there being inadequate means of storing petrol at Trieste. At present they have only 25 petrol drums. It is essential for operations that this situation be remedied.
17. Communication. There appears to be a case for providing a tugboat and a second motor vehicle for the detachment. They are at present living in somewhat bad to much places.
18. Medical. Nations at present have to be collected from Padua although they originate from Venice which is nearer to Trieste. Reports for modification of this arrangement have been made to the II A.S.C.H.I. at Padua and to Unit Area but without success.
19. Operational Performance. The following are the figures that should be worked on for operating these aircraft: Insurance - 5 hrs. Cruising speed - 135 knots.
20. Composition of Detachment. This depends on petrol supplies. O.C. Detachment stated that he expected to have enough petrol for operation by September 11th. It was agreed that he should notify A.S.C.H.I. when the detachment was considered operational, and thereafter pass to Bologna at 0830 hours every morning state of readiness together with call signs of the aircraft which vary periodically.

457

~~405~~

Talks
on
Antiquities

11. *Phragmites australis* (Cav.) Trin. ex Steud.

Figure 1

24. At a discussion between G/O Ops and O.C.O. of A.B.M. and Air 1, A.B.M., it was decided that one headquarters ought to control the Gants and that as regards time delay, there was nothing to choose between A.B.M. and O.C.O., as in either case a relay of emergency call-out would be required when a distressed aircraft was in the other headquarters' territory. In view of the fact that A.B.M. has only equipment for VHF Control, G/O Ops decided that he could signal further concerning problems as soon as he operational control provided that in practice the system for calling out the G/O Ops under this arrangement did not cause undue delay.

Journal of Management Education

22. The above decision was communicated to O.S., AMINT and it was agreed that he would commence U.S.C. conference with the Comco as soon as possible.

W. A. Biddle W.C.

[illegible]

乙巳

39A

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : HQ. M.A.C.A.F.
for information
SECRETARIAT M.A.A.C.
AIRCRAFT SAFETY CENTER, BOLOGNA
AIRCRAFT SAFETY CENTER, NAPLES

DATE : 11TH SEPTEMBER 1945

REF. : AFSC/48/AIR

ITALIAN AIR FORCE AIRCRAFT SAFETY ORGANISATION.

Your letter CAF/35/2/AIR of 6th Sept. 1945 refers.

2. Since our letter of 27th July 1945 with the information requested apparently did not arrive, it is repeated that the accommodation required at the Aircraft Safety Center will be a small office (large enough to accommodate one officer and one clerk) situated as near as possible to the control room of the A.S.C. a telephone line will be necessary from this office to the Italian W/T station.

ej8
E.J. SASS
MAJOR AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

38A

From:- Headquarters, Mediterranean
COASTAL AIR FORCE.

To :- Air Forces Sub Commission, A.C., ROME.

Date:- 6th SEPTEMBER, 1945.

Ref :- CAF/35/2/AIR.

ITALIAN AIR FORCE - AIRCRAFT SAFETY ORGANISATION.

34A

1. Reference is made to your letter AFSC/48/AIR dated 3rd. SEPTEMBER, 1945, in which it is noted that the Italian Air Force Officers, S.T. COLACINO ANTONIO and S.T. PRUCIATELLI SILVANO are to be used in liaison with the Aircraft Safety Centres at NAPLES and BOLOGNA respectively.

23A

2. May full information, in accordance with paragraph 2 of Headquarters, MAF letter, HQMAF/S.78/AIR dated 21st JULY 1945, be sent to this Headquarters with regard to the accommodation which will be required. Is accommodation required for one Italian officer only at each Centre, or is accommodation required for W/T equipment, personnel etc., in addition to the officer?

6737 h.

48/ai

G. S. H.

/s/ Air Vice Marshal,
Air Officer, Commanding,
MEDITERRANEAN COASTAL AIR FORCE.

36A

From: Air Forces Sub-Commission, A. C., Rome
To: Stato Maggiore R. A., Ufficio servizi e trasporti
Date: 3rd. September, 1945
Ref.: AFSC/48/Air.

VARNISHING OF AIRCRAFT

33A.

Reference is made to your letter 42494/1.3/4477 Coll., dated the 11th. Ultimo on the above subject. Our opinion on para 3/ is as follows:-

It is agreed that paint-remover is in short supply in this country and therefore to conserve same your suggestion that aluminium dope should only be used on aircraft which are needing complete overhaul or major repairs is approved. The dark earth and light-green dope should still be used in the S.R.A.M. after normal inspections.

J.W. Turner
J.W. TURNER F/LE.
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

240

WJ

35A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : I.A.F. STATO MAGGIORE
DATE : 3RD SEPTEMBER 1945
REF. : AFSC/48/AIR

PAPER BAGS FOR COURIER AIRCRAFT.

Many people who ride in the courier aircraft are not accustomed to flying and become ill.

2. It is therefore requested that paper bags be provided for use of the passengers when necessary.

gjs
E.J.SASS
MAJOR AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

232

34 A

FROM : AIR FORCES SUB COMMISSION A.O. ROME
TO : HQ. M.A.C.A.F.
Copy to : Secretariat, M.A.A.C. for information
DATE : 3rd September 1945
REF. : AFSC/48/AIR

23A

ITALIAN AIR FORCE - AIRCRAFT SAFETY ORGANISATION.

Ref. HQ.MAAF/S.78/AIR of 21st July 1945.

1. The Italian Air Force officers who will be used in the Aircraft Safety Centers are S.T.COLACINO ANTONIO at Naples and S.T. BRUCIATELLI SILVANO at Bologna.
2. These officers have been transferred to Italian Air Force commands in these areas awaiting assignment of duties.
3. The provision of the 10 copies of the I.A.F. Safety and movement Signals Organisation and Standing orders is progressing.

EP
E.J.SASS,
MAJOR AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

23A

From: Steno Maggiore E. Aeronautics - Ufficio Servizio e Trasporti
 To: Air Force Sub Commission, A.S., Rome
 Date: 11th August, 1945

Ref.: 42454/1.3/4477 0511

ARMING OF AIRCRAFT

1. Refere doc is made to your letter A32/40/Air dated 26/6/45 re-supplying of aircraft with aluminium dope whenever aircraft is sent to SHAF or Civilian firm for major repair.

It is agreed to substitute the camouflage dope by the aluminium dope and instructions already have been issued accordingly.

2. The necessary quantity of crude varnish and aluminium powder is available either in the I.I. stores or stored in firms. On the other hand the necessary quantity of paint remover presents a problem as the main component, the acetone, is not at present available and is difficult to acquire on the market.

3. In order to reduce the required quantity of paint remover and at the same time to utilize the stock of dark and olive-green dope, it is suggested to limit the aluminium dope to aircraft needing complete overhaul or major repair. The aircraft which are sent to SHAF for minor repair should utilize camouflage dope until such time as the aircraft needs major or complete overhaul, at this period the aircraft would be repainted with aluminium.

4. With regard to the quantities, it is of the opinion to adopt the aluminium dope when aircraft are sent to SHAF.

5. Your opinion in respect of para 1/above will be appreciated.

11th AUGUST 1945

(500)

Col. MONTANO

Agree with para 3 which

agree with para 3 which

agree with para 3 which

agree with para 3 which

agree with para 3 which

33A
(6)

10A

11th AUGUST 1945

11th AUGUST 1945

11th AUGUST 1945

11th AUGUST 1945

eliminate the need for a separate committee to study the problem. The committee has already been studying the problem and has already been studying the problem.

長崎県立総合教育センター

33

© 2001 Blackwell Science Ltd

Page 3 which
with former taken 100 ft
and composition (G. 3)

Alumina in the solution

to economy in design.

Wrote to 1 A.D. acc. 49 48
6-31/8

1938

8/15/87 49 1/4

11/13/2011

2/26/8

1331

~~5/2 for road
from the letter
to the letter~~

[Faint handwritten notes, possibly "The road"]

DO/CA

STATO MAGGIORE AERONAUTICA

Sezione Ordinamento - Servizi e Mobilitazione
UFFICIO SERVIZI E TRASPORTI

Roma, li 11 Agosto 1945.-

ALL' A.C. - A.F.S.C.
(tramite l'Ufficio Collegamento)

R O M A

Prot.n° 42494 / 1.3 / 4477 bll.

