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

ACC

10000/135/115
(II)

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

10000/135/115
(II)

AIRCRAFT SAFETY POLICY
APR. - OCT. 1946

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

54A

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

TO :- ITALIAN AIR MINISTERY.

DATE :- 17th OCTOBER, 1946.

REF. :- AFSC/48/AIR.

MOVE OF C.A.V. FIRMS.

VIS On 15th October 1946, the Aircraft Safety Officer from this Commission visited Firms and conferred with Lt. Col. Miramalda and the R.A.F. Station Commander.

It was confirmed that the local I.A.F. authorities are well satisfied with accomodation derequisitioned by the R.A.F. for housing all departments of the C.A.V.

Some difficulty however exists in finding suitable accomodation for the Italian Officers' Mess but as the work on the Office buildings will take at least three months to be complete that difficulty should solve itself by further derequisitionings on the airfield.

This Sub Commission is therefore pleased to confirm its original approval for the move of the C.A.V.

It is regretted that for the present H.Q., R.A.F. MEDME insist that Airfield Radio services continue to be manned by R.A.F. Personnel. It is however agreed that in the very near future the Italian Weather Service should undertake the complete Meteorological commitment for the Airfield.

F. REID, F/LT.
for AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

19/10
19/10

47U

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

53A

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

TO :- H.Q., R.A.F. MED/ME (A.S.R.O.)

DATE :- 17th OCTOBER, 1946.

REF. :- AFSC/48/AIR.

ITALIAN AIRCRAFT SAFETY SERVICE.

23A 41A 3A in 48/6

Herewith for your information are copies of three letters AFSC/48/Air dated 19th July and 10th September, and AFSC/372/Org. dated 12th October.

So far five of the fourteen Ex R.A.F. High Speed Launches allocated to the Italian Air Force have been handed over but ~~so far~~ yet these are not operational.

It is regretted that this information has not been forwarded to you previously but it was understood that other addressees were responsible for letting your headquarters have all relevant information.

All future amendments and innovations in the Italian Aircraft Services will be forwarded you in due course.

F. REID, F/LT.
for AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

469

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

52A

AIR FORCES SUB COMMISSION, A.C. ROME. 161030 A

AIR HEADQUARTERS, ITALY (R) MEDME, R.A.F., CAIRO

UNCLASSIFIED

51P

ABLE NINE SIX THREE PD REFERENCE YOUR AR 10 AND AT 55 OUR LETTERS AIR FORCES SUB COMMIS-
SION STROKE FOUR EIGHT STROKE AIR DATED NINE OCTOBER ONE NINE FOUR SIX AND AIR FORCES
SUB COMMISSION STROKE THREE SEVEN TWO STROKE ORGANISATION DATED ONE TWO OCTOBER ONE NINE
FOUR SIX ARE REPLY PD COPIES SENT MEDME PD

AFSC/48/6/AIR

ROUTINE

A.S.R.

F. REID, F/LT.

46N

M.K. GOBT, F/O

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

116 LROF V MMXK T554/14 ROUTINE QVR

FROM AHQI

TO AFSC ROME

REPEATED MED/ME (ASRO)

AR.10 OCT 14 UNCLASSIFIED (.) REF OUR AT.55 OCT/3 (.)

REQUEST YOU FORWARD PARA TWO OF MENTIONED SIGNAL QUOTED HEREUNDER FOR EASY REFERENCE (.) ~~QUOTE,~~ ~~,AMPLIFY~~ QUOTE''A'' AREA COVERED 5 ''B'' ~~POSITION~~ POSITION OF FACILITIES (.) ''C'' RESCUE CONTROL CENTRES AND/OR AIR TRAFFIC CENTRES (.) ''D'' TYPES OF AIRCRAFT AND MARINE CRAFT (.) ''E'' RESCUE EQUIPMENT AVAILABLE TYPE AIRBORNE LIFEBOATS LINDHOLME GER SUPPLY DROPPERS (.) ''F'' DETAILS ANY OTHER RESCUE FACILITIES (.) ''G'' LAND RESCUE TEAMS MOUNTAIN RESCUE ETC. (.) UNQUOTE (.) COPY TO HQ. MED ~~3-2417~~ MED/ME (.)

BT 141530A

SENT BOD MMXK 2123 K

Answered 1500 A
A. H. Q. tele/Period.

Air Force S/C 51A

H/1204 386

Ref 2100 15/10 Flight

46/Air

467

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

5 C D

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

TO :- AIR HEADQUARTERS, R.A.F. ITALY, UDINE
(Attn: F/LT. TAYLOR)

DATE :- 9th OCTOBER, 1946.

REF. :- AFSC/4B/AIR.

ITALIAN AIRCRAFT SAFETY SERVICE.

46A. 23A. 41A

Reference your signal A.T.55 dated 3rd October 1946 enclosed herewith are copies of our letters .A.F.S.C/4B/Air dated 10th July and 10th September 1946 with enclosures.

These two letters give a fairly comprehensive picture of the Italian Aircraft Safety Service but if any further information is required this Sub-Commission will be pleased to supply it.

F.REID, F/LT.
for AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

1154

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

419A
(2)

FROM: STATO MAGGIORE - MILITARY AIR FORCE -

TO: AIR FORCES SUB-COMMISSION- ROME-

DATE: OCTOBER 5TH 1946

REF: 105159/C/3432 COLL.

ELMAS AIRFIELD RESCUE AND RADIOMETEORIC SERVICE

With reference to our former requests for the assignment of premises for housing the CAV in the Elmas Airfield, forwarded to your A.F.S.C.,we hereby state that with this request, we meant to start working on the gradual program of assignment of the various services, and particularly of the radiometeoric and rescue services.

It has been signalled that LT. COL. GLOVER, British Commander of the Elmas Airfield, has stated that he is willing to place at disposal of the Italian Air Force the second floor and the tower of the appendix on the northern side of the hangar, beside the Command building, for the metereologic and radio electric services.

We insist on this point , hoping that through the compliance of your A.F.S.C., the first floor and the ground floor may be also assigned , in order to allow the definite and organic arrangement of the various services just mentioned.

We also wish to confirm that the Italian Air Force is always ready to take over the following installations:

a) RADIOGONIOMETER A/F

b) " " V.H.F.

c) AIRFIELD METEREOLOGIC OFFICE,

for which assignment agreements were initiated in due time.

THE HEAD OF STATO MAGGIORE

9-10.
Reply sent yesterday
— 14/10. 15/10.

405

RC/[illegible]

Mod. 122°

Roma, 15 OTT 1946/19 A

Stato Maggiore Aeronautica MILITARE
STATO MAGGIORE AERONAUTICA
1° REPARTO
2ª Sezione Assist. Traffico Aereo

Prot. N.° 105159/C Allegati / 3432 Rell.

Risposta al f.° N.° ____ del ____

Al AIR FORCES SUB COMMISSION
R O M A

OGGETTO Servizi Radiometeorici e di soccorso sull'Aeroporto di Elmas.

Si fa riferimento alle precedenti raccomandazioni rivolte a codesta A.F.S.C. nelle quali veniva richiesta la cessione di locali atti ad ospitare la C.A.V. nell'interno dell'Aeroporto di Elmas.

Con tale richiesta si intendeva dare inizio al graduale programma di cessione dei vari servizi con particolare riguardo a quelli radiometeorici e di assistenza.

E' stato segnalato che il Ten.Col. Glower, Comandante inglese dell'Aeroporto di Elmas, si è dichiarato disposto a mettere a disposizione dell'Aeronautica Italiana per i servizi di assistenza meteorologica e radioelettrica il 2° piano e la torre dell'appendice al lato Nord dell'aviorimessa, sito a fianco della palazzina Comando.

Si ritiene opportuno insistere affinché, mercé l'interessamento di codesta A.F.S.C., vengano ceduti anche il primo piano e il piano terreno dello stesso manufatto. Ciò consentirebbe la sistemazione definitiva ed organica dei vari servizi in questione.

Con l'occasione si ritiene opportuno confermare che l'Aeronautica Italiana è sempre pronta a rilevare i seguenti impianti:

a. Radiogoniometro A/F
b. Radiogoniometro V.H.F.
C. Ufficio meteorologico d'Aeroporto

per cui, a suo tempo, furono iniziati accordi di cessione.

IL CAPO DI STATO MAGGIORE

STATO MAGGIORE DELLA AERONAUTICA

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

Stato Maggiore Aeronautica MILITARE

STATO MAGGIORE AERONAUTICA
1° REPARTO
2ª Sezione Affari Traffico Aereo

Prot. N.° 105159/C Allegati / 3432 Cell. Risposta al f.° N.° ____ del ____

ROMA

OGGETTO Servizi Radiometeorici e di soccorso sull'Aeroporto di Elmas.

Si fa riferimento alle precedenti raccomandazioni rivolte a codesta A.F.S.C. nelle quali veniva richiesta la cessione di locali atti ad ospitare la C.A.V. nell'interno dell'Aeroporto di Elmas.

Con tale richiesta si intendeva dare inizio al graduale programma di cessione dei vari servizi con particolare riguardo a quelli radiometeorici e di assistenza.

E' stato segnalato che il Ten.Col. Glower, Comandante inglese dell'Aeroporto di Elmas, si é dichiarato disposto a mettere a disposizione dell'Aeronautica Italiana per i servizi di assistenza meteorologica e radioelettrica il 2° piano e la torre dell'appendice al lato Nord dell'aviorimessa, sito a fianco della palazzina Comando.

Si ritiene opportuno insistere affinché, mercé l'interessamento di codesta A.F.S.C., vengano ceduti anche il primo piano e il piano terreno dello stesso manufatto. Ciò consentirebbe la sistemazione definitiva ed organica dei vari servizi in questione.

Con l'occasione si ritiene opportuno confermare che l'Aeronautica Italiana é sempre pronta a rilevare i seguenti impianti:

a. Radiogoniometro A/F
b. Radiogoniometro V.H.F.
C. Ufficio metereologico d'Aeroporto

per cui, a suo tempo, furono iniziati accordi di cessione.

IL CAPO DI STATO MAGGIORE

464

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

1

484

AIR FORCES SUB-COMMISSION AIRCOM

AIR HEADQUARTERS ITALY

UNCLASSIFIED

QUEEN NINE FOUR ONE

REFERENCE YOUR ABLE TARE DATED OCTOBER THREE FD REQUEST DELAY IN REPLY DUE NON RECEIPT DETAILS FROM ITALIANS FD REPEAT INFORMATION FD AGAINST PARA ONE ABLE ZERO TWO ONE FIVE ONE FOUR BAKER BAKER ITEM ABLE FOX CHARLIE FD CHARLIE THREE EIGHT THREE ZERO NAN ONE FIVE FOUR ZERO NAN DOG CANT ZERO FIVE ZERO ONE. EASY SEA FOX THREE GEORGE THREE NOT GOOD NOVE FD

ALLIED TWO TWO ZERO EIGHT FOUR FIVE BAKER ITEM ABLE FOX THREE IN AREA DOG UNIFORM ITALIAN AIRCRAFT ARMY PANS FOX NIL GEORGE NIL NOT BEEEN INSTITUTED ON FALSE INFORMATION FD

AIR THREE ABLE TWO EIGHT ONE SEVEN ZERO FIVE BAKER ROGER WILL FOX THREE CHARLIE FOUR LIMAS CLAIMING DOG ALPHA SIDE PANIC FOR SIDE LAST FOX NIL GEORGE NIL NOT BEEN INSTITUTED FALSE INFORMATION FD

File — — — —

IMPORTANT

AIRCRAFT

463

F/L REID

A.C. WELTON

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

AIR FORCES SUB-COMMISSION AICOM

AIR HEADQUARTERS ITALY

UNCLASSIFIED

QUEEN NINE FOUR ONE

SEPTEMBER ABLE ZERO ONE ONE ONE ONE FIVE BAKER UNCLE SUGAR ABLE

ABLE FOX CIAMPINO CHARLIE NORTH TYRRHENIAN SEA EASY SEA FOX

UNKNOWN GEORGE NIL HOW THREE SEAPLANES FLEW FOURTEEN HOURS SEARCHING

SEA APPROACHES TO HOME PD BAKER ONE SEVEN LATER FOUND CRASHED

NEAR LYONS PD

REFERENCE YOUR PARA TWO LETTER DESPATCHED PD

REFERENCE PARA THREE CONFIRM ARRANGEMENTS IN TELECON THAT INFORMATION

WILL BE PASSED TO ABLE HOW QUEEN OPS BY CHARLIE ABLE VICTOR VENICE PD

IMPORTANT

AIRCRAFT

F/LT REID AC MERRIEN F/O

AIR SEA RESCUE MONTHLY REPORT

AUGUST

(A) DATE AND TIME
1) 28/8/46 17,05 (B)
2) 22/8/46 08,45 (B)
3) 2/8/46 15,14 (B)

(B) SOURCE OF REPORT
1) C.C.R.S. ELMAS
2) Presidio Aeronautico Torino
3) Comando(Aeroporto Brindisi

(C) POSITION
1) Course Elmas-Ciampino
2) Casal Monferrato Zone
3) Scalea (Calabria)

(D) TYPE OF AIRCRAFT, SQUADRON, AND COMMAND
1) Dakota TK50 OBDO
2) Italian Aircraft
3) Cant.Z.501 of Idrobase Brindisi

(E) SEA OR LAND SEARCH
1) Sea search
2) Land search
3) Sea search

(F) NUMBER OF PERSONNEL
1) 5 Crew
2) 3 Crew

(G) NUMBER RESCUED
N. N.

(H) REMARKS

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

2) Presidio Aeronautico Torino
3) Comando Aeroporto Brindisi

(C) POSITION
1) Course Elmas-Ciampino
2) Casal Monferrato Zone
3) Scalea (Calabria)

(D) TYPE OF AIRCRAFT, SQUADRON, AND COMMAND
1) Dakota TK50 ORDO
2) Italian Aircraft
3) Cant.Z.501 of Idrobase Brindisi

(E) SEA OR LAND SEARCH
1) Sea search
2) Land search
3) Sea search

(F) NUMBER OF PERSONNEL
1) 5 Crew
2) 3 Crew

(G) NUMBER RESCUED
N. N.

(H) REMARKS

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

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

SEPTEMBER

AIR SEA RESCUE MONTHLY REPORT

(A) DATE AND TIME

1/9/946 - 11,15 (B)
1/9/946 - 11,55 (B)

(B) SOURCE OF REPORT

1) C.C.R.S. ROMA
2) C.C.R.S. EIMAS

(C) POSITION

1) Course Escborn-Casablanca
2) id. id. id.

(D) TYPE OF AIRCRAFT, SQUADRON, AND COMAND

1) B17 6934
2) id. id.

(E) SEA OR LAND SEARCH

1) Sea search
2) Sea Search

(F) NUMBER OF PERSONNEL

1) 5 Crew
2) 5 Crew

(G) NUMBER RESCUE

N. N.
N. N.

(H) REMARKS

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

785017

H/6977

ON FIRST DAY OF EACH MONTH RECEIVING FORWARDING DETAILS (.)

(A) UNIT AND TITLE (B) SOURCE OF REPORT (.) (C) POSITION (.)

(D) TYPE OF AIRCRAFT SEARCH AND COMBAT (.) (E) SEARCH LAND

SEARCH (.) (F) SEA SEARCH (.) (G) NO. OF PERSONNEL

(H) NO MEMBERS (.) (I) REMARKS (.) DUTCH FOR AMOUNT REQUIRED (.)

TWO(.) The following information despatched as soon as possible

(A(.) AREA COVERED BY EACH UNIT(.) B (.) RESCUE CONTROL CENTRES(.)

C(.) MARINE CRAFT AVAILABLE FOR ASR (IF ANY) STATING TYPE AND

DISPOSITION (.) D(.) RESCUE EQUIPMENT AVAILABLE TYPE (AIRBORNE

DINGHIES LIFEBOATS ETC

459

RENDEZVOUS GEAR SUPPLY AND STORING (.) E (.) DETAILS

OF ANY OTHER RESCUE FACILITY IN LAND RESCUE BOMBS MORTARS RESCUE

ETC (.) TWELVE (.) DISPOSITION OF ASR UNITS (I.A.F. SEAPLANE WING)

AND STRENGTH AND SERVICEABILITY OF EACH UNIT TO BE NOTIFIED TO THIS

HEADQUARTERS WEEKLY (.) DESPATCH COPY TO HEADQUARTERS [redacted] HOME (.)

BT

NNNN

CSN LAST LINE DISPATCH COPY (.R) COPY 0

SENT FR NK

RR NK 136 AT 1750 3-- DAA K SEE 46B

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

46B.

AIR SEA RESCUE MONTHLY REPORT

(A) DATE AND TIME

(B) SOURCE OF REPORT

(C) POSITION

(D) TYPE OF AIRCRAFT, SQUADRON, AND COMMAND

(E) SEA OR LAND SEARCH

(F) NUMBER OF PERSONNEL

(G) NUMBER RESCUED

(H) REMARKS

This Proforma handed to Italian C.C.R.S. AM 6/10/46.
for completion.
Telecon with Flt Taylor of A.H.Q. confirm satisfactory for
letter to answer part 2. Info also being compiled by Italian
Part 3 of signal can be answered by information received by A.H.Q
Operations each week from C.C.R.S. Venice. A.H.Q. happy with this
Flt. 6/10.

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

(A) DATE AND TIME

(B) SOURCE OF REPORT

(C) POSITION

(D) TYPE OF AIRCRAFT, SQUADRON, AND COMMAND

(E) SEA OR LAND SEARCH

(F) NUMBER OF PERSONNEL

(G) NUMBER RESCUED

(H) REMARKS

This Proforma handed to Italian C.C.R.S. AM 8/10/46.
for completion.
Telecon with Flt Taylor of A.H.Q. confirm satisfactory for
letter to answer part 2. Info also being compiled by Italian
Part 3 of signal can be answered by information received by A.H.Q
Operations each week from C.C.R.S. Venice. A.H.Q. happy with this
Final 4/10.

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

45A
(T)

From: H.Q. ITALIAN AIR FORCE

to:

Comando Unità Aeree	Bari
Comando I° Z.A.T.	Milano
Comando II° Z.A.T.	Padova
Comando III° Z.A.T.	Rome
Comando IV° Z.A.T.	Bari
Comando Aeronautica Sicilia	Palermo
Comando Aeronautica Sardegna	Cagliairi
Ispettorato Comunicazioni	Sede
Centrale di Soccorso	Centocelle
Comando Reparto di volo dello S.M.	Urbe
Aiutante di volo del Ministro	Sede
Aiutante di volo del capo di S.M.	Sede
A.F.S.C. A.C.	Rome
Comando Raggruppamento B. ET.	
Comando Stormo "T"	Centocelle
Comando Stormo "N"	Guidonia
Comando Stormo Baltimore	Urbe

Date: 14th September 1946

Ref: 104743/C/3219 Coll.

457

PVI4
3/10

48/a

Subject: Air Lines - Communication of Aircraft movements. -

Following letters 103787/C.2 dated 3/8/46 & 103908/C.2 dated 8/8/46 referring to: signal 1906/3/A1. dated 17/8/46

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

Comando Aeronautica Sardegna	Cagliari
Ispettorato Comunicazioni	Sede
Centrale di Soccorso	Centocelle
Comando Reparto di volo dello S.M.	Urbe
Aiutante di volo del Ministro	Sede
Aiutante di volo del capo di S.M.	Sede
A.P.S.C. A.C.	Rome
Comando Raggruppamento B. BT.	
Comando Stormo "T"	Centocelle
Comando Stormo "N"	Guidonia
Comando Stormo Baltimore	Urbe

Date: 14th September 1946

Ref: 104743/C/3219 Coll.

457

P414
3/10 Y/Jan
48/Aer

Subject: Air Lines - Communication of Aircraft movements. -

Following letters 103787/C.2 dated 3/8/46 & 103908/C.2 dated 8/8/46 referring to: signal 4996/3/Ad. dated 17/8/46 from "Unità Aeree Command" - instruction 414004/tel/1-25 dated 30/7/46 from the "Inspectorate of Communications" - letter 2252/R-3 dated 6/8/46 from the "Transport Wing Command".-

1) Considering the deficiencies found out during the last month as regards the communication of aircraft movements;

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

with a view to reduce R. A. traffic volume and thus hasten transmission of signals, and to unify all instructions issued in regard by the underwriter and by the Inspectorate Of Communications, the following is a resume of all communications of aircraft movements to be transmitted.-

a) Communication of load (applies to S.C.A.M. aircrafts)
By 16 hrs on the day preceding the departure the U.C.A.M. will direct to the S.C.A.M. Rome via W.T. stations a telegram classified C.D.D. giving the following data: - date of departure - type of aircraft - call sign - 1st stop - passengers - luggage - goods - 2nd stop - passengers - luggage - goods.-

b) Communication of aircraft movement (limited to flights between the area 44° & 47° Nord & 12° & 16° East)
One hour prior to the departure, the responsible S.A.T.A. will send to the C.A.V. Venice (I.L.S.) for the center of coordination of research and rescue a telegram, classified R.A., supplying the following data:
- Number & type of aircraft. 456 -
- Locality of departure - E.T.D.
- Locality of arrival - E.T.A.
- Course which will be followed (eventual course out the sea)
- Course which will be followed coming in to land.
- Call sign & W.T. frequency

As regards S.C.A.M. aircraft which normally do not stop at intermediat airfields for more than 30 minuts the S.A.T.A. from the locality from which the aircraft starts, will inform the S.A.T.A. of the

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

a) Communication of load (applies to S.C.A.M. aircrafts)
By 15 hrs on the day preceding the departure the U.C.A.M. will direct to the S.C.A.M. Rome via W.T. stations a telegram classified O.D.D. giving the following data: - date of departure - type of aircraft - call sign - 1st stop - passengers - luggage - goods - 2nd stop - passengers - luggage - goods.-

b) Communication of aircraft movement (limited to flights between the area 44° & 47° Nord & 12° & 16° East)
One hour prior to the departure, the responsible S.A.T.A. will send to the C.A.V. Venice (I.L.S.) for the center of coordination of research and rescue a telegram, classified R.A., supplying the following data:
- Number & type of aircraft. 456
- Locality of departure - E.T.D.
- Locality of arrival - E.T.A.
- Course which will be followed (eventual course out the sea)
- Course which will be followed coming in to land.
- Call sign & W.T. frequency

As regards S.C.A.M. aircraft which normally do not stop at intermediat airfields for more than 30 minuts the S.A.T.A. from the locality from which the aircraft starts, will inform the S.A.T.A. of the intermediate airfields, with enough time, of the daily flying programm, on the strenght of which the responsible S.A.T.A. will initiate the first Communication of Aircraft Movement an hour prior to the E.T.D.

c) Outgoing course (or devieted course of arrival) and

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

1150

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

STATO MAGGIORE - AERONAUTICA
1° REPARTO
2ª Sezione Affari Tecnico Aereo

Roma, lì 14 SET. 1946

458 bis

AL COMANDO UNITA' AEREA = BARI
AL COMANDO I^ Z.A.T. = MILANO
AL COMANDO II^ Z.A.T. = PADOVA
AL COMANDO III^Z.A.T. ROMA
AL COMANDO IV^ Z.A.T. = BARI
AL COMANDO AERONAUTICA SICILIA = PALERMO
AL COMANDO AERONAUTICA SARDEGNA = CAGLIARI
ALL'ISPETTORATO COMUNICAZIONI = SEDE
ALLA CENTRALE DI SOCCORSO = CENTOCELLE
AL COMANDO REPARTO DI VOLO DELLO S.M. = URBE
ALL'AIUTANTE DI VOLO DEL MINISTRO = SEDE
ALL'AIUTANTE DI VOLO DEL CAPO DI S.M. = SEDE
ALL'AIR FORCES SUB COMMISSION = ROMA
e p.c. AL COMANDO RAGGRUPPAMENTO B. E T. =
AL COMANDO STORMO "T" = CENTOCELLE
AL COMANDO STORMO "N" = GUIDONIA
AL COMANDO STORMO BALTIMORE = URBE

Prot.n° 104743/C 3219 Coll.

OGGETTO: Rotte Aeree - Comunicazione Movimento velivoli.-

Seguito foglio n° 103787/C.2 del 3/9/46 e foglio n°103908/C.2. del 1'1/9/46 e riferimento tele 4996/3/Ad. del 17/8/46 del Comando Unità Aerea - circolare n°414004/tel/1-25 del 30/7/46 dell'Ispettorato Comunicazioni - foglio n°2252/R-3 del 6/8/46 del Comando Stormo "T".

1) - Dati gli inconvenienti emersi, durante il mese scorso, in relazione alle comunicazioni movimento velivoli; allo scopo di ridurre il traffico dei messaggi R.T. e di aumentarne quindi la rapidità d'inoltro; e al fine di unificare le disposizioni impartite in merito dallo scrivente e dall'Ispettorato Comunicazioni si riassumono tutte le comunicazioni da effettuare relativamente al movimento di aerei:

a) Comunicazione di carico (limitatamente agli aerei dello S.C.A.M.)
Entro le ore 16 del giorno precedente la partenza gli U.C.A.M. avvieranno allo S.C.A.M. Roma tramite i Centri R.T. e le stazioni R.T. competenti un telegramma qualifica O.D.D. contenente i seguenti dati:
- data di partenza
- tipo velivolo
- nominativo R.T.
- I° scalo - passeggeri - bagagli - merce
- 2° scalo - passeggeri - bagagli - merce

Esempio:
"O.D.D. destinatario S.C.A.M. Roma, testo: giorno 30/6 G.12 86 QN Roma pax.12 bag.180 fre 75 /./ Milano Pax.4 bag.60 fre.80 /./ Venezia pax.2 bag.30 fre.40 /./ Firma U.C.A.M. Palermo.

./.

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./.

b) 1^Comunicazione movimento velivoli (limitatamente a voli da effettuarsi nella zona compresa fra 44° e 47° Nord e 12° e 16° Est)r
Un'ora prima della partenza i S.A.T.A. competenti avvieranno alla C.A.V. Venezia (I.L.S.) per il Centro Coordinamento Ricerca e Soccorso un telegramma,qualifica R.A.,contenente i seguenti dati:
- numero e tipo velivolo
- località di partenza - ETD (ora stimata di partenza)
- località d'arrivo-ETA (ora stimata d'arrivo)
- rotta che verrà seguita (1) (eventualmente rotta d'uscita in mare)
- rotta che verrà seguita (1) per il rientro a terra
- nominativo e frequenza R.T.

Esempio:
R.A. destinatario C.A.V. Venezia per C.C.R.S. testo:1 C.12 Milano 1100 Venezia 1210 rotta E 27 W A 4741 Kc/s ./.S.A.T.A. Milano

Per i velivoli dello S.C.A.M.,che normalmente sostano sugli scali intermedi per non più di 30',i S.A.T.A. delle località da cui il velivolo inizierà il servizio trasmetteranno ai S.A.T.A. degli aeroporti intermedi,con sufficiente anticipo, il programma di volo giornaliero,in base al quale i S.A.T.A. competenti effettueranno la prima comunicazione movimento velivoli,un'ora prima dell'ora prevvista di partenza.

c) Rotta aerea di partenza (o di deviazione di arrivo)e seconda comunicazione movimento velivoli.
All'atto della partenza di un velivolo o dell'avviso di deviazione di arrivo,il S.A.T.A. dell'aeroporto di partenza trasmetterà a quello dell'Aeroporto d'arrivo un telegramma di partenza "DEP" qualifica R.A. contenente:
- Nominativo R.T.
- D.E.P.
- Località di partenza -A.T.D. (ora effettiva di partenza)
- Località d'arrivo-E.T.A. (ora stimata d'arrivo)

Esempio:
27 WA DEP Linate 1105 Venezia 1215 /./ S.A.T.A.Linate

Se il velivolo deve sorvolare la zona 44° 47° Nord - 12° 16° Est,la R.A. di partenza deve essere sempre inviata per conoscenza anche alla C.A.V. di Venezia per il C.C.R.S.

d) Rotta aerea di arrivo o terza comunicazione movimento velivoli.
All'atto dell'arrivo di un velivolo,il S.A.T.A. dell'Aeroporto di arrivo trasmetterà a quello dell'Aeroporto di partenza un telegramma di arrivo ARR qualifica R.A. contenente:
- nominativo R.T.
- A.R.R.
- Località di arrivo-A.T.A. (ora effettiva d'arrivo)

Esempio:
27 WA ARR Venezia 1210 /./ S.A.T.A.Venezia

(1) Secondo quanto prescritto dallo scrivente nel I°capoverso del foglio n°I03908/C. dell'[illegible]/946.

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Se il velivolo ha sorvolato la zone 4° - 41° Nord 12° - 16° Est. la R.A. d'arrivo deve essere sempre invista per conoscenza alla C.A.V. di Venezia per il C.C.R.S..
Il C.C.R.S. di Venezia comunicherà tutti i dati ricevuti allo ufficio Operazioni del C.A.F..

2) - Per i velivoli che non abbiano apparati radio, l'indicazione del nominativo radio verrà sostituita dal distintivo di riconoscimento aerei (circolare n° 0194/Od.11 datato 5/2/46 dell'Unità Aeron.

3) - L'I.T.A.V. é pregato di provvedere perché vengano apportate le opportune varianti all'U.T.2.=

IL CAPO DI STATO MAGGIORE
F/to Gen. A. MIGANTI

per copia conforme

IL CAPO DEL I° REPARTO S.M.
(Ten. Col. Pil.-Mario CORSINI)

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43A

FILE 48 AIR

AIR FORCES SUB COMMISSION, A. C., ROLE

A. H. Q.

UNCLASSIFIED

42A

ABLE SEVEN ONE NINE PD REFERENCE YOUR ABLE TEAR FOUR FIVE DATED TWO SIX STROKE NINE AND TELECON TWO EIGHT STROKE NINE WITH CONTROLLER OPERATIONS PD REQUEST CLARIFICATION PD REQUIREMENTS NOT UNDERSTOOD PD

ROWLING

AIR II

D&O

48/Air.

F. REID, F/LT.

A. C. MERRIEL, F/O

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

(99) IBOF V KMXM T175/26 ROUTINE
T-ADD
FROM A.H.Q. ITALY
TO A.F.S.C. ROME
INFO BA
A545 26/9/45 UNCLASSIFIED (.)
REQUEST YOU SUBMIT COPY ORDERS AND INSTRUCTIONS FOR LIAISON
LINKS BETWEEN C.A.V. AND A.S.C. MALTA (.)
ET 26/435Z
SENT A.T. BB"
RS MR T175/26 TS 1326 AD W

FILE 48 A.H.Q.
4615 62A
4504/6849
P.T.O. 280900B

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

FILE 48/AIR 41/A

From : Air Force Sub Commission, A.F.H.Q. S.P.A.

To : U.S.A.A.F. Secretariat. Base A.F.H.Q. Italy G.M.T.

Copy to: Adv. A.F.H.Q. Italy.
Copy to: R.A.F. M.E.D.M.S.

Date : 10th September 1945.

Ref : A.F.H.Q./AR/1/AIR

ITALIAN AIRCRAFT RADIO SERVICE

1. A copy of recent letter reference A.G. 37 .1/100 D.D. dated 1st August 1945 has been received at this commission from A.F.H.Q. Caserta. The following additional information is forwarded for distribution to all concerned.

2. R/T - A complete list of Italian M/F R/T stations on C/S with a table showing hours of operation is given in Appendix A.

3. W/T - There are ten M/F W/T stations now in operation in Bologna, Milan and Milan on 4781 K/C. These stations have practically the same commitments as the M/F stations at the same places and for navigation purposes the positions can be considered coincident.

4. Mountain Rescue - Throughout the Alps there are scattered Guide huts which come under the auspices of the Alpine Association. At present conference that body agreed to give every possible assistance in search and salvage of crashed aircraft. The rescue/search section of this Association can be called out for operations through C.A.T., Milan and the local Carabinieri. Arrangements have also been made with the departments concerned that Carabinieri and Military Units can be alerted, by means of an emergency 'round-robin' telephone call or telegram from the appropriate C.A.T., to give full support to any search action being undertaken.

5. Crash Aircraft - The present complete table is as follows.

Base	Total No. of A/C	Serviceable A/C
Vigna Di Valle	1	1
Le Grazie	2	1

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Base	Total No. of A/C	Serviceable A/C
Elmas	4	1
Taranto	26	9
Brindisi	13	3
Venice	4	2

From the positions of these bases it will be seen that on any normal trend the coasts of Italy a minimum of three aircraft can be employed at any one time.

In addition to [illegible] (Elmas) and [illegible] (Derna) two Baltimore aircraft are held at thirty minutes readiness to undertake land searches and, if necessary, searches in sea areas. At least a single engine fighter is held at similar notice for land searches only.