OCCETTO : Mimetizzazione apparecchi.-

e, per conoscenza :

AL MINISTERO DELL'AERONAUTICA

- Direzione Costruzioni

AL COMANDO UNITA' AEREA

S E D E

B A R I

1°) - Si fa riferimento a quanto disposto col foglio AFSC/48/AIR del 26 Giugno c.a. relativamente alla verniciatura con vernice all'alluminio ogni qualvolta gli aerei entrino in S.R.A. od officine civili per grandi riparazioni.

Si concorda con la necessità di sostituire la vernice all'alluminio alla verniciatura mimetica ed a tale scopo si comunica che sono già state impartite le opportune disposizioni.

2°) - Le necessarie quantità di vernice greggia e polvere di alluminio sono disponibili presso magazzini R.A. od accantonate presso le Ditte. Si è invece preoccupati per il quantitativo necessario di sverniciatore, il cui componente principale, l'acetone, non è disponibile attualmente ed è difficilmente approvvigionabile sul mercato.

3°) - Allo scopo di ridurre i quantitativi di sverniciatore e allo stesso tempo di utilizzare le giacenze di vernice scura e verde oliva a suo tempo approvvigionate per le necessità delle S.R.A. e dei Reparti, si sottopone a Codesta Sottocommissione l'opportunità di limitare la verniciatura all'alluminio a quegli apparecchi che all'atto dell'invio in S.R.A. od in Ditta per la revisione generale o per grandi riparazioni, necessitano effettivamente della completa riverniciatura. Gli aerei invece che all'atto dell'invio in S.R.A. abbisognino solo di ritocchi alla vernice o di parziale limitata riverniciatura, dovrebbero continuare a mantenere la mimetizzazione per un ulteriore periodo di tempo, dopo di che verrebbero riverniciati in alluminio.

4°) - Per gli idrovolanti si è del parere di adottare senz'altro la verniciatura in alluminio, man mano che gli apparecchi entrano in S.R.A.

ROMA

Prot. n° 42494 / 1.3 / 4477 22.

OGGETTO : Mimetizzazione apparecchi. -

e, per conoscenza :

AL MINISTERO DELL'AERONAUTICA
- Direzione Costruzioni

AL COMANDO UNITA' AEREA

S E D E

B A R I

1°) - Si fa riferimento a quanto disposto col foglio AFSC/48/AIR del 26 Giugno c.a. relativamente alla verniciatura con vernice all'alluminio ogni qualvolta gli aerei entrino in S.R.A. od officine civili per grandi riparazioni.

Si concorda con la necessità di sostituire la vernice all'alluminio alla verniciatura mimetica ed a tale scopo si comunica che sono già state impartite le opportune disposizioni.

2°) - Le necessarie quantità di vernice greggia e polvere di alluminio sono disponibili presso magazzini R.A. od accantonate presso le Ditte. Si è invece preoccupati per il quantitativo necessario di sverniciatore, il cui componente principale, l'acetone, non è disponibile attualmente ed è difficilmente approvvigionabile sul mercato.

3°) - Allo scopo di ridurre i quantitativi di sverniciatore e allo stesso tempo di utilizzare le giacenze di vernice scura e verde oliva a suo tempo approvvigionate per le necessità delle S.R.A. e dei Reparti, si sottopone a Codesta Sottocommissione l'opportunità di limitare la verniciatura all'alluminio a quegli apparecchi che all'atto dell'invio in S.R.A. od in Ditta per la revisione generale o per grandi riparazioni, necessitano effettivamente della completa riverniciatura. Gli aerei invece che all'atto dell'invio in S.R.A. abbisognino solo di ritocchi alla vernice o di parziale limitata riverniciatura, dovrebbero continuare a mantenere la mimetizzazione per un ulteriore periodo di tempo, dopo di che verrebbero riverniciati in alluminio.

4°) - Per gli idrovolanti si è del parere di adottare senz'altro la verniciatura in alluminio, man mano che gli apparecchi entrano in S.R.A.

..2/31.

- 2 -

5°) - Si rimane in attesa di conoscere il parere di Codesta Sottocommissione relativamente al paragrafo 3.



IL SOTTOCAPO DI STATO MAGGIORE

Renzo

di ritenere in attesa di conoscere il parere di codesta Sottocom-
missione relativamente al paragrafo 3.



IL SOTTOCAPO DI STATO MAGGIORE

Renzo

235

AIRCRAFT SAFETY.

Outstanding points.

- 1 ITALIAN OFFICERS TO UAIRO. As soon as names are given by Col. Savi (make sure that officers have passports), write to A.L.S. R.A.F. MEDME giving this information and request further instructions.
- 2 INTERCEPTION WATCHES. English speaking Italian Officers at A.S.C. Pontelione and Bologna. Write to MEDME stating that these two officers are now available, and ask if accommodation has been provided. File AFSC/350/2/CRG *See 23A. 224A. 14800*
- 3 AIDS CAMPS. Equipment has hastened provision. As soon as available, notify Col. Savi who will arrange for distribution.
- 4 M.T. M.T. Officer has available a 150wt each for Lecce and Centocelle for Flying Control purposes; when ready these vehicles are to be painted in black and white squares and marked plainly "FLYING CONTROL".
- 5 AIRCRAFT SAFETY ORDERS - ITALIAN AIR FORCE - C.A.V.'s. The typist in S/T Bradshaw's office is typing the relevant Italian orders for Aircraft Safety. When completed, these are to be translated, into English and ten copies sent to Aircraft Safety HQ. R.A.F. MEDME for distribution. Attached orders (S.A.T.A) should also be attached to each copy.
- 6 FLYING CONTROL SCHOOL - LECCE. The A.C.C. wishes an Officer to be present at the examination which will be held at Lecce on the 28th August. The replacement of F/O Muncaster by a P/It Flying Control Officer has been agreed by Aircraft Safety MEDME who will post an officer as soon as one is available. Suggest touch is kept in this matter as it may be overlooked. Some more navigators' sets are arriving from Milan (S/L Brownhead). These are to be sent to Col. Bianchi who is i/c the school.
- 7 SAFETY BELTS. Col. Raniero (Centocelle) states that all aircraft are now fitted with safety belts. (Check that they are used when visiting) Letter should be written to Stato Maggiore requesting provision of bags for people who are ill in aircraft.

Capt. R. GUZZA

1596

- INTERCEPTION WATCHES. English speaking Italian Officers at A.S.C. Foggiano and Bologna. Write to MEME stating that these two officers are now available, and ask if accommodation has been provided. File AFSC/360/3/CRS papers. See 23A. 24A. 24B.
- ALDES LAMIS. Equipment has hastened provision. As soon as available, notify Col. Savi who will arrange for distribution.
- M.T. Officer has available a 150wt each for Lecce and Centocelle for Flying Control purposes: when ready these vehicles are to be painted in black and white squares and marked plainly "FLYING CONTROL".
- AIRCRAFT SAFETY ORDERS - ITALIAN AIR FORCE - C.A.V.'s. The typist in S/I Bradshaw's office is typing the relevant Italian orders for Aircraft Safety. When completed, these are to be translated, into English and ten copies sent to Aircraft Safety HQ. R.A.F. MEME for distribution. Attached orders (S.A.T.4) should also be attached to each copy.
- FLYING CONTROL SCHOOL - LECCE. The A.O.C. wishes an Officer to be present at the examination which will be held at Lecce on the 28th August.
- The replacement of P/O Manchester by a P/lt Flying Control Officer has been agreed be Aircraft Safety MEME who will post an officer as soon as one is available. Suggest touch is kept in this matter as it may be overlooked. Some more navigators' sets are arriving from Milan (S/I Broadhead). These are to be sent to Col. Bianchi who is i/c the school.
- SAFETY BELTS. Col. Raniero (Centocelle) states that all aircraft are now fitted with safety belts. (Check the 1000s are used when working)
- Letter should be written to Stato Maggiore requesting provision of bags for people who are ill in aircraft.

Capt. R. GUZZA 1596
2^d Lt. U. VITUCCI 3510

X 66 changed 6/31/8

2:34

cf 30/8 Jy 31/8
o/c Pm

OUTGOING SIGNAL.

FROM: A.F.SUB COM(ROME)

TO : A.F.SUB COM(LECCE). c/o 54 P.T.C. DETACHMENT, RAF CMF.

UNCLASSIFIED(.)

A 570

T00. 110900Z AUGUST.

FROM G/C JARMAN TO S/LDR RUFFELL.(.)

THE FOLLOWING SIGNAL FROM HQ MIDDLE TO AFS ROME REPEATED INFORMATION

HQ MIDDLE EAST IS REPEATED BELOW FOR YOUR INFORMATION.(.)

"QUOTE(.) U 574 UNCLASSIFIED 4TH AUGUST 1945.

1. FLYING CONTROL COURSE FOR ITALIAN OFFICERS(.) YOUR AFSC/48/AIR DATED 21ST JULY REFERS (.)
2. PERMISSION GIVEN FOR THE TWO ENGLISH SPEAKING IAF. OFFICERS TO ATTEND FLYING CONTROL SCHOOL CAIRO (.)
3. SQUADRON LEADER RUFFELL TO CONTACT AIRCRAFT SAFETY THIS HEADQUARTERS TO ARRANGE DETAILS (.) UNQUOTE(.) "



L.E. JARMAN, G/CAPT.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

PRIORITY - ROUTINE.

Amendment List No. 6

To

AS/M.A.A.P./No.1

1. Substitute the definition "Approach Control" for "Station Control" throughout the publication.
2. APPENDIX 'G' - PART (A) - AIRCRAFT SAFETY CENTRES - LOCATIONS AND DOCUMENTS

Page 3 - A.S.C. EGYPT - DELETE existing information and substitute :-

"Within the area from 34° 00' N 25° 00' E eastward to 34° 00' N 26° 00' E thence to 35° 00' N 28° 00' E, thence to 34° 00' N 32° 00' E thence southwards to Rafah, thence to Aqaba, thence following the Transjordan Boundary eastward to longitude 36° 00' E, thence following this longitude southwards to latitude 24° 00' N thence following the Saudi-Arabian coastline southwards to 20° 00' N 40° 30' E thence westward to 20° 00' N 25° 00' E thence northward to 34° 00' N 25° 00' E."

Page 3 - A.S.C. IRAQ AND PERSIA - DELETE existing information and substitute :-

"Within the area from the southern Turkish boundary in longitude 38° 00' E following the northern boundaries of Syria, Iraq and Persia, eastwards to longitude 54° 00' E thence southwards to 30° 00' N 49° 00' E thence to 21° 00' N 49° 00' E, thence to the Saudi-Arabian coastline at 20° 00' N 40° 30' E and following this coastline northwards to longitude 38° 00' E thence following this longitude northward to the southern Turkish boundary."

Page 3 - A.S.C. PERSIAN GULF - DELETE existing information and substitute :-

"Within the area from the northern Persian boundary in longitude 54° 00' E southward to 30° 00' N 49° 00' E thence to 21° 00' N 49° 00' E thence eastward to 22° 00' N 62° 00' E thence northward to the northern coastline of the Gulf of Oman in longitude 60° 00' E and following this longitude northward to the northern Persian boundary thence following this boundary westward to longitude 54° 00' E."

Page 4 - A.S.C. SOUTHERN ARABIA - DELETE existing information and substitute :-

"Within the area from 20° 00' N 38° 00' E eastward to the Saudi-Arabian coastline at 20° 00' N 40° 30' E thence eastward to 22° 00' N 62° 00' E thence to 20° 00' N 63° 00' E thence to 05° 00' N 63° 00' E thence westward to 05° 00' N 38° 00' E thence northward to 20° 00' N 38° 00' E."

Page 3 - A.S.C. EGYPT - DELETE existing information and substitute :-

"Within the area from 34° 00' N 25° 00' E eastward to 34° 00' N 26° 00' E thence to 35° 00' N 28° 00' E, thence to 34° 00' N 32° 00' E thence southwards to Rafa, thence to Akaba, thence following the Transjordan Boundary eastward to longitude 38° 00' E, thence following this longitude southwards to latitude 24° 00' N thence following the Saudi-Arabian coastline southwards to 20° 00' N 40° 30' E thence westward to 20° 00' N 25° 00' E thence northward to 34° 00' N 25° 00' E."

Page 3 - A.S.C. IRAQ AND PERSIA - DELETE existing information and substitute :-

"Within the area from the southern Turkish boundary in longitude 38° 00' E following the northern boundaries of Syria, Iraq and Persia, eastwards to longitude 54° 00' E thence southwards to 30° 00' N 49° 00' E thence to 21° 00' N 49° 00' E, thence to the Saudi-Arabian coastline at 20° 00' N 40° 30' E and following this coastline northwards to longitude 38° 00' E thence following this longitude northward to the southern Turkish boundary."

Page 3 - A.S.C. PERSIAN GULF - DELETE existing information and substitute:-

"Within the area from the northern Persian boundary in longitude 54° 00' E southward to 30° 00' N 49° 00' E thence to 21° 00' N 49° 00' E thence eastward to 22° 00' N 62° 00' E thence northward to the northern coastline of the Gulf of Oman in longitude 60° 00' E and following this longitude northward to the northern Persian boundary thence following this boundary westward to longitude 54° 00' E."

Page 4 - A.S.C. SOUTHERN AFRICA - DELETE existing information and substitute :-

"Within the area from 20° 00' N 38° 00' E eastward to the Saudi-Arabian coastline at 20° 00' N 40° 30' E thence eastward to 22° 00' N 62° 00' E thence to 20° 00' N 63° 00' E thence to 05° 00' N 63° 00' E thence westward to 05° 00' N 38° 00' E thence northward to 20° 00' N 38° 00' E."

Page 4 - A.S.C. SUDAN - DELETE existing information and substitute :-

"Within the area from 20° 00' N 38° 00' E southward to 05° 00' N 38° 00' E thence following latitude 05° 00' N westward to the boundary of French Equatorial Africa, thence following this boundary northward to latitude 20° 00' N, thence eastwards to 20° 00' N 38° 00' E."

F928 9/8/45

48/AIR

232

Page 2 - A.S.C. NORTHERN ITALY - ADD new paragraph as follows :-

"AIRCRAFT SAFETY CENTRE
NORTHERN ITALY (BOLOGNA)"

Within the area from 42° 00' N 09° 28'E eastward along latitude 42° 00'E to the Italian Coast at 12° 00' E to 43° 00' N 16° 00' E thence coastwise northward along the coast of Yugoslavia and Istrian Peninsula and continuing northwards across Italy to Austria, including the British, American and French occupation zones in Austria, continuing around northwestern boundary of Italy to Franco-Italian border at 43° 47' N 07° 34' E thence to Cap Corse, thence coastwise to 42° 00' N 09° 28' E."

Under the administrative control and operational control of H.Q. M.C.A.F.

Page 2 - A.S.C. WESTERN ITALY - DELETE boundaries shown and substitute the following :-

"Within the area from 42° 00' N 09° 28'E eastward along latitude 42° 00' N to the Italian coast at 12° 00' E to 42° 25' N 13° 12'E to Cap Colonne, thence due west to 39° 00' N 16° 38'E thence coastwise to the Straits of Messina and along the Northern coast of Sicily to Cap San Vito thence to Cap Corino thence following the eastern coast of Sardinia and Corsica to 42° 00' N 09° 28'E."

Page 2 - A.S.C. EASTERN ITALY - DELETE boundaries shown and substitute the following :-

"Within the area from 42° 25' N 13° 12'E to Cap Colonne to 38° 00' N 19° 00'E thence to the southern tip of the Isle of Corfu thence coastwise to 43° 30' N 16° 00'E to 42° 25' N 13° 12'E."

3. APPENDIX 'G' PART (B) - AIRCRAFT SAFETY CENTRES - Responsibilities and Procedures.

Page 6 - paragraph 7 - Command Broadcasts - AMEND to read as follows :-

"Aircraft Safety Centres will initiate Command Broadcasts regarding changes in the serviceability or fitness of airfields for their area on reports being received from airfields."