6. A.S.V. Equipment - The Wimbledon gear is fitted to any rescue aircraft and the general scheme is that the Gant 326 should land on the sea to pick up any survivors. When the sea is too rough for this procedure aircraft will act in conjunction with surface craft. At the present arrangements have been made to obtain this co-operation from the Italian Navy, but it is hoped that fourteen M.A.S. High speed launches will be available for Rescue Work before winter. These boats will be manned by Italian Air Force personnel and will be distributed in detachments at two at Venice, Rimini, Grottaglie, Taranto, Augusta and [illegible] SPEZIA.

All information of future developments in the Italian Air Force Safety Service will be passed to you in due course.

Yours,

for A. REID F/Lt.
Air Vice Marshal,
Director,
Air Forces Sub Commission.

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APPENDIX A.

ITALIAN M/F D/F STATIONS ON 333 K/C's.

STATION	CALL SIGN	CO-ORDINATES
BOLOGNA	ILA	44°32'25"N - II°I6'4I"
BRINDISI	ILI	40°39'33"N - I7°57'3I"E
CAGLIARI	ILE	39°I5'39"N - 09°04'46"E
CATANIA	IMC	37°30'I5"N - I5°04'05"E
FOGGIA	IKF	4I°"_'N - I5°33'E
FROSINONE	ILH	-------- ----------
LECCE	ILH	40°I4'32"N - I8°07'40"E
MILANO	ILY	45°27'00"N - 09°I7'I6"E
NAPOLI	ILD	40°5I'45"N - I4°5I'E
PISA	IKI	43°4I'N - I0°2I'E
ROMA	IKO	4I°40"N - I2°34'C8"E
TORINO	IMM	45°04'48"N - 07°34'38"E
TREVISO	IKW	45°38'50"N - I2°I0'E
VENEZIA	ILS	45°25'4I"N - I2°23'I5"E

2. Hours of operation are as follows: -

2Ist February	to	20th March	0600	to	I830 (Local Time)
2Ist March	"	I5th April	0600	"	I900 " "
I6th April	"	I5th August	0500	"	2000 " "
I6th August	"	30th September	0600	"	I900 " "
Ist October	"	5th November	0630	"	I800 " "
6th November	"	Ioth December	0700	"	I730 " "
IIth December	"	20th January	0800	"	I700 " "
2Ist January	"	20th February	0700	"	I800 " "

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FILE 48/AIR 411

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

AG 373.4/100 D-O

1 August 1946

SUBJECT: Air Sea Rescue Service

TO : Commanding Officers:
European Air Transport Service, Capodichino, APO 790G
Air Transport Command, Ciampino, APO 512
Foggia Army Air Base, APO 780
Secretariat, Mediterranean Allied Air Committee

P235 10/9 48/AIR

1. The Italian Air Sea Rescue organization is the Centrale Assistente Volo, hereinafter known as CAV, whose headquarters is at Centocelli Airfield, Rome.

2. CAV services are available for all rescue work for any Allied or foreign aircraft in distress over Italy or adjacent waters, and work in conjunction with British, French, and American facilities available in such areas, and particularly Malta and Gibraltar.

3. The peninsula of Italy is divided into four sections for rescue work by CAV, with control stations at Milan, Venice, Rome, and Brindisi, which are operational 24 hours a day. Additional sub-headquarters are contemplated at Cagliari (Sardinia) and Catania (Sicily).

4. Common air-ground frequencies in use are 333 and 4781. Inter-communications of CAV use 5955/2910. Use is also made of 5622.5 for air sea rescue. Appendix "A" contains frequency information.

5. In the event an aircraft is overdue, or in distress at sea, it will be the responsibility of the station of destination to contact CAV headquarters or the nearest CAV sub-station. Full information will be given CAV via the British Liaison Officer, or an English-speaking Italian Officer, one of whom is on duty at each CAV station constantly. Appendix "B" shows CAV telephone overlay.

6. CAV is at present equipped with nine CANT 506 seaplanes based at Vigna de Valle (Rome), Brindisi, Taranta, La Spezia, and Venice. Additional seaplanes are based in Sardinia and Sicily, and a total of 19 other craft are available, subject to operational status in other parts of Italy. Appendix "C" lists equipment available at stations.

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Ltr, Hq MTOUSA, AG 373.4/100 D-O, dated 1 August 1946 (Cont'd)

7. "EMERGENCY CALL CAV", should be used for telephone communication anywhere in Italy, as all telephone operators have been instructed to give first priority to such calls, and will connect caller to CAV Rome or nearest CAV Station.

8. All airfields will insure that diversion arrival signals for aircraft landing at their fields are repeated to "RAF or ATC CIAMPINO for CAV Rome." Considerable overdue action by CAV is often made necessary through failure of signals to reach the original airfield of destination.

9. NOTE: The CANT 506 seaplane cruises at 150 mph, has an endurance of four and one-half hours, accommodates 11 passengers and a crew of five, and is equipped with Lindholme gear for rescue work.

10. All instructions issued previously by this headquarters regarding Air Sea Rescue are rescinded.

FOR THE THEATER COMMANDER:

Ralph C. Tilley
RALPH C. TILLEY
Colonel, AGD
Adjutant General

4 Incls:
Appendix "A" - Communications Data
Appendix "B" - CAV Telephone Overlay
Appendix "C" - Available Equipment
Appendix "D" - Station Map

DISTRIBUTION:
20 - each addressee, w/incl
2 - G-4 Air
2 - AG Records

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Bologna - MF/DF-4781 MF/DF-333

Milano - MF/DF - 4781 MF/DF - 333

Verona - MF/DF - 333

Treviso - MF/DF - 333

Torino - MF/DF - 333

Genova - MF/DF - 333

Ajaccio - MF/DF - 333

Marsala - MF/DF - 333

Foggia - MF/DF - 333

Rome - (Centocelle) - MF/DF - 333

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(ltr, "Air Sea Rescue," Headquarters MTOUSA, APO 512 - 1 August 1946)

APPENDIX "A"

No.	STATION	Frequency Data and Landline Communications	
1	Algiers	Air-Ground CW (continuous) (night) Voice (continuous)	4595 also 333 3150 4220
2	Leghorn (See Pisa)		
3	Brindisi	Air-Ground CW (continuous) MF/DF on CW Point to Point: Elmas, Taranto, Venice, Caglia Centocelli, La Spezia, Naples, Augusta, La Maddalena, Italian Navy Stations Landline telephone to Rome unreliable.	5622 333 5622
4	Patras/Araxos	No facilities at Patras Unreliable at Araxos: RAF HF/DF net on CW	4575/3105
5	Cagliari/Elmas	MF/DF 333 HF/DF 4781	
6	Benina/Bengasi	RAF HF/DF net on CW	4575/3105
7	Marseilles (See Istres)		
8	Naples (See Capodichino)	Air to Naval craft Also naval vessels receive	5120/8340 2860/4260/12880
9	Port Said		
10	Haifa		
11	Paphos		
12	Tobruk/El Aden	RAF HF/DFnet on CW	4575/3105
13	Hassani/Athens	Air Sea Rescue on request RAF HF/DF net on CW	3805 4575/3105
14	Agir/Jaffa		
15	Mersa Matruh		
16	Malta (Luga)	VHF Homer on Air-Ground CW (continuous) RAF HF/DF net on CW	116.1 4195/3250 4575/3105
17	Istres le Tubo	VHF Homer on (also fixer) RAF HF/DF net on CW Maintains guard RAF fixer chain (continuous)	116.1 4575/3105 6500/3805 6500/3805

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(Ltr, "Air Sea Rescue," Headquarters MTOUSA, APO 512, 1 August 1946)
(Appendix "A" continued)

No.	STATION	Frequency Data and Landline Communications
18	Venice	Landline telephone MF/DF 333
19	Pisa	VHF Homer 116.1 Maintains guard 6440
20	Pomigliano	RAF HF/DF net on CW 4575/3105
21	Fáraeus	
22	Rome (Ciampino)	VHF Homer 116.1/117.9/126.1 Maintains guard 6440/333/500 RAF HF/DF net on CW 4575/3105 Landline TWX thru TUA Connections CAV Centocelli
23	Capodichino	VHF Homer 116.1/117.9/126.1 Maintains guard 6440/333/500
24	Foggia	VHF Homer 126.18 Maintains guard 6440/333/500
25	Bari	RAF HF/DF net on CW 4575/3105 Landline to 149 RAF Staging Post Rome/Naples
26	Gibraltar	Area Control Frequency 8685 Air Sea Rescue 4575/333 VHF Homer 116.3 All ships during search 6480 (day) 3025 (night)
27	Casablanca	Air Sea Rescue 4575/333 TWX to Tripoli, Algiers, Gibraltar
28	Pollensa (Balleurics)	
29	Ajaccio (Corsica)	Local radio station contacted thru IKO Rome
30	Bizerte	
31	Oran	
32	Tripoli	RAF HF/DF net on CW 4575/3105

NOTE: Above information is total presently available. Any suggested changes or additions should be communicated to this headquarters, attention Air Advisor, G-4.

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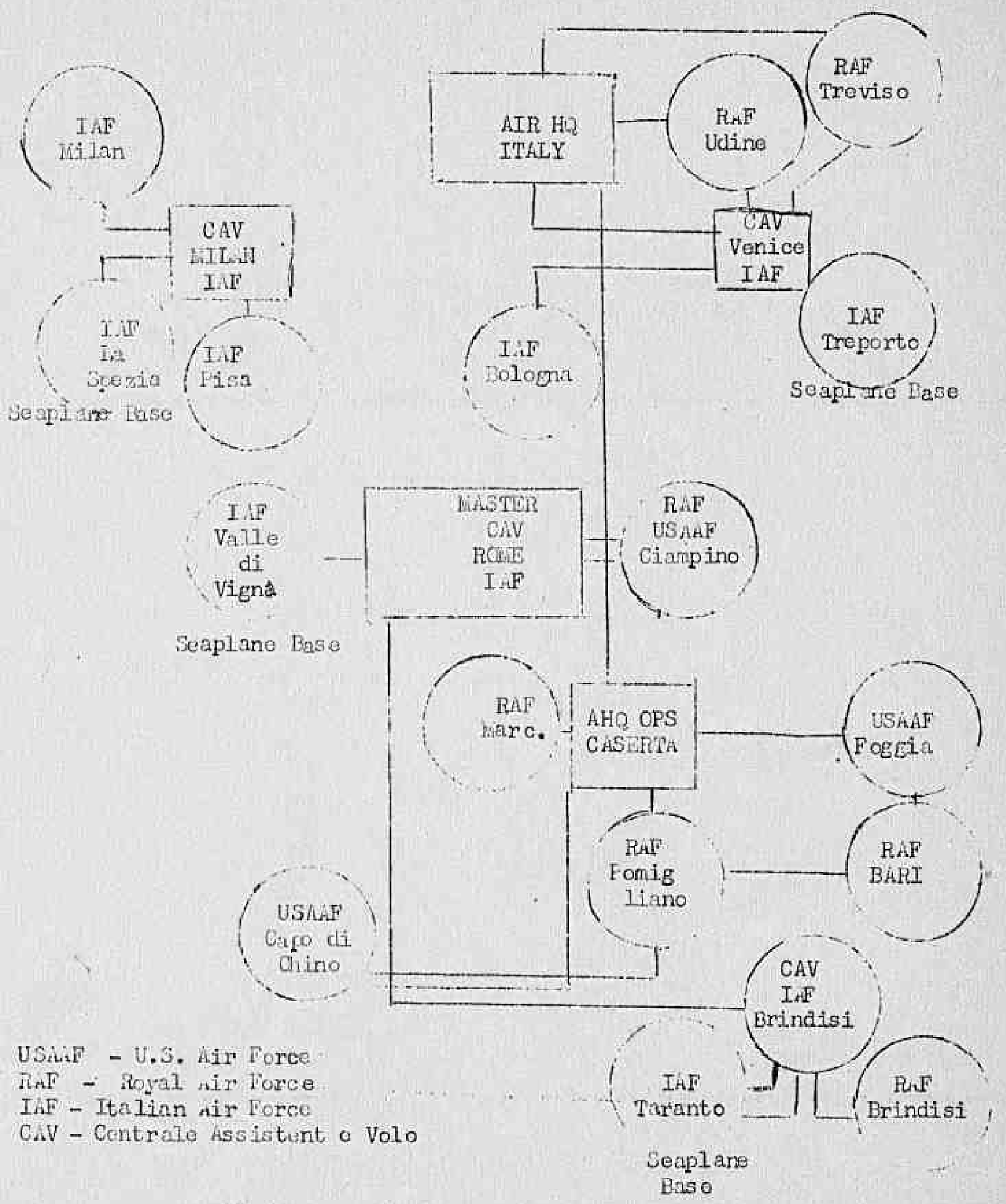
ITALIAN OPERATED AIR SEA RESCUE TELEPHONE OVERLAY



USAAF - U.S. Air Force
RAF - Royal Air Force
IAF - Italian Air Force
CAV - Centrale Assistent e Volo

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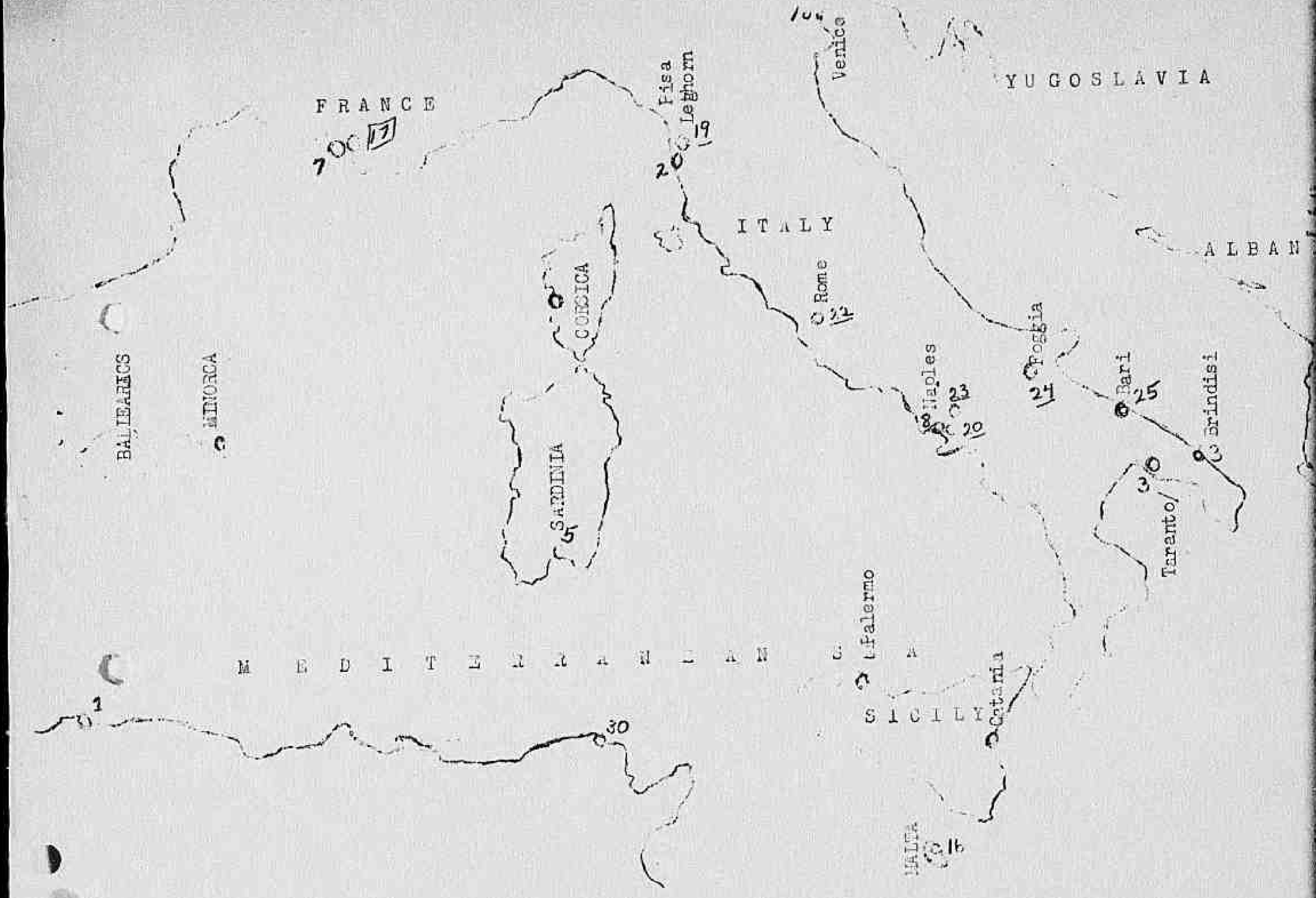
(ltr, "Air Sea R[illegible]ue," Headquarters MTOUSA, APO 5[illegible], 1 August 1946)
(Appendix "C")

EQUIPMENT AVAILABLE FOR AIR SEA RESCUE

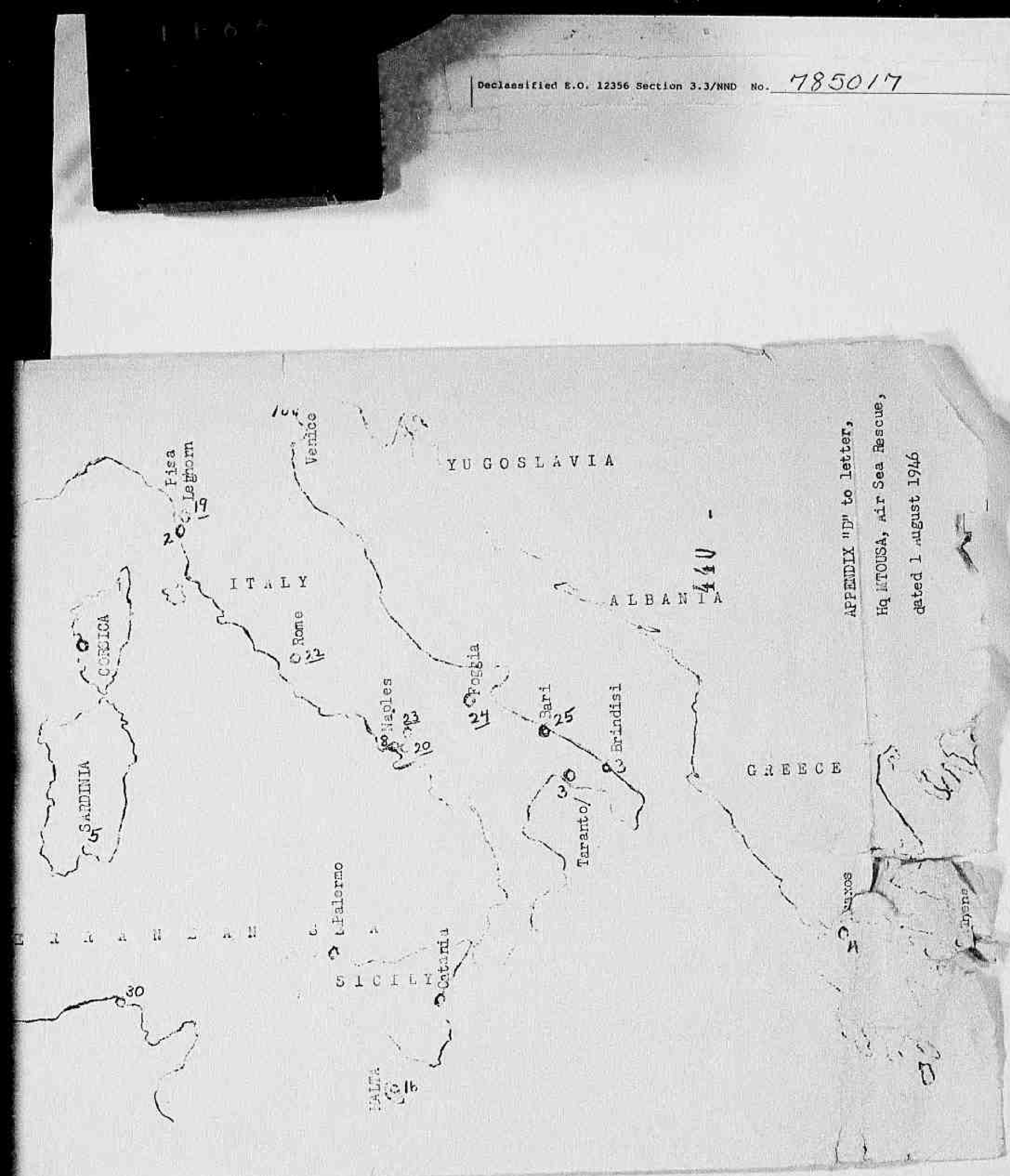
No.	STATION	Available Aircraft	Available Surface Craft
1	Algiers	3 Warwicks 3 P-39 1 B-26	
2	Leghorn (see Pisa)		
3	Brindisi Taranto	9 Camp seaplanes 17 Camp seaplanes	2 motor launches 1 high speed launch
4	Araxos	4 Beaufighters	
5	Cagliari/Elmas	2 Camp seaplanes	
6	Benina/Bengasi	4 Warwicks 2 Fairmiles	
7	Marseilles	2 Fairmiles	2 torpedo boats
8	Naples		1 C, 5 D launches 2 high speed launches
9	Port Said		
10	Haifa		
11	Paphos/Cyprus		
12	Tobruk		2 Pinnace boats
13	Hassani/Athens (also Heracleon)	1 Wellington 1 Boston 4 Warwicks 8 Warwicks 1 Warwick w/drop boat 1 Wellington 1 B-17 w/Lindholme dinghy 2 Camp seaplanes	
14	Aqir/Jaffa	Aircraft available	
15	Mersa Matruh	Aircraft available	
16	Malta (Luga)		2 Pinnace boats
17	Istres le Tube	Aircraft available	
18	Venice	Aircraft available	
19	Pisa	6 to 12 B-17s 2 C-47s w/drop rafts	
20	Pomigliano		3 high speed launches 1 to 2 destroyers
21	Piraeus		
22	Rome (Ciampino)	1 B-17 w/drop boat	
23	Capo di chino		12 dories 2 launches
24	Foggia		
25	Bari		
26	Gibraltar	3 seaplanes	1 torpedo motor boat
27	Casablanca	2 seaplanes	
28	Pollensa (Balleorics)		
29	Ajaccio (Corsica)		
30	Bizerte		
31	Oran		

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



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

APPENDIX "D" to letter,
Hq MTOUSA, Air Sea Rescue,
dated 1 August 1946



LIOA

LOOSE MINUTE.

REPORT ON VISIT OF A.S.O. TO A.H.Q. ON 2nd-3rd SEPTEMBER.

Paper; action to be taken by

During this visit the following points were discussed.

A.S.O. with I.A.F.

A.S.R. EXERCISES. It was agreed that the Senior Operations Officer A.H.Q. should arrange three exercises per month to train fighters and seaplanes to cooperate in A.S.R. searches. The drill for the first few exercises should be as follows. Fighters would be despatched to locate a brightly painted buoy known to be in a given position. These aircraft should be controlled by A.H.Q. Operations and on finding the target should transmit for a fix. This position should be passed by telephone to C.A.V. Venice who in turn, controlling a Ca 506 already airborne, and should pass instructions to their aircraft to proceed to the position and make contact with the fighters. This contact being established the fighters should return to base leaving the Cant to continue on a ~~fixing and homing~~ D/F & W/T exercise with M.F./D.F. stations.

A.S.O. with I.A.F. & C.T.O. See D/W.

LINDHOLME DINGHY GEAR. A certain amount of this equipment was available at 114 M.U. and during a visit there S.A.S.O. directed that this should be sent to 357 M.U. to be fitted on Cants at Venice. The serviceability of the gear was not known and it was the intention of A.H.Q. to have this equipment checked on arrival at 357 M.U. by Eng. I and an armament officer and in addition these two officers had intended to go to the seaplane base at St.Andrea to find out of the Cant. could be modified to carry Lindholme gear. As Cants have already been fitted with this equipment it was suggested that the C.T.O. from this commission should be consulted and Eng.I agreed to do this. S.A.S.O. directed that should there be two serviceable sets of the equipment aircraft at Venice only, should be fitted with it and the position should remain so until otherwise directed by A.H.Q.

C.S.O. dw 5/9.

SIGNALS. The S.O.A.H.Q. agreed to strongly recommend the allocation of a spare frequency on the six m/c wave-band for use of Italian A.S.C. and Seaplane Bases as a Flash Frequency. Further the C.S.O. will endeavour to find out about the up to date policy of supplying H.F. & V.H.F. crystals to the I.A.F. F/Lt. Lidmarsh explained that recent lapses in correspondence were due to untrained personnel and would not occur again.

Org to discuss with I.A.F. especially Air

AIRCRAFT MOVEMENTS TO ITALIAN FIELDS. It was pointed out that during the past few months there have been cases reported of Allied aircraft landing on Italian airfields which have been abandoned (Polish American). It was pointed out that if Allied aircraft follow this procedure there is nothing to prevent foreign aircraft with Allied markings doing the same thing. (40 A in 367 Air. refers). The C.I.O. at A.H.Q. mentioned that this did actually happen. S.A.S.O. asked that something should be done about this

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

controlled by A.H.Q. Operations and on finding the target should transmit for a fix. This position should be passed by telephone to C.A.V. Venice who in turn, controlling a Ca 506 already airborne, and should pass instructions to their aircraft to proceed to the position and make contact with the fighters. This contact being established the fighters should return to base leaving the Cant to continue on a ~~fixing and homing~~ D/F & W/T exercise with M.F./D.F. stations.

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2. Fields occupied by a flying unit of the I.A.F.
3. Fields occupied by a nonflying unit of the I.A.F.
4. Abandoned fields.

Normal clearances should govern movements to fields in the first two categories. Movements to fields in the third category should be signalled through the nearest Aircraft Centre so that the unit occupying the airfield can be prepared. Movements to airfields in the fourth division should be prohibited except on special clearance from this Commission. Local authorities carabinieri etc. should be ordered to report on all aircraft landing in their area giving aircraft number, type if possible, descrption of aircraft (single engine, twine etc.) numbers of passengers etc. In this way Intelligence could be given complete information on any unauthorised movement.

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From: Air Forces Sub-Commission, A.C., H[illegible].

To : A.H.Q. Malta
Copies to: H.Q., R.A.F. MEDME
A.H.Q. Italy
M.A.A.C. Secretariat
O.C., A.F.S.C., Taranto
O.C., R.A.F., Elmas

Date: 29th August 1946

Ref : AFSC/48/Air.

AIRCRAFT SAFETY CENTRE - ELMAS.

On 23rd August 1946, a visit to check the installation and fittings of the newly opened Italian Aircraft Safety Centre in Elmas, was paid by the Chief Signals Officer and Aircraft Safety Officer from this Headquarters. The following report has been made by those two officers and it is forwarded for your information: this H.Q. signal A797 dated 21 August 1946 refers.

2. ACCOMODATION: The Aircraft Safety Centre is very suitably accomodated in two rooms in the Station Headquarters building which were formerly used as Operations rooms.

3. COMMUNICATIONS: A twenty-line telephone switch board has been fitted in the Operations room and direct telephone contact is established between the centre and Flying Control, Elmas as well as the Italian controlled airfields of Alghero and Olbia. A transmitter-receiver or 6500 K/C's has been calibrated and tested for use in controlling A.S.R. Operations and exercises with the Cent 506 aircraft at Elmas will commence in the near future.

4. PERSONNEL: As the establishment of R.A.F. Flying Control officers at Elmas has been reduced to one Flying Officer, the O.C. R.A.F. Station expressed his satisfaction that the Italian Air Force had taken over the Aircraft Safety Centre commitment. The two English-speaking Italian officers who are working as controllers are both keen and capable while W/C Glover and his F.C.O. agreed to keep a watching brief over all the Centre's activities.

5. EQUIPMENT: Use is being made of the plotting tables and charts formerly used in the R.A.F. Aircraft Safety Centre and every effort is being made to model the Operations Room on R.A.F. standards.

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

6. AIRCRAFT MOVEMENTS: All movements of French and other foreign aircraft proceeding to and from Elmas are transmitted through the Aircraft Safety Centre and to facilitate checking up on overdue aircraft, a record of all aircraft who call Elmas Italian H.F./D/F Station (333 K.C's) is kept up to date.

7. CONCLUSION: It is thought that the Centre at Elmas as now organised, will be able to cope efficiently with the Aircraft Safety Centre Commitment in Sardinia.

F. REID F/LT
for, AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMAND.

38A

1200 21 AM AUGUST 46

AIR FORCES SUB-COMMISSION ALCOM ROME

A.H.Q. MALTA RPTD FOR ACTION O.C. S.A.F. Stn. ELMAS

AAHQI (Attn. S/L SWAN) RPTD FOR INFO MAAC RPTD W/C CLIFT
O.C. TERRANTO DETACHMENT

29A

CONFIDENTIAL

A797

SIGNAL NUMBER A797 PD

ITALIAN AIRCRAFT SAFETY CENTRE ELMAS NOW FULLY FUNCTIONING IN RESPECT OF ITALIAN AIR FORCE COMMITMENTS PD OUR AIRCRAFT SAFETY OFFICER GOING ELMAS FORTHWITH TO SEE WHETHER ITALIANS CAN ALSO TAKE OVER SOME INTERNATIONAL TRAFFIC PD

FURTHER SIGNAL WILL BE MADE PD

REF. AFSC/48/1/AIR

ROUTINE

A.C. MERRIEN F/O

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

AIR FORCES SUB-COMMISSION ALCOM ROME

A.H.Q. MALTA RPTD FOR ACTION O.C. R.A.F. Stn. ELMAS

AAHQI (attn. S/L SWAN) RPTD FOR INFO MAAC RPTD W/C CLIFT
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29A

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FURTHER SIGNAL WILL BE MADE PD

REF. AFSC/48/1/AIR

ROUTINE

AIR FORCES SUB-COMMISSION

F. REID F/LT.

463

A.C. MERRIEN F/O

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

1173

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

37A

From: Air Headquarters, Italy, C.M.F.

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

Date: 15th August, 1946.

Ref: AHQI/S.11/26/AIR.

32A

COMMUNICATIONS - AIRCRAFT SAFETY.

1. With reference to your letter AFSC/48/AIR dated 9th August, 1946, the operational orders you enclosed are quite clearly taken by the Italian authorities from the orders issued from Operations of this Headquarters in relation to movements of aircraft.

2. In this connection, reference is made to our letter AAHQI/S.11/26/AIR dated 12th July, 1946, which contained the original orders covering the procedure to be used in reporting of aircraft movements. These measures were considered adequate, therefore we have nofurther comments on this matter.

No trace

C. H. Lowry

Wing Commander,
for Senior Air Staff Officer,
Air H.Q., RAF., Italy.

19/8

wp. 0.983

20/8

48/air

438

1174

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

367

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

To :- Italian Air Ministry.

Date:- 17th August, 1946.

Ref:- AFSC/48/AIR.

STATION AND SQUADRON AIR SEA RESCUE OFFICERS.

Reference is made to your letter 103926/2819 Coll. C.4/1. dated 9th August, 1946.

2. This Commission agrees in principle to the recommendation in your letter, that a course should be organised to train officers to supervise station air sea/land rescue. It is, however, expected that you will have difficulty in finding experienced instructors for this work.

3. As a temporary measure, it is therefore strongly recommended that you should appoint on each station, one reliable junior officer who should make a special study of A.S.R. equipment and notes on his station and, as far as possible, carry out the duties enumerated in this Commission's letter on the subject, reference AFSC/48/AIR, dated 26th July, 1946.

4. It is suggested that after about a month from the time they are appointed these officers could be brough together to compare notes. The results of such a meeting would form the basis of a general policy for Station Air Sea Rescue Officers in the Italian Air Force. It is suggested that the meeting be of about 5 days duration, during which time all drills should be practised and discussions take place - further details will be given if you agree in principle.

5. Air Ministry, London, have been asked to co-operate in this matter by supplying a syllabus of the course run for R.A.F. squadron A.S.R. officers along with any relevant information and documents.

6. This Commission will be pleased to forward to the Italian Air Ministry this and any other relevant information as soon as received.

I.E. MCDIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

D.D. I&S 19/8
A.S.O. 20/8
S.S.O. 19/8
S.S.O. uf 24/8.

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

3517

FROM: AIR VICE MARSHAL I.E. BRODIE, O.B.E.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION,
ROME.

AFSC/48/AIR. 17th August, 1946.

Dear

Efforts are being made to bring Italian Aircrew personnel up to R.A.F. Standards of efficiency in crash drills and Air Sea/Land Rescue procedures.