4. SECTION I - INTRODUCTION

Page 7 - paragraph 6 - second line - INSERT the word "flying" after the word "and".

across Italy to Austria, including the British, American and French occupation zones in Austria, continuing around northwestern boundary of Italy to Franco-Italian border at 43° 47' N 07° 34' E thence to Cap Corse, thence eastwise to 42° 00' N 09° 28' E."

Page 2 - A.S.C. WESTERN ITALY - DELETE boundaries shown and substitute the following :-

"Within the area from 42° 00' N 09° 28' E eastward along latitude 42° 00' E to the Italian coast at 120° 00' E to 42° 25' N 13° 12' E to Cap Colonne, thence due west to 39° 00' N 16° 08' E thence eastwise to the Straits of Messina and along the Northern coast of Sicily to Cap San Vito thence to Cap Corfino thence following the eastern coast of Sardinia and Corsica to 42° 00' N 09° 28' E."

Page 2 - A.S.C. EASTERN ITALY - DELETE boundaries shown and substitute the following :-

"Within the area from 42° 25' N 13° 12' E to Cap Colonne to 38° 00' N 19° 00' E thence to the southern tip of the Isle of Corfu thence eastwise to 43° 30' N 16° 00' E to 42° 25' N 13° 12' E."

3. APPENDIX 'G' PART (3) - AIRCRAFT SAFETY CENTRES - Responsibilities and Procedures.

Page 6 - paragraph 7 - Command Broadcasts - AMEND to read as follows :-

"Aircraft Safety Centres will initiate Command Broadcasts regarding changes in the serviceability or fitness of airfields for their area on reports being received from airfields."

4. SECTION I - INTRODUCTION

Page 7 - paragraph 6 - second line - INSERT the word "Flying" after the word "and".

Page 7 - paragraph 8 - fourth line - DELETE the words "to give flight clearance".

5. SECTION III - ORGANISATION AND FUNCTIONS OF CONTROLS

Page 12 - paragraph 3(b) - first line - INSERT after the word "Centres" the word "initiate".

6. APPENDIX 'A' PART (A) - AREA CONTROL CENTRES

Page 1 - under the heading "MORSELS" amend the western boundary from "prime meridian" to read "020 West".

7. APPENDIX 'B' PART (A) - STATION CONTROLS - List of Main Airfields in the MEDITERRANEAN

Page 1 - under the heading "EGYPT" delete LUXOR and insert RAHME FIELD, AIN HELWAN.

Page 1 - under the heading "NORTH AFRICA" delete OUJDA.

Page 1 - DELETE the heading "KENYA" and substitute EAST AFRICA. DELETE the word "KAIROBI" under the new heading, and substitute the following "EASTNILEIGH, TARBORA and KISUMU."

8. APPENDIX 'D' PART (B) - FLIGHT PROCEDURE AIRCRAFT - Main Trunk and Refers Routes

Page 7 - subsection (i) - Transports (passenger and freight) - sub para (a) - DELETE last word 'direct' and substitute 'non stop'.

Page 7 - subsection (i) - Transports (passenger and freight) - sub para (b) - DELETE last word 'direct' and substitute 'non stop'.

9. APPENDIX 'D' PART (C) - FLIGHT PROCEDURE AIRCRAFT - Routes for all aircraft carrying VIF only or without VIF

Page 12 - paragraph 5 - R/T Call sign Sheikh Othman - DELETE 'ABLE' and substitute 'LATENCY'.

10. APPENDIX 'E' PART (A) - AIRCRAFT BRIEFING IN THE MEDITERRANEAN - Outline of Organisation

Page 3 - paragraph 14 - Briefing Procedure - subsection (iii) - DELETE final sentence and substitute the following :-

"These will again be checked by the Navigation Officer."

11. APPENDIX 'E' PART (C) - AIRCRAFT BRIEFING IN THE MEDITERRANEAN - Responsibilities of Briefing Officers

Page 10 - paragraph 6 - Signals Officers - subsection (ix) - subpara (a) - ADD "CCEP 127 B" to read "CCEP 0127B".

Page 10 - paragraph 8 - Meteorological Officers - subsection (iv) - DELETE the present information and substitute the following :-

" ++ (iv) detailed forecasts for each 50 zone, including winds,

Airfields in the Middle East Command

Page 1 - under the heading EGYPT delete LUXOR and insert
PATE FIELD, ALEXA.

Page 1 - under the heading NORTH AFRICA delete OUJDA.

Page 1 - DELETE the heading KENYA and substitute EAST AFRICA.
DELETE the word KIROBI under the new heading and substitute the
following "ELMURIGH, TABORI and KISUMU."

9. APPENDIX 'D' PART (B) - FLIGHT PROCEDURE AIRCRAFT - Main Trunk
and Refers Routes

Page 7 - subsection (i) - Transports (Passenger and Freight) -
sub para (a) - DELETE last word 'direct' and substitute 'non stop'.

Page 7 - subsection (i) - Transports (Passenger and Freight) -
sub para (b) - DELETE last word 'direct' and substitute 'non stop'.

9. APPENDIX 'D' PART (C) - FLIGHT PROCEDURE AIRCRAFT - Routes for
All Aircraft carrying VIP only or without V/T

Page 12 - paragraph 5 - R/T Collision Shoit: Otheran - DELETE
'ABLI' and substitute 'LATGUEY'.

10. APPENDIX 'E' PART (A) - AIRCRAFT BRIEFING IN THE MIDDLE EAST - THE
Outline of Organisation

Page 3 - paragraph 14 - Briefing Procedure - subsection (iii) -
DELETE final sentence and substitute the following :-

"These will again be checked by the Navigation Officer."

11. APPENDIX 'E' PART (C) - AIRCRAFT BRIEFING IN THE MIDDLE EAST - THE
Responsibilities of Briefing Officers

Page 10 - paragraph 6 - Signals Officers - subsection (ix) -
subpara (e) - REED "CORPO 127 B" to read "CORP 0127B".

Page 10 - paragraph 8 - Meteorological Officers - subsection
(iv) - DELETE the present information and substitute the following :-

" ++ (iv) detailed forecasts for each 50 zone, including winds,
visibility, weather, cloud, upper and lower limits
of airframe icing and atmospheric pressure at mean sea
level."

Page 10 - paragraph 8 - Meteorological Officers - subsection
(vi) - DELETE in toto.

12. APPENDIX IV PART (C) - AIRCRAFT MOVEMENT SIGNALS - General Instructions

Page 1 - ~~ADD~~ the first four lines to read as follows :-

- PART (A) - Aircraft Movement Signals - General Instructions
- PART (B) - Aircraft Movement Signals - Flights Under Area Control
- PART (C) - Aircraft Movement Signals - Flights Under Station Control
- PART (D) - Aircraft Movement Signals - V.I.P. Flights.

13. APPENDIX IV PART (D) - AIRCRAFT MOVEMENT SIGNALS - PROCEDURE FOR V.I.P.s.

Page 17 - paragraph 2 - subsection (c) - ~~ADD~~ after the word "Dominions" in line 4, the phrase "Northern Ireland and Southern Rhodesia".

Page 18 - paragraph 7 - Allocation of Code Words, - ~~ADD~~ a final sentence as follows :-

"Special effort is to be made to avoid using priorities higher than ~~IMMEDIATE~~ or ~~SPECIAL IMMEDIATE~~ when these signals are sent by W/T."

Page 18 - paragraph 8 - Procedure - Degree of Secrecy - ~~ADD~~ the following words after the word "SECRET" :- "or CONFIDENTIAL".

Page 20 - paragraph 11 - Arrival Signals - Degrees of Security - ~~DELETE~~ in toto and substitute the following :-

"Degree of Security --- as for Movement Warning Signals"

Page 21 - ~~ADD~~ new paragraph 15 as follows :-

" 15. SPECIAL SIGNALS.

- (a) In cases of all VIP's flights to U.K. or other Overseas Commands from this theatre, an additional signal to those already mentioned will be originated by the last station of departure on the last leg before entering U.K. or other Commands. This signal will be addressed to the appropriate U.K. control in the case of flights from ~~THE~~ to U.K. and to the appropriate Command Headquarters and controlling authority in the case of flights from ~~THE~~ to other Overseas Commands.

- (b) This signal will give ONLY the I.T... of the aircraft concerned. It will have priority ~~SPECIAL IMMEDIATE~~ and be ~~RESTRICTED~~ but will not bear originators instruction V.I.P.

- (c) For aircraft entering the ~~THE~~ Theatre from U.K. or other Commands overseas, the same procedure will apply and the signal will be addressed to H.Q. ~~THE~~, HQ R.A.F. ~~THE~~, and 216 GROUP.

Page 17 - paragraph 2 - subsection (c) - ADD after the word "Dominions" in line 4, the phrase "Northern Ireland and Southern Rhodesia".

Page 18 - paragraph 7 - Allocation of Code Words, - ADD a final sentence as follows :-

"Special effort is to be made to avoid using priorities higher than IMMEDIATE or SPECIAL IMMEDIATE when these signals are sent by V.I.P."

Page 18 - paragraph 3 - Procedure - Degree of Secrecy - ADD the following words after the word "SECRET" :- "or CONFIDENTIAL".

Page 20 - paragraph 11 - Arrival Signals - Degrees of Security - DELETE in toto and substitute the following :-

"Degree of Security --- as for Movement Warning Signals"

Page 21 - ADD new paragraph 15 as follows :-

" 15. SPECIAL SIGNALS.

(a) In cases of all VIP's flights to U.K. or other Overseas Commands from this theatre, an additional signal to those already mentioned will be originated by the last station of departure on the last leg before entering U.K. or other Commands. This signal will be addressed to the appropriate U.K. control in the case of flights from IMMEDIATE to U.K. and to the appropriate Command Headquarters and controlling authority in the case of flights from IMMEDIATE to other Overseas Commands.

(b) This signal will give ONLY the E.T.I. of the aircraft concerned. It will have priority SPECIAL IMMEDIATE and be RETURNED but will not bear originators instruction V.I.P.

(c) For aircraft entering the IMMEDIATE Theatre from U.K. or other Commands overseas, the same procedure will apply and the signal will be addressed to H.Q. IMMEDIATE, HQ R.F.M.E. and 216 GROUP.

- (a) The object of this signal is to ensure speedy delivery of messages to addressees responsible for making suitable arrangements including fighter escorts when applicable.

NOTE:

It is emphasized that this signal is in addition to the normal Movement Departure Signal as defined in paragraph 10."

Page 19 - Movement Warning Signals - ADD new note after De-ree of Security as follows :-

"NOTE: Normal movement signals covering all VIP's may specify number of VIP's carried but should not contain information from which identity of VIP can be deduced. They will not bear a priority higher than I-EDITE (except when priority is required for aircraft safety) and will not be endorsed VIP by originators unless essential to identify VIP prior to change of aircraft."

HQEDITE/S.472/10/6/-ir
July 30th, 1945.

Headquarters,
RAF EDITE
CABINET,
C.M.F.

Distribution: as for IS/EDITE/No.1

RECEIPT FOR

Sub Form 247

To: H.Q. EDITE,
CABINET, C.M.F.

From: _____

Receipt is acknowledged of Amendment List No. 6
to IS/EDITE/No.1 dated 30/7/45.

Date: _____

Signature: _____

Rank: _____

"NOTE: Normal movement signals covering all VIP's may specify number of VIP's carried but should not contain information from which identity of VIP can be deduced. They will not bear a priority higher than SECRET (except when priority URGENT is required for aircraft safety) and will not be endorsed VIP by originators unless essential to identify VIP owing to change of aircraft."

HQ SECRET/S.473/10/6/air
July 30th, 1945.

Headquarters,
RAF SECRET
SECRET,
C.M.F.

Distribution: As for SECRET/No.1

RECEIPT FORM

Sub Form 247

To: H.Q. SECRET, SECRET,
SECRET, C.M.F.

From: _____

Receipt is acknowledged of Amendment List No. 6
to SECRET/No.1 dated 30/7/45.

Date : _____ Signature: _____
_____ Real: _____

1097

785017

AIR 31c 29A

N106/5

BRKE W LBJP NR77/65 ROUTINE UNHCRASS

QVR1

FROM:- HQ MEDWD 241532E

TO:- AFS ROME

INFO:- HQ MIDDLE EAST

CR----- BT

U.374 UNCLASSIFIED 4TH AUGUST 1940

1. FLYING CONTROL COURSE FOR ITALIAN OFFICERS .

FOURS YOUR XXXX

22A

YOUR AFSC/42/AIR DATED 21ST JULY REFERS .

2. PERMISSION GIVEN FOR THE TWO ENGLISH SPEAKING I.A.F. OFFICERS
TO ATTEND FLYING CONTROL SCHOOL CAIRO .

3. SQUADRON LEADER RUFFELL TO CONTACT AIRCRAFT SAFETY THIS
HEADQUARTERS TO ARRANGE DETAILS

BT TOO 241230E

SENT RC E

READ ADS TO AFSC ROME

R AT 1730 EAD AR TKU MKK

6/8/45
B186
48/air

227

480

23A

8/21/73

and one clerk) situated as near as possible to the Control Room of the A.S.C.

The provision of 10 copies of Italian Air Force Aircraft Safety and Movement Signals Organisation and Standing Orders is receiving attention. HQ MAAAF.

HQ. M.A.A.F. for information

DATE : 28TH JULY 1945

REF. : AFSC/48/AIR

ITALIAN AIR FORCE - AIRCRAFT SAFETY ORGANISATION

Reference letter from HQ. MAAF ref. HQ.MAAF/S.78 AIR dated 10th July (para 2).

2. It is intended that the intercepting watches will be situated at the existing Italian receiving stations on the airfields of Pomigliano and Bologna.

3. These receiving stations then to be tied in by direct telephone line to an English speaking Italian Officer at the Aircraft Safety Centre.

4. The accommodation required at the Aircraft Safety Centre will be a small office (large enough to accommodate one officer and one clerk) situated as near as possible to the Control Room of the A.S.C.

5. The provision of 10 copies of Italian Air Force Aircraft Safety and Movement Signals Organisation and Standing Orders is receiving attention.

AW

A.W. RUFFELL S/L
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

26 H

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

AFSC/48/AIR.

24th July, 1945.

Dear

I understand that the R.A.F. Officer-in-Charge of the Aircraft Safety Centre at ELMAS has modified a Cant Seaplane to carry a LIMMOLITE Dinghy with hand release.

2. I would be glad to have a report from you on this matter with a recommendation as to whether or not it should be made a general application to all Italian Seaplanes employed upon A.S.R. duties.

3. It would seem to me, however, that some form of Hickey House release is required rather than a hand release which seems to me to be liable to raise difficulties.

Yours

C.T.O.

S.S.O.

Wing Commander V.H. Clift,
A.F.S.C. Detachment,
Peranto.

AIR FORCE SUB-COMMISSION, ALLIED COMMISSION
ROME.

24th July, 1945.

AFSC/AS/AM.

Dear

I would be glad if you could arrange for a very brief directive to be sent to MILAN to allow the Officer in charge of the Aircraft Safety Centre to encourage, supervise and have local control, so far as necessary, over the Italian Air Force Complexes which are engaged upon A.S.R. duties in SARONNO (MILAN).

2. This will give necessary authority to the Officer concerned who is, in practice, already doing as much as he possibly can without a directive.

3. I am sending you this letter in a D.O. form pending a new directive and a new instruction on the expansion of the Italian A.S.R. commitments, and pending the directive which I hope will be approved concerning the supervision of the Italian Courier Services which I understand is now with M.A.T.S. or A.N.R.

4. I would also welcome it if you could give instructions to MILAN to supervise the Italian Courier Services to exit from SARONNO in such the same way as in fact is being done at MILAN, TURIN and TRIESTE.

5. In agreement with the Italians and subject to your approval could you arrange for the C.O. MILAN to be nominally the A.F.S.C. representative there and this will give him a free hand in CAMBRIDGE district over such matters as can be settled locally.

6. If you agree would you please let me have copies of your instructions so that I may inform the Italian Air Ministry.

550
00
S11

Yours

BPS.

Wing Commander J.M. Lanning,
Headquarters,
M.A.A.F.
C.M.F.

Copy: C/Capt. Reid, M.A.A.F. A.L.S.