2. To attain this end, a course is being organised to train Station Air Sea Rescue officers whose duties will include co-ordination of all air sea and land rescue matters on his station, responsibility (apart from technical) for all safety equipment, dissemination of all available information to air crew, and supervision of crash, dinghy and parachute drills.

3. I think a similar course for R.A.F. personnel was run in England during the war (Squires Gate). I would much appreciate your inititating action to send us a syllabus of that course, together with any relevant information.

4. The Italians are particularly interested in notes referring to the use of safety equipment in Spitfire, Baltimore and Lightning aircraft.

D. D. T & M 19/8
A.S.O. Br. 20/8
S.S.O. wj 21/8

Yours

C.B.

Air Vice Marshal B. Embry, KBE, DSO, DFC, AFC.,
Deputy Director of Training, Air Ministry,
Kingsway,
London, W.C.2.

433

1176

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

34 A
(+1)

FROM : STATO MAGGIORE R.A.

TO : AIR FORCES SUB-COMMISSION, A.C. ROME

DATE : 9TH AUGUST 1946

REF : 2819 COLL.

OFFICERS FOR AIR SEA RESCUE

We agree with the proposal submitted by your AFSC with letter No. AFSC/48/AIR dated 26th July 1946.

2. We hereby intimate that all the Units of the "Unita' Aerea" have (been) in due course requested to issue the most detailed instructions to all aircrew personnel on the usage of rescue material; procedure and methods to be adopted in case of distress and also on the tasks assigned to each member of the aircrew for the purpose of regulating and expediting the rescue operations.

3. The Units Commanders will see that general instructions on the rescue material be given by officers under their command, while specialized fitters will be responsible for the serviceability of all air sea rescue materials.

4. We agree with the proposal of your AFSC to assign to one officer only of each Unit the task and responsibility of station air sea rescue. However, we deem it necessary and advisable to initiate a training course for officers on instructions for the service and rescue material. We therefore suggest that this matter be resumed when final approval is given for the supply of rescue material for the various types of aircraft.

THE CHIEF OF STATO MAGGIORE

J. E. 711
1918

432

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

34A
1c)

FROM :- STATO MAGGIORE, R.A.

TO :- AIR FORCES SUB COMMISSION. A.C., ROME.

DATE :- 9th AUGUST,1946.

25A

REF. :- 103926/2819 Coll. C.4/1 Ref. letter AFSC/48/AIR DATED 26/7/46.

OFFICERS FOR AIR NAVAL RESCUE.

We agree to the proposed by the A.F.S.C. in letter mentioned in the above reference and in regard we notify that instructions have already been issued to all Air Units so that the Air Crew may have the maximum divulgation on the use of salvage material, on the proceeding in case of danger, and the task alloted to each single member of the crew at the purpose to harmonise and render brief as possible the compbessive manoeuvre of salvage.

Instructions of salvage material are directly carried out by the Unitmix Commandant whom are secured by N.C.O's in charge of coordinating instructions in general and by specialist of fitter category for all that regards particular constructions and simple manoevres to accusate the material in question.

We think it convenient, the proposal of the A.F.S.C., to commit to an officer only for each Unit the duty and the responsibility of Air Craft Rescue, but considering that it would be necessary to prearrange a course to improve an adeguate number of officers and the services and material. We think it oppurtune to meet the resulution of the problem when the Rescue for the various typer of aircraft, actually still being studied, will be definitively approved and supplied.

IL CAPO DI STATO MAGGIORE.

(Col. Pil. A. REMONDINO)

MinM 0911 14/8

48/Aer

A.S.O. Please pass a copy of this (translated into English!) together with a copy of 25A to Lecce, Taranto & Milan AFSC detachments and to O.C. Elmas (RAF) for inf.

Dir. 15/8

F.k.m. 16/8

431

34 A

Ro/G.

STATO MAGGIORE R. AERONAUTICA
1° REPARTO
2ª Sezione Assist. Traffico Aereo

Roma, li 9 AGO. 1946

ALL'AIR FORCES SUB COMMISSION = SEDE

Prot.n° 103926 / 28ª Coll. C.4/1 Rif; foglio n° AFSC/49/AIR del 26/7/46

OGGETTO: Ufficiali per il Soccorso Aeronavale.-

Si concorda con quanto proposto da codesta AFSC col foglio in alto segnato ed al riguardo si partecipa che già da tempo eran state diramate disposizioni a tutti i Reparti dell'Unità Aerea al fine di dare la massima divulgazione frà tutti gli equipaggi di volo sull'uso del materiale di salvataggio, sui procedimenti da seguire in caso di pericolo nonché sui compiti assegnati ad ogni singolo membro dell'equipaggio allo scopo di armoniazzare e rendere il più breve possibile la manovra complessiva del salvataggio.

L'istruzione sul materiale di salvataggio viene effettuata direttamente a cura dei Comandanti di Reparto i quali si avalgono degli ufficiali dipendenti per il coordinamento dell'istruzione in genere e degli specialisti della categoria montatori per tutto ciò che riguarda le particolarità costruttive e le manovre pure e semplici per azionare i materiali in questione.

Si ritiene tuttavia conveniente la proposta di codesta AFSC di affidare ad un solo ufficiale per ogni Reparto l'incarico e la responsabilità del soccorso aeronavale, però, considerato che sarebbe necessario precisporre un corso per istruire sul servizio e sul materiale di salvataggio un adeguato numero di ufficiali, si ritiene più opportuno affrontare la risoluzione del problema allorché le dotazioni di soccorso per i vari tipi di velivolo, attualmente in studio, saranno definitivamente approvate ed approwigionate.

STATO MAGGIORE R. AERONAUTICA

IL VAPO DI STATO MAGGIORE
D'ORDINE
SOTTOCAPO DI STATO MAGGIORE
DELL'AERONAUTICA
(Gen. Div. A. Bernardini)

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

33A
(L)

S E C R E T

From : Stato Maggiore Regia Aeronautica ROME

To : Air Forces Sub Commission, Allied Commission — ROME
Unita' Aerea Command — BARI
Directorate of Telecommunications — BASE
Bomber Group Command — GUIDONIA
Transport Command — CENTOCELLE
Baltimore Stormo — URBE
Air Rescue Center — CENTOCELLE
Stato Maggiore Flying Section — URBE
Minister Adjutant — BASE

Date : 8th August 1946

Ref : 103908/C/2809 Coll.

COMUNICATION MOVEMENT OF A/C

31 A

1) Following our letter No. 103787 dated 3/8/46 on even subject, it is pointed out that the movement of a/c in the rectangular between 44° and 47° North, 12° and 16° Est, must take place along the undermention direct routes.

Route A RIMINI - VENICE. For a/c coming from Brindisi, Rome, Bracciano, and heading for Venice and Treciso;

Route B BOLOGNA- VENICE. For a/c coming from Bologna, Florence, Rome, and heading for Venice.

Route C BOLOGNA- TREVISO. For a/c coming from Bologna, Rome, and heading for Treviso.

Route D Treviso- Venice. For local traffic.

2) The information contained in para 4 and 5) of the above mentioned letter must therefore be forwarded showing the route which will be followed.

3) The indication of the approximate time of take off and landing must be observed, respectevely from the place of take-off and landing.

4) Example : 1.S.79 takes-off from Florence and heading for Venice must place himself in the route Bologna-Venice before entering the rectangular.
The comunication must be compiled as follows :

A) 1) 1 Savoia 79

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

Date : 8th August 1946

Ref : 103908/C/2809 Coll.

COMUNICATION MOVEMENT OF A/C

31 A

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4) Example : 1.S.79 takes-off from Florence and heading for Venice must place himself in the route Bologna-Venice before entering the rectangular.
The comunication must be compiled as follows :

A) 1) 1 Savoia 79
2) 1000 Florence
3) 1050 Venice
4) B Route
5) 27 WA 44781 KC/Sec.

B) 1) Savoia 79
2) 1010 Florence
3) 1100 Venice
4) 27 WA 4781 KC/Sec.

C) 1) Savoia 79
2) 1055 Venice
3) 27 WA 4781 KC/Sec.

429

3J 14/8.

J.t.M 14/8

1.1

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

The Commands in adressee must clearly point out to all pilots to observe the mentioned orders, particularily for what regards the direct routes to be followed, discplinary action must be taken against anyone disobeying the mentioned orders.

We also point out that the Allied Control Net " RADAR" is in a position to check any diversion evetually taken place.

IL CAPO DI STATO MAGGIORE
SOTTO CAPO R.A.
(Col. Pil. A. Remondino)

Translated by Sgt. M.Albertini.

13/7

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

IL CAPO DI STATO MAGGIORE
SOTTO CAPO R.A.
(Col. Pil. A. Remondino)

Translated by Sgt. M.Albertini.

13/7

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Vc/c.

- 8 AGO. 1946 330

SEGRETO

STATO MAGGIORE R. AERONAUTICA
1° REPARTO
2ª Sezione Assist. Traffico Aereo

Ref. n. 11

Prot.n°Mo 103908/C 2809 C.A.

AL COMANDO ZONA AEREA — BARI
ALL'ISPETTORATO DELLE TELECOMUNICAZIONI — BARI
AL COMANDO RAGGRUPPAMENTO BOMBARDAMENTO — GUIDONIA
AL COMANDO STORMO TRASPORTI — CENTOCELLE
AL COMANDO STORMO BALTIMORE — URBE
ALLA CENTRALE SOCCORSO — CENTOCELLE
ALL'AIR FORCES SUB COMMISSION — URBE
AL COMANDO REPARTO VOLO S.M. — URBE
ALL'AIUTANTE DI VOLO DEL MINISTRO — SEDE
ALL'AIUTANTE DI VOLO DEL CAPO DI S.M. — SEDE

OGGETTO: Comunicazione movimento velivoli.-

1) A seguito del foglio n°103787/C del 3/8/946 dello stesso oggetto si prescrive che il movimento dei velivoli nel rettangolo compreso fra 44° e 47° Nord, 12° e 16° Est, avvenga esclusivamente lungo le seguenti rotte obbligate dirette:

Rotta A — Rimini – Venezia per i velivoli provenienti da Brindisi, Roma, Arcacione e diretti a Venezia Treviso;

Rotta B — Bologna–Venezia per i velivoli provenienti da Bologna, Firenze, Roma e diretti a Venezia;

Rotta C — Bologna – Treviso per i velivoli provenienti da Bologna, Roma e diretti a Treviso;

Rotta D — Treviso – Venezia per il traffico locale.

2) Le notizie di cui ai numeri 4 e 5 del comma a) della lettera citata, dovranno essere quindi fornite indicando esclusivamente la rotta che verrà seguita.

3) Le indicazioni dell'ora prevista di partenza e dell'ora presunta d'arrivo dovranno essere seguite, rispettivamente dalle località di partenza e d'arrivo.

4) Esempi: N° 1 a 3.79 che parta da Firenze diretto a Venezia dovrà inserirsi nella rotta Bologna–Venezia prima dell'ingresso nel rettangolo. La comunicazione dovrà essere compilata come segue:

A) 1) 1 Savoia 79
2) 1000 Firenze
3) 1050 Venezia
4) Rotta B.
5) 27 WA 44781 Ke/sec.

B) 1) 1 Savoia 79
2) 1010 Firenze
3) 1100 Venezia
4) 27 WA 4781 Ke/sec.

C) 1) 1 Savoia 79
2) 1055 Venezia
3) 27 WA 4781 Ke/sec.

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

7) I Comandi in indirizzo prescrivano tassativamente a tutti i piloti dipendenti di attenersi rigorosamente a quanto su detto, particolarmente per ciò che riguarda le rotte obbligate da seguire, e adottino provvedimenti disciplinari particolarmente severi contro i trasgressori.

Si fa presente che la rete di controllo "Radar" allerta è in grado di avvertire e segnalare ogni diversione eventualmente verificatasi.-

IL CAPO DI STATO MAGGIORE
D'ORDINE
IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Col. Pil. A. Romanino)

PER COPIA CONFORME
IL CAPO DEL 1° REPARTO
(Ten. Col. A.A.A.N. - pil. Mario [illegible])

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

329

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

To : A.A.H.Q.I. (Operations)

Date: 9th August 1946.

Ref : AFSC/48/Air.

COMMUNICATIONS - AIRCRAFT SAFETY.

Enclosed is a copy of the operational orders issued by the Italian Air Ministry to all flying units under their command.

2. It is felt that for purposes of security and accuracy in reporting aircraft movements, the procedure detailed in these instructions will prove more satisfactory than if copies of the grid were given to each individual unit.

3. It is requested that your comments on the matter are forwarded to this Headquarters.

F. REID F/LT
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

423

31 H
(t)

S E C R E T

FROM : STATO MAGGIORE (AIR TRAFFIC ASSISTANCE SECTION)

TO : UNITA' AEREA COMMAND — BARI
TELECOMUNICATION SECTION — BASE
BOMBER GROUP COMMAND — GUIDONIA
TRANSPORT GROUP — CENTOCELLE
BALTIMORE SQUADRON — URBE
RESCUE CENTER — CENTOCELLE
AIR FORCES SUB COMMISSION — ROME
STATO MAGGIORE FLYING SECTION — URBE
ADJUTANT OF THE MINISTER — BASE
ADJUTANT OF THE S.T. — BASE

0.797
HQ 8/s
A 8/

DATE : 3RD AUGUST 1946

REF : 103787/C/2768 Coll.

COMMUNICATION MOVEMENT OF A/C

26 Allegs
Advance Base HQ

This Stato Maggiore has recently received from the Allies, dispositions regarding comunication which must reach the Desert Air Force Operation Room concerning movement of a/c in the zone between 44° andthe 47° North and 12° 16 Est.

Therefore we dispose that with effect from the date of this letter is received,all the a/c directed or coming from the above mentioned zone,must signal to ILS (C.A.V. of Venice) for the Research and Coordination Centre the undermentioned messages:

a) One hour before the take off of the a/c a warning signal must be sent with the following dates:
1)- Number and type of a/c.
2)- ETD (approx time of take off)
3)- ETA (approx time of landing)
4)- Information on the route,and mentioning the locality to fly over sea.
5)- Eventual locality of approaching over land.
6)- Call signal and W.T. Frequency.

b. While taking off:
1)- Number and type of a/c
2)- ATD (time of taking off),
3)- ETA (approx time of landing),
4)- Call Signal and W.T. Frequency.

c. When landing:
1)- Number and type of a/c
2)- ATA (TIme of landing),
3)- Call Signals and W.T. Frequencies..

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

STATO MAGGIORE FLYING SECTION URBE
ADJUTANT OF THE MINISTER BASE
ADJUTANT OF THE S.E. BASE

DATE : 3RD AUGUST 1946

REF : 103787/C/2768 Coll.

O. 797
250 8/2
H 8/ac

COMUNICATION MOVEMENT OF A/C

This Stato Maggiore has recently received from the Allies, dispositions regarding comunication which must reach the Desert Air Force Operation Room concerning movement of a/c in the zone between 44° andthe 47° North and 12° 16 Est.

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2)- ETD (approx time of take off)
3)- ETA (approx time of landing)
4)- Information on the route,and mentioning the locality to fly over sea.
5)- Eventual lowality of approaching over land.
6)- Call signal and W.T. Frequency.

b. While taking off:
1)- Number and type of a/c
2)- ATD (time of taking off),
3)- ETA (approx time of landing),
4)- Call Signal and W.T. Frequency.

c. When landing:
1)- Number and type of a/c
2)- ATA (Time of landing),
3)- Call Signals and W.T. Frequencies..

Example: No. 1 S.79 take off from Centocelle directed to Venice following route Centocelle- Forli- Venice.
A)- 1)- L Savoia S.79
2)- 0900
3)- 1045
4)- Centocelle-Forli-S.Nicolo'
5)- 27 WA 4781 Kc/sec..

./.

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B) - 1)- 1 Savoia S 79
2)- 0915
3)- 1045
4)- 27 WA 4781 Kc/sec..

C) 1)- L Savoia S. 79
2)- 1035
3)- 27 WA 4781 Kc/sec..

As the writer has beam impressed of the urgency in which these orders are to come into force, it is required that comunication be made direct to the main Headquaters of the Unit while the Units' Aereo is invited to give immediate comunication to the remaining Units.

CAPO DI STATO MAGGIORE
(F.to GEN. AIMONE CAT)

Translated by Sgt.M. Albertini.

1189

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

Gu/G.

SEGRETO

Roma, lì 3 AGO 1946

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STATO MAGGIORE R. AERONAUTICA
1° REPARTO
2ª Sezione Assist. Traffico Aereo

AL COMANDO UNITA' AEREA = BARI
ALL'ISPETTORATO TELECOMUNICAZIONI = SEDE
AL COMANDO RAGGRUPPAMENTO BOMBARDAMENTO = GUIDONIA
AL COMANDO STORMO TRASPORTI = CENTOCELLE
AL COMANDO STORMO BALTIMORE = URBE
ALLA CENTRALE SOCCORSO = CENTOCELLE
ALL'AIR FORCES SUB COMMISSION = SEDE
AL REPARTO AUTONOMO DI VOLO S.M. = URBE
ALL'AIUTANTE DI VOLO DEL MINISTRO = SEDE
ALL'AIUTANTE DI VOLO DEL CAPO DI S.M. = SEDE

Prot.n°103787/C 2768 Coll.
OGGETTO: Comunicazione movimento velivoli.-

Questo Stato Maggiore ha recentemente ricevuto da parte degli Alleati, disposizioni relative alle comunicazioni che dovranno pervenire all'Ufficio Operazioni del Desert Air Force circa il movimento dei velivoli nella zona compresa tra il 44° e il 47° Nord e 12° 16 Est.

Si dispone pertanto che con effetto dalla ricezione del presente foglio, tutti gli aerei diretti verso o provenienti dalla zona sopra specificata, trasmettano ad ILS (C.A.V. Venezia), per il Centro Coordinamento Ricerca e Soccorso i seguenti messaggi:

a) un'ora prima della partenza dell'aereo telegramma di preavviso contenenti i seguenti dati:
   1)- numero e tipo aereo,
   2)- ETD (ora prevista partenza)
   3)- ETA (ora prevista arrivo)
   4)- Notizie sommarie sulla rotta, citando la località eventuale di attraversamenti in mare;
   5)- località eventuale rientro su terra,
   6)- nominativo frequenza R.T..

b) all'atto della partenza:
   1)- numero e tipo aereo,
   2)- ATD (ora effettiva partenza),
   3)- ETA (ora stimata d'arrivo),
   4)- nominativo e frequenza R.T..

c) all'atto dell'arrivo:
   1)- numero e tipo aereo,
   2)- ATA (ora effettiva d'arrivo),
   3)- nominativi e frequenze R.T..

Esempio: n°1 S.79 parte da Centocelle diretto a Venezia con rotta Centocelle-Forlì-Venezia.

A)- 1)- 1 Savoia S.79
   2)- 0900
   3)- 1045
   4)- Centocelle-Forlì-S.Nicolò
   5)- 27 WA 4781 Kc/sec..

422

./.

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

F - 1)- 1 Savoia S.79
2)- 0915
3)- 1045
4)- 27 WA 4781 Kc/sec..

C) - 1)- 1 Savoia S.79
2)- 1035
3)- 27 WA 4781 Kc/ sec..

Poiché sono giunte allo scrivente pressioni circa l'urgenza dell'entrata in vigore delle succitate norme si prevvede alla comunicazione diretta agli Enti della Capitane mentre l'Unità Aerea é invitata a dare immediata comunicazione di quanto sopra a tutti i rimanenti Reparti.

IL CAPO DI STATO MAGGIORE
F.to GeN.AIMONE CAT

PER COPIA CONFORME
IL CAPO DEL 1° REPARTO
(Ten. Col. A.A.r.n. pil. Mario Corsini)

1191

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

LOOSE MINUTE A.S/AIR 8

30A

MONTHLY AIRCRAFT SAFETY AIR REPORT - JULY 1946.

In conjunction with the Italian Navy, two unsuccessful A.S.R. sorties were carried out to search for two drifters weather-bound in the Gulf of Taranto. These ships later made port. In all ten exercises were held during the month and a new A.S.R. frequency (6500 K/C's) was tested and proved successful. For the first time, exercises were held to train the Baltimore crews in this work.

2. The first of the Italian crews to take over the High Speed Launches at Ischia arrived on that island on 27th. July, and six boats are now ready to be taken over.

3. On 1st. July, a successful conference was held at the Italian Air Ministry to bring all Service and Interested Civilian Bodies into the picture from an Aircraft Safety point of view. Two telephone priorities were arranged and all bodies expressed their willingness to co-operate to the fullest extent.

4. The postings of F/Lts. Jones and Masterson from Venice and Milan respectively marked another step in the complete hand-over of all Aircraft Safety Services in Italy to the Italians.

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

(file)
29A

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

To: Italian Air Ministry.
Stato Maggiore.

Date: 1st August, 1946.

Ref: AFSC/48/Air.

AIRCRAFT SAFETY CENTRE ELMAS.

1. INFORMATION. Reference recent conferences on this subject an Italian Aircraft Safety Centre will be established in Elmas.

2. INTENTION. That this Aircraft Safety Centre becomes operational on a later specified date during the last week in August taking over all control of Air Sea Rescue operations in that area.

3. DIRECTION. It is requested that on the 20th August Lt. Silla accompanied by a full establishment of officers and men should proceed to Elmas and in close liaison with W/C. Glover set up an Aircraft Safety Centre in buildings allotted on Elmas Airfield. It is further requested that the other departments of the C.A.V. should also move into the airfield buildings, in rooms allocated by O.C. R.A.F. ELMAS. An R.A.F. liaison officer from this Commission will be available to help with the setting up of this organisation but it is hoped that the C.A.V. ELMAS will render all possible assistance.

F. R.I.D.,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

copies to: O.C. R.A.F. Stn. ELMAS. (for information)
C.A.V. MAINA.

AAHQ (ATTN. S/L SWAN)
MAAC } c/s
MEDME }

Copy to MAAC & MEDME for info 3/8

414

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

28F.

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

To : A.A.H.Q.I.

Date: 29th July 1946.

Ref : AFSC/43/Air.

COMMUNICATIONS - AIRCRAFT MOVEMENTS.

Reference is made to AAHQI/S11/26/Air dated 12th July 1946.

2. A translation of this letter was received from Italian Air Ministry this morning with a covering letter requesting instructions for action on this matter.

3. Our reply to the Italian Air Ministry of even reference and date is forwarded for your information.

4. It is requested that all communications affecting policy in the Italian Air Force be forwarded to this Headquarters for action.

F. REID F/LT
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

41F

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

277

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

To : Italian Air Ministry (Att: Stato Maggiore).
Copy to: A.A.H.Q.I.

Date: 29th July 1946.

Ref : AFSC/48/Air.

COMMUNICATIONS - AIRCRAFT MOVEMENTS.

267

Reference is made to your letter 103615/C/2649 Coll. dated 27th July 1946, with enclosures.

2. It is understood that the scheme mentioned therein came into operation for British aircraft one week ago and pending further information and ratification, it is requested that all Italian flying units be instructed to pass all aircraft movements affecting the specified area through the normal channels to A.S.C., Venice.

2 (B)

3. These movements signals should be sent one hour before departure in the form specified in AAHQI/S11/26/Air.

F. REID F/LT
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

30/7

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

26A
28/Corr 61

From : I.A.F. "Stato Maggiore"
1 Unit
2nd Section Aircraft Safety

To : Airforces Subcommission, A.C., Rome.

Date : July 27th, 1946

Ref : 103615/c/2649 Coll.

Subject : Communications: aircraft movement.

We are transmitting for your information the attached extract regarding the communications on aircraft movements sent by A.A.H.Q.I. Operations to the Venice Aircraft Safety Centre in respect of the new Allied scheme on the control of aircraft movement.

We are waiting for your decision regarding the date on which the above mentioned scheme is to be put in effect.

Chief of "Stato Maggiore".
/s/ Remondini

Translation by
Stasha Furlan

29/7
MP 0553
48/Corr

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

G/c

Roma li 27 LUG 1946

STATO MAGGIORE R. AERONAUTICA

1° REPARTO

2ª Sezione Assist. Traffico Aereo ALLA A.F.S.C.

26A

S E D E

Prot. 103615/C / 2649 Coll.

OGGETTO: Comunicazioni movimenti velivoli.-

Si trasmette per opportuna conoscenza l'allegato estratto, relativo alle comunicazioni movimento velivoli, pervenuto dallo A.A.H.Q.I. Operations al Centro Soccorso Venezia in relazione alla nuova organizzazione Alleata circa il controllo del movimento aereo.

Si rimane in attesa di conoscere le decisioni di codesta Sotto Commissione circa i provvedimenti da adottare per l'entrata in vigore delle norme di cui trattasi.-

IL CAPO DI STATO MAGGIORE

415

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

26B

AA H Q I OPERATIONS
date I2/th July I946
ref. AAQI /SII/26/AIR

AIRCRAFTS MOVEMENTS (Extract)

All Aircrafts movements on operational and non operational flights will be notified to " MOVEMENT LIAISON SECTION OPERATION" one hour before departure, after the following form:

a) number and type of aircraft
b) ETD (estimated time of departure)
c) ETA(estimated time of arrival)
d)(I°)Place of crossing coast out (2°)overland routenout
e)(I°)Place of crossing coast in (2°)overland route in
f)Altitude expressed on thousands of feet
g)Call sign and frequency
h) Type of flight

EXAMPLE

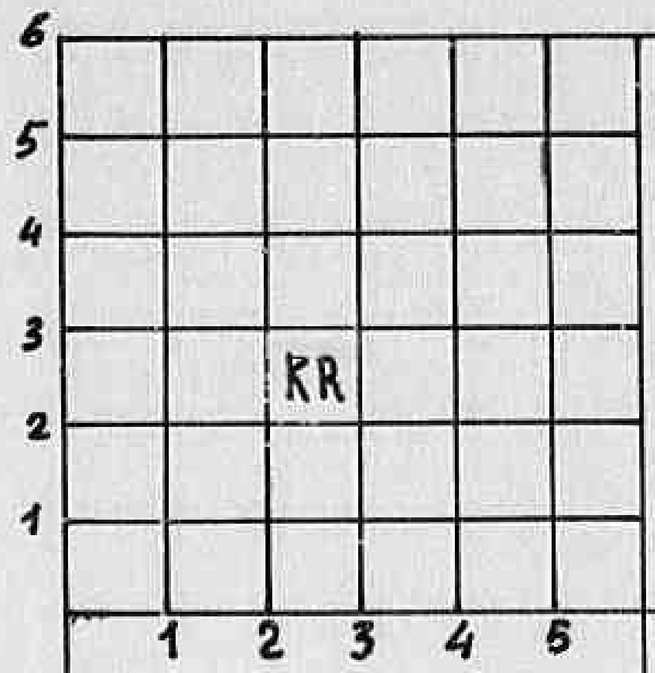
a)4 Mustangs
b)0900 B
c)IIIO B
d)(I°)KW 5634
e)(2°)KW 5946
f)Three
g)Marsie Blue Charlie II6.I m/c
h)ASR(sea resoue exercise)

Time of actual;departure will be notified.
Time of actual arrival will be notified.

414

1198

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



K.S. K.T. L

K.W. K.X. K.Y.

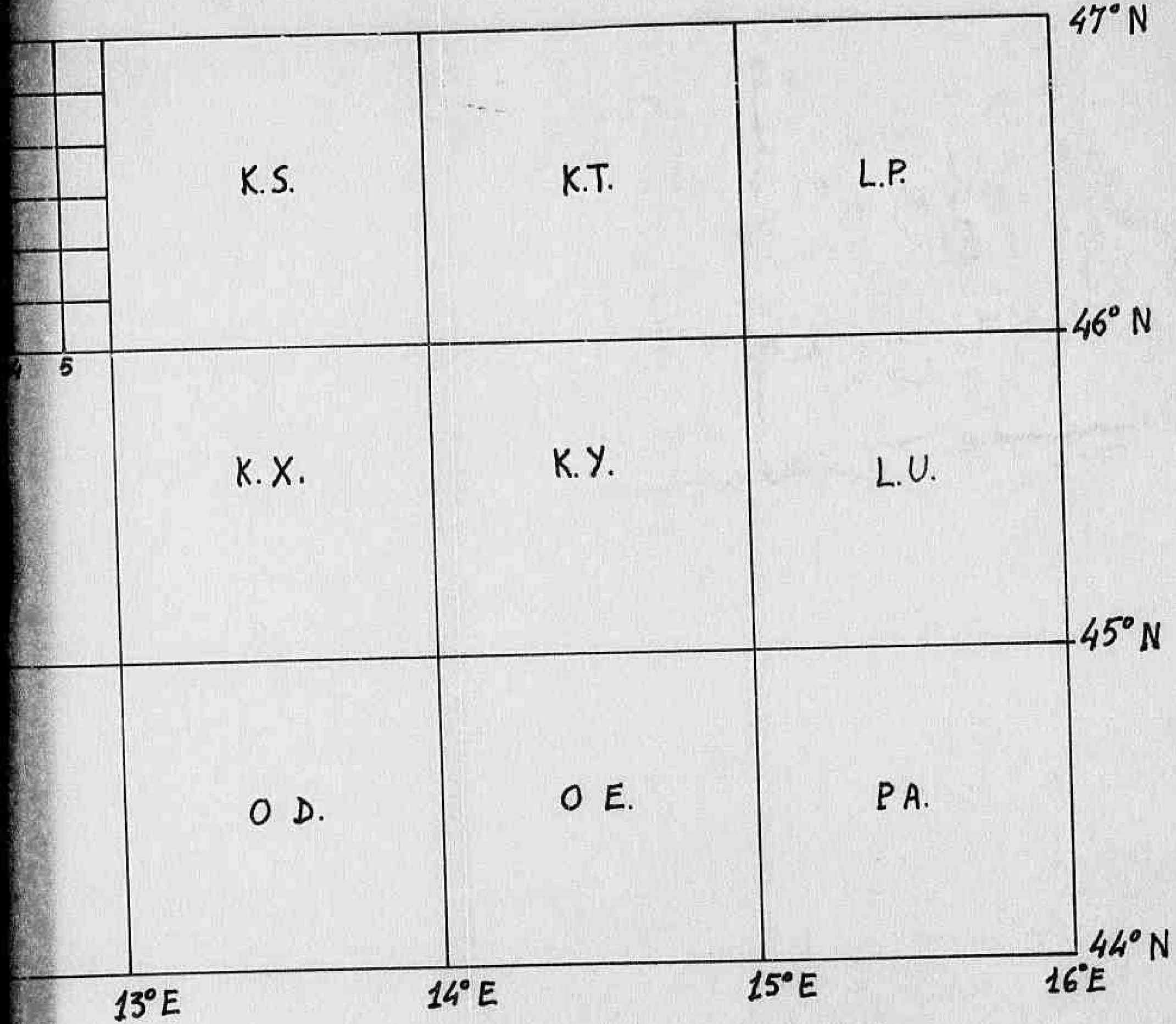
O e. O D. O E.

12° E 13° E 14° E 15° E

Note: Squares are divided into 36 minor squares; each of the
is subdivided into other 100 squares. —
Read: N-E KR 3943. —

1199

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



are divided into = 36 minor squares; each of these minor squares
divided into other 100 squares. –

: N–E KR 3943. –

1200

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

25 A

From: Air Forces Sub Commission, A. C., Rome
To : Italian Air Ministry, Rome
Date: 26th July, 1946.
Ref : AFSC/48/AIR.

STATION & SQUADRON AIR/SEA RESCUE OFFICERS.

Reference is made to yesterday's conversation between the undersigned and Major GUZZA of your Ministry.

2. In common with general R.A.F. policy it is suggested that on each I.A.F. flying station an air/sea rescue officer should be appointed. This officer should be of aircrew category and in addition to his normal flying duties should be responsible to the Station Commander for the general co-ordination of all air/sea and land rescue matters on his station including training in the use of emergency equipment, distress procedure and the carrying out of dinghy crash and parachute drills. He should also be responsible for ensuring that all information regarding air/sea and land rescue notes, diagrams and instructions are brought to the notice of aircrew. He should also be responsible, apart from the technical responsability of the appropriate specialist officer for the safety equipment carried in aircraft flying from the station.

3. It is requested that the comments of the Air Ministry on this matter are forwarded to this Sub-Commission.

F. REID F/LT.
for, AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

412

24 A
(1)

FROM : STATO MAGGIORE REGIA AERONAUTICA (2ND SECTION FLYING ASSISTANCE)

TO : AIR FORCES SUB COMMISSION, ALLIED COMMISSION ROME

DATE : 19TH JULY, 1946

REF : 103470/C/2579 Coll

ABBREVIATION OF THE RESCUE SERVICE

1) We refer to the recent correspondence regarding the Search and Rescue Organisation.