223

file

D R A F T

From : Air Forces Sub Commission,
Allied Commission, Rome

To : Headquarters M.A.C.A.F.
Headquarters M.A.A.F. - for information

Date : 27th July 1945

Ref : AFSC/48/AIR

ITALIAN AIR FORCE - AIRCRAFT SAFETY ORGANISATION

Reference letter from H.Q. M.A.A.F. ref. H.Q. MAAF/3.78
AIR (para 2).

It is intended that the intercepting watches will be situated at the existing Italian receiving stations on the airfields of Pomigliano and Bologna.

These receiving stations then to be tied in by direct telephone line to an English speaking Italian Officer at the Aircraft Safety Centre.

The accommodation required at the Aircraft Safety Centre will be a small office (large enough to accommodate one officer and one clerk) situated as near as possible to the Control Room of the A.S.C.

The provision of 10 copies of Italian Air Force Aircraft Safety and Movement Signals Organisation and Standing Orders is receiving attention.

A.W. RUFFELL, S/Ldr,
Air Vice-Marshal,
Air Officer Commanding.

222

23A

From : Headquarters Mediterranean Allied Air Forces.
 To : Air Forces Sub-Commission, Allied Commission, ROME
 Headquarters M.A.C.A.F. - for information
 Date : 21st July, 1945
 Ref : HQMAAF/S.78/Air

Italian Air Force - Aircraft Safety Organisation

1. It is the intention to link the Italian Air Force Aircraft Safety organisation with that of M.A.A.F. Aircraft Safety organisation. It is the policy of Air Forces Sub-Commission to make the Italian Air Force self-supporting in their aircraft safety organisation. The present distribution of their radio aids is now under review and a more efficient organisation is being planned. The method of passing aircraft movement signals is also under revision and it is intended to set up a number of C.A.V. (Centrale Assistenza Volo) located at :-

ELMAS	BRINDISI	VENICE
CATANIA	ROME	MILAN

One of the functions of these C.A.V's, which are roughly analogous to aircraft safety centres, will be to pass aircraft movement signals. In order to achieve the necessary tie-in with the M.A.A.F. Aircraft Safety organisation, intercepting watches on the Italian frequencies will require to be installed at Pomigliano and Bologna.

2. Suitable accommodation is therefore to be made available by M.A.C.A.F. at the above named Centres. A.F.S.C. are to submit their requirements direct to M.A.C.A.F., with a copy to this Headquarters.

3. A.F.S.C. are requested to supply H.Q. M.A.A.F. with 10 copies of the Italian Air Force Aircraft Safety and Movement Signals organisation and Standing Orders, for distribution to Aircraft Safety Centres and other interested formations.

for *for* *for*
 Air Marshal,
 Commander-in-Chief,
 R.A.F. MEDME

E.321
 23rd 23/7

48/20

231

22A

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: H.Q. M.A.A.F. C.M.F. (A.L.S.)

DATE: 21ST JULY, 1945.

REF: AFSC/48/AIR.

FLYING CONTROL COURSE - ITALIAN OFFICERS.

The final report of the Aircraft Safety Officer attached to this H.Q. makes reference to the desirability of sending two English speaking Italian officers to the Flying Control School at CAIRO. These officers to be employed subsequently as instructors at the Flying Control School at IECCE.

2. It is emphasised that the sending of these two Officers to CAIRO will be to our benefit and will help to put not only the school at IECCE, but also aircraft safety in the I.A.F. on a better basis.

3. In this connection it is the policy that the primary role of the I.A.F. in the interim period between the end of hostilities in Europe, and the implementation of the Peace terms, shall be the running of Courier Services within Italy and operating an Air Sea Rescue Service. Allied personnel will be carried in Italian aircraft, even after the Peace negotiations. The A.F.S.C. is concerned in ensuring that Allied Air Force standards of Aircraft Safety are established in the I.A.F. as soon as possible.

4. Unless everything possible is done to ensure these standards being attained, it is felt that the A.F.S.C. cannot accept unlimited responsibility in the Italian Air Force not reaching a satisfactory standard in Aircraft Safety.

5. It is therefore earnestly requested that permission be given for two English speaking I.A.F. officers to attend the Flying Control School at CAIRO as soon as possible.

21/7/45
220
I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

21A

FROM:- AIR FORCES SUB-COMMISSION,
A.C. ROME.

TO:- HEADQUARTERS, M.A.A.F. C.M.F.
Copy to AIR FORCES SUB-COMMISSION, LECCE.

DATE:- 16th. July, 1945.

REF:- AFSC/48/AIR.

SEARCHLIGHTS - LECCE.

20A

With reference to your letter MAAF/4201/1/ALS dated 14th. July, 1945, the Italian Air Ministry have confirmed that the personnel to operate the Samira lights at Lecce are already at that airfield.

2. It is suggested that the four searchlights and the instructor are transferred to Lecce as soon as possible.

L.E. JARMAN C/CAPT.,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

219

From:- Allied Liaison Section, Headquarters M.A.A.F., C.M.F. 20 A
To :- Air Forces Sub-Commission, Allied Commission, Rome.
Date:- 14th July, 1945.
Ref :- MAAF/4201/1/ALS.



SEARCHLIGHTS - LECCE 12 A

Reference is made to your letter AFSC/LE/AIR dated July 5th, 1945.

2. No searchlights are at LECCE airfield at present, but action is being taken immediately to send one complete set in order that training may commence without delay. The equipment will be installed within one week.
3. It is confirmed that Italian Air Force personnel should be posted there as soon as they are available; notification should be sent to this Section when the number posted reaches six or eight, when an instructor will be sent.

blewry/h.

(C. CONROY)
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff/RAF. MeDE.

LRND V LGJP NR 42/15 CP OF UNCLASS

T AFSC ROME

FROM CONGENAAT 151053D

TO ALL FLYING UNIT S MAAT RAF ME AND GIBRALTAR

HQ TRANSPORT COMMAND 216 GROUP EURF ATC MED REGION NAPLES

C IN C MED AF SUB COMMISSION ROME AF SUB COMMISSION AC

AUSTRIA AIR TRAFFIC CENTRE LONDON

GP --- DT

REF NO. NK57736 UNCLASS

REFERENCE OUR NINE XRAY FIVE SEVEN SEVEN

THREE ONE JULY ONE FOUR PD AIRCRAFT SAFETY

CENTRE NORTH ITALY COMMENCES OPERATION AT ONE TWO ZERO ZERO

BAKED HOURS ON JULY ONE SIX REPEAT JULY ONE SIX

DT 151053D

SENT DG 21 ((

RCD 15/1550E MRA



AIR 3/c
N 83/15
19A

16/7 217

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: EX57731

Date/Time of Origin: JULY 141830B

Message Centre No: E/9712 18A

Date Time Rec'd: JULY 150930

Precedence: PRIORITY

FROM: HQ MAAP

TO : AF SUB COM ROME, AFMAAF, RAF SE, AND GIBRALTAR, HQ TRANSPORT
 COMMAND, 216 GRF, EURD ATC MED REGION WILLES, C IN C MEDITERRANEAN,
 AIR FORCE ST ROBE, AF ST AG AUSTRIA, AIR TRAFFIC CENTRE LONDON,

UNCLASSIFIED.

With effect from 1200B hours 15 July aircraft safety centre
 northern ITALY commences operation at BOLOGNA. Area of responsibility
 is as follows. From 42 degrees 00 minutes north 09 degrees 28 minutes
 eastward along 42 degrees north to Italian coast at 12 degrees 00 minutes
 east thence to 43 degrees 30 minutes north 16 degrees 00 minutes east
 thence coastwise northward along coast of YUGOSLAVIA and Austrian
 peninsular and continuing northward across ITALY in to AUSTRIA thence
 including the British, American and French occupation zones in AUSTRIA
 thence continuing round northern and western boundary of ITALY to
 FRANCO-Italian border at 43 degrees 47 minutes north 07 degrees 34
 minutes East to RAF CORSE thence down east coast of CORSICA to 42
 degrees 00 minutes north 09 degrees 28 minutes east. Northern
 boundaries of aircraft safety centres east and west ITALY to be adjusted
 accordingly.

DIST

ACTION - AIR SC
 ACA BRIT
 INFO - FILE



wf
 16/7210

TRANSLATION

From : I.A.F. Stato Maggiore, "Ufficio Ordinamento", Rome (17A)
To : A.F.S.C., A.C., Rome. (6)
Date : 12th July 1945
Ref : 32448/od.7/3907 Coll.

NIGHT FLYING INSTALLATIONS
ON LECCE AIRPORT

Reference your AFSC/48/AIR dated 5th July 1945,
and further to our letter Ref. 32428/Od.7 dated 10th
July 1945. 13A 15A

We again confirm that the requested night fly-
ing service on Lecce Airport will be safeguarded by
the employment of Works and Building personnel who are
already located on the Airport itself.

CHIEF OF STAFF



STATO MAGGIORE R. AERONAUTICA
Sezione Ord. Serv. e Trasp.
Ufficio Ordinamento

Prot. N° 22448/ed. 7 / 3907 full

ALL' A. F. S. U.

Destinazione: UFFICIO DI COLLEGAMENTO

= R O M A =

OGGETTO: Impianto per voli notturni sull'Aeroporto di LEGGE.-

Riferimento foglio n. APSO/48/ALR datato
5 luglio c.e., di cospetta sottocommissione e seguito fo-
glia n. 32428/00.7 datato 10 luglio c.e., al questo sua-
to Maggiore.-

Si riconferma che il richiesto servizio
per voli notturni sull'Aeroporto di LEGGE sarà assicura-
to utilizzando il personale del Dettaglio che già trovavasi
sull'Aeroporto stesso.-



d'ordine

CAPO DI STATO MAGGIORE
IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA

Col. PL. A. Remondino

[Signature]

OGGETTO: Impianto per voli notturni sull'Aeroporto di LEGGE.-

Riferimento foglio n. APSC/48/AIR avuto
5 luglio c.s., di cortese sottocommissione e seguito fo-
glia n. 32428/00.7 datato 10 luglio c.s., al questo Sta-
to Maggiore.-

Si raccomanda che il richiesto servizio
per voli notturni sull'Aeroporto di LEGGE sarà assicurat
to utilizzando il personale del momento che già trovansi
sull'Aeroporto stesso.-



d'ordine
CAPO DI STATO MAGGIORE
IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
Col. Pz. A. Remondino

16A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : OFFICER COMMANDING 281 WING R.A.F. BRINDISI
DATE : 14TH JULY 1945
REF. : AFSC/48/AIR

LETTER TO S/LDR A.W. RUFFELL

A letter, ^{and} ~~or~~ personal air mail letter card, was forwarded to Officer i/c of Investigation into Spitfire accident, R.A.F. Brindisi on 24TH June.

2. The officer in question is S/LDR A.W. RUFFELL of this Headquarters, who was at that time investigating an accident into spitfire EX 365 at 281 Wing.

3. It would be appreciated if this correspondence could be traced at Brindisi and returned to this Sub Commission.

A.W.R.
A.W. RUFFELL S/LDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

From :- Stato Maggiore della R.A.
Sez. Ord. Servizi e Mobilitazione
Uff. Ordin/to.

To :- Air Forces Sub Commission, A.C. ROME
for info. - Ministero della R.A.
Direzione Demanio - Rome
Direzione del Pers.Milit.Sc.Rome.

Date :- 10th. July 1945.

Ref. :- 32428/ad 7/3854 coll.

15A
(4)

NIGHT FLYING INSTALLATIONS ON LECCE AIRPORT.

Ref. your letter A.F.S.C./48/AIR, dated 19th. June 1945.

2. It is pointed out that the work entailed for night flying on Lecce Airport, as requested by H.Q. MAAF, can be carried out by the "Works and Buildings Personnel" already stationed on the Airport.
3. These men have very good experience on this particular work and, could therefore be employed in this capacity.
4. It is further pointed out that it is not necessary to have more personnel. to that already mentioned, assigned to Lecce. Furthermore, the actual very limited number of personnel available, does not permit such luxury.
5. Further instructions are awaited by this office so as to start the work as soon as possible.

Indy 15th.

(EGD)

Il capo di Stato Maggiore.
della Regia Aeronautica.

Spoke with Col. SAVI -

D'Ordine

He says that only yesterday they gave instructions to IVZ.AT. Bari. He is going to get in touch with Bari by phone - he will tell them that the four searchlight should already be in Lecce - and will get us know as soon as possible when they will be ready to start operating. ^{48/AA}

15/17

STATO MAGGIORE DELLA R.A.

G. VR. SEZIONE ORDINAMENTO
SERVIZI E MOBILITAZIONE

UFF. Ordin/to

Prot: 32638/od. 7/884

ALL. A. F. S. O.

tramite Ufficio Collegamento

R O M A

OGGETTO: Impianto per voli notturni sull'Aeroporto
di Lecce. -

e, per conoscenza:

AL MINISTERO DELLA R.A.

- Direzione Demanio

- Direzione del Pers. Milit. Sc.

R O M A

R O M A

X X X X X X X X X X X X

Riferimento foglio AFSC/48/AIR in data 19 Giugno
C.a., di cospetta Sottocommissione.

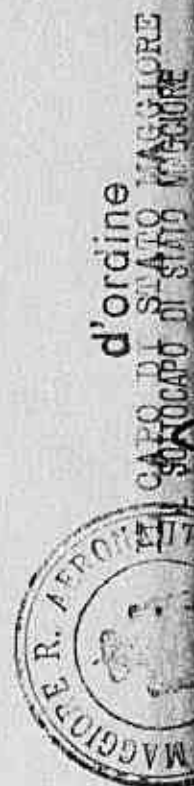
Si precisa che il servizio per i voli notturni sull'
l'Aeroporto di Lecce, richiesto dal Comando del M.A.A.F. può
senz'altro essere assicurato utilizzando il personale del De-
manio che già trovansi dislocato sull'Aeroporto stesso. -

Trattasi di militari pratici del particolare servi-
zio e che quindi offrono ogni garanzia di rendimento. -

Si ritiene non sia necessario assegnare a Lecce al-
tro personale in aggiunta a quello innanzi detto; né, d'altra
parte, le attuali limitatissime disponibilità di uomini lo
consentirebbero.

Si resta in attesa di ulteriori comunicazioni onde
poter disporre per la pratica attuazione di quanto richiesto

ROMA, 11 ~~1319~~ 947-91
10 LUG 1945



d'ordine
CAPO DI STATO MAGGIORE
STATO MAGGIORE

OCCETTO: Impianto per voli notturni sull'Aeroporto di Lecce. -

c, per conoscenza:

AL MINISTERO DELLA R.A.

- Direzione Demanio

- Direzione del Pers.Milit.Sc.

R O M A

R O M A

XXXXXXXXXXXXXX

Riferimento foglio AFSC/40/AIR in data 19 Giugno C.a., di questa Sottocommissione.

Si precisa che il servizio per i voli notturni sull'Aeroporto di Lecce, richiesto dal Comando del M.A.A.F. può senz'altro essere assicurato utilizzando il personale del Demanio che già trovasi dislocato sull'Aeroporto stesso. -

Trattasi di militari pratici del particolare servizio e che quindi offrono ogni garanzia di rendimento. -

Si ritiene non sia necessario assegnare a Lecce altro personale in aggiunta a quello innanzi detto; né, d'altra parte, le attuali limitatissime disponibilità di uomini lo consentirebbero.

Si resta in attesa di ulteriori comunicazioni onde poter disporre per la pratica attuazione di quanto richiesto



d'ordine
CAPO DI STATO MAGGIORE
SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA

FROM : DIREZIONE COSTRUZIONI AERONAUTICHE.
TO : AIR FORCES SUB COMMISSION. A? C. ROME.
DATE : 9 . JULY . 1945.
REF. : 2/3224/Cost/3862 Coll.

(for information : STATO MAGGIORE R.A.)

CAMOUFLAGE OF ITALIAN A/C

Ref. your AFSC/48/AIR, dated 26 June 1945.

We have taken the contents of your letter into consideration and you are informed that the necessary orders have been given to day to all Units concerned.

It is pointed out however, that the first enquiries show a lack of aluminium dope; there is plenty of aluminium powder the transformation of which into dope relies on the availability of nitrocellulose transparent dope.