2) We have noted that in the above correspondence the abbreviation C.A.V. is used by the Allied Units to indicate the Search and Rescue Coordination Centre.

3) As it is known, the C.A.V., in full words means Central Flying Assistance (Centrale Assistenza al Volo) and cooperating with the Search and Rescue Coordination Centre but completely distinguished.

4) As it was impossible to make the Italian initials correspond with those in English to indicate the service in question, in a recent meeting it was decided to use the following abbreviation which are the nearest to the International ones;

- Search and Rescue Service abbreviation : R.S. (To indicate generally the service);

Search and Rescue Service Directorate abbreviation (Directorate of the Service R.S.) To indicate the Command which will take over the control of the Search and Rescue Coordination Centre);

- Search and Rescue Coordination Centre abbreviation : C.C.R.S. (Corresponding to the Air Craft's Safety Centre).

We recommend, therefore, to use the above mentioned forme of wording in order to avoid the inconveniences.

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

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Search and Rescue Service Directorate abbreviation (Directorate of the Service R.S.) To indicate the Command which will take over the control of the Search and Rescue Coordination Centre);

- Search and Rescue Coordination Centre abbreviation : C.C.R.S. (Corresponding to the Air Craft's Safety Centre).

We recommend, therefore, to use the above mentioned forme of wording in order to avoid the inconveniences.

IL CAPO DI STATO MAGGIORE
(Signature illegible)

Translated by Sgt. M. Albertini.

23/7
mgl. 0457

411

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BEST COPY POSSIBLE

Rc/G.

Roma, lì 19 AGO 1946

CAPO MAGGIORE E AERONAUTICA
1° REPARTO
2ª Sezione Assist. Traffico Aereo

ALL'AIR FORCES SUB COMMISSION
Allied Commission =R

e p.c. ALLA DIREZIONE DEL SERVIZIO
RICERCA E SOCCORSO = CENTOC

Prot.n° 103470/c / 25 79 Coll

OGGETTO: Denominazione del Servizio e Soccorso.

1) Ci riferiamo alle recenti corrispondenze relative all'organizzazione del Servizio Ricerca e Soccorso Italiano.

2) E' stato notato che nelle corrispondenze in questione viene usata dagli Enti Alleati la dicitura C.A.V. per indicare il Centro Coordinamento Ricerca e Soccorso.

3) Come é noto, la C.A.V., che in dicitura stessa significa "Centro Assistenza al Volo", é una organizzazione cooperante con il Centro Coordinamento Ricerca e Soccorso ma nettamente distinta.

4) Poichè era impossibile far coincidere nella lingua italiana le iniziali usate in inglese per indicare il servizio in questione, in una recente riunione é stato deciso di adottare le seguenti denominazioni che si avvicinano di più, nel senso, alla dicitura internazionale:

- Servizio ricerca e Soccorso abbr.: Servizio R.S. (per indicare semplicemente il servizio);
- Direzione del Servizio Ricerca e Soccorso abbr.: Direzione del Servizio R.S. (per indicare l'Ente che provvede al controllo Centri Coordinamento Ricerca e Soccorso);
- Centri Coordinamento Ricerca e Soccorso abbr.: C.C.R.S. (corrispondenti agli Aircraft Safety Centre).

Si raccomanderebbe, pertanto, di usare le suddette diciture allo scopo di evitare gli inconvenienti menzionati.

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

Prot.n° 10340/C/2379 bis

OGGETTO: Denominazione del Servizio e Soccorso.

1) Ci riferiamo alle recenti corrispondenze relative all'organizzazione del Servizio Ricerca e Soccorso Italiano.

2) E' stato notato che nelle corrispondenze in questione viene usata dagli Enti Alleati la dicitura C.A.V. per indicare il Centro Coordinamento Ricerca e Soccorso.

3) Come é noto, la C.A.V., che in sigla estesa significa "Central Assistenza al Volo", é una organizzazione cooperante con il Centro Coordinamento Ricerca e Soccorso ma nettamente distinta.

4) Poiché era impossibile far coincidere nella lingua italiana le iniziali usate in inglese per indicare il servizio in questione, a una recente riunione é stato deciso di adottare le seguenti denominazioni che si avvicinano di più, nel senso, alla dicitura internazionale:

- Servizio ricerca e Soccorso abbr.: Servizio R.S. (per indicare nericamente il servizio);
- Direzione del Servizio Ricerca e Soccorso abbr.: Direzione del Servizio R.S. (per indicare l'Ente che provvede al centro Centri Coordinamento Ricerca e Soccorso);
- Centri Coordinamento Ricerca e Soccorso abbr.: C.C.R.S. (corrispondenti agli Aircraft Safety Centre).

Si raccomanderebbe, pertanto, di usare le suddette diciture allo scopo di evitare gli inconvenienti menzionati.

IL CAPO DI STATO MAGGIORE

411

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

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

23A

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

To : A.H.Q. Italy.
Att: S/L Swen
O.C. Air Traffic Centre, Malta.

Date: 19th July 1946.

Ref : AFSC/48/Air.

AIR SEA RESCUE IN ITALY.

Herewith maps showing boundaries of Aircraft Safety Centres, Radii of action of A.S.R. Launches and Communications organisation of Italian Aircraft Safety Centres.

2. At the moment, no launches are operating but you will be advised in the near future when these are available.

F. REID F/LT
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

File Copy.

20.

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

A.M.O. A.413 1946

RESTRICTED

Not to be communicated to anyone outside H.M. Service

AIR MINISTRY ORDER

Section A.—Standing Orders

AIR MINISTRY,
16*th May*, 1946

The following Order is hereby promulgated for information and guidance and necessary action.

By Command of the Air Council,

W. B. Brown

A.413.—Air/Sea and Land Rescue

(A.830971/D.D. Rescue.—16.5.46.)

PART I

GENERAL

1. The air/sea and land rescue organisation in the United Kingdom area is based on the application of one or more of a number of service and civil organisations under the co-ordinating direction of Coastal Command. The areas of responsibility for search and rescue operations of the area combined headquarters in Great Britain and of Headquarters, R.A.F. Northern Ireland, are shown at Appendix A to this order.

2. In overseas commands, the organisation is the responsibility of the A.O.C.-in-C. concerned. It is the intention to bring the United Kingdom and overseas organisations into line as soon as circumstances permit.

3. The Deputy Directorate of Rescue (D.D. Rescue) of the Directorate of Navigation is responsible for—

(*a*) policy and co-ordination in all matters affecting rescue operations;

(*b*) the general distribution, as between commands, of R.A.F. marine craft for air/sea rescue purposes. Liaison with Admiralty and naval authorities in all matters affecting the provision and operation of naval craft which may be available for air/sea rescue duties;

(*c*) distribution of all types of ancillary rescue equipment carried in R.A.F. aircraft;

(*d*) liaison with the Ministry of War Transport, the War Office, the Home Office, H.M. Coastguards, the Royal National Lifeboat Institute, Trinity House and similar organisations concerned with air/sea and land rescue.

4. *Responsibilities of operational commands.*—Responsibility in air/sea rescue operations is divided broadly as follows:—

(*a*) *Coastal Command.*—(i) Co-ordination of all air/sea rescue operations in the United Kingdom area.

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(ii) Provision of group flying control officers who at area combined and coastal group headquarters keep watch as required and are responsible to their A.O.C. for initiating and controlling air/sea rescue operations.

(iii) Provision, in the United Kingdom, of search aircraft within the areas shown at Appendix A to this order.

(iv) Liaison as may be required with the local naval authorities in all air/sea rescue matters.

(*b*) *Fighter Command.*—(i) Assistance to the area combined or coastal group headquarters by relaying to them all information received through Movement Liaison Section/Air Traffic Centres, concerning aircraft in distress, which may not be directly available to the coastal group concerned.

(ii) R/T control if available, from the appropriate sector, of air/sea rescue aircraft at the request of Coastal Command.

(iii) Provision, at the request of Coastal Command, of search aircraft for "close in" search.

(*c*) *Bomber, Transport and Flying Training Commands, and British Air Forces of Occupation* as detailed in sub-para. (*b*) (i) above, and, in addition, provision, at the request of Coastal Command, of search aircraft.

5. *Search by aircraft.*—(*a*) Search aircraft are allocated to Coastal Command solely for air/sea and land rescue operations. These should be used before any other aircraft.

(*b*) Coastal Command group flying control officers on duty at area combined or coastal group headquarters are responsible to their A.O.C. for the co-ordination of all searches within the areas shown at Appendix A to this order, to ensure that the required area is fully covered, and to avoid overlapping and waste of effort. Individual stations despatching their own search aircraft in emergency should therefore inform the appropriate area combined or coastal group headquarters, immediately. Responsibility for the co-ordination of all search and rescue action remains with the area combined or coastal group headquarters concerned who may, however, delegate local operational control as necessary.

(*c*) In the event of search requirements exceeding the resources of any one Coastal Command group area, or if searches are required near the boundary line between two Coastal Command group areas, the group concerned should apply to adjacent Coastal Command groups to co-operate as necessary. In search operations involving aircraft of more than one Coastal Command group, Headquarters Coastal Command acts as the co-ordinating authority and must therefore be kept informed of action taken between groups.

6. *Rescue operations by surface craft.*—The operation of all R.A.F. surface craft employed on rescue duties is the responsibility of the appropriate area combined or coastal group headquarters. Responsibility for the operational control of all R.N. vessels, employed temporarily on air/sea rescue operations, rests with the appropriate naval commander-in-chief, flag or naval officer-in-charge. (The location of naval command and sub-command headquarters is shown at Appendix A to this order.)

7. In addition to the R.A.F. marine craft allocated solely for air/sea rescue purposes, the Admiralty have allocated a number of naval operational craft for air/sea rescue operations. These craft are operationally controlled by the appropriate area combined or coastal group headquarters.

8. Other naval craft, not specifically allotted for rescue work, may be available in the area and the flying control officer of the area combined or coastal group concerned should keep himself fully informed as to which of such craft the naval authorities could make available in an emergency.

9. Boats of the Royal National Lifeboat Institution may be requested to assist. Requests for their help should be made through the appropriate area combined or coastal group headquarters. When crashes are actually observed from the coast, individuals may pass warning direct to the life-boat station or through the nearest coast-guard, who will then be responsible for consulting or informing a R.A.F. authority in accordance with their standing instructions.

1209

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

10. R.A.F. marine craft sections and safety boats attached to naval air stations are provided for station duties and are not part of the air/sea rescue organisation. If a particular part of the coast is not covered by any other craft, the area combined or coastal group headquarters may, if necessary, request the station commander responsible for the administration of such sections to supply any suitable craft to assist in rescue operations. Conversely, the station commander must inform the appropriate area combined or coastal group headquarters at once if he has sent or intends to send boats to effect a local rescue.

11. *Command and group air/sea rescue staff officers.*—Officers are appointed to the staffs of command and certain group headquarters to assist and advise A.Os.C.-in-C. and A.Os.C. in all matters appropriate to perfect and keep up to date both the rescue organisation and training of aircrew in survival and rescue co-operation. They should visit groups and stations, respectively, at regular intervals, to assist the A.O.C. or station commander, as appropriate, in air/sea and land rescue matters.

12. *Station and squadron air/sea rescue officers.*—(*a*) At every flying station an officer is to be appointed as station air/sea rescue officer. This officer is responsible to the station commander for the general co-ordination of all air/sea and land rescue matters on his station, including training and the use of emergency equipment, distress procedure and the carrying out of dinghy, crash and parachute drills. He is also responsible for ensuring that all information regarding air/sea and land rescue notes, diagrams and instructions are brought to the notice of aircrews. He is also responsible, apart from the technical responsibility of the appropriate specialist officer, for the safety equipment carried in aircraft flying from the station.

(*b*) C.Os. of flying units are to appoint an officer as unit air/sea rescue officer. That officer will be responsible to his unit commander for the supervision of dinghy, crash and parachute drills by unit personnel and for assisting the station air/sea rescue officer.

13. *Ancillary rescue equipment.*—Ancillary rescue equipment, which can be carried in aircraft and dropped to survivors, to enable them to survive until final rescue, is held by all flying stations where suitable aircraft are based. Distribution and methods of operation of this equipment are determined by the Deputy Directorate of Rescue.

14. *Transmission of distress messages by aircraft.*—Detailed instructions are given in paras. 35 to 38 below. Captains of aircraft must appreciate that aircraft distress and emergency signals must be made as early as possible to enable the greatest possible measure of assistance to be given to the aircraft and to ensure receipt by ground stations of at least the minimum essential information required for the successful execution of search and rescue action. The rescue of aircrews and passengers depends very largely on strict adherence to the distress signal procedure.

15. *Warning action of operations and exercises by R.A.F. commands.*—Advance information of intended special operations or exercises over the sea will be given, whenever practicable, to Headquarters, Coastal Command. This information should include the type, number, call-signs and frequencies of the aircraft; sea area or track involved, and the probable duration of the operation or exercise.

The warning may be passed *via* the appropriate area control or air traffic centre if more convenient. The latter will, in any case, inform the area combined or coastal group headquarters in whose area the exercises are to take place.

16. *Land rescue operations.*—Mountain rescue units are based on certain R.A.F. stations in mountainous areas. The personnel of these units, drawn from station resources, are specially trained and equipped to locate and rescue distressed aircrews within a radius of approximately forty miles of their station. The general and training policy of these units is laid down by the Deputy Directorate of Rescue. Implementation of this policy is the responsibility of the command concerned, which is also responsible for the local organisation and operation of the units. Close liaison with local authorities, civil police, etc., will be maintained to ensure efficient co-ordination of search and rescue operations.

Mountain rescue units will normally be alerted through the flying control organisation by area combined or other flying group headquarters. Nothing in this instruction should, however, delay immediate action as necessary on information of aircraft or personnel in distress, received from any reliable source. Station commanders or their representatives, taking such action should, however, keep the appropriate area combined or coastal group and/or their parent group headquarters informed (*see also* para. 17 below). Mountain rescue units are located at the R.A.F. stations shown at Appendix B to this order.

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

PART II

Action following the report of aircraft and crews in distress

17. *Form of reports.*—Reports of aircraft, in distress over land or sea or observed to crash on land or in the sea, should contain as much as possible of the following information :—

(a) *If based on a visual report.*—(i) Type or description of aircraft.
(ii) Nature of distress.
(iii) Position.
(iv) Time.
(v) Action already taken, if any.

(b) *If information is based on a distress signal, as much of the following information as is known.*—(i) Type and call-sign of the aircraft.
(ii) Position and time of position.
(iii) Nature of distress.
(iv) Intention of pilot, *e.g.*, ditching, crash landing or bailing out.
(v) True course of aircraft.
(vi) Altitude of aircraft.
(vii) Estimated wind speed and direction at position of aircraft.
(viii) Any information received from the aircraft which may indicate the actual position of ditching, crash landing or bailing out to be different from the position given in the distress signal.

Note.—Area combined or coastal group flying control, after consulting naval and meteorological authorities concerning the state of the sea, tidal streams and weather, are responsible for assessing the probable drift of the dinghy. This is of particular importance when a considerable time has elapsed between the incident and the despatch of search aircraft.

18. *Action to be taken to pass information of distressed aircraft or aircrews to area combined or coastal group headquarters.*—In all cases, speed is of the utmost importance and telephone calls on R.A.F. private wires and over the G.P.O. public telephone system should be prefixed by the priority "URGENT AIRCRAFT CALL TO . . . ." An urgent aircraft call implies immediate connection, other calls being disconnected if necessary.

Note.—"Distress Information" includes reports of the safe arrival of aircraft which have previously sent out emergency or distress messages, when such messages have not been cancelled by the aircraft in flight.

19. *Action by flying group headquarters, area controls and air traffic centres.*—Flying group headquarters, area controls and air traffic centres, on receiving distress information, are to take action as follows :—

(a) Telephone to the area combined or coastal group headquarters area in which the forced alighting has occurred or is likely to occur, using the appropriate priority prefix. The message is to be passed to the flying control officer who keeps watch in the area combined or coastal group headquarters.

(b) If the distressed aircraft or crews are identified as belonging to another flying group, inform the parent command concerned, adding that the information has been passed to the area combined or coastal group headquarters.

20. *Action by units receiving distress information.*—(a) Station and unit commanders or their representatives are to pass immediately all available information (*see* para. 17 above) direct to the duty flying control officer of their appropriate group headquarters.

(b) Units of Technical Training Command, and other non-flying formations are to telephone the information to the duty flying control officer of the nearest group headquarters controlling aircraft.

(c) Royal Naval air stations report direct to the appropriate naval command headquarters.

21. *Action by movement liaison section at Fighter Command group headquarters.*—Movement liaison officers, on receipt of information of aircraft in distress, should communicate immediately with the appropriate area combined or coastal group headquarters.

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22. *Action by civil air traffic control officers.*—Civil air traffic control officers, on receipt of information of aircraft in distress, must communicate immediately with the appropriate area combined or coastal group headquarters or with the appropriate movement liaison section/air traffic centre, whichever is the quicker.

23. *Action by M/F D/F stations.*—M/F D/F stations are to pass distress messages to the movement liaison sections/air traffic centres and/or direct to the area combined or coastal group headquarters, in accordance with communications instructions in para. 3 of Appendix C to this order.

24. *Action by G.P.O. coastal W/T Stations.*—G.P.O. coastal W/T stations are to pass distress messages to the movement liaison section/air traffic centres or direct to the appropriate headquarters as shown in para. 2 of Appendix C to this order.

25. *Action by coastguard stations.*—(*a*) Coastguard stations observing an aircraft in distress should—

(i) report to their appropriate coastguard district headquarters in the form shown in para. 17, sub-para. (*a*) above;

(ii) telephone the local civil police station, as soon as possible, employing the priority URGENT AIRCRAFT CALL. If the aircraft has crashed on land, this call should be made before calling their district headquarters.

(*b*) Coastguard district headquarters, receiving distress information, should pass it, without delay, to the appropriate movement liaison section/air traffic centre or nearest R.A.F. station, in accordance with para. 5 of Appendix C to this order.

26. *Action by light vessels and lighthouse keepers.*—Light vessels and lighthouse keepers observing an aircraft in distress should take action, as detailed in para. 25 above, to inform the appropriate coastguard district headquarters and the local civil police. In the case of light vessels, this will only be possible where shore communication by R/T exists.

27. *Action by civil police.*—Civil police officers, receiving distress information, should pass it, in the form shown in para. 17, sub-para. (*a*) above, to the nearest R.A.F. station. If the casualty is at sea, the local coastguard should also be informed.

28. *Action by military commanders.*—Local military commanders, receiving distress information, should take action as detailed in para. 27 above. Where local arrangements for co-operation are in force, action should also be taken accordingly.

29. *Action at area combined headquarters.*—The responsible officer on duty is responsible to his A.O.C. that the following action is taken, either by himself or by other officers on duty at the time (the internal organisation in each area combined headquarters is a matter for arrangement by the A.O.C. concerned):—

(*a*) Decide on the area to be searched, having regard to the information available as to the probable ditching position. The probable drift of the dinghy from this position is to be assessed after consulting the appropriate naval and meteorological authorities as to the state of the sea, tidal streams and weather.

(*b*) Request the appropriate station of Coastal Command (or, if necessary, the appropriate group of any operational command within their area, to despatch search aircraft.

(*c*) Inform the appropriate flag officer or naval officer-in-charge and request such assistance as may be thought necessary from available naval vessels.

(*d*) Request the appropriate air/sea rescue marine craft unit to despatch rescue craft.

(*e*) Co-ordinate the scheme of air search, and inform command headquarters of arrangements made.

(*f*) Request assistance direct from the appropriate coastal group or area combined headquarters if the search requirements exceed the group resources, or if assistance from another group for search near the group boundary is required. At the same time, Headquarters, Coastal Command, should be kept informed.

(*g*) Decide whether or not aircraft already operating in the vicinity shall be diverted to render assistance or to search for distressed aircraft.

(*h*) In the event of the available Coastal Command resources being exhausted, assistance will be sought from those flying stations of other commands suitably positioned geographically, and having suitable aircraft available. This will be done through Headquarters, Coastal Command, who will approach the appropriate

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command headquarters with the request, quoting this Air Ministry Order. Such search aircraft as may be supplied by other commands will be operationally controlled by the area combined or coastal group headquarters. For this purpose, the area combined or coastal group headquarters will liaise directly with the appropriate group, at the same time keeping Headquarters, Coastal Command, informed of the action taken.

(i) If the assistance of naval aircraft from a suitably placed Royal Naval Air Station is required, ask the appropriate naval authority for their assistance. Such requests should include the exact communication requirements and ask for confirmation that the aircraft is fitted to comply. The naval authority should be asked to repeat all instructions given to or received from naval aircraft back to the R.A.F. authority requesting assistance.

(j) Originate a broadcast to shipping through the G.P.O. coastal W/T stations, requesting whatever assistance may be required from shipping in the vicinity. Broadcasts will be made by W/T to shipping on 500 k/cs and by R/T to small craft on 1650 k/cs. Requests to G.P.O. coastal W/T stations should be made through the R.A.F. authority (shown in para. 2 of Appendix C to this order), to whom such stations report receipt of distress messages in the first instance. (*See also* Appendix D to this report Order for instructions as to origination of such messages.)

(k) In the case of incidents within sixty miles of the coast of the United Kingdom, request the assistance of the Royal National Lifeboat Institution station(s) nearest to the position. Such requests should be made through the appropriate H.M. Coastguard District Headquarters as shown in para. 5 of Appendix C to this order.

(l) Originate, through the appropriate R.N. staff, a signal to British and American weather and rescue ships stationed on the main trans-atlantic aircraft transit routes, informing them of the situation and requesting such assistance as may be required.

(m) Contact the appropriate air traffic centre and request warning to all aircraft on scheduled air routes in the vicinity of the ditching, to keep a look out.

30. *Special action necessary in the case of a forced alighting near the coasts of Eire.*—In the event of a forced alighting occurring near the coasts of Eire, the undermentioned authorities are authorised to communicate by telephone to the Dublin office of the United Kingdom Representative to Eire (*Telephone No.*:—Dublin 65196)

(a) A.O.C., Royal Air Force, Northern Ireland.

(b) A.O.C., No. 19 Group, Plymouth.

The office of the United Kingdom Representative to Eire will request the Eire defence authorities to take any possible rescue action and to call out lifeboats. No direct communication with the Eire defence authorities is permissible. It is essential that communications to Eire should be originated only by the authorities named and always through the office of the United Kingdom Representative to Eire.

31. *Action by search aircraft.*—Search aircraft are, as far as possible, to carry the special equipment for succouring aircrews in distress in the sea.

32. The following procedure is to be adopted by search aircraft on reception of a distress message on 500 k/cs.

(a) The wireless operator is to set up the loop, and inform the captain of the aircraft.

(b) The captain is then to alter course and commence homing on the transmission. If the transmissions cease before visual contact has resulted, the captain of the aircraft may, at his discretion, modify the original search plan according to the implications of the bearings received.

(c) The wireless operator is then to transmit the following message to the appropriate M/F D/F section :—

(i) QUF (followed by the time at which the distress message was received.)

(ii) QTE (followed by the bearing and time at which the signal ceased.)

(d) After receiving acknowledgment, the wireless operator is to revert to 500 k/cs.

33. On location of the distressed aircrew, the following procedure is to be adopted :—

(a) Drop a smoke float by day or a flame float by night.

(b) Drop the special dinghy gear carried.

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(e) In instances where an airborne lifeboat is carried, drop the boat, provided suitable surface craft are not in the immediate vicinity.

(d) Send a message giving the position of the distressed aircrew and all other relevant details.

(e) Obtain as accurate a fix as possible by the best available means, *e.g.*, Gee, Loran, Astro, D/F, etc., and transmit, if necessary, a corrected position to the controlling ground station.

(f) The search aircraft is to keep the distressed crew under observation until it is relieved, until the rescue surface craft arrive or until the aircraft is recalled or is compelled to return to base. Whilst over the position the search aircraft is to be prepared, at all times to home, by W/T or radar, any relieving aircraft and/or co-operating surface craft.

(g) (i) If two or more aircraft, acting independently, locate the same dinghy, one is to remain with it, keeping it under observation, while the other contacts and guides surface craft to the position.

(ii) The first aircraft to drop a smoke (or flame) float or other rescue gear, and to obtain a first class fix is to remain and is to instruct the other aircraft to act as a guiding aircraft for surface craft. Whilst in position this aircraft will act as "leader".

(iii) The guiding aircraft should not leave the position of the dinghy until surface craft are in sight, or until their position and direction of approach are known.

(iv) Aircraft working together as a search unit are to act in this respect as instructed by their leader.

(h) Surface craft in the vicinity (particularly those with whom there is no direct R/T or W/T communication) should be guided to the distressed aircrew by means of the following (international) procedure:—

(i) An aircraft wishing to attract the attention of a ship when unable to establish communication by radio, electric or daylight signalling apparatus should fly low round the ship.

(ii) In cases of urgency it should, in addition, if it has the means of doing so, fire a succession of green pyrotechnical lights or make a succession of green flashes.

(iii) An aircraft, wishing to call the ship to the assistance of another ship or aircraft in distress, should, after having flown low round the ship as provided for in sub-para. (i) above, proceed in the direction of the ship or aircraft in distress.

(iv) The ship may acknowledge receipt of the above signals by sending a succession of "Ts" in the Morse Code or, by day, by hoisting the answering signal consisting of a pennant with alternate red and white vertical stripes.

34. *Action by surface rescue craft.*—R.A.F. air/sea rescue marine craft and naval craft which may be made available by the naval authorities, will act in accordance with operational instructions given by the appropriate area combined, or Coastal Command group headquarters. The degree of readiness for operations, at which craft will be maintained, will be laid down by the appropriate naval or air force authority.

35. *Action by aircraft observing, or receiving information of another aircraft in distress.*—Any aircraft observing a crash landing, ditching or the crew bailing out, or sighting a dinghy should—

(a) keep the aircraft or distressed personnel in sight. If a surface vessel is in sight and can be contacted without losing sight of the distressed personnel, guide it to the position;

(b) transmit a signal to the controlling ground station, on the frequency in use, containing all relevant information. If difficulty is experienced in obtaining a reply, originate a R/T (plain language) message on 500 k/cs, giving the essential information;

(c) obtain as accurate a position as possible by the best available means, e.g., *Gee, Loran, Astro*, D/F., etc., and transmit, if necessary, a corrected position to base;

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(*d*) carry out any instructions from base or remain in position until instructed to return or until circumstances compel departure.

36. Any aircraft intercepting, by W/T or R/T, a distress call and/or message should—

(*a*) take a bearing on the transmission ;

(*b*) plot the position given ;

(*c*) listen out on the frequency used by the distressed aircraft ;

(*d*) if no acknowledgement of the distressed message is heard, call the aircraft in distress and acknowledge receipt. Call ground station, relay distress message and obtain acknowledgment ;

(*e*) "listen out" for instructions from ground station and for further transmissions from the distressed aircraft ;

(*f*) At the captain's discretion, the aircraft, while awaiting instructions from the ground station, may proceed to the position given in the distress signal.

37. *Action by aircrew afloat in dinghies.*—Aircrews in dinghies should use some, or all, of the following methods of attracting attention when search aircraft or surface craft are seen or heard in the vicinity :—

(*a*) Fire cartridges from the 1 in. dinghy pistol and/or two star red distress flares.

(*b*) Fly a red flag with a white centre spot, or the international distress signal, consisting of a flag with a ball or anything resembling a ball, above or below it.

(*c*) Use the heliograph or the bright bottom of the first aid tin.

(*d*) Blow whistles.

(*e*) Strike special matches which give a greenish flare, lasting four seconds.

(*f*) Lay a colour trail on the sea by the use of bright greenish-yellow fluorescene.

(*g*) If a dinghy radio is available use the signal light.

38. The dinghy radio should be set up as soon as possible after entering the dinghy or airborne lifeboat and should be operated for a period of four minutes, at intervals of approximately ten minutes, but, where a serviceable and accurate watch is available, special attention should be given to ensure transmission, for a period of three minutes, at fifteen and forty five minutes past each hour.

39. "Walter" (T.3180) should be set up as soon as possible and operated intermittently to conserve the limited life of the battery, except when aircraft are heard, seen or known to be in the vicinity, when it should be left switched on.

40. *Reports on air/sea rescue operations.*—The duty flying control officer at area combined or coastal group headquarters is responsible for sending summarised signalled reports of all completed or attempted rescue operations (*see* Form R below) to reach the Deputy Director of Rescue as soon as possible. These signals are to be repeated to Headquarters, Coastal Command, Air Traffic Centre, Uxbridge, and the Admiralty. Naval authorities are requested to report to the Air Ministry (D.D. Rescue), Headquarters, Coastal Command and Air Traffic Centre, Uxbridge, all signals which they may send addressed to the Admiralty, reporting rescue operations by naval craft.

Whenever His Majesty's ships in home waters rescue survivors from aircraft which have been forced to alight on the sea, they should make a signal, as soon as conditions permit, to the appropriate naval command, stating position and time of rescue, type, number and letter of aircraft concerned, and number of crew rescued. This is required to enable air combined headquarters to identify each air/sea rescue incident positively and call off redundant searches at the earliest possible moment.

Form R

PRIORITY : IMPORTANT

(*a*) Type of aircraft..... Squadron.....

Station .....

(*b*) Number of crew (and passengers)..... Aircraft No. .....

.....

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(*c*) Position .....

(*d*) Type of original report.....
(S.O.S., I.F.F., visual, overdue, etc.)

(*e*) Origin of report.....
(M/F D/F station, coastguard, etc.)

(*f*) Time of original report.....

(*g*) Time received at area combined headquarters.....

(*h*) Search aircraft—

Type. Squadron. Station. Time of departure. Time of return. Result.

(*i*) Search marine craft—

Type. Number. Station. Time of Departure. Time of return. Result.

(*j*) Details of any special air/sea rescue equipment used (Dinghy, Lindholme gear, type F supply dropper, airborne lifeboat, etc.).

(*k*) Narrative.

(*l*) Time of origin of Form R.....

PART III

COMMUNICATIONS

41. The following instructions are designed to give priority communications for air/sea rescue. Before commanders and controllers use any alternative or additional channels not specified herein, they should first consider carefully to what extent this may interfere with equally vital communications between other authorities co-operating in the rescue. It is the responsibility of commands and other controlling formations to issue amplifying instructions giving full details of the particular W/T, R/T and land-line channels to be used for air/sea rescue communications within their commands.

42. *Action by aircraft in distress.*—The provision of effective assistance to aircraft and personnel in distress depends, to a large extent, on the receipt of timely and accurate information by the ground organisation. Whenever possible, signals appropriate to the degree of distress should be transmitted before the situation has deteriorated to the extent requiring an S.O.S. call and whilst the aircraft still has sufficient height to make communications with a ground station reasonably certain. When the captain of an aircraft considers that a state of "Difficulty", "Emergency" or "Distress" exists, signals are to be transmitted in accordance with the following general instructions:—

(*a*) *Difficulty.*—Aircraft not in immediate danger but requires assistance to enable it to continue projected flight, *e.g.*, uncertainty as to position, meteorological conditions, etc.

Transmit a message, using priority "OP" by W/T, "IMMEDIATE" by R/T, on appropriate frequency, requesting the assistance required.

(*b*) *Emergency.*—Aircraft in danger and in very urgent need of assistance with the aid of which the danger may possibly be overcome, *e.g.*, aircraft lost, fuel shortage, partial engine failure, etc.

(i) Transmit a message, using priority "O" by W/T, "EMERGENCY" by R/T, on the appropriate frequency, using the appropriate group or groups from the code in use, or in plain language giving:—

(1) Position and time of position.

(2) Nature of emergency and assistance required.

(3) Intention of pilot, *e.g.*, returning to base, etc.

(4) True course of aircraft.

(5) Altitude.

(6) Short weather report including visibility and state of sea. This message is to end with a request for a fix where necessary.

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(ii) Repeat the emergency message on the M/F D/F frequency of the section covering the area in which the aircraft is flying.

(iii) If the aircraft is unable to contact any ground station, broadcast a message in the form shown in para. 42, sub-para. (*b*) (i) above on the International Distress frequency—500 k/cs.—using the international urgency signal—XXX by W/T, PAN by R/T. If the aircraft is fitted with V.H.F./R.T. the emergency message should be broadcast on R.A.F. world-wide distress frequency using service priority and procedure.

(*c*) *Distress.*—Aircraft threatened by serious and imminent danger and in need of immediate assistance, *e.g.*, ditching, crash landing or bailing out.

(i) *Aircraft equipped with W/T.*—When time permits, transmit on the frequency in use a distress call and a distress message in the following form :—

(1) *Distress call.*—S.O.S. (made three times)

Prosign "V"

Aircraft call-sign (made three times)

Twenty seconds dash

Prosign "K".

(2) *Distress message.*—S.O.S. (made three times)

Call-sign of any station which answered the distress call (made three times)

Prosign "V"

Aircraft call-sign (made three times)

Text of the message, which should contain as much as possible of the following information in the order given :—

(*a*) Best estimated position and time of position

(*b*) Nature of distress

(*c*) Intention of pilot (*e.g.* ditching, crash landing, etc.)

(*d*) True course

(*e*) Altitude

(*f*) Short weather report, including visibility and state of sea.

Prosign "K"

"(The distress message should follow as quickly as possible after the distress call and the wireless operator is not to await a receipt for the distress call before sending the distress message, if the latter is immediately available. In certain cases it may not be possible for the aircraft to make any transmissions after the distress call, or it may be necessary for the distress call and message to be combined in one transmission.)"

(3) *Distress call and message sent together.*—The ability to transmit the distress message will depend upon the urgency of the distress and the time available. At the discretion of the captain of the aircraft, the information in items (*a*) to (*f*) above may be included in the distress call, instead of being sent as a separate message. In this case items (*a*) to (*f*) above will be sent immediately after the 20 seconds dash and the transmission will be in the following form :—

S.O.S. (made three times)

Prosign "V"

Aircraft call-sign (made three times)

Twenty seconds dash

Items (*a*) to (*f*) above.

Prosign "K"

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(ii) *Aircraft equipped with R/T.*—The distress call and message are always sent as one message by R/T and this should contain as much information as it is possible to give in the time available. Transmission is to be in the following form :—

MAYDAY (spoken three times).
"This is".
Aircraft call-sign (spoken three times).
Items (*a*) to (*f*) above.
"OVER" or "OUT".

(iii) Repeat the distress call and message on the M/F D/F frequency of the section covering the area in which the aircraft is flying. If the aircraft is fitted with V.H.F./R.T. the distress message should be re-broadcast on R.A.F. world wide distress frequency.

(iv) If unable to obtain acknowledgment of the distress message, change to the international distress frequency 500 k/cs. and re-broadcast the distress call and message using international procedure.

(v) In all cases, when ditching, crash landing or bailing out is inevitable and imminent, transmit the aircraft's call-sign and clamp the key down with the transmitter switched on. If the aircraft is fitted with V.H.F./R.T., the pilot should use any available method of fixing the control switch in the transmit position.

43. *Cancellation of "Difficulty", "Emergency" and "Distress" messages.*—Once the conditions which led to the transmission by an aircraft of any degree of distress message no longer apply, it is of the utmost importance to cancel the message. Such cancellation must be sent on all frequencies on which the original message was sent and must be given the priority appropriate to the conditions which still exist. If the complete cancellation of a distress message is warranted and no other degree of urgency exists, no priority will be used. The cancellation should be followed by an amplifying report to the ground control station using the same priority.

44. (*a*) The above general instructions apply to all aircraft, of Bomber, Fighter, Coastal, Transport and Flying Training Commands, flying over and around the area of the British Isles.

(*b*) In areas where the R.A.F. world wide distress organisation is implemented, after the initial distress transmission the aircraft is to inform the ground station that frequency is being changed to the H/F D/F distress channel 6500/3805 k/cs. Difficulty, emergency and Distress messages are to be repeated on this channel and the aircraft is to remain on it unless otherwise instructed by the control station.

(*c*) Detailed instructions for particular routes and areas, other than those mentioned above, are laid down, in the United Kingdom, by commands, and, overseas, by A.Os.C.-in-C. Such instructions should conform, in general and as far as possible, to those contained in the above paragraphs aiming at the implementation of the policy of establishing the undermentioned frequencies on a R.A.F. world wide basis for distress.

(i) H/F with D/F facilities 6500/3805 k/cs.
(ii) M/F 500 k/cs. (International).
(iii) V.H.F./R.T. 116.1 Mc/s. (R.A.F. world wide distress frequency).

(*d*) *Civil aircraft.*—(i) A civil aviation aircraft, operating to or from the United Kingdom, will, in the first instance, make its distress and other relevant calls on the control frequency in use at the time. Subsequently, if within range and time permits, the aircraft will repeat the calls on the M/F D/F frequency laid down in the special instructions issued for the particular route concerned. If outside the range of the M/F D/F organisation, the aircraft will repeat the calls on the international distress frequency of 500 k/cs.

(ii) A civil aircraft, operating in home waters only, will, if in distress, make its distress and other relevant calls on 405 k/cs. for fixing and control purposes.

45. *W/T and R/T control of aircraft on air/sea rescue operations.* (*a*) *W/T Control.*—Specialised air/sea rescue aircraft of Coastal Command and aircraft of other commands engaged on air/sea rescue operations under the control of an area combined or coastal group headquarters will be controlled on Coastal Command operational frequencies. In theatres where the world wide R.A.F. distress frequencies are already implemented, control will be exercised on 6500/3805 k/cs.

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(*b*) *R/T control.*—Specialised air/sea rescue aircraft of Coastal Command and aircraft of other commands engaged on air/sea rescue operations will be controlled on R.A.F. world wide distress frequency whether under the direct control of area combined headquarters or under the local control of a Fighter Command group sector or other authority.

(*c*) An aircraft not detailed for air/sea search, but which witnesses a forced alighting in the sea, is to signal its first sighting report on the frequency on which it is maintaining watch at the time. When so instructed by its ground control station, it is then to change frequency and conform to the organisation and procedure appropriate to search aircraft. (*See also* para. 35 above.)

46. *Call-signs.*—(*a*) Aircraft employed in air/sea rescue operations are allotted call-signs as shown below. For communication with their bases or H/F D/F stations, they are to conform to the instructions issued by commands. These call-signs are to be suffixed by a number between 46 and 99. The number allotted to the individual aircraft will be notified to the group to which the aircraft belongs, when search action has been requested by the area combined headquarters.

WCF	...	Any aircraft engaged on air/sea rescue operations and controlled by No. 16 Group.
KYU	...	Any aircraft engaged on air/sea rescue operations and controlled by No. 18 Group.
TJT	...	Any aircraft engaged on air/sea rescue operations and controlled by No. 19 Group.
RVU	...	Any aircraft engaged on air/sea rescue operations controlled by R.A.F., Northern Ireland.
NWD	...	Any aircraft engaged on air/sea rescue operations controlled by Gibraltar.
ZRS	...	Any aircraft engaged on air/sea rescue operations controlled by Azores.

(*b*) By R/T, aircraft are to use the call-sign "Plainsong" suffixed by the number allotted in accordance with sub-para. (*a*) above.

47. *R.A.F. marine rescue craft signals organisation.*—R.A.F. high speed launches and naval rescue motor launches allotted for air/sea rescue are fitted with the undermentioned equipment.

W/T—M/F. H/F. T. 1154/R.1155 for shore control/beat and/or search aircraft and shore M/F fixes (Naval R.M.L.s. are equipped with T.W.12).

R/T—V.H.F. TR.1133 or TR.1143 surface to aircraft.

M/F.—D/F. loop for homing (with R.1155) and navigation purposes.

GEE or LORAN—Navigational purposes.

48. *R.A.F. marine craft call-signs.*—(*a*) By W/T, all surface craft are to use the call-sign "MHB" followed by a two-figure number consisting of the last two numerals of the launch's number. Where there are two craft at the same base with similar numbers, the suffix "A" will be added to one of them.

(*b*) By R/T., they are to use the call-sign "Seagull" followed by the two-figure number as detailed in sub-para. (*a*) above, spoken phonetically.

49. Communications signals conduct of all air/sea rescue operations will be in accordance with the following instructions:—

Aircraft and air/sea rescue marine craft.—(*a*) When on search, keep watch on the frequency allotted by the command for air/sea rescue operations. Contact with the ground controlling station and co-operating surface craft should be established immediately after take-off.

(*b*) Set watch on 500 k/cs. at H plus 10 to H plus 20, and H plus 40 to H plus 50, to intercept and home on dinghy or airborne lifeboat W/T set transmissions made in accordance with para. 38 above. If an independent R.1155 is installed, constant D/F loop watch is to be maintained on 500 k/cs.

(*c*) R/T communication between aircraft and co-operating surface craft will be on R.A.F. world wide distress frequency.

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50. *Royal National Lifeboat Institution Lifeboats.*—R.N.L.I. lifeboats fitted with wireless, work R/T on 1,650 k/cs. with the nearest G.P.O. coast W/T station. Direct communication between aircraft and lifeboats will not normally be practicable. Messages to R.N.L.I. lifeboats will be passed to the appropriate liaison coastguard station for transmission via the G.P.O. coast station concerned. (*See* para. 6 of Appendix C to this order.)

51. *Exercises.*—When exercises are taking place under the above mentioned organisation, 385 k/cs. is to be used instead of 500 k/cs. throughout, and G.P.O. stations will be unable to take part.

52. *Co-operation between aircraft and R.A.F. surface vessels.*—(*See* paras. 31 to 33 above.)

(*a*) On finding a dinghy or crashed aircraft, the search aircraft is to call "All rescue boats" (MHB) on 500 k/cs. and is to transmit the signal "Am over dinghy" or other appropriate signal. Surface craft near, or proceeding towards, the position given are to answer and request the aircraft, by operating signal, either to transmit, so that the surface craft may "home" on to the aircraft, or for the aircraft to take a bearing on the transmission made by the surface craft. The method employed will depend on whether or not the surface craft is fitted with D/F. When more than one surface craft is in touch with the aircraft, they should answer the aircraft in sequence of their numbers.

(*b*) When search aircraft and surface craft sight each other, the latter should inform the former by visual signal of her call-sign number.

(*c*) An aircraft in position over a dinghy is to transmit the appropriate signal at intervals of approximately twenty minutes, to enable the surface craft to identify the aircraft engaged.

(*d*) Aircraft and surface craft must maintain W/T silence on 500 k/cs. during the periods 15 to 18 and 45 to 48 minutes past each hour and "listen out" for distress calls from the dinghy radio.

53. *Use of code or plain language.*—Speed of communication is the most important consideration in the rescue of distressed personnel. The form of signal, either plain language or the appropriate code, best suited to achieve this aim should be used in all communications.

54. *Markings.*—(*a*) The last two numerals of the launch's number are to be clearly painted in large figures on the upper deck.

(*b*) *Airborne lifeboat.*—The airborne lifeboat is distinctively marked by the following identification symbols:—

(i) On the stern buoyance chamber, a single or double letter.
(ii) On the forward buoyance chamber, a single numeral.

The symbols are to be read approaching the boat from the stern. Any reference to the airborne lifeboat by air or surface craft should include the identification symbol mentioned above.

55. *Land-line communication.*—(*a*) In general, a separate speech network will not be maintained for the air/sea rescue service. The speed of communications, essential for rescue purposes, can best be achieved by correct use of the priority call facilities over the standard R.A.F. private wire network and over the G.P.O. public telephone system.

(*b*) Each air/sea rescue marine craft unit will, however, be provided with a private wire to its parent station for air/sea rescue purposes.

(*c*) Each R.A.F. command is to issue amplifying orders concerning routeing of calls, within the command, for air/sea rescue.

(*d*) Inter-service and inter-command, etc., communications concerning air/sea rescue are to be routed as shown at Appendix C to this order.

56. *Priorities.*—(*a*) Telephone calls for air/sea rescue purposes may be passed from ANY telephone, *public or private*, and should be passed in the form "URGENT AIRCRAFT CALL TO . . . .". The appropriate priority will be afforded to such calls. When using a public telephone call-box for these calls, any special instructions for obtaining emergency calls (*e.g.*, fire, police, ambulance, etc.), from that particular box, should be followed.

(*b*) All formation and unit telephone exchange operators are to be instructed in the use of the above-mentioned prefix and in the routeing of such calls. An urgent aircraft call implies immediate connection, other calls being disconnected if necessary.

57. *Exercises.*—Area combined headquarters, groups and stations are to arrange for frequent air/sea rescue search and communications exercises to be carried out.

(*A.M.Os. A.67/44, A.792/45, A.1188/45, A.17/46 and A.151/46 cancelled.*)

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APPENDIX B

PRINCIPAL AUTHORITIES CONCERNED IN AIR/SEA RESCUE

Area combined and Coastal Command group headquarters (1)	Coastal Command stations (2)	Air/sea rescue marine craft units (3)	Mountain rescue units (4)	Groups or units of a group situated in the area (5)	Flag and naval officers-in-charge	
					Commands (6)	Sub-commands (7)
Chatham, No. 16 Group...	Felixstowe ... ... Langham (*see note*) Thornaby (*see note*) Thorney Island (*see note*).	Blyth ... Yarmouth Newhaven Weymouth	Topcliffe ...	No. 11 (Fighter Command) Group. No. 12 (Fighter Command) Group. M.L.S/Air Traffic Centres, Uxbridge, Watnall. Nos. 1, 3, 5, 7, 8 (P.F.F.) (Bomber Command) Groups No. 91 (Bomber Operational Training) Group Headquarters, Abingdon. Nos. 21, 50 (Flying Training Command) Groups. Nos. 4, 38, 46, 47 (Transport Command) Groups. No. 106 (P.R.) Group.	Commander-in-Chief, The Nore.	Naval Officer-in-Charge, North Shields. Naval Officer-in-Charge, Humber. Naval Officer-in-Charge, Lowestoft. Naval Officer-in-Charge, Harwich. Flag Officer-in-Charge, London. Captain-in-Charge, Sheerness. Naval Officer-in-Charge, Dover.
					Commander-in-Chief, Portsmouth.	Commander-in-Chief, Portsmouth. Captain-in-Charge, Portland.

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APPENDIX B—*contd.*

PRINCIPAL AUTHORITIES CONCERNED IN AIR/SEA RESCUE—*contd.*

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Rosyth, No. 18 Group	Alness Kinloss Lossiemouth (*see* note) Leuchars Tain	Fraserburgh Lerwick Stornoway Tayport	Wick Dyce Kinloss	No. 13 (Fighter Command) Group. M.L.S./Air Traffic Centre, Inverness.	Commander-in-Chief, Rosyth.	Commander-in-Chief, Rosyth. Flag Officer-in-Charge, Orkney.
Plymouth, No. 19 Group	Calshot Chivenor St. Eval (*see* note) Pembroke Dock	Pembroke Dock. Swansea Appledore	Madley Llanbedr	M.L.S./Air Traffic Centre, Rhoose. Nos. 23 and 25 (Flying Training Command) Groups. No. 44 (Transport Command) Group.	Commander-in-Chief, Plymouth.	Commander-in-Chief, Plymouth. Naval Officer-in-Charge, Swansea.
Headquarters R.A.F., Northern Ireland.	Ahiergrove (*see* note) Ballykelly	Douglas Bowmore Portrush Larne	Jurby Barrow Harper Hill Dumfries	Air Traffic Centres, Belfast and Prestwick. M.L.S./Air Traffic Centre, Preston.	Commander-in-Chief, Plymouth. Commander-in-Chief, Rosyth.	Commander-in-Chief, Plymouth. Naval Officer-in-Charge Londonderry. Naval Officer-in-Charge, Greenock.

Note.—Detachments of air/sea rescue aircraft are based at these stations.

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APPENDIX C

1. Headquarters Fighter Command Movement Liaison Sections and Air Traffic Centres and associated Coastal Command Groups.

M.L.S./A.T.C.	*Coastal group*
Preston	R.A.F., Northern Ireland.
Rudloe	No. 19 Group.
11 Group, Uxbridge	No. 16 Group.
12 Group, Watnall	No. 16 Group.
13 Group, Inverness	No. 18 Group.
Prestwick (A.T.C. only) ...	R.A.F., Northern Ireland.
Belfast (A.T.C. only)	R.A.F., Northern Ireland.

2. Routeing of telephonic reports from G.P.O. coastal W/T stations.

G.P.O. W/T station	*Fighter Command M.L.S./Air Traffic Centre*
Portishead	No. 11 Group M.L.S., Air Traffic Centre, Uxbridge (*Telephone No.* :—Uxbridge 2490).
Burnham-on-Sea	
Wick	No. 13 Group M.L.S., Inverness (*Telephone No.* :—Inverness 1853).
Cullercoats	No. 12 Group M.L.S., Watnall (*Telephone No.* :—Nottingham 45731).
North Foreland	No. 11 Group M.L.S. for A.T.C. Uxbridge (*Telephone No.* :—Uxbridge 2490).
Niton	No. 11 Group M.L.S. for A.T.C. Uxbridge (*Telephone No.* :—Uxbridge 2490).
Lands End	M.L.S./A.T.C. Rudloe (*Telephone No.* :—Hawthorn 500).
Seaforth	R.A.F. Northern Ireland (*Telephone No.* :—Belfast 28171/5).
Portpatrick	R.A.F. Northern Ireland (*Telephone No.* :—Belfast 28171/5).
Humber	No. 12 Group M.L.S., Watnall (*Telephone No.* :—Nottingham 45731).
Stonehaven	No. 13 Group M.L.S., Inverness (*Telephone No.* :—Inverness 1853).
Malin Head	R.A.F. Northern Ireland (*Telephone No.* :—Belfast 28171/5).
Valentia	R.A.F. Northern Ireland (*Telephone No.* :—Belfast 28171/5).

3. Routeing of telephonic reports from M/F D/F stations.

Station	*Section*	*Route for reports*
Leuchars	A control 415 k/cs.	To No. 13 Group M.L.S., Inverness and No. 18 Group.
Sumburgh	A	
Stornoway	A	
Wick	A	
Scaland	F control 440 k/cs.	To M.L.S./A.T.C. Preston, R.A.F., Northern Ireland.
Islay	F	
Acklington ...	F	
Andover	M control 370 k/cs.	M.L.S./A.T.C. Rudloe, and No. 19 Group.
Scaland	M	
Talbenny	M	
Acklington ...	K	
Birdham Nowton ...	K control 435 k/cs.	12 Group M.L.S. and No. 16 Group.
Tangmere	K	
Leuchars	K	
Stornoway	Q 415 k/cs.	
Belfast	Q control for N.W. approaches.	R.A.F., Northern Ireland and A.T.C. Belfast.
Talbenny	Q	
St. Buryan ...	Q control for S.W. approaches.	No. 19 Group, and M.L.S./A.T.C. Rudloe.
Plympton	E control 385 k/cs.	
St. Buryan ...	E	Air Traffic Centre, Uxbridge.
Andover	E	No. 16 Group and No. 19 Group.
Lympne	E	

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4. R.A.F. stations from which mountain rescue units operate.

Fighter Command
Wick
Dyce
Llanbedr

Bomber Command
Topcliffe

Flying Training Command
Jurby
Barrow

Coastal Command
Kinloss

Maintenance Command
Harpur Hill
Dumfries

Technical Training Command
Madley

5. List of coastguard district headquarters to whom coastguard stations report, with associated R.A.F. authority to whom aircraft in distress should be reported.

Coastguard district H.Q. stations	*Telephone No.*	*R.A.F. authority*	*Telephone No.*
Lerwick, Shetland ...	Lerwick 76	M.L.S. Inverness	Inverness 1853
Kirkwall, Orkney	Kirkwall 68		
Wick, Caithness	Wick 332		
Banff	Banff 15		
Peterhead, Aberdeenshire	Peterhead 163		
Torry, Aberdeenshire ...	Aberdeen 2200		
Elie, Fyfe	Elie 31		
Berwick-on-Tweed ...	Berwick 6005		
Blyth, Northumberland ...	Blyth 6	M.L.S. Watnall	Nottingham 45731
Seaham, Co. Durham ...	Seaham 3252		
Whitby, Yorkshire ...	Whitby 107		
Filey, Yorkshire	Filey 3226		
Mablethorpe, Lincolnshire	Mablethorpe 7		
Cromer, Norfolk	Cromer 2507	Air Traffic Centre, Uxbridge	Uxbridge 2400 (flight information).
Great Yarmouth	Gt. Yarmouth 2696		
Walton-on-Naze	Walton-on-Naze 18		
Ramsgate, Kent	Ramsgate 127		
Sandgate, Folkestone ...	Sandgate 78333		
Newhaven, Sussex ...	Newhaven 199 or 8		
Ventnor, Isle of Wight ...	Ventnor 33		
Swanage, Dorset	Swanage 2596	M.L.S. Rudloe	Hawthorn 500
Wyke Regis, Weymouth ...	Weymouth 165		
Brixham, Devonshire ...	Brixham 2156		
Kingsbridge, Devonshire ...	Galmpton 229		
Polruan, Fowey	Polruan 28		
Portscatho, Cornwall ...	Portscatho 25		
Helston, Cornwall ...	Ruan Minor 221		
Penzance, Cornwall ...	Penzance 507		
St. Mary's, Scilly Isles ...	Scillonia 51		
Bude, Cornwall	Bude 18		
Braunton, Devonshire ...	Croyde 329		
Mumbles, Swansea ...	Mumbles 6534		
Tenby, Pembrokeshire ...	Tenby 31		
Fishguard	Fishguard 215		
Morfa-Nevin, Carnaervonshire	Nevin 204	M.L.S. Preston	Preston 4602
Holyhead, Anglesey ...	Holyhead 51		
Hoylake, Wirral	Hoylake 1026		
Ramsey, Isle of Man ...	Ramsey 3255		

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H.Q. stations	*Telephone No.*	*R.A.F. authority*	*Telephone No.*
Portpatrick, Wigtownshire	Portpatrick 209	Air Traffic Centre, Prestwick.	Prestwick 7256
Southend, Campbeltown ...	Southend Argyll 32		
Stornoway	Stornoway 13		
Kyle, Ross-shire	Kyle 13		
Ballycastle, Co. Antrim ...	Ballycastle 226	Air Traffic Centre, Belfast.	Belfast 27851
Newcastle, Co. Down ...	Newcastle 3131		
Bangor, Co. Down ...	Donaghadee 92		

6. Coastguard stations in liaison with G.P.O. coast W/T stations for communication with R.N.L.I. lifeboats.

Coastguard district H.Q. stations	*G.P.O. Coast W/T stations*
Wick	Wick
Aberdeen	Stonehaven
Blyth	Cullercoats
Mablethorpe	Humber
Ramsgate	North Foreland
Ventnor	Niton
Penzance	Lands End
Croyde }	Burnham-on-Sea
Mumbles }	Portishead
Hoylake	Seaforth
Portpatrick	Portpatrick
Bangor	Malinhead (Eire)

APPENDIX D

Method of initiating Broadcasts on Distress Frequency

1. The international distress frequency (500 k/cs.) is used to notify ships at sea by broadcast means, of aircraft or personnel in distress. Distress broadcasts will normally be made immediately on receipt of definite distress information and irrespective of other action taken to effect rescue. Once rescue has been effected, it is of the utmost importance that such distress broadcasts shall be cancelled by the originator.

2. Arrangements have been made with the G.P.O. authorities for the acceptance of messages for broadcast on the distress frequency by the W/T stations under their control. Such messages will also be broadcast by R/T on 1650 k/cs. for communication to small coastal vessels. Messages for broadcasting may be in either of the following forms, according to the degree of emergency or distress :—

(a) Originated in respect of an aircraft overdue on a flight over the sea, but concerning which there is no other definite distress information. The message will be in the nature of a request to shipping on or near the route to keep a look out for survivors, etc.

The message must be in plain English and must bear the prefix " Rescue aircraft begins XXX ", followed by the text of the message. Messages must be concise and the overseas route of the aircraft given.

(b) Originated in respect of an aircraft concerning which definite distress information is available, *e.g.*, ditching or aircraft sighting of dinghy with survivors.

The message must be in plain English and must bear the prefix " Rescue aircraft begins SOS ", followed by the text of the message in concise form and giving position(s) in latitude and longitude.

3. Broadcasts on the distress frequency will be sent out by G.P.O. W/T stations in accordance with the priority borne by the prefix. Transmissions will be made over a period and in accordance with G.P.O. instructions to coastal W/T stations. Any acknowledgment received will be passed to the originator.

4. Messages may be authorised by the duty flying control officers of Numbers 16, 18 and 19 Groups and R.A.F. Northern Ireland, or by Air Traffic control officers at air traffic centres only.

5. Requests for broadcasts are to be made to the G.P.O. station or stations most conveniently situated with relation to the aircraft's projected route or known position of distress. To ensure the most rapid connection with the G.P.O. W/T Station, calls should be made via the R.A.F. authority to whom such stations report information of aircraft in distress, as shown in para. 2 of Appendix C to this Order.

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APPENDIX E

Summary of Communications

1	2 500 k/cs.	3 VHF/RT World wide distress frequency.	4 MF/DF	5 HF/ A8R Frequency
Air/sea rescue aircraft	H+10 to H+20 and H+40 to H+50. Constant if independent R1155 fitted.	Constant	As required for bearings.	Constant, except as in Col. 2.
Air/sea rescue surface aircraft.	H+10 to H+20 and H+40 to H+50. Constant if independent R1155 fitted.	Constant	As required for bearings.	Constant, except as in Col. 2.
H.M. ships temporarily on air/sea rescue operations.	Constant	Constant	—	Constant, if previously arranged.
R.A.F. ground stations	—	Constant	Constant	Constant
G.P.O. coast station	Constant	—	—	—
Merchant ships at sea	Constant (with certain exceptions).	—	—	—

(76240-2) Wt. 8302/N.3813 17,440. 5/46 Hw. (Gp. 377/2)

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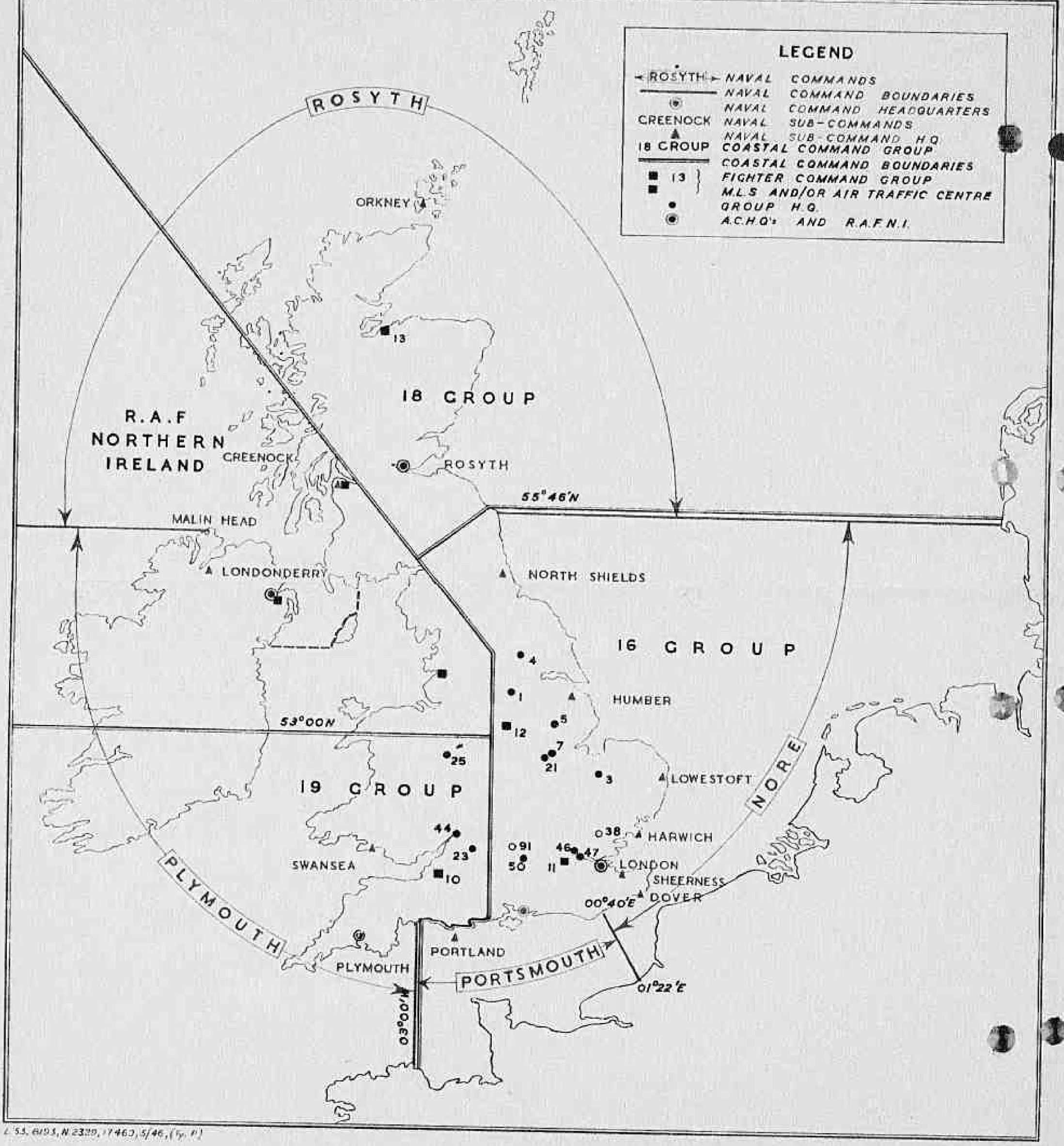
APPENDIX A

NAVAL COMMAND, SUB-COMMAND & COASTAL COMMAND GROUP AREAS



C 55, 6193, N 2329, 1463, 5/46, (Sy. P.)

MILITARY I.A.F. "STATO MAGGIORE"

INTERMINISTERIAL MEETING FOR THE SEARCH AND RESCUE SERVICE

PROVISIONAL MEMORANDUM ON THE CONFERENCE HELD IN ROME IN THE MILITARY I.A.F. "STATO MAGGIORE" AT 10.,30 HOURS ON 1ST JULY 1946.

The below mentioned persons were present:

President

Lt. Col. Pilot Mario CORSINI - Head of the 1st Unit of the Military I.A.F. "Stato Maggiore".

Members

Lt. Col. Tommaso CARISE - "Stato Maggiore" Operations Office - War Ministry.

" " Aristodemo MAZZONE - Corps of Engineers Command - War Ministry -

Navy Captain Vincenzo VACCARISI - Head of the Telecommunications Office - "Stato Maggiore" - Navy.

Navy Captain MANACORDA - "Stato Maggiore" - Navy.

Major Guido PIERONI - Head of the Office of Engineers Corps Service.

Lt. Col. PORTERI - Finance Guards Headquarters.

Engineer Silvio GARBONI - Posts & Telecommunications Ministry. The Minister's Cabinet.

Professor Giuseppe LOMBARDI - Italian Alpine Committee.

Colonel Alberto DEL MONTE - Director of the Search and Rescue Service

Lt. Col. Aristide DE VINCENTI - Director of Communications and Air Assistance.

Captain DEL BELLO - Communications and Air Assistence. (Div.Imp.&Pilo-Direz)

Captain R.A.F. REED - A.F.H.Q., A.C.

Lt. Col. Renato ROVEDA - Head of the 2nd Section Operations Office - Military I.A.F. "Stato Maggiore".

Major Rodolfo CUZA - 2nd Section - 1st Unit - Operations Office - Military I.A.F. "Stato Maggiore".

Captain Piero VODRET - 2nd Section - 1st Unit - Operations Office - Military I.A.F. "Stato Maggiore".

The representatives of the Ministry of the Interior, although invited, were not present at the meeting.

1)- The President opens the conference.
He states that the first part of the memorandum (Appn.A) will be discussed later since the representatives of the Posts & Telecommunications Ministry and the I.A.C. (Italian Alpine Committee) are not present, and proposes the discussion of part 2.

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President		
	Lt. Col. Pilot Mario CORSINI	- Head of the 1st Unit of the Military I.A.F. "Stato Maggiore".
Members		
	Lt. Col. Tommaso CALISE	-"Stato Maggiore" Operations Office - War Ministry.
	" " Aristodemo MAZZONE	- Corps of Engineers Command - War Ministry -
	Navy Captain Vincenzo VACCARISI	- Head of the Telecommunications Office - "Stato Maggiore" - Navy.
	Navy Captain MANACORDA	- "Stato Maggiore" - Navy.
	Major Guido PIERONI	- Head of the Office of Engineers Corps Service.
	Lt. Col. PORTALI	- Finance Guards Headquarters.
	Engineer Silvio CANIONI	- Posts & Telecommunications Ministry. The Minister's Cabinet.
→	Professor Giuseppe NOBILE	- Italian Alpine Committee.
	Colonel Alberto DEL MONTE	- Director of the Search and Rescue Service
	Lt. Col. Aristide DE VINCENTI	- Director of Communications and Air Assistance.
	Captain DAL PERO	- Communications and Air Assistance. (Div.Imp.2Filo-Direz)
	Captain R.A.F. REED	- A.F.H.Q., A.C.
	Lt. Col. Renato ROVEDA	- Head of the 2nd Section Operations Office - Military I.A.F. "Stato Maggiore".
	Major Rodolfo CUZA	- 2nd Section - 1st Unit - Operations Office - Military I.A.F. "Stato Maggiore".
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2)- The President asks the Navy Representative, Commander Manacorda for information on the naval craft which can participate in the Rescue Service, their characteristics and their readiness of employment.