Further enquiries will be made on the subject and your Sub Commission will be informed of the results as soon as possible.

Col. TOLINO Umberto.
MANAGER.

210



Ministero dell'Aeronautica

XXXXXXXXXXXXXXXXXXXX

DIREZIONE COSTRUZIONI AERONAUTICHE

SEZ. AEROMOBILI

Prot. N. 213224 Costo

1882

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE AERONAUTICA
(Tramite Ufficio Collegamento)

Prospetto al P.M.

OGGETTO Mimetizzazione velivoli Italiani.-

e per conoscenza:

ALLO STATO MAGGIORE R.A.

= S E D E =

Si fa riferimento al foglio A.F.S.C./48/AIR del 26 Giugno 43.

Si prende atto di quanto richiesto in detto foglio e si assicura che in data odierna sono state impartite le necessarie disposizioni agli Enti competenti.

Si fa presente tuttavia che dai primi accertamenti effettuati non risulta siano disponibili scorte di vernice all'alluminio; risultano invece disponibili buone scorte di polvere d'alluminio, da cui trasformazione in vernice è subordinata alla disponibilità di vernice trasparente alla nitrocellulosa.

Ulteriori accertamenti saranno fatti in merito, e, non appena possibile saranno comunicati i risultati a codesta Sottocommissione.

IL DIRETTORE
(Col.G.A.r.i.-TOLINO Ing. Umberto)

Il foglio ha valore per ogni effetto in sede amministrativa e giudiziaria
il Vice Direttore ha l'onore di inviare a me le copie

ISTITUTO POLIGRAFICO DELLO STATO

Ministero dell'Aeronautica
 DIREZIONE COSTRUZIONI AERONAUTICHE
 SEZ. AEROMOBILI
 18862
 Prot. N. 2/3224 Coste
 18862
 Proposta al P.M.
 del

OGGETTO Mimetizzazione velivoli Italiani.-

e per conoscenza:

ALLO STATO MAGGIORE R.A.

= S E D E =

Si fa riferimento al foglio A.F.S.C./48/AIR del 26 Giugno 45.
 Si prende atto di quanto richiesto in detto foglio e si assicura che in data odierna sono state impartite le necessarie disposizioni agli Enti competenti.

Si fa presente tuttavia che dai primi accertamenti effettuati non risulta siano disponibili scorte di vernice all'alluminio; risultano invece disponibili buone scorte di polvere d'alluminio, la cui trasformazione in vernice è subordinata alla disponibilità di vernice trasparente alla nitrocellulosa.

Ulteriori accertamenti saranno fatti in merito, e, non appena possibile saranno comunicati i risultati a codesta Sottocommissione.

IL DIRETTORE
 (Col. G.A.R.i. - TOLINO Ing. Umberto)

209

13A-

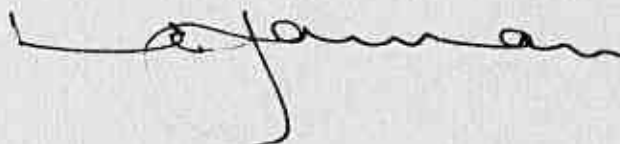
FROM: AIR FORCES SUB COMMISSION, A.C. ROME.
TO : ITALIAN AIR MINISTRY.
DATE: 5TH JULY, 1945.
REF : AFSC/48/AIR.

SEARCHLIGHTS AT LECCE AIRFIELD.

5A

With reference to this Headquarters letter AFSC/48/Air dated 19th June, 1945, four searchlights are being provided for Lecce to aid aircraft in distress, three are to be operated in a cone with one in reserve.

Information is requested whether you have found suitable personnel to operate these searchlights and whether they are available for posting.



L.E. JARMAN, G/CAPT.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

208

12A

FROM: AIR FORCES SUB COMMISSION, A.C. HOME.
TO : HEADQUARTERS, M.A.A.F.
DATE: 5TH JULY, 1945.
REF : AFSC/48/AIR.

SEARCHLIGHTS - LECCE.

Referring to your letter MAAF/4201/1/AIR dated 30th June, 1945;
would you confirm

- (i) that the searchlights are at Lecce.
- (ii) that the I.A.F. personnel are to be posted there as soon as they are available.

The Italian Air Ministry is being asked to hasten the selection of personnel and they will be posted direct to Lecce if this agrees with your plans for training.



L.E. JARMAN, G/CAPT.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

From:- Allied Liaison Section, Headquarters IMAF GHQ.

To:- Air Forces Sub-Commission, Allied Commission, Rome.

Date:- 30th. June. 1945.

Ref:- IMAF/1201/1/ALS.

Searchlights - Lecce.

1. With reference to your letter AFSC/48/Air dated 18th. June, 1945, it is notified that 4 Searchlights will be provided, 3 to be operated to form a cone and 1 Searchlight to be held in reserve.

D675 4/7/45

48/Air

C. Conroy

for
(C. CONROY),
Squadron Leader,
Air Vice-Marshal,
Chief of Staff/RAF Med E.

From : Air Forces Sub Commission, Rome
To : Italian Air Ministry
Date : 19th June 1945
Ref : AFSC/48/ AIR.

SEARCHLIGHTS AT LECCE AIRFIELD

Herewith is a copy letter received from H.Q. M.A.A.F., which it is requested be treated with urgency.

2. The number of searchlights required is not yet known, but it is thought that about 1 Officer and 25 O.Rs would be sufficient.
3. No doubt the Directorate of Personnel will be able to find suitable specialist personnel who have had previous experience of the work.
4. Your early reply will be appreciated.


F.L. BRADSHAW, S/ldr,
Air Vice-Marshal,
Air Officer Commanding.

From : Air Forces Sub Commission, Rome
To : H.Q. M.A.A.F. (A.L.S.)
Date : 18th June 1945
Ref : AFSC/48/AIR

SEARCHLIGHTS - LECCE

In reply to your letter M.A.A.F./4201/1/ALS dated the 16th June it is stated that the necessary request has been forwarded to the Italian Air Ministry who will make the necessary arrangements for the personnel required.

2. A special endeavour is being made by them to find suitable specialized personnel and a further letter will follow in a few days time.

3K If possible, may it be known how many instruments are necessary and available?

up
19/6
E
F.L. BRADSHAW, S/Ldr,
Air Vice-Marshal,
Air Officer Commanding.

13A
From:- Allied Liaison Section, Headquarters IAAF CTF.

To:- Air Forces Sub-Commission, Allied Commission, Rome.

Date:- 16th. June, 1945.

Ref:- IAAF/A201/1/ALS.

Searchlights at Lecce Airfield.

1. It is desired to install searchlights at Lecce Airfield to provide assistance to aircraft in distress.
2. As this airfield is being taken over by the I.A.F., it is requested that they be asked to agree to operate the searchlights with personnel on the airfield.
3. The necessary equipment, which would be Italian, will be provided by this Headquarters and transferred to the I.A.F. It would become part of the Station equipment. This airfield may use the searchlights whenever night flying is in progress, but it is particularly desired that the personnel will be available to illuminate the searchlights on request at any time.
4. This Headquarters will arrange for instruction of personnel.



Cheney

(C. CHENEY),
Squadron Leader,
Air Vice-Marshal,
Chief of Staff/RAF. Rome.

From :- Allied Liaison Section, Headquarters, M.A.A.F., R.A.F., C.M.F.

To :- Air Forces Sub-Commission, Allied Commission, Rome.

Date :- 13th June, 1945.

Ref. :- MAAP/4203/ALS.

Air-craft Safety conditions - I.A.F.

An investigating committee is at present examining the aircraft safety conditions of the Italian Air Force.

2. Flying Control, Aircraft Movement signal system, Airfield states, Rescue organisation and general flying discipline will be the subject of a comprehensive report.

3. If the material provided by this committee is linked up with reports in equipment, spares, navigational aids, and the type of aircrew used on the courier service, it will then be possible to evaluate the risk.

4. You are requested to forward to this Headquarters a full report embracing the subjects in paragraph three above adding any further information which you may consider of interest and advantage.



b. Connors Sq.

(C. CONROY,).
Squadron Leader,
Air Vice-Marshal,
Chief of Staff/Medical.

1126