Na)- Commander Manacorda - The Navy can collaborate with the Rescue Service by means of:-
- Torpedo Motor-boats with a 26-30 knots speed, ability to carry out the order 4 hours after their issue.
- Corvettes with a 15/16 knots speed, ability to carry out the orders 2 hours after their issue.
- Tug-boats, tankers, mine-sweepers, etc. with a 8/10 knots speed, ability to carry out the orders two hours after their issue.

the vessels under the emergency status to (max. ½ hour)?
dir. 11 ... only for ... and more details instructions ...

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However, the use of destroyers and torpedo-boats appears to be difficult.

2b) Commander Vaccarisi: Upon the President's request he replies:- Information on the assignment of Naval means will be supplied by the "Stato Maggiore" of the Navy.
The requests for their use will be submitted to the competent Navy Commands whose jurisdictions and locations are:

La Spezia	(Linked by direct telephone with the Milan Rescue Center) - High Tyrrhenian Sea.
Naples	(Linked by direct telephone with the Rome Rescue Center) Central and Low Tyrrhenian Sea.
La Maddalena	(Linked by direct telephone with the Cagliari Navy Command) Adjacent Seas.
Messina	(telephone connections road net with Catania) Sicilian Sea, and Western Ionian Sea.
Venice	(connections by direct phone with Venice Rescue Center) High Adriatic up to Termoli.
Brindisi	(connection by direct phone with Brindisi Rescue Center) Low Adriatic.

The Navy Command in Rome can be directly informed being continously linked with the other Navy Commands.

2c) Commander Vaccarisi states that all the requests for use of base and operations units will be submitted to the Operations Office or to the Head of the "Stato Maggiore" of the competent Navy Command; all the requests regarding urgent communications will be however submitted to the Telecommunications Central Base of the competent Navy Command.

2d) Commander Vaccarisi promises to supply a plan regarding the location, jurisdiction, telegraph addresses, local telephone numbers, the Navy telephone net, lists of sign calls (R.T.) of all Navy Commands.

3) The President requests information from the Navy representative on the system regulating the forwarding to the Rescue Centers of information on the flight accidents as received by Bodies or Navy Units (for location, radio interception, etc).

3a) Commander Vaccarisi states that all the Bodies and Navy units have received orders to forward, by quickest means, such information to the nearest C.A.V. However, the channels for transmittal of the information have not been established. The semaphores, which are linked to their Collecting Centers by telegraph or telephone, have received orders to send immediate communication to the said Bodies on every information in their possession.

3b) Commander Vaccarisi states that as soon as detailed regulations will be formed for the transmittal of every information of interest to the S.R.S., all the Organizations, Commands and Navy Units will be instructed to strictly adhere to the rules.

4) The President requests from the Navy representative information

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	Rescue Center) - High Tyrrhenian Sea.
Naples	(linked by direct telephone with the Rome Rescue Center) Central and Low Tyrrhenian Sea.
La Maddalena	(linked by direct telephone with the Cagliari Navy Command) Adjacent Seas.
Messina	(telephone connections road net with Catania) Sicilian Sea, and Western Ionian Sea.
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3b) Commander Vaccarisi states that as soon as detailed regulations will be formed for the transmittal of every information of interest to the S.R.S., all the Organizations, Commands and Navy Units will be instructed to strictly adhere to the rules.

4) The President requests from the Navy representative information on the control and assistance which the Navy can supply by means of its radio-goniometric net (on 500 kilocycles).

4a) Commander Vaccarisi says that the modern views referred to in the recent international conferences, tend to modify completely the present system for radio-goniometric navigation, either in frequencies to be used (from the medium to high frequencies) or in the system itself (replacing the radio-goniometric navigation with the.....
Therefore, due to the high cost of the installations and operations, the Navy will maintain in use only the radiogoniometers of:

- Pola: (controlled by the Navy Command of La Maddalena);
- Genoa: (controlled by the La Spezia Navy Command)
- Borgo Piave: (controlled by the Venice Navy Command)

using also of a radiogoniometer situated in Greece and in Malta.

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The installation of other Rddiogoniometers was foreseen at Porto Palo, Cape Miseno and in the Palermo area, but in view of the above and as the completion of such organization would require at least two years, the works have been suspended.

4b) The present net, moreover, includes the Tyrrhenian and partly Ionic Seas. On the other hand, it does not include the Adriatic; however, this is of no considerable importance to the Navy due to the extreme facility to locate the position on the Adriatic by the observation of the coasts, etc.
The President however, points out that for Rescue Service aims and particularly to locate the Allied reports equipped with R.T. apparatuses on 500 kilocycles, a large scale net is indispensable.
Lt. Col. De Vincenti asks also if it is possible to accellerate the works for the full completion of the R.D.G. net.

4c) Commander Vaccarisi concludes by saying that if the Aviation deems the completion of the radiogoniometric net indispensable, the Navy may take into consideration such request, installing new R.D.G. in key localities (Cape Miseno, Porto Palo, Palermo, Cape Passaro, or others).

5) Commander Vaccarisi on Lt. Col. Roveda's request informs that the Military units in navigation depend on the competent Navy Command and on Rome Radio Center.

5a) All the Merchant Units depend on the Rome Radio Center.

5b) On Lt. Col. Corsini's request Commander Vaccarisi replies that the detachment of merchant ships for rescue purposes was foreseen by the International Conference at Bruxelles in 1936. The copy of the conference regarding the discussed matter will be transmitted.

6) The President submits for discussion part 3a) of the Agenda.
The President explains that the Army Units are requested to collaborate with the S.R.S. for the following:
a) Intervention in the rescue operations on ground (mountains, coasts, etc);
b) forwarding to the CO.RR. of all information concerning flight accidents;
- requests from the representatives of the War Ministry, information on the kind of collaboration which can be given by the Army, in what zones, and with what limitations.

6a) Lt. Col. Calise points out that the Army is a ground organization based on the Comiter (Military Territorial Command of Army Corps). Every organization depending from the Comiter will receive orders required to collaborate to the maximum with the S.R.S.; however, the possibility of giving assistance will naturally correspond to the strength of Units detached in the area of the accident.

6b) The territorial jurisdiction of the Comiters, in respect to the jurisdiction of C.C.R.S., are approximately the following:

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particularly to locate the Italian reports equipped with R.T. apparatuses on 500 kilocycles, a large scale net is indispensable.
Lt. Col. De Vincenti asks also if it is possible to accellerate the works for the full completion of the R.D.G. net.

4c) Commander Vaccarisi concludes by saying that if the Aviation deems the completion of the radiogoniometric net indispensable, the Navy may take into consideration such request, installing new R.D.G. in key localities (Cape Miseno, Porto Palo, Palermo, Cape Passaro, or others).

5) Commander Vaccarisi on Lt. Col. Roveda's request informs that the Military units in navigation depend on the competent Navy Command and on Rome Radio Center.

5a) All the Merchant Units depend on the Rome Radio Center.

5b) On Lt. Col. Corsini's request Commander Vaccarisi replies that the detachment of merchant ships for rescue purposes was foreseen by the International Conference at Bruxelles in 1936. The copy of the conference regarding the discussed matter will be transmitted.

6) The President submits for discussion part 3a) of the Agenda.
The President explains that the Army Units are requested to collaborate with the S.R.S. for the following:
a) Intervention in the rescue operations on ground (mountains, coasts, etc);
b) forwarding to the CC.RR. of all information concerning flight accidents;
- requests from the representatives of the War Ministry, information on the kind of collaboration which can be given by the Army, in what zones, and with what limitations.

6a) Lt. Col. Calise points out that the Army is a ground organization based on the Comiter (Military Territorial Command of Army Corps). Every organization depending from the Comiter will receive orders required to collaborate to the maximum with the S.R.S.; however, the possibility of giving assistence will naturally correspond to the strength of Units detached in the area of the accident.

6b) The territorial jurisdiction of the Comiters, in respect to the jurisdiction of C.C.R.S., are approximately the following:

C.C.R.S. (Coordinating Center for Search and Rescue)	'	Milan Comiter
	'	Turin Comiter
	'	Genoa Comiter
	'	
C.C.R.S.	'	Bolzano Comiter
		Udine "
		Bologna "
C.C.R.S.	'	Rome "
		Florence "
		Naples "

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C.C.R.S. Brindisi - Bari Comiter
S.C.R.S. Catenia - Palermo Comiter
S.C.R.S. Cagliari - Cagliari Comiter.

A scheme containing:-
a) territorial jurisdiction of the Comiters;
b) Location of Bodies and depending Units;
c) local telegraph addresses and telephone numbers will be supplied by the Army "Stato Maggiore".

6c) Lt. Col. Calise remarks that while it is understood that normally all the interventions-requests must be submitted to the Operations Office or to the Duty Officer of the Comiter; ~~however~~, in particularly urgent cases the C.C.R.S. may turn directly to the lesser Commands, uncluding the Battalion Command.

6d) The Commands and Army Bodies will receive orders to despatch with the maximum urgency to the competent C.C.R.S. by telegram or telephone with "S.V.M." qualification any information of interest to the S.R.S. in their possession.

6e) Upon Lt. Col. Corsini's request Lt. Col. Calise informs that the liaison between Comiter, Commands and depending Bodies is carried out through the telegraphic net.

6f) Col. Del Monte is proposing to establish a direct telephone communications between the C.C.R.S. and the Comiter.

6g) Commander Vaccarisi proposes that as the Government telegraphic and telephone net is proved to be insufficient to secure rapid liaison, the Military Commands can avail themselves of Navy means of communication, according to the regulations which will be established.

6h) Lt. Col. Calise proposes that for the purpose of simplifying the task of the one who must transmit reports, rules must be issued dealing with all questions which must be communicated.

6i) The President assures that this will be done as soon as other detailed rules are drawn.

6l) The President concludes expressing his satisfaction regarding the general matters settled during the present meeting and postponing the definition of details for the next session.

7) The President submits to discussion part 4 of the Agenda, asking the representative of the Carabinieri Corps what support it can give to the S.R.S.

7a) Maj. Pieroni stated that the characteristics of the Carabinieri Corps, due to the character of their service, is an accentuated decentralization which makes the organization of a capillary type reaching into smallest inhabitated centres and into the country.

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6c) Lt. Col. Calise remarks that while it is understood that normally all the intervention-requests must be submitted to the Operations Office or to the Duty Officer of the Comiter; however, in particularly urgent cases the C.C.R.S. may turn directly to the lesser Commands, uncluding the Battalion Command.

6d) The Commands and Army Bodies will receive orders to despatch with the maximum urgency to the competent C.C.R.S. by telegram or telephone with "S.V.M." qualification any information of interest to the C.C.R.S. in their possession.

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7) The President submits to discussion part 4 of the Agenda, asking the representative of the Carabinieri Corps what support it can give to the S.A.S.

7a) Maj. Pieroni stated that the characteristics of the Carabinieri Corps, due to the character of their service, is an accentuated decentralization which makes the organization of a capillary type reaching into smallest inhabitated centres and into the country. As such the Carabinieri Corps are in a position to get hold of any information regarding the flight accidents, provide the distribution

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of such information, and organize first aid before and more efficiently than any other organization. The Forces have the possibility to avail themselves for telegraph and telephone communication of priority No. 1 "Public Order" which guarantees the most rapid transmittal of information. At present the Carabinieri Sections have special instructions regarding flight accidents. Such instructions must, however, be adjourned on the basis of the S.R.S. operating, and detailed instructions on priority of various communications, on elements which these must contain, have to be distributed.

Moreover, it is necessary that all the jurisdictions of various C.C.R.S. bodies are fixed and brought to attention, with their telegraphic addresses and local telephone numbers.

7b) Colonel Del Monte states that in case a C.C.R.S.-request by means of circular telegram addressed to Carabinieri Sections of a certain area, information on aircraft which have not reached the base, the Sections must reply immediately. In the opposite case the whole R.R.S. organization would suffer repercussions.

7c) Captain Reid requests that in case of Allied aircraft accidents the Allied authorities located nearby be informed, for the purpose of securing first aid.

7d) The President assured that all that has been said will be considered in the formulation of detailed rules.

8) The President passes on to the discussion of part 5 of the Agenda and asks the representatives of the Finance Guards to present the possibility of cooperation between S.R.S. and Finance Guards.

8a) Lt. Col. Pollani states that Finance Guards are an organization analogous to that of Carabinieri, limited though to the frontier zones and certain uninhabited coastal zones. In such zone the Finance Guards can fully collaborate with S.R.S. either for the search of damaged aircraft, the rescue operations, rescue of survivors or for transmittal of all information at the S.R.S.

8b) In connection with this/inconvenience is immediately foreseen: the Finance Guards are at present considered Civil Police and as such they have no right to request telephone and telegraph communications with a definite priority.

8c) The President stressed that this subject be discussed with the representative of the Post and Communications Ministry.

8d) Lt. Col. Pollani continues by informing that the Guards of Finance is based on Brigade Commands, of which he will supply the limits of power, strength of dependent Units, telegraph addresses and telephone numbers.

Very often there is in the same office of the Brigade Command also a Section of Carabinieri. Therefore, the authorities of the Guards of Finance will apply to the above mentioned Body for the quick for-

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Moreover, it is necessary that all the jurisdictions of various C.C.R.S. bodies are fixed and brought to attention, with their telegraphic addresses and local telephone numbers.

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7c) Captain Reid requests that in case of Allied aircraft accidents the Allied authorities located nearby be informed, for the purpose of securing first aid.

7d) The President assured that all that has been said will be considered in the formulation of detailed rules.

8) The President passes on to the discussion of part 5 of the Agenda and asks the representatives of the Finance Guards to present the possibility of cooperation between C.R.S. and Finance Guards.

8a) Lt. Col. Polimeni states that Finance Guards are an organization analogous to that of Carabinieri, limited though to the frontier zones and certain uninhabited coastal zones. In such zone the Finance Guards can fully collaborate with C.R.S. either for the search of damaged aircraft, the rescue operations, rescue of survivors or for transmittal of all information of the C.R.S.

8b) In connection with this/inconvenience is immediately foreseen: the Finance Guards are at present considered Civil Police and as such they have no right to request telephone and telegraph communications with a definite priority.

8c) The President proposes that this subject be discussed with the Representative of the Post and Communications Ministry.

8d) Lt. Col. Polimeni continues by informing that the Guards of Finance is based on Brigade Commands, of which he will supply the limits of power, strength of dependent Units, telegraph addresses and telephone numbers.

Very often there is in the same office of the Brigade Command also a section of Carabinieri. Therefore, the authorities of the Guards of Finance will apply to the above mentioned Body for the quick forwarding of the information, and the C.C.R.S. for the request of intervention of the Finance Guard Units.

8e) The Finance Guards Coast Units on the other hand, have a very limited possibility of communications.

8f) Commander Vuccrini proposes that these be linked by telephone with the nearest semaphores. Thus the forwarding of information will be guaranteed by the Navy telecommunications net.

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8m) The President acknowledges the above.

8n) Lt. Col. Rolandi, adds that the Finance Guards of the Alpine zones, though having a considerable individual training, will hardly be able to give efficient assistence to casualties that may occur, since they have almost no material for the first aid (medications, stretchers, etc). Often it is impossible to seek help from community doctors, if there are long distances in mountain zones.

8i) Lt. Col. Del Monte informs that he main office of the C.N.S. is examining the possibility of establishing an organization for the rescue in mountains, analogous to the one established by the Allies in zones A, and B of Venezia Giulia, therefore medical supplies are required for rescue work.

8l) Lt. Col. Cereini concludes by stating the necessity of organizing rescue service in mountains as soon as possible, and proposes that all problems regarding the subject be discussed in the forthcoming meeting with representatives of Finance Guards and the I.A.C.

9) The President submits to discussion the 7th part of the Agenda, requesting from the representative of the I.A.C. to discuss the organization of the Alpine groups and their possibility of collaboration with C.N.S.

9a) Prof. Morandini informs that the I.A.C. is supervised by the Central Presidency in Milan, which has only administrative duties and is divided into 196 sections, located mainly in Alpine zones, and in lesser number in Appenine zones. Every section controls a certain number of guides who can be in charge of rescue operations.
The mountaineers can also be counted upon, a great many of whom are able to climb anywhere in the mountains.

9b) The Italian Alpine Committee has 360 shelters, some of which are destroyed or damaged. It would be necessary to furnish these shelters with supplies necessary for rescue works so that the guides would not have to carry such material to the shelter, and thus rendering greater speed of movements.

9c) The I.A.C. will make out the report containing:

a. Assignment of I.A.C. Sections.
b. Their jurisdiction.
c. Local addresses and telephone numbers.
d. Number of guides working for each section.
e. Location of shelters with Section indicated.

9d) Both the rescue requests by the C.C.R.S. to the I.A.C. and any report on flight accidents by the I.A.C. Sections to the C.C.R.S.

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8a) Lt. Col. Del Monte informs that he main office of the S.R.S. is examining the possibility of establishing an organization for the rescue in mountains, similar to the one established by the Allies in zones A, and B of Venezia Giulia, therefore medical supplies are required for rescue work.

8b) Lt. Col. Corsini concludes by stating the necessity of organizing rescue service in mountains as soon as possible, and proposes that all problems regarding the subject be discussed in the forthcoming meeting with representatives of Finance Guards and the I.A.C.

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The mountaineers can also be counted upon, a great many of which are able to climb anywhere in the mountains.

9b) The Italian Alpine Committee has 560 shelters, some of which are destroyed or damaged. It would be necessary to furnish these shelters with supplies necessary for rescue works so that the guides would not have to carry such material to the shelter, and thus rendering slower their speed of movements.

9c) The I.A.C. will make out the report containing:

a. Assignment of I.A.C. Sections.
b. Their jurisdiction.
c. Local addresses and telephone numbers.
d. Number of guides working for each section.
e. Location of shelters with Section indicated.

9d) Both the rescue requests by the C.C.R.S. to the I.A.C. and any report on flight accidents by the I.A.C. Sections to the C.C.R.S. can be forwarded through the Carabinieri Sections, as all the I.A.C. Sections are situated in places where there are sections of Carabinieri.

9e) Prof. Morandini said that the whole I.A.C. organization is at the disposal of the S.R.S. for its highly humanitarian aims, but he points out that the I.A.C. is a body maintained by contributions given by members and it would be therefore difficult to meet unforseen expenses.

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Moreover, it must be borne in mind that the guides employed for rescue missions, besides running a certain risk, might lose any clients, thus gaining a lower income.
However, Prof. Morandini stating that though the guides would give their service with no compensation whatsoever, was proposing to take into consideration the establishment of awards for any rescue work carried out by the guides. The same is normally done for rescuing lost or wounded mountaineers, etc.
The President assures that the matter will be taken into consideration by the competent Air Organizations.

9f) Prof. Morandini asks if it is advisable to increase the activity of the I.A.C. on main airlines.
The President replies that that would be highly desirable.

10) The President submits to discussion the 6th part of the Agenda.
He requests from the Post and Telecommunications Ministry:
a) to establish a priority classification of first grade "S.V.H." (S.O.S.) for all telephone and telegraph communications, regarding the S.R.S.
b) to establish which bodies and Commands may use such priorities.
c) to consider the possibility of forwarding communications for rescue purposes free of charge.
d) to carry out the largest distribution of all regulations relating to communications of S.R.S. to all Post, Telegraph and Telephone offices (transmittal of method, bodies to which they are to be addressed, telegraph addresses and telephone numbers of the S.C.R.S., etc).

10a) Ing. Caroni, replies that as for a) the S.V.H. priority has already been established. At present it may be used only by Bodies and Commands. Such concession however, may be extended upon the request to the Carabinieri, the Finance Guards, the Police Forces and if violations can be avoided, also to the Army Commands which can collaborate with the S.R.S.
The President proposes that this matter be discussed in the forthcoming meeting with the representative of the Post and Telecommunications Ministry.

10b) Regarding the communications for rescue purposes free of charge Ing. Caroni, while he sees no difficulty in communications on Government net, will examine the possibility for carrying out communications on privately controlled nets.

10c) Ing. Caroni does not believe in the possibility of informing the dependent personnel on questions referred to in para d). It is easier to specify such regulations to the bodies which are sending out the communications.

10d) Ing. Caroni after stating that very frequently there are interruptions in telephone operations proposes that other means be devised so as to secure the arrival of communications.

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9f) Prof. Morandini asks if it is advisable to increase the activity of the I.A.O. on main airlines.
The President replies that that would be highly desirable.

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a) to establish a priority classification of first grade "S.V.H." (S.O.S.) for all telephone and telegraph communications, regarding the C.R.S.
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10a) Ing. Caroni, replies that as for para a) the S.V.H. priority has already been established. At present it may be used only by Bodies and Commands. Such concession however, may be extended upon the request to the Carabinieri, the Finance Guards, the Police Forces and if violations can be avoided, also to the Army Commands which can collaborate with the C.R.S.
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10c) Ing. Caroni does not believe in the possibility of informing the dependent personnel on questions referred to in para d). It is easier to specify such regulations to the bodies which are sending out the communications.

10d) Ing. Caroni after stating that very frequently there are interruptions in telephone operations proposes that other means be devised so as to secure the arrival of communications.
Lt. Col. Corsini: The Communications must be sent to any other C.C.R.S. if possible.
In cases where this would not be possible it will be established in details which Bodies (Navy, Airforce, Prefectures, etc) may be applied to for transmittal of informations through a military telephone net or radio.
The matter will be discussed in the forthcoming meeting.

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10e) Ing. Caroni proposes that as soon as all regulations in question will be established, tests and ~~operations~~ will be carried out to show the efficiency of the entire communication system. The President approves of the proposal.

11) The President proposes that all questions regarding the liaison of aircraft on rescue missions with Naval Units be discussed in a meeting of the representatives of interested Bodies.

12) The President, stating that all items on the Agenda have been discussed, sums up by pointing out the duties and functions of the S.R.S. according to the attached plan. Thanking those present for their willingness to cooperate, and postponing the establishment of details to individual conferences with the interested parties, the President ends the meeting at 13,10 hrs.

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12) The President, stating that all items on the Agenda have been discussed, sums up by pointing out the duties and functions of the S.R.S. according to the attached plan. Thanking those present for their willingness to cooperate, and postponing the establishment of details to individual conferences with the interested parties, the President ends the meeting at 13,10 hrs.

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21 A

STATO MAGGIORE DELL'AERONAUTICA MILITARE

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RIUNIONE INTERMINISTERIALE PER IL SERVIZIO RICERCA E SOCCORSO

PROCESSO VERBALE PROVVISORIO DELLA RIUNIONE TENUTASI A ROMA PRESSO LO STATO MAGGIORE DELL'AERONAUTICA MILITARE ALLE ORE 10,30 DEL GIORNO 1° LUGLIO 1946.=

Erano presenti le sottonotate persone:

Presidente

Ten.Col.A.A.r.n.Pil. CORSINI Mario-Capo del 1°Rep.S.M. A.M.-

Membri

-Ten.Col.	CALISE	Tommaso	- S.M.Operazioni Min.Guerra
-" "	MAZZONE	Aristodemo	-Ispettorato Genio Min.Guerra
-Cap.Freg.	VACCARISI	Vincenzo	- Capo Uff.Telecomun.S.M.Marina
- " "	MANACORDA		- S.M. Marina
- Magg.	PIERONI	Guido	- Capo Uff.Serv.Com.Genio C.C.
-Ten.Col.	POLIZZI		- Com.Gen. Guardia di Finanza
-Ing.	GARRONI	Silvio	- Min.Poste e Telecomunicazioni Gabinetto del Ministro
-Prof.	MORANDINI	Giuseppe	- C.A.I.
-Col.A.A.r.n.	DEL MONTE	Alberto	- Diret.del Serv.Ricer.Soccorso
-Ten.Col.	DE VINCENTI	Aristide	-Diret.Comun.e Ass.al Volo
-Cap.A.A.r.s.	DEL BELLO		- Div.Imp.e Pilo-Direz.Com.Ass.al Volo
-Cap.R.A.F.	REED		- A.F.S.C.
-Ten.Col.AArn	ROVEDA	Renato	- Capo 2ª Sez.-1° Rep.Operaz.S.M. A.M.
-Magg. AArn	GUZZA	Rodolfo	- 2ª Sez.-1° Rep.Operaz. S.M. A.M.
-Cap. AArn	VODRET	Piero	- 2ª Sez.-1° Rep.Operaz. SM. A.M.

Non sono intervenuti alla riunione, benchè invitati, i Rappresentanti del Ministero degli Interni.

1)- Il Presidente dichiara aperta la seduta.
Non essendo ancora giunti i rappresentanti del Ministero Poste e Telecomunicazioni e del C.A.I. rimanda ad un secondo tempo l'illustrazione della parte 1ª dell'ordine del giorno (All. A) e propone l'inizio della discussione della parte 2ª.-

2)- Il Presidente chiede al Rappresentante della Marina, Com/te Manacorda quali sono i mezzi marini che possono collaborare al Servizio Soccorso, le loro caratteristiche, la loro prontezza d'impiego.-

2a)-Com/te Manacorda- La Marina può collaborare col Servizio Soccorso con:
-Motosiluranti con velocità 26-30 nodi, uscita dopo 4 ore dall'ordine di operazione.
-Corvette con velocità 15/18 nodi, uscita dopo 2 ore dall'ordine di

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Erano presenti le sottonotate persone:

Presidente

Ten.Col.A.A.r.n.Pil. CORSINI Mario-Capo del 1°Rep.S.M. A.M.-

Membri

-Ten.Col.	CALISE	Tommaso	- S.M.Operazioni Min.Guerra
-" "	MAZZONE	Aristodemo	-Ispetterato Genio Min.Guerra
-Cap.Freg.	VACCARISI	Vincenzo	- Capo Uff.Telecomun.S.M.Marina
- " "	MANACORDA		- S.M. Marina
- Magg.	PIERONI	Guido	- Capo Uff.Serv.Com.Genio C.C.
-Ten.Col.	POLIZZI		- Com.Gen. Guardia di Finanza
-Ing.	GARRONI	Silvio	- Min.Poste e Telecomunicazioni Gabinetto del Ministro
-Prof.	MORANDINI	Giuseppe	- C.A.I.
-Col.A.A.r.n.	DEL MONTE	Alberto	- Diret.del Serv.Ricer.Soccorso
-Ten.Col.	DE VINCENTI	Aristide	-Diret.Comun.e Ass.al Volo
-Cap.A.A.r.s.	DEL BELLO		- Div.Imp.e Filo-Direz.Com.Ass.al Volo
-Cap.R.A.F.	REED		- A.F.S.C.
-Ten.Col.AArn	ROVEDA	Renato	- Capo 2ª Sez.-1° Rep.Operaz.S.M. A.M.
-Magg. AArn	GUZA	Rodolfo	- 2ª Sez.-1° Rep.Operaz. S.M. A.M.
-Cap. AArn	VOBRET	Piero	- 2ª Sez.-1° Rep.Operaz. SM. A.M.

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-Motosiluranti con velocità 26-30 nodi, uscita dopo 4 ore dall'ordine di operazione.
-Corvette con velocità 15/18 nodi, uscita dopo 2 ore dall'ordine di operazioni.
-Rimorchiatori, navi cisterna, dragamine ecc. con velocità di 8/10 nodi

.../...

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...ito dopo 2 ore dall'ordi... d'operazione.
Problematico invece appare l'impiego di caccia-torpediniere e torpediniere.

2b)- Comandante Vaccarisi - A domanda del Presidente risponde: notizie sulla dislocazione dei mezzi marini verranno fornite a cura dello S.M. della Marina.
Le richieste d'impiego dovranno essere rivolte ai Comandi Marina competenti le cui giurisdizioni e dislocazioni sono:
La Spezia (collegato con telef.diretto col C.C.R.S. di Milano)-Alto Tirreno-
Napoli (collegato con telef.diretto col C.C.R.S. di Roma)-Medio e Basso Tirreno-
La Maddalena (collegato con telef.diretto col Comando Marina Cagliari)Mari adiacenti-
Messina (Collegamento telefonicamente,rete stradale con Catania)-Mare di Sicilia e Ionio Occidentale-
Venezia (Collegamento con Telef. diretto col C.C.R.S. di Venezia)-Alto Adriatico fino a Termoli-
Brindisi (Collegamento con telef.diretto col C.C.R.S. di Brindisi)Basso Adriatico-
Il Comando Marina Roma può essere inoltre interessato direttamente,essendo costantemente collegato con gli altri Comandi Marina.

2c)- Il Comandante Vaccarisi precisa che tutte le richieste d'impiego relative a unità alla fonda o in navigazione dovranno essere rivolte all'Ufficio Operazioni o al Capo di Stato Maggiore del competente Comando Marina;tutte le richieste relative a comunicazioni urgenti dovranno invece essere rivolte alla Centrale ~~Comunicazioni~~ Telecomunicazioni del competente Comando Marina.

2d)- Il Comandante Vaccarisi si impegna a fornire un prospetto relativo alla dislocazione,giurisdizione,indirizzi telegrafici,numeri telefonici urbani,collegamenti telefonici rete-Marina,nominativi R.T. di tutti i Comandi Marina.

3) - Il Presidente chiede al rappresentante della Marina come viene regolato l'afflusso ai C.C.R.S. di notizie relative a disastri aerei comunque pervenute a Enti o Reparti della Marina(per avvistamento,per intercettazione radio ecc.).

3a)- Il Comandante Vaccarisi dichiara che tutti gli Enti e Reparti della Marina hanno ricevuto d'ordine di avviare,coi mezzi più rapido,tali notizie alla C.A.V. più vicina.Non sono stati però precisati i mezzi da usare per le trasmissioni delle notizie. i semafori,che sono collegati a mezzo telegrafo o telefono coi loro Centri Raccolta, hanno l'ordine di comunicare immedia...

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Le richieste d'impiego dovranno essere rivolte ai Comandi Marina competenti le cui giurisdizioni e dislocazioni sono:

La Spezia (collegato con telef.diretto col C.C.R.S. di Milano)-Alto Tirreno-

Napoli (collegato con telef.diretto col C.C.R.S. di Roma)-Medio e Basso Tirreno-

La Maddalena (collegato con telef.diretto col Comando Marina Cagliari)Mari adiacenti-

Messina (Collegamento telefonicamente,rete stradale con Catania)-Mare di Sicilia e Ionio Occidentale-

Venezia (Collegamento con Telef. diretto col C.C.R.S. di Venezia)-Alto Adriatico fino a Termoli-

Brindisi (Collegamento con telef.diretto col C.C.R.S. di Brindisi)Basso Adriatico-

Il Comando Marina Roma può essere inoltre interessato direttamente,essendo costantemente collegato con gli altri Comandi Marina.

2c)- Il Comandante Vaccarisi precisa che tutte le richieste d'impiego relative a unità alle fonde o in navigazione dovranno essere rivolte all'Ufficio Operazioni o al Capo di Stato Maggiore del competente Comando Marina;tutte le richieste relative a comunicazioni urgenti dovranno invece essere rivolte alla Centrale ~~Comunicazioni~~ Telecomunicazioni del competente Comando Marina.

2d)- Il Comandante Vaccarisi si impegna a fornire un prospetto relativo alla dislocazione,giurisdizione,indirizzi telegrafici,numeri telefonici urbani,collegamenti telefonici rete-Marina,nominativi R.T. di tutti i Comandi Marina.

3) - Il Presidente chiede al rappresentante della Marina come viene regolato l'afflusso ai C.C.R.S. di notizie relative a disastri aerei comunque pervenute a Enti o Reparti della Marina(per avvistamento,per intercettazione radio ecc.).

3a)- Il Comandante Vaccarisi dichiara che tutti gli Enti e Reparti della Marina hanno ricevuto d'ordine di avviare,col mezzo più rapido,tali notizie alla C.A.V. più vicina.Non sono stati però precisati i mezzi da usare per la trasmissione delle notizie. I semafori,che sono collegati a mezzo telegrafo o telefono coi loro Centri Raccolta, hanno l'ordine di comunicare immediatamente a questi enti ogni notizia in loro possesso.-

3b)- Il Comandante Vaccarisi dichiara che non appena saranno state concertate norme precise per la trasmissione d'ogni notizia interessante il S.M.S. tutti gli enti, Comandi e Reparti della Marina riceveranno ordine di attenervisi strettamente.

4)-Il Presidente chiede al rappresentante della Marina notizie sul controllo e l'assistenza che la Marina può fornire prontamente la

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sua rete radio-goniometrica (su 500 Kc/sec.).-

4a)- Il Comandante Vaccarisi premette che le moderne vedute espresse nel
le recenti conferenze internazionali, tendono a modificare
sostanzialmente l'attuale sistema di navigazione radio-gonio=
metrica, sia nelle frequenze da usare (passando dalle medie
alle alte frequenze) sia nel sistema stesso (sostituendo alla
navigazione radio-goniometrica quella .....)
è perciò che, dato l'alto costo dell'impianto e d'esercizio,
la Marina si limita a tenere in funzione i R.D.G. di :
- Pola (dipendente dal Com/do Marina di La Maddalena)
- Genova (" " " " " La Spezia)
- Borgo Piave (" " " " " Venezia)
servendosi inoltre di un R.D.G. sito in Grecia e di quello di
Malta.-
Era stato previsto l'impianto di altri R.D.G. a Porto Palo,
Capo Miseno e in zona Palermo, ma dato quanto premesso e dato
che il completamento di tale organizzazione richiederebbe un
lasso di almeno due anni, si è soprasseduto ai lavori.-

4b)- La rete attuale consente pertanto la copertura dei mari Tirreno e
(parzialmente) Ionio. Non consente, invece,la copertura del=
l'Adriatico se questo fatto riveste per la Marina, scarso in=
teresse data l'estrema facilità di accertare la propria posi=
zione su quel mare, con l'osservazione delle coste ecc.-
Il Presidente fa però notare che, ai fini del R.R.S., e soprattutto
per la localizzazione dei bollettini allerta, muniti da appa=
rati R.T. su 500 Kc/sec., una buona rete di copertura è indi=
spensabile.-

Il Ten.Col. De Vincenti chiede anche se è possibile accelerare i
tempi per il completamento della rete R.D.G.-

4c)- Il Comandante Vaccarisi conclude dicendo che, se l'Aeronautica ri=
terrà indispensabile il completamento della rete radio-gonio=
metrica, la Marina potrà prendere in considerazione tale ri=
chiesta, installando nuovi R.D.G. in punti chiave(Capo Miseno
Porto Palo, Palermo, Capo Passero, o altri).-

5)- Il Comandante Vaccarisi, su richiesta del Ten.Col. Reveda, informa
che le unità militari in navigazione si appoggiano al Com/do
Marina competente e al Centro Radio di Roma.-

5a)- Le Unità Mercantili si appoggiano tutte alCentro Radio di Roma.-

5b)- A domanda del Ten.Col.Bersini risponde che il dirottamento di
navi mercantili per scopi di soccorso era stato previsto dal=
la Conferenza internazionale di Bruxelles del 1936. Egli st=

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...ritiene, ora nella frequenza da usare (passando dalle medie alle alte frequenze) sia nel sistema stesso (sostituendo alla navigazione radio-goniometrica quella .....)
è perciò che, dato l'alto costo dell'impianto e d'esercizio, la Marina si limita a tenere in funzione i R.D.G. di :
- Pola (dipendente dal Com/do Marina di La Maddalena)
- Genova (" " " " " La Spezia)
- Borgo Piave (" " " " " Venezia)
servendosi inoltre di un R.D.G. sito in Grecia e di quello di Malta.-
Era stato previsto l'impianto di altri R.D.G. a Porto Palo, Capo Miseno e in zona Palermo, ma dato quanto premesso e dato che il completamento di tale organizzazione richiederebbe un lasso di almeno due anni, si è soprasseduto ai lavori.-

4b)- La rete attuale consente pertanto la copertura dei mari Tirreno e (parzialmente) Ionio. Non consente, invece, la copertura dell'Adriatico ma questo fatto riveste per la Marina, scarso interesse data l'estrema facilità di accertare la propria posizione su quel mare, con l'osservazione delle coste ecc.-
Il Presidente fa però notare che, ai fini del D.R.G. e soprattutto per la localizzazione dei bollettini allestiti, muniti da apparati R.T. su 500 Kc/sec., una buona rete di copertura è indispensabile.-

Il Ten.Col. De Vincenti chiede anche se è possibile accelerare i tempi per il completamento della rete R.D.G.-

4c)- Il Comandante Vaccarisi conclude dicendo che, se l'Aeronautica riterrà indispensabile il completamento della rete radio-goniometrica, la Marina potrà prendere in considerazione tale richiesta, installando nuovi R.D.G. in punti chiave(Capo Miseno Porto Palo, Palermo, Capo Passero, o altri).-

5)- Il Commandante Vaccarisi, su richiesta del Ten.Col. Raveda, informa che le unità militari in navigazione si appoggiano al Com/do Marina competente e al Centro Radio di Roma.-

5a)- Le Unità Mercantili si appoggiano tutte al Centro Radio di Roma.-

5b)- A domanda del Ten.Col.Corsini risponde che il dirottamento di navi mercantili per scopi di soccorso era stato previsto dalla Conferenza internazionale di Bruxelles del 1936. Degli atti di tale Conferenza, relativi all'argomento considerato verrà trasmessa copia.-

6) - Il Presidente passa all'esame della parte 3a) dell'ordine del giorno.-

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Il Presidente, chiarita che ai Reparti dell'Esercito richiede la collaborazione col S.R.S. perciò che riguarda:
a)-intervento nelle operazioni di soccorso su terra(monti, coste ecc.);
b)-inoltre ai CC.RR. di tutte le notizie relative ai disastri aerei;
chiede al rappresentante del Ministero della guerra qual'è il tipo di collaborazione che l'Esercito può prestare, in quali zone, con quali modalità.-

6a)- Il Ten.Col.Calise premette che l'Esercito ha una organizzazione territoriale basata sui Comiter (Comandi Militari Territoriali di Corpo d'Armata).
Ogni organizzazione dipendente dai Comiter riceverà gli ordini necessari per collaborare al massimo grado col S.R.S., ma la possibilità di prestare aiuto saranno naturalmente commisurate all'entità dei Reparti dislocati nella zona del sinistro.

6b)- La competenza territoriale dei Comiter, rispetto alle giurisdizioni dei C.C.R.S. sono approssimativamente:

C.C.R.S. Milano { Comiter Milano
" Torino
" Genova

C.C.R.S. Venezia { Comiter Belluno
" Udine
" Bologna

C.C.R.S. Roma { Comiter Roma
" Firenze
" Napoli

C.C.R.S. Brindisi (Comiter Bari

S.C.R.S. Catania (Comiter Palermo

S.C.R.S. Cagliari (Comiter Cagliari

Un prospetto contenente:
a)-Giurisdizione territoriale dei Comiter
b)-Dislocazione degli Enti e Reparti dipendenti
c)-Loro indirizzi telegrafici e N°telefoni urbani
verrà fornita a cura dello Stato Maggiore dell'Esercito.-

Il Gen.Del Felice rende noto che, ferme restando il principio che

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chiede al rappresentante del Ministero della Guerra qual'è il tipo di collaborazione che l'Esercito può prestare, in quali zone, con quali modalità.-

6a)- Il Ten.Col.Calise premette che l'Esercito ha una organizzazione territoriale basata sui Comiter (Comandi Militari Territoriali di Corpo d'Armata).
Ogni organizzazione dipendente dai Comiter riceverà gli ordini necessari per collaborare al massimo grado col S.N.S., ma la possibilità di prestare aiuto saranno naturalmente commisurate all'entità dei Reparti dislocati nella zona del sinistro.

6b)- La competenza territoriale dei Comiter, rispetto alle giurisdizioni dei C.C.R.S. sono approssimativamente:

C.C.R.S. Milano { Comiter Milano; " Torino; " Genova
C.C.R.S. Venezia { Comiter Bolzano; " Udine; " Bologna
C.C.R.S. Roma { Comiter Roma; " Firenze; " Napoli

C.C.R.S. Brindisi (Comiter Bari
C.C.R.S. Catania (Comiter Palermo
C.C.R.S. Cagliari (Comiter Cagliari

Un prospetto contenente:
a)-Giurisdizione territoriale dei Comiter
b)-Dislocazione degli Enti e Reparti dipendenti
c)-Loro indirizzi telegrafici e N° telefoni urbani
verrà fornita a cura dello Stato Maggiore dell'Esercito.-

6c)- Il Ten.Col.Calise rende nota che, ferno restando il principio che normalmente, tutte le richieste di intervento devono essere rivolte all'ufficio operazioni o all'ufficiale di servizio del Comiter, in casi di particolare urgenza il C.C.R.S. può rivolgersi direttamente anche ai Comandi minori, fino al Comando di Battaglione compreso.

6d)- Comandi ed Enti dell'Esercito riceveranno ordine di far pervenire con la massima urgenza al C.C.R.S. competente a mezzo telegramma o telefonata qualifica S.V.M. qualunque notizia inte-

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rescente il S.R.S. comunque in loro possesso.

6e)- Il Ten.Col.Calise, a domanda del T.Col.Corsini informa che il collegamento fra Comiter e Comandi ed Enti dipendenti ha luogo attraverso la rete telegrafica.

6f)- Il Col.Dal Monte propone la realizzazione di un collegamento telefonico diretto fra C.C.R.S. e Comiter.-

6g)- Il Com/te Maccarisi propone che qualora la rete telegrafica e telefonica dello Stato risulti insufficiente per assicurare rapidi collegamenti, i Comandi Militari possono appoggiarsi alla rete collegamenti della Marina, secondo modalità che saranno precisate.-

6h)- Il Ten.Col.Calise propone, che, allo scopo di semplificare il compito di chi deve trasmettere notizie vengano istituiti formulari contenenti tutti gli elementi di cui occorre dare notizia.-

6i)- Il Presidente assicura che ciò verrà fatto non appena concertate le altre norme di dettaglio.-

6l)- Il Presidente conclude dichiarandosi soddisfatto degli elementi di massima fissati nella corrente riunione e rimandando a successive prese di contatto, la definizione dei dettagli.-

7)- Il Presidente passa all'esame della parte 4^ dell'O.d.g., chiedendo al rappresentante dell'Arma dei Carabinieri quale collaborazione l'Arma stessa può dare al S.R.S.-

7a)- Il Magg.Fioroni premette che caratteristiche dell'Arma dei Carabinieri, per la natura stessa del suo servizio, è un accentuato decentramento che fa dell'Arma una organizzazione a tipo capillare con elementi fin nei minori centri abitati e nelle campagne.-
Come tale l'Arma dei Carabinieri è quella che, meglio mmmmm e prima d'ogni altra organizzazione può venire in possesso di notizie relative a disastri aerei, provvedere alla diramazione di tali notizie, organizzare i primi soccorsi.
L'Arma ha la possibilità di valersi, per le comunicazioni telegrafiche e telefoniche della 1^ precedenza "Ordine Pubblico", che garantisce il più rapido inoltro delle notizie.
Attualmente le Sezioni Carabinieri hanno istruzioni partic

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6f)- Il Col.Del Monte propone la realizzazione di un collegamento telefonico diretto fra C.C.R.S. e Comiter.-

6g)- Il Com/te Vaccarisi propone che qualora la rete telegrafica e telefonica dello Stato risulti insufficiente per assicurare rapidi collegamenti, i Comandi Militari possono appoggiarsi alla rete collegamenti della Marina, secondo modalità che saranno precisate.-

6h)- Il Ten.Col.Calise propone, che, allo scopo di semplificare il compito di chi deve trasmettere notizie vengano istituiti formulari contenenti tutti gli elementi di cui occorre dare notizia.-

6i)- Il Presidente assicura che ciò verrà fatto non appena concertate le altre norme di dettaglio.-

6l)- Il Presidente conclude dichiarandosi soddisfatto degli elementi di massima fissati nella corrente riunione e rimandando a successive prese di contatto, la definizione dei dettagli.-

7)- Il Presidente passa all'esame della parte 4^ dell'O.d.g., chiedendo al rappresentante dell'Arma dei Carabinieri quale collaborazione l'Arma stessa può dare al C.R.S.-

7a)- Il Magg.Pieroni premette che caratteristiche dell'Arma dei Carabinieri, per la natura stessa del suo servizio, è un decentramento che fa dell'Arma una organizzazione a tipo capillare con elementi fin nei minori centri abitati e nelle campagne.-
Come tale l'Arma dei Carabinieri è quella che, meglio ~~xxx~~ di ogni altra organizzazione può venire in possesso di notizie relative a disastri aerei, provvedere alla diramazione di tali notizie, organizzare i primi soccorsi.
L'Arma ha la possibilità di valersi, per le comunicazioni telegrafiche e telefoniche della 1^ precedenza "Ordine Pubblico", che garantisce il più rapido inoltro delle notizie.
Attualmente le Sezioni Carabinieri hanno istruzioni particolari a ~~xxxxx~~ enti aerei. Tali istruzioni devono però essere aggiornate in base al funzionamento C.R.S. e dovrà essere diramata istruzioni dettagliate sulla precedenza delle varie comunicazioni, sugli elementi che queste devono contenere,-ecc.-
E' necessario inoltre che vengano fissate con esattezza e portate a conoscenza di tutte le sezioni carabinieri le giurisdizioni dei vari C.C.R.S., i loro indirizzi telegrafici e i numeri telefonici urbani.-

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7b)- Il Col.Del Monte fà presente che, in caso che un C.C.R.S. chieda a mezzo telegramma circolare indirizzato alle Sez.Carabinieri di una certa zona, notizie di velivoli non giunti alla base, le Sezioni devono preoccuparsi di rispondere immediatamente. Nel caso contrario tutta l'organizzazione del S.R.S. potrebbe risentirne.-

7c)- Il Cap.Reed chiede che in caso di incidenti a velivoli alleati vengano informate le autorità alleate che si trovano eventualmente nelle vicinanze. Ciò allo scopo di assicurare i primi soccorsi.-

7d)- Il Presidente assicura che tutto quanto è stato detto verrà tenuto presente nella formulazione delle norme di dettaglio.-

8)- Il Presidente passa all'esame della parte 5ª dell'o.d.g. e chiede al rappresentante della Guardia di Finanza di illustrare le possibilità di cooperazione della Guardia di Finanza al S.R.S

8a)- Il T.Col.Polizzi informa che la Guardia di Finanza ha un organizzazione analoga a quella dei carabinieri, limitatamente però alle zone di frontiera e ad alcune zone costiere disabitate. In tali zone le G.di Finanza possono collaborare in pieno col S.R.S. mia pure ciò che riguarda le ricerche di velivoli sinistrati e le operazioni di soccorso e salvataggio ai superstiti, che per la trasmissione di ogni notizia riguardante il S.R.S.-

8b)- A questo proposito però si prospetta subito un inconveniente: la G.di Finanza è oggi considerata Polizia Civile come tale non ha diritto di chiedere comunicazioni telefoniche e telegrafiche con precedenza assoluta.-

8c)- Il Presidente propone questo argomento sia discusso col rappresentante del Ministero delle Poste e Comunicazioni.-

8d)- Il T.Col.Polizzi, continuando la sua esposizione, informa che la G.di F. è organizzata su Comandi di Brigata (di cui fornirà: giurisdizione, entità dei Reparti dipendenti, indirizzi telegrafici e telefonici).
Molto spesso nella stessa sede del Co/de Brigata vi è anche una Sezione Carabinieri.
A questa possono perciò appoggiarsi le autorità della G.di Finanza per l'inoltro rapido delle notizie e i C.C.R.S. per le richieste d'intervento dei Reparti della G. di F.-

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potrebbe risolvere.-

7c)- Il Cap.Reed chiede che in caso di incidenti a velivoli alleati vengano informate le autorità alleate che si trovano eventualmente nelle vicinanze. Ciò allo scopo di assicurare i primi soccorsi.-

7d)- Il Presidente assicura che tutto quanto è stato detto verrà tenuto presente nella formulazione delle norme di dettaglio.-

8)- Il Presidente passa all'esame della parte 5^ dell'o.d.g. e chiede al rappresentante della Guardia di Finanza di illustrare le possibilità di cooperazione della Guardia di Finanza al S.R.S.

8a)- Il T.Col.Polisai informa che la Guardia di Finanza ha un organizzazione analoga a quella dei carabinieri, limitatamente però alle zone di frontiera e ad alcune zone costiere disabitate. In tali zone le G.di Finanza possono collaborare in pieno col S.R.S. sia per ciò che riguarda le ricerche di velivoli abbattuti e le operazioni di soccorso e salvataggio ai superstiti, che per la trasmissione di ogni notizia riguardante il S.R.S.-

8b)- A questo proposito però si prospetta subito un inconveniente: la G.di Finanza è oggi considerata Polizia Civile come tale non ha diritto di chiedere comunicazioni telefoniche e telegrafiche con precedenza assoluta.-

8c)- Il Presidente propone questo argomento sia discusso col rappresentante del Ministero delle Poste e Comunicazioni.-

8d)- Il T.Col.Polisai, continuando la sua esposizione, informa che la G.di F. è organizzata su Comandi di Brigata (di cui fornirà: giurisdizione, entità dei Reparti dipendenti, indirizzi telegrafici e telefonici).
Molte spesso nella stessa sede del Co/de Brigata vi è anche una Sezione Carabinieri.
A questa possono perciò appoggiarsi le autorità della G.di Finanza per l'inoltro rapido delle notizie e i C.C.R.S. per le richieste d'intervento dei Reparti della G. di F.-

8e)- I Reparti costieri della G.di F. hanno invece scarsissime possibilità di collegamenti.-

8f)- Il Com/te Vascarini propone che siano collegati telefonicamente con i semafori più vicini. In tal modo/inoltre della notizia sarebbe assicurato dalla rete telecomunicazioni della Marin

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8g)- Il Presidente prende atto di quanto detto.-

8h)- Il T.Col.Pelizzi informa inoltre che la G. di F. delle zone alpine, benchè abbiano un addestramento individuale specifico notevole, saranno difficilmente in grado di portare effettivo soccorso a eventuali feriti, date che mancano quasi completamente di materiale di primo soccorso (pacchi medicazioni, barelle ecc.).Ne è spesso possibile approvvigionarsi ai medici condotti; se si prevede di compiere lunghi tratti in zone montane.-

8i)- Il Col.Del Monte informa che la Direzione del S.R.S. sta studiando la possibilità,di costituire un organizzazione per il salvataggio in montagna analoga a quella che gli alleati hanno costituito nelle zone A e B della Venezia Giulia.- In tale organizzazione verrà prevista la dotazione di materiale sanitario necessario al soccorso.-

8l)- Il T.Col.Cercini conclude sostenendo la necessità di organizzare quanto prima il salvataggio in montagna e proponendo che tutti i problemi relativi formino oggetto d'una prossima riunione con i rappresentanti della G. di F. e del C.A.I.-

9)- Il Presidente passa all'esame della parte 7ª dell'o.d.g. chiedendo al rappresentante del C.A.I. di illustrare l'organizzazione dei Gruppi Alpinistici e le loro possibilità di collaborazione col S.R.S.-

9a)- Il Prof.Morandini informa che il C.A.I. è diretto dalla Presidenza Generale di Milano, che ha solo compiti amministrativi, ed è diviso in 196 Sezioni dislocate prevalentemente nelle zone alpine e, in numero minore nelle zone dell'appennino. Da ogni sezione dipendono un certo numero di guide, che possono essere incaricate delle operazioni di salvataggio. Oltre alle guide si può contare sugli alpinisti, gran numero dei quali sono in grado di effettuare qualunque percorso in montagna.-

9b)- Sono di proprietà del C.A.I. 360 rifugi, alcuni dei quali distrutti e danneggiati. Sarebbe necessario costituirvi scorte di materiale necessario al soccorso, anche per evitare alle guide il trasporto di tale materiale nel tratto precedente il rifugio, e consentire loro così, di muoversi più rapidamente.-

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completamente di materiale di primo soccorso (pacchi medicazioni, barelle ecc.).Ne è spesso possibile approvvigionarsi ai medici condotti; se si prevede di compiere lunghi trasporti in zone montane.-

8i)- Il Col.Del Monte informa che la Direzione del S.N.S. sta studiando le possibilità,di costituire un organizzazione per il salvataggio in montagna analoga a quella che gli alleati hanno costituito nelle zone A e B della Venezia Giulia.- In tale organizzazione verrà provista la dotazione di materiale sanitario necessario al soccorso.-

8l)- Il T.Col.Corsini concorde sostenendo la necessità di organizzare quanto prima il salvataggio in montagna e proponendo che tutti i problemi relativi formino oggetto d'una prossima riunione con i rappresentanti della G. di F. e del C.A.I.-

9)- Il Presidente passa all'esame della parte 7ª dell'o.d.g. chiedendo al rappresentante del C.A.I. di illustrare l'organizzazione dei Gruppi Alpinistici e la loro possibilità di collaborazione col S.N.S.-

9a)- Il Prof.Morandini informa che il C.A.I. è diretto dalla Presidenza Generale di Milano, che ha solo compiti amministrativi, ed è diviso in 196 Sezioni dislocate prevalentemente nelle zone alpine e, in numero minore nelle zone dell'appennino. Da ogni sezione dipendono un certo numero di guide, che possono essere incaricate delle operazioni di salvataggio. Oltre alle guide si può contare sugli alpinisti, gran numero dei quali sono in grado di effettuare qualunque percorso in montagna.-

9b)- Sono di proprietà del C.A.I. 350 rifugi, alcuni dei quali distrutti e danneggiati. Sarebbe necessario costituirvi scorte di materiale necessario al soccorso, anche per evitare alle guide il trasporto di tale materiale nel tratto precedente il rifugio, e consentire loro così, di muoversi più rapidamente.-

9c)- Verrà fornito a cura del C.A.I. un prospetto comprendente:
-dislocazione delle sezioni C.A.I.
-loro giurisdizione
-indirizzi e numeri telefonici urbani
-numero delle guide dipendenti da ognuno
-dislocazione dei rifugi (distinti per Sezione)

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9d)- Essendo tutte le Sezioni C.A.I. situate in località dove esiste una Sezione Carabinieri, sia le richieste di soccorso diret te dai C.C.R.S. alle Sezioni C.A.I. che l'eventuali notizie di disastri aerei dirette dalle Sezioni C.A.I. ai C.C.R.S. potranno essere trasmesse tramite Sezioni Carabinieri.-

9e)- Il Prof.Morandini, premesso che tutta l'organizzazione del C.A.I. è a disposizione del S.R.S., dato lo scopo altamente umani= tario di questo, accenna però al fatto che il C.A.I. è un organismo che si basa sulle quote pagate dai Soci, e che è quindi si troverebbe difficilmente in grado di sostenere spese non previste.
E' necessario inoltre tenere presente che le guide impiegate in missioni di salvataggio, oltre a correre un certo ri= schio potrebbero perdere eventuali clienti, cosa che si ri= solverebbe per loro in mancati guadagni.-
Pur dichiarandosi convinto che, malgrado ciò, le guide si presterebbero ugualmente gratis, a tali compiti, il Prof. Morandini chiede prosa in considerazione la possibilità di stabilire, per le guide, premi per ogni salvataggio effettua to; analogamente, del resto, a quanto si fa per i normali salvataggi di alpinisti dispersi o feriti ecc.-
Il Presidente assicura che l'argomento verrà preso in considera zione dei competenti enti dell'Aeronautica.-

9f)- Il Prof.Morandini chiede se è opportuno intensificare l'organiz= zazione del C.A.I. lungo le rotte aeree obbligate di mag= gior traffico.-
Il Presidente risponde che ciò sarebbe altamente desiderato.-

10)- Il Presidente passa all'esame della parte 6^ dell'o.d.g.-
Al Ministero delle Poste e Telecomunicazioni richiede:
a)-stabilire, per tutte le comunicazioni telefoniche e telegrafiche relative al S.R.S. una qualifica di precedenza di 1^ grado "S.V.H."-
b)-determinare quali enti e Comandi possano usufruire di tali precedenze.
c)-considerare la possibilità di concedere la franchigia per le comunicazioni di soccorso-
d)-dare, presso tutti gli Uffici Postali telegrafici e tele= fonici, la massima divulgazione di tutte le norme re= lative alle comunicazioni del S.R.S. (modalità di inol= tro, enti a cui devono essere indirizzate, indirizzi telegrafici e numeri telefonici dei C.C.R.S. ,ecc.).-

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9e)- Il Prof.Morandini, premesso che tutta l'organizzazione del C.A.I. è a disposizione del S.R.S., data lo scopo altamente umanitario di questo, accenna però al fatto che il C.A.I. è un organismo che si basa sulle quote pagate dai Soci, e che quindi si troverebbe difficilmente in grado di sostenere spese non previste.
E' necessario inoltre tenere presente che le guide impiegate in missioni di salvataggio, oltre a correre un certo rischio potrebbero perdere eventuali clienti, cosa che si risolverebbe per loro in mancati guadagni.-
Pur dichiarandosi convinto che, malgrado ciò, le guide si presterebbero ugualmente gratis, a tali compiti, il Prof. Morandini chiede prosa in considerazione la possibilità di stabilire,per le guide, premi per ogni salvataggio effettuato; analogamente, del resto, a quanto si fa per i normali salvataggi di alpinisti dispersi e feriti ecc.-
Il Presidente assicura che l'argomento verrà preso in considerazione dai competenti enti dell'Aeronautica.-

9f)- Il Prof.Morandini chiede se è opportuno intensificare l'organizzazione del C.A.I. lungo le rotte aeree obbligate di maggior traffico.-
Il Presidente risponde che ciò sarebbe altamente desiderato.-

10)- Il Presidente passa all'esame della parte 6^ dell'o.d.g.-
Al Ministero delle Poste e Telecomunicazioni richiede:
a)-stabilire, per tutte le comunicazioni telefoniche e telegrafiche relative al S.R.S. una qualifica di precedenza di 1^ grado "S.V.N."-
b)-determinare quali enti e Comandi possano usufruire di tali precedenze.
c)-considerare la possibilità di concedere la franchigia per le comunicazioni di soccorso-
d)-dare, presso tutti gli Uffici Postali telegrafici e telefonici, la massima divulgazione di tutte le norme relative alle comunicazioni del S.R.S. (modalità di inoltro, enti a cui devono essere indirizzate, indirizzi telegrafici e numeri telefonici dei C.C.R.S. ,ecc.).-

10a)- L'Ing.Carroni risponde che, per il comma a), la precedenza S.V.N è già stata istituita. Attualmente possono usarla solo gli Enti e Comandi della Marina e dell'Aeronautica.
Tale prerogativa può però essere estesa, su richiesta, ai Carabinieri, alla Guardia di Finanza, alla Forze di Polizia e, si potrà trovarsi il modo di evitare abusi, ai Comandi dell'Esercito che possano collaborare al S.R.S.

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.. Il Presidente propone che questo argomento formi oggetto di discus
sione in una successiva riunione col rappresentante del Min/
Poste e Telecomunicazioni.-

10b)- Relativamente alla franchigia per le comunicazioni di soccorso, l'Ing. Gerroni, mentre non prevede difficoltà per quelle che hanno luogo sulla rete Statale, si riserva di esaminare la possibilità in relazione alle comunicazioni effettuate sulle reti delle Concessionarie .-

10c)- L'Ing.Gerroni nutre pochi fiducia sulla possibilità di portare a conoscenza del personale dipendente gli elementi di cui al comma d)-. E' più semplice precisare tali norme agli enti da cui partono le comunicazioni.-

10d)- L'Ing.Gerroni, premesso che con notevole frequenza si verificano interruzioni nel funzionamento dei telefoni, propone che vengano previsti sistemi di diversione che consentano ugualmente l'arrivo delle comunicazioni.-

T.Col.Corsini: Se è possibile, la comunicazione deve essere inoltrata ad un altro qualunque C.C.R.S.-
Per i casi in cui ciò non sia possibile verrà previsto e dettagliatamente stabilito a quali Enti (Marina,Aeronautica, Prefetture ecc.) ci si può rivolgere per l'inoltro delle notizie a mezzo rete telefonica militare o a mezzo radio.
L'argomento costituirà oggetto di una prossima riunione.-

10e)- L'ing.Gerroni propone che, non appena le norme relative siano state fissate, vengano effettuate prove ed accertamenti atte a rilevare le possibilità e l'efficienza di tutto il complesso dei collegamenti.-
Il Presidente approva la proposta.

11)- Il Presidente propone che tutti i problemi inerenti al collegamento degli aeroplani in missione di soccorso con le unità navali formino oggetto di una riunione tra i rappresentanti degli Enti interessati.-

12)- Il Presidente, ritenendo esaurita la discussione dell'o.d.g. concludendo illustrando i compiti e le funzioni del S.R.S.(secondo lo schema allegato 3), ringraziando i presenti per l'adesione da essi promessa, e rimandando a colloqui con i singoli interessati la definizione degli argomenti di dettaglio.

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l'Ing. Carroni, anche non previsti tariffariamente per quelle che hanno luogo sulla rete Statale, si riserva di esaminare la possibilità in relazione alle comunicazioni effettuate sulle reti delle Concessionarie .-

10c)- L'Ing. Carroni nutre poca fiducia sulla possibilità di portare a conoscenza del personale dipendente gli elementi di cui al comma d)-. E' più semplice precisare tali norme agli enti da cui partono le comunicazioni.-

10d)- L'Ing. Carroni, premesso che con notevole frequenza si verificano interruzioni nel funzionamento dei telefoni, propone che vengano previsti sistemi di diversione che consentano ugualmente l'arrivo delle comunicazioni.-

T.Col. Corsini: Se è possibile, la comunicazione deve essere inoltrata ad un altro qualunque S.C.R.S.-
Per i casi in cui ciò non sia possibile verrà previsto e dettagliatamente stabilito a quali Enti (Marina, Aeronautica, Prefetture ecc.) ci si può rivolgere per l'inoltro delle notizie a mezzo rete telefonica militare o a mezzo radio.
L'argomento costituirà oggetto di una prossima riunione.-

10e)- L'Ing. Carroni propone che, non appena le norme relative siano state fissate, vengano effettuate prove ed esercitazioni atte a rilevare le possibilità e l'efficienza di tutto il complesso dei collegamenti.-
Il Presidente approva la proposta.

11)- Il Presidente propone che tutti i problemi inerenti al collegamento degli aeroplani in missione di soccorso con le unità navali formino oggetto di una riunione tra i rappresentanti degli Enti interessati.-

12)- Il Presidente, ritenendo esaurita la discussione dell'o.d.g. conclude illustrando i compiti e le funzioni del S.R.S.(secondo lo schema allegato 2), ringraziando i presenti per l'adesione da essi promessa, e rimandando a colloqui con i singoli interessati la definizione degli argomenti di dettaglio.

Alle ore 13,10 il Presidente chiude la seduta.-

3[illegible]

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

20A

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

To : Italian Air Ministry.

Date : 8th July, 1946.

Ref. : AFSC/46/AIR.

R.A.F. STAFF VISIT TO C.A.V. VENICE

During a recent visit by the C.S.A.C. MEDME Air Commodore WAINWORTH to the Italian C.A.V. Venice he and other visiting staff officers were particularly impressed by the efficiency and excellence of the organisation.

2. Air Commodore Wainworth has expressly requested that the Commandant of the C.A.V. Venice, Major BERDOTTI receives personally his congratulations on the efficiency of his organisation and on the way the inspecting staff officers were conducted on their visit.

3. Please convey these sentiments to Major BERDOTTI at Venice and to all ranks under his command.

A. G. SALTER, S/LDR.,
FOR AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

Sig O.
Please spk. Previous Air Report.

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

19A

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

To : H.Q. 1419th AAF Base Unit, Rome, Italy, APO 512, U.S. Army.

Date: 6th July 1946.

Ref : AFSC/48/Air.

AIR/SEA RESCUE.

Reference is made to your Air/Sea Rescue report dated 21 June 1946.

2. This report has been checked and the following points should be noted. There is no H/F D/F station at Brindisi. The use of 5622 K/C by the Italian Air Force is restricted to control of Air/Sea Rescue exercises and operation.

3. In Italy, there exists an efficient M/F fixing chain operating at 333 K/C. Stations, now in operation, are situated at Lurin, Milan, Bologna, Venice, Pisa, Rome, Naples, Foggia, Brindisi, Lecce, and Elmas. International 'Q' Code should be used when contacting these stations.

4. A system is being introduced whereby location of crashed aircraft will, through the nearest C.A.V., be reported with minimum delay to the nearest Allied airfield.

5. There are no High Speed Launches under C.A.V.'s direction but during rescue operations, C.A.V. can call on the Navy for assistance and it is hoped in the near future, fourteen R.A.F. motor launches will be made available to the IAF.

6. It is suggested that your Aircraft Safety Officer should accompany the undersigned on a visit to C.A.V., Centocelle, and make a brief study of existing and future Air/Sea Rescue facilities in this country.

F. REID F/LT
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

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From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 2nd. July, 1946.

Ref:- MAAC/4214/3/AFALS.

VISIT TO C.A.V. VENICE.

During the recent visit by the C.S.O. MEDAF Air Commodore Wansworth, to the Italian C.A.V. Venice he and other visiting officers were particularly impressed by the general efficiency and excellence of the organisation.

2. It appears that the Commandant of the C.A.V. Venice is a certain Major Perdotti. Air Commodore Wansworth has expressly requested this Secretariat to forward, through the Italian Air Ministry to Major Perdotti, his congratulations on the efficiency of his organisation and on the way the inspecting officers were conducted on their visit.

3. It would be appreciated if these sentiments could be conveyed to the Italian Air Ministry.

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.

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HEADQUARTERS
1419th AAF BASE UNIT-ROME ITALY
EUROPEAN WING EUAD-A
APO 512, U.S. ARMY

27 June 1946

SUBJECT: Air/Sea Rescue Report.

TO : RAF Liaison Officer,
Allied Commission,
APO 528, U.S. Army.

1. This is a report of a survey flight made on the 26 June 1946, to determine the facilities and communications available at he stations along and adjacent to the route between Istres and Rome.

2. Stations surveyed are as follows:

a. Istres Le Tube, France (U.S.)

The 306th Bomb Gp. (H) can use all assigned B-17's for search and they have one Lindholm dinghy. They have no B-17 drop boats and no serviceable surface rescue craft.

In addition to U.S, Communications with this Base the 103 Staging Post (RAF) at Istres Le Tube maintains a Homer on 116.1 MCS and is a member of the RAF CW net on 4575 and 3105 KCS. They also guard 6509 and 3805 KCS.

According to information at Istres the French Air Force in Southern France maintains a fixer chain station on 116.1 MCS from 0600Z to 1800Z with a range approximately 75 miles. The stations are Ciens, Aix, Nice, Lete, Leucate, St. Romain de Serps, Aigonal, Ajaccio, Calvi. There are radar stations at Ciens, Nice, and Sete operating from 0600Z to 1800Z.

The French Air/Sea Rescue Controller at Aix covers the Northwest Mediterranean and has the following facilities available:

(1) Toulon (St Maudrier) 2 High Speed Launches - 24 hour alert, 1- Donier - 24 hour alert.

Note! ?

The RAF has an HF/DF fixer chain operating on 6500 KCS and 3805 KCS day and night. The stations are located at Bordeaux, Le Bourget, Rennes and Istres.

b. Ajaccio, Corsica, (FR)

There are no A/C or surface craft at this station although it has a large amount of transient traffic. There are no frequencies, voice or CW at this station including 116.1 as reported in the French Air Force chain at Istres. The only communication is through the radio Station at Ajaccio which is used for A/C movement messages. It may be contacted through Radio Station IKO, Rome.

At present there are no facilities for A/S Rescue at Poretta, Corsica.

JAMES C. EGAN, JR.
Capt., Air Corps,
Flying Safety Officer.

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14A.

HEADQUARTERS
1419th AAF BASE UNIT-ROME ITALY
EUROPEAN WING ETOUSA-ATC
APO 512, U.S. ARMY

25 June 1946

SUBJECT: Air/Sea Rescue Report.

TO : RAF Laison Officer,
Allied Commission,
APO 528, U.S. Army

1. This is a report of a survey flight made 21st to 24 June 1946, to determine the facilities and communications available at the stations along and adjacent to the route between Rome and Cairo.

2. Stations surveyed are as follows:

a. Foggia Army Air Field, Italy.

6-12 B-17's are available for long range search. This station has no special A/S Rescue equipment. The S-3 is negotiating for 2 High Speed Launches and is desirous of any information as to whereas Drop Boat for a B-17 can be obtained.

Note 2

This station guards 4220 during the day only. Foggia may be contacted from Rome by TWX during the day and there is 24 hour telephone service.

b. Bari, Italy (RAF).

This station can employ C-47's for search and can load them with special drop rafts and ration packs. They have no surface craft available.

This station is a member of the RAF HF/DF net using 4575 and 3105 KC and 1 HF/DF on 116.1 KC. They can be reached on the ground by way of the 149th RAF Staging Post at Ciampino and Pomigliano

c. Brindisi, Italy (Italian Air Force)

For A/S Rescues this station has 4 Cant. 506 and 5 Cant. 501 Seaplanes and 4 Boats (Condition unknown).

Note 3 ?

The speed with which these A/C can be launched is affected greatly by the roughness of the Sea.

This station will respond to S.O.S. calls from A/C on CW Frequency 5622. The Position Report should be given in the form of Coordinates. They also have MF/DF on CW 333 KC's or HF/DF 4791 KC's. They have ground contact by radio with Elmas, Taranto, Venice, Cagliari, Centocelle, La Spezia, Naples, Augusta, La Maddalena (Sard) and all Italian Navy Stations, all of which guard CW 5622 KC's. The telephone between Centocelle and Brindisi is not reliable.

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At Taranto which is controlled by Brindisi are stationed 12 Cant. 506 and 5 Cant. 501 Seaplanes and 1 High Speed Launch.

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Air/Sea Rescue Report Cont'd.

d. Luqa, Malta (RAF)

This station has one Wellington which may be alerted for search on 20 minutes notice and one Warwich equipped with a Drop Boat on 2 hour notice. Although there are serval Squadrons of A/C available for search their employment is limited by a severe shortage of flying crews. The Royal Navy can provide 20 to 30 Motor Torpedo Boats and Destroyer.

They are member of the RAF HF/DF net on 4575 and 3105 KC's and they also have a VHF Homer on 116.1. They can be reached on Air Ground on 4195 and 3250 KC's, (CW). They have point to point contact with all RAF Stations.

NOTE 4 ?

e. Araxos, Greece (RAF).

This station has 5 Beaufighters which are unused due to shortage of maintenance and parts.

They are members of the RAF HF/DF net on CW 4575 and 3105 KC's but are generally not operating due to shortage of operators, maintenance and parts. This is true of all frequencies listed at Araxos.

Their are no A/S Rescue facilities at Patras.

f. Hassani, Athens (RAF).

This station has one Wellington and one Boston standing by for search. A Squadron of each can be dispatched to maintain an extensive search. The RHAF maintains two Pinnace Rescue boats at Athens.

They are members of the RAF HF/DF net CW 4575 and 3105 and they also have an A/S Rescue Frequency of 3105 KC's on request.

TWZ at Hassani maintains point to point contact with Cairo and Rome and Air Ground on 4220 KC's.

g. Heraclion, Crete (RAF).

The RHAF maintains two Pinnace Rescue Boats in the Harbor at Heraclion. There are no A/C at this station.

They are members of the RAF HF/DF net CW 4575 and 3105 KC's but it is not in operations due to lack of operators. VHF/DF equipment is being installed but is not in operations as yet.

3. There Stations in the Mediterranean Area which are members of the RAF HF/DF net on CW 4575 and 3105 KC's are Absueir (Cairo), Bahrein (Palestine), Benina (Bengasi), Cairo West, Castle Benito (Tripoli), El Aden (Tobruk), Isthes, Lydda (Palestine), Maison Blanc (Algeria), Nicosa (Cyprus), Pomigliano, Ledes (Salonicco), and Shalba.

4. During the flight between these Bases QDM's and Fixes where obtained depending on the facilities available for the purpose of testing alertness and accuracy. Most of the long range aids provided could not be tested as their was no Radio Operator on the flight but those checked on voice were excellent.

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5. It is recommended that all B-24 A/C have their Liaison Transmitter Coils Calibrated for 4375 KC's and 3105 KC's and that all dial settings be noted and affixed to the Coil box.
No A/C should be cleared for extended overwater flights without a Radio Operator.

JAMES C. EGAN, JR.
Capt., Air Corps,
Flying Safety Officer.

C.S.O. Could you verify information shown by question marks &c.

Note 1. Confirmed OK.

Note 2 R/T only.

Note 3 There is no H/F D/F at Brindisi. Contact with naval stations confirmed.

Note 4 No H/F D/F at Lucca, there is app. control on 4195 K c/s. There is an H/F D/F at S^t Margarets' on 4575 & also app. control on 4195 K c/s.

Awlang S/L. 5-7-46.

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LOOSE Minute

16A

AIRCRAFT SAFETY REPORT FOR JUNE.

During June, the four C.A.V.'s now operational, controlled one simple search resulting in the discovery of a Cant.Z.501 forcelanded on Lake Varano. In addition, six practice exercises were held. These exercises revealed some Signal snags but it is hoped to obviate those by commissioning a new M/F D/F station at Genoa and by allocating a new H/F control frequency for A.S.R. uses.

Work was begun on a new seaplane base at Augusta and new operations rooms at Catania and Elmas, and it is hoped to have all three operational before the end of summer. The dereguisitioning of the Seaplane Base at S. Andrea by the Royal Navy was completed on 23rd. June. In agreement with the Ministry of Marine, the Seaplane detachment, now at Treport, will be moving there in the near future.

An addition to A.S.R. forces was provided by the authority to have standing by, at 30 minutes notice, one Baltimore at Milan, one Baltimore at Urbe, and one single-engined fighter at Lecce. These aircraft will be used for land searches, if necessary.

During the month, a visit was paid by a delegation from the Italian Air Ministry to the R.A.F. High Speed Launch base at Ischia. The delegation expressed general satisfaction with the boats and as soon as Italian crews are sufficiently trained, the first three boats will be handed over on loan. Thereafter, one boat will be one hundred percent serviced and handed over each week.

To obviate unnecessary overdue actions, authority was given by A.H.Q., Italy, to have all diversion arrival signals repeated to C.A.V., Centocelle.

Much valuable help was given by the I.A.F at Frosinone, in locating and salvaging the wreckage of an American B-17 which crashed on Monte Meta on 11th. November 1945. The wreckage was only discovered on the 28th May and from the eighth of June until the twelth, preliminary rescue parties directed by C.A.V., Centocelle, did good work in recovery of bodies and material.

F. REID F/LT.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

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15A
(L)

From : Stato Maggiore Regia Aeronautica (Second Section Flying Assistance)

To : Comado Unita' Aeree BARI
For information to Air Forces Sub Commission, A.C. ROME CENTOCELLE
" " " Flying Safety Centre

Date : 31st, May 1946.

Ref : I02467/C/2070 Coll.

3/6
M/S V 701
US/Air

FLYING SAFETY CENTRE

The Air Sea Rescue Service, which in order to carry out his duties make use of the Seaplane Squadrons, do need sometimes the cooperation of land planes for the search of A/C's and crews lost and to carry out reconnaisance over land or sea.

2. In order to organised such cooperation and in agreement with the A.F.SC. views, it is arranged that the following aircraft be keept at readiness from dawn to dusk at the following places.

(a) Lecce : I Fighter Aircraft.
(b) Urbe : I.Baltimore Aircraft.
(c) Linate: I.Baltimore Aircraft.

3. These A/C's should be ready to take off within half an hour of the order.

4. The order with complete details will be sent direct from the Air Rescue Centre concerned to the Operation bases where these aircraft are located.

5. In view of the fact that the Allies have recently asked for an air communication service Linate-Bolzano, it is deemed opportune to detach a third Baltimore A/C at Linate , in addition to the (two) 2 already there so as to assure the continuity of the Service relative to this new demand.

7/6. 7/6. 7/6

IL CAPO DI STATO MAGGIORE

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Translated by Sgt. Albertini. M.

Sgt Albertini

Roma, li 31 MAG. 1946

15 A

AL COMANDO UNITA' AEREA = BARI =

e p.c. AIR FORCES SUB COMMISSION A.C. = SEDE =

ALLA CENTRALE SOCCORSO =CENTOCELLE=

Prot.n° 10246/C/2070 Cab.

OGGETTO: Servizio soccorso aereo.-

1) - Il servizio Soccorso Aereo, che per l'esplicazione dei suoi compiti si avvalgra attualmente delle Sezioni Idro, ha talvolta la necessità della cooperazione di velivoli terrestri per la ricerca di apparecchi od equipaggi dispersi o per particolari compiti di ricognizione su terra o su mare ad integrazione dell'opera delle summominate Sezioni Idro.

2) - Al fine di disciplinare tale forma di cooperazione ed in accordo con le vedute della A.A.F.S.C. si dispone che siano mantenuti su allarme dall'alba al tramonto i seguenti velivoli nelle località assegnate:

(a) Lecce : 1 velivolo da caccia;

(b) Urbe : 1 velivolo Baltimore;

(c) Linate: 1 Velivolo Baltimore.

3) - Detti velivoli devono essere pronti a partire entro il tempo massimo di mezz'ora dalla richiesta d'intervento.

4) - La richiesta, completa di tutti i dati, sarà fatta direttamente dal Centro Soccorso interessato, alla Base Operazioni dell'Aeroporto su cui il velivolo d'allarme é dislocato.

5) - Poiché gli Alleati hanno recentemente chiesto un servizio di collegamento aereo Linate-Bolzano, sarà opportuno provvedere a distaccare un terzo apparecchio Baltimore a Linate, in aggiunta di due attualmente sul posto, per assicurare la continuità del servizio in relazione a questa nuova esigenza.

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OGGETTO: Servizio soccorso aereo.-

1) - Il servizio Soccorso Aereo, che per l'esplicazione dei suoi compiti si avvale attualmente delle Sezioni Idro, ha talvolta la necessità della cooperazione di velivoli terrestri per la ricerca di apparecchi od equipaggi dispersi o per particolari compiti di ricognizione su terra o su mare ad integrazione dell'opera delle sunnominate Sezioni Idro.

2) - Al fine di disciplinare tale forma di cooperazione ed in accordo con la Marina della A.I.S.C. si dispone che siano mantenuti su allarme dall'alba al tramonto i seguenti velivoli nelle località assegnate:

(a) Lecce : 1 velivolo da caccia;

(b) Urbe : 1 velivolo Baltimore;

(c) Linate: 1 Velivolo Baltimore.

3) - Detti velivoli devono essere pronti a partire entro il tempo massimo di mezz'ora dalla richiesta d'intervento.

4) - La richiesta, completa di tutti i dati, sarà fatta direttamente dal Centro Soccorso interessato, alla Base Operazioni dell'Aeroporto su cui il velivolo d'allarme é dislocato.

5) - Poiché gli Alleati hanno recentemente chiesto un servizio di collegamento aereo Linate-Bolzano, sarà opportuno provvedere a distaccare un terzo apparecchio Baltimore a Linate, in aggiunta ai due attualmente sul posto, per assicurare la continuità del servizio in relazione a questa nuova esigenza.

STATO MAGGIORE DELLA R. AERONAUTICA

IL CAPO DI STATO MAGGIORE

381

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

From: F/Lt: P.R.Dewer, Liaison Officer, [redacted].A.F. VENICE
To : Air Force Sub Commission, Allied Commission Milan
(Copies to A.F.H.Q., Allied Commission Rome and
A.H.Q. Italy and D.A.F.H.Q.)
Date: 22nd May 1945
Reference : AIRCRAFT SAFETY

14 H

28/5

wp N.580

48/ai

C.A.F. VENICE

I have to report that having left A.H.Q. Northern Italy Bologna on the 9th instant, I commenced duties at this Centre on the morning of the 10th, as R.A.F. Liaison Officer, and the following is a resumé of the progress achieved to date :-

1. Considerable difficulty was being experienced with the direct telephone lines from D.A.F. H.Q., Campoformido airfield, C.A.F. Rome and C.A.F. Milan, all of which were out of order. The only direct lines working were those to Treviso and Bologna. By a personal visit to the Colonel in charge of the British Lines of Communication at Udine, work on the direct lines from D.A.F. H.Q. and Campoformido Airfield was commenced at once, and these are now working satisfactorily.

Good work

2. It had been intended that C.A.F. Venice should have direct telephonic communication with C.A.F. Rome and C.A.F. Milan via the telephone exchange at Bologna Airfield, but although these circuits were available, speech strength beyond Bologna was not obtainable. This trouble was eventually rectified by moving the Bologna exchange from the airfield to the Italian Garrison there, but after two days working the system seems to have been changed again, and today for a time we found ourselves in direct contact with Rome, and no means of raising the C.A.F. at Milan; whilst it is appreciated that these fluctuating arrangements are probably caused by a serious endeavour to find the best method of communication, it would be appreciated if we could be advised of any intended or actual circuit changes.

Sig

3. A new Operations Room has been made available here since my arrival, and is at present being completed. Here maps have been obtained from 61 Staging Post, Udine, and will shortly be displayed on the walls, with routes, obstructions and ranges plotted for ready reference.

4. R/T frequencies available at this Centre are:-

A/G Control	5622 Kcs	Ground to plane Control of Rescue Aircraft.
Control	4761 Kcs	Ground to plane control which will shortly have Direction Finding facilities

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

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Good work

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4. R/T frequencies available at this Centre are:-

W/T	333 Kcs			
ASR Control	5922 Kcs		Ground to plane Control of Rescue Aircraft.	
Control	4761 Kcs		Ground to Carrier plane control which will shortly have Direction Finding facility	
Beacon	320 Kcs		Collalgo VE	
Weather Broadcasts	6380 4449	BY DAY	4869 4449	BY NIGHT
Ground to Ground	4990 3730	BY DAY BY NIGHT		
DAY to DAY	4520 5955	BY NIGHT BY DAY		

For weather reports and all messages.

380

1273

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

5. Airfield fitness and serviceabilities are passed to 61 staging post and Trevise each morning as soon as available, and a general weather forecast for Central and North East Italy and Austria are being passed to these airfields as from tomorrow. In addition, route forecasts will be supplied on request.

6. We frequently get a request from 61 staging post for the fitness of Marignane, Istres and Ajaccio, but as we have no direct contact with JATE Marseilles, are dependant upon UAV Rome for this information. UAV Rome obtain the fitness of French Airfields about 1300 hrs daily, but we do not know from what source, or by what frequency. Is it possible for us to obtain this information first thing each morning ?

Suggested Flimsy. C&W telephone Forecast RAF Schools with last weather H

7. An important point requires clarification regarding any Navigational Warnings of which we get notice. What method exists for broadcasting these warnings to British Airfields ? It was necessary for me to issue one last week, and I requested Trevise to send a signal to certain List 4 Concerned.

8. It is supposed that it is intended that this Centre should maintain a 24 hour watch, but at present this is not possible as there are only two Italian officers here. It is requested that the Italian authorities in Rome or Padua be approached to post another English speaking officer here, or alternatively another Italian Officer and an Interpreter, as soon as possible. This will enable a three watch system to be adopted here.

R. Bower

Flight Lieutenant,
R.A.F. Air Force Liaison Officer.

Notes

Para 6 C&W Rome obtain information at 1700 hrs. by Signal. Requests for the information to be sent from JATE earlier in the day were met with the answer "Impossible before 0800Z." When this message was passed to Bower at Rome he replied "Commandante RAF visiste... etc." C&W Rome replied (under my authority) that Italian AF has no power to command JATE & would "Commandante RAF" communicate direct with JATE. Who would probably ~~cannot~~ supply the information daily direct to Udine as soon as available. [illegible] 20/6

Para 8 C&W Rome have been provided with as many officers as C&W Rome reasonably

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

direct contact with JATC Marseilles, are dependant upon CAT Rome for this information.

CAT Rome obtain the fitness of French Airfields about 1300 hrs daily, but we do not know from what source, or by what frequency. Is it possible for us to obtain this information first thing each morning ?

Suggested to Fl/Lt Bower. To ring by telephone to nearest RAF Signals unit + see what can be done with it

7. An important point requires clarification regarding any Navigational Warnings of which we get notice. What method exists for broadcasting these warnings to British Airfields ? It was necessary for me to issue one last week, and I requested Treviso to send a signal to [illegible] that effect.

8. It is supposed that it is intended that this Centre should maintain a 24 hour watch, but at present this is not possible as there are only two Italian officers here. It is requested that the Italian authorities in Rome or Padua be approached to post another English speaking officer here, or alternatively another Italian officer and an Interpreter, as soon as possible. This will enable a three watch system to be adopted here.

R. Bower.

Flight Lieutenant.
Royal Air Force Liaison Officer.
[illegible]

Notes

Para 6 CAN Rome obtain information at 1stn Etc. by signal. Requests for the information to be sent from JATC earlier in the day were met with the answer "Impossible before 0800Z." When this message was passed to Bower at Venice he replied "Commandante RAF visiste... Etc." CAN Rome replied (under my authority) that Italian AF has no power to command JATC + would "Commandante RAF" communicate direct with JATC. Who would probably signal the information daily direct to Udine as soon as available. [illegible] 20/5

Para 8 CAN Venice have been provided with as many staff as CAN Rome was initially. 24 watch is kept but officers sleep by telephone. It is quite practicable + was done for Sinesco in Rome. It is not the best system admittedly, but until more officers are available it is the only way to work. I [illegible] matter myself in hand. [illegible] 24/5.

Para 2. Since these reports the lines have been tested + proved to be satisfactory. Signal strength is a little weak but this is to be expected as part of teething troubles. [illegible] 2/6/44

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

1276

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

13 A
(L)

From : R.Airforce "Stato Maggiore"
Military Courier Service.

To : Airforces Subcommission
Allied Commission, Rome.

Date : May 11, 1946.

Ref. : 1236/94/SCAM/1851 Coll.

Subject : Use of safety belts on military air couriers.

IN ANSWER TO 13A, Part I.

According to the inquiry made by this office it was established that on the aircraft S.75 on service Milano-Rome line on March 25,1946, the checking of the safety belts were normally carried out by the wireless operator before entering the cockpit.

It may be that some passenger untied the belt immediately before the take off. The "Comando Stormo " stated that the captain of the crew went on the take off line after being assured by the wireless operator that all passengers were safely tied tothe seats.

Secretary to the Chief of
"Stato Maggiore"
(Col.Pil. A.Remondino)

Translation by
Stasha Furlan

SS 18/5

3rd S/C Brooklyn Reported not warned to fix Safety Belt

N390 U.S. S/C 68/Air

37x

13A

Roma 11/5/1946

STATO MAGGIORE AERONAUTICO
Servizio Comunicazioni Aerei Militari

ALL'AIR FORCES SUB COMMISSION = A.C. =

= R O M A =

Prot. n° 1236/94/1 Cau 1851 Coll.

Oggetto: Uso cinture di sicurezza sui corrieri aerei militari.-

Dalla inchiesta effettuata da questo Ufficio è risultato che sull'apparecchio S.75 in servizio sulla Milano Roma il giorno 25 marzo 1946, il controllo alle cinture di sicurezza è stato regolarmente effettuato dal marconista di bordo mentre si recava nella cabina di pilotaggio.

Può darsi che qualche passeggero si sia slegato immediatamente prima del decollo ma comunque il Comando Stormo ha dichiarato che il Capo equipaggio si è portato in linea di partenza solo ad assicurazione avuta dal marconista che tutti i passeggeri erano assicurati ai sedili.-

IL SOTTOCAPO DI STATO MAGGIORE
(Col. Pil. - A. Remondino)

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

Servizio Centrale Aerei Militari — A.C. AIR FORCES SUB COMMISSION = A.C. =

Prot. n° 1236/94/Scau — 1851 Coll.

= R O M A =

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IL SOTTOCAPO DI STATO MAGGIORE
(Col. Pil. - A. Remondino)

377

1278

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

1274

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

11 A (T).

From : R.Airforce "Stato Maggiore"
Military Air Courier Service.

To : To the Airforces Subcommission,
Allied Commission, Rome

Answer to: AFSC/48/AIR
Of: 23/3/46

Ref. : 1355.94/SCAM/1852 Coll.

Date : May 5, 1946.

Subject : Accident of the aircraft S.79 - on the Rome-Bari Air-line.

We are referring to the request made in the above mentioned letter, to which we are replying. We are informing you that the accident of the aircraft S.79, which took off on January 23, on the Rome-Bari route, is being examined anew by the "Unità Aerea" Command.

The above mentioned command assured that no passenger reported any injuries in the accident.

The result of the current inquiery will be submitted to this Subcommission.

Secretary to the Chief of
"Stato Maggiore"
(Col.A.A.r.n.Pil.A.Remondino)

Translation by
Stasha Furlan

16/5 N 3[illegible] 46/[illegible]

18/5.

24/5.

Roma 11/5/1946

11 A

ALL'A.F.S.C. (A.C.) = R O M A =

Risp.F° AFSC/48/AIR
del 28/3/46

PROT.n° 1355/94/1 com 1852 Gab

OGGETTO: Incidente di volo velivolo S.79 - linea ROMA= BARI .-

Con riferimento a quanto richiesto col foglio cui si risponde, si comunica che è in corso di nuovo esame, presso il Comando Unità Aerea, l'incidente di volo relativo al velivolo S.79 partito il giorno 23 gennaio c.a. da Roma per Bari.-

Il predetto Comando ha assicurato, intanto, che nessun ~~incidente~~ passeggero ha riportato ferite nell'incidente stesso.

Dal risultato dell'inchiesta in corso ne sarà data comunicazione a codesta Commissione.-

IL SOTTOCAPO DI STATO MAGGIORE
(Col.A.A.r.n.Pil. A.Remordino)

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

Risp.f° Ar3C/45/AIR
del 28/3/46

PROT.n°. 1355/94/Segr 1852 Gab.

OGGETTO: Incidente di volo velivolo S.79 - linea ROMA= BARI .-

Con riferimento a quanto richiesto col foglio cui si risponde, si comunica che è in corso di nuovo esame, presso il Comando Unità Aerea, l'incidente di volo relativo al velivolo S.79 partito il giorno 23 gennaio c.a. da Roma per Bari.-

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Dal risultato dell'inchiesta in corso ne sarà data comunicazione a codesta Commissione.-

IL SOTTOCAPO DI STATO MAGGIORE
(Col.A.A.r.n.Pil. A.Remondino)

Il ordina
Opr Sopra

375

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

Roma 11/5/46

ALL'A.F.S.C. (A.C.) = ROMA =

Risp.F° AFSC/48/AIR
del 23/3/46

PROT.n° 1355/94/Scan/1852 Gab

OGGETTO: Invidente di volo velivolo S.79 - linea ROMA= BARI .-

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IL SOTTOCAPO DI STATO MAGGIORE
(Col.A.A.r.n.Pil. A.Remondino)

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

Risp.Fº AFSC/48/AIR
del 28/3/46

PROT.nº 1355/94/Comm/1852 Ecc

OGGETTO: Invidente di volo velivolo S.79 - linea ROMA- BARI .-

Con riferimento a quanto richiesto col foglio cui si risponde, si comunica che è in corso di nuovo esame, presso il Comando Unità Aerea, l'incidente di volo relativo al velivolo S.79 partito il giorno 23 gennaio c.a. da Roma per Bari.-

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Dal risultato dell'inchiesta in corso ne sarà data comunicazione a codesta Commissione.-

IL SOTTOCAPO DI STATO MAGGIORE
(Col.A.A.r.n.Pil. A.Remondino)

374

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

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

10 A
(E)

To: AEROZONA - Milan
AEROZONA - Padova
Comunicaereo - Rome (By hand)

Copy to:-
Statsereo - 2nd Section - Rome (By hand)
Statsereo -3rd Section - Rome (" ")
A.F.S.C./AC - Rome (" ")
Aerounita - Bari

7 A

Statsereo 101953/c/1729 Coll(.) Ref. Letter 101769/c Dated 24 April, 1946, Para 6 must be ammended to read as follows:

ACS North Italy will cease to operate during the first ten days in May during which period the Milan and Venice centres will start the service(.) Constitution of the Bologna Centre is to be considered cancelled(.) Milan and Venice will start to operate from 0000 hrs on the eight of May 1946(.) General Aimone Cat.

Chief of the Section.
It.Col. M. Corsini.

Translated by
Sgt. John Cambo

V.L. K253
7/5
48/Air

fol. m.
7/5

cf 9/5

37

1285

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

V.C./ V

STATO MAGGIORE REGIA AERONAUTICA

DIVISIONE PERSONALE

INDICAZIONI D'URGENZA

CIRCUITO D'INOLTRO

TELEGRAMMA

Spedito il ..... *ore* ..... *pel circuito N.* .....

all' Ufficio di ..... *Trasmittente* .....

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUMERO	PAROLE	DATA DI PRESENTAZIONE	
					Giorno	Ora e minuti

4 MAG 1946

AEROZONA = MILANO = (tele)
AEROZONA = PADOVA = (tele)
COMUNICAEREO = S E D E= (a mano)
et p.c. STATAEREO-2° Rep. = S E D E= (a mano)
STATAEREO-3° Rep. = S E D E = (a mano)
A.F.S.C./AC. = S E D E= (a mano)
AEROUNITA' = B A R I = (tele)

1729 Cel

STATAEREO 101953/C. DESTINATARI AEROZONA MILANO ET AEROZONA PADOVA ET COMUNICAEREO SEDE ET PER CONOSCENZA STATAEREO-2° REP. SEDE ET STATAEREO-3° REP. SEDE ET AF.S.C. SEDE ET AEROUNITA BARI ././ RIFT FOGLIO 101789/C DEL 24/4/46 SESTO CAPOVERSO INTENDASI MODIFICATO COME SEGUE DUE PUNTI ASC NORD ITALIA CESSERA' FUNZIONARE PRIMA DECADE MAGGIO ET PER TALE DATA SUBENTRERANNO NEL SERVIZIO I COSTITUENDI CENTRI DI MILANO ET VENEZIA ././INTENDASI PERTANTO ANNULLATA LA COSTITUZIONE DI BOLOGNA /./ CENTRI SOCCORSO MILANO ET VENEZIA INIZIERANNO FUNZIONARE DALLE ORE 0000 DELL'OTTO MAGGIO 1946 /./ GENERALE AIMONE CAT.

IL CAPO DEL 1° REPARTO
(Ten. Col. A.A.r.n. - pil. Mario Cesari)

372

1286

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

9A

FRO : F/LT ANDERSON, A.F.S.C. A.C. ROME

TO : SFCO RAF BRINDISI

DATE : 3RD MAY 1946

REF : MONTHLY FLYING CONTROL REPORTS

Ltr : 49/Air 1.

Dear Scott,

I have received three copies of your report but I am returning them to you. Apparently no definite instructions have been issued to RAF Airfields on the continuance or otherwise of this return, and I suggest that you might like to forward them to AHQ RAF ITALY (Attention S/L Derrett) with a note requesting further instructions for future guidance.

From my knowledge of the Italian set up here however, I think that the C.A.V. Rome will not be interested in them as they entail only information necessary for briefing which is not a function of the C.A.V. Your might like to suggest in your letter to S/L Derrett that the returns should be more useful at Central briefing airfields like Bari and Ciampino, to whom requests for information of this nature is most likely to be addressed in thesfirst place.

A.H. Anderson.

A.H. ANDERSON F/LT
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

P.S. Referring to your note on the return re communications. It is unnecessary for you to have good communication with Rome. The arrangements are that you should address all queries and requests for assistance to the CAV at Brindisi who will themselves contact CAV Rome if necessary.

371

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

8A

From:- FIGHTING CONTROL,
R.A.F. STATION BRINDISI, C.M.F.

To:- F/LT. ANDERSON.
C.A.V. LIAISON OFFICER. A.F.S.C.

Date:- 30th April, 1946.

Ref:- FC/ADMIN/54.

MONTHLY REPORTS.

Herewith Monthly Airfield Status Report (in triplicate) for the month of April, 1946.

J. A. Scott.

(F.A. SCOTT) F/LT.
S.F.C.O.
R.A.F. STATION BRINDISI.

370

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

7 A

(t)

FROM : ITALIAN AIR MINISTRY, "STATO MAGGIORE", 1st SECTION
2nd SECTION OF AIRCRAFT SAFETY, ROME.

TO : 1ST Z.A.T. COMMAND, MILAN.
2ND Z.A.T. COMMAND, PADUA.
AIR MINISTRY COMMUNICATIONS DIRECTORATE, ROME.
FOR INFORMATION TO: ITALIAN AIR MINISTRY, STATO MAGGIORE.
2ND SECTION, ROME.
I.A.F. "STATO MAGGIORE" 3RD SECTION, ROME.
AIR FORCES SUB COMMISSION, ROME.

REF. : 101789/C/1598 COLL.

DATE : 24TH APRIL, 1946.

2/4
AIR FORCES SUB COMMISSION
ALLIED
Mpr N 1946
48 pairs

CONSTITUTION OF FLYING ASSISTANCE CENTRES IN NORTHERN ITALY

As laid down by the Allied General Headquarters, the aircraft Safety Centres (Centri Sicurezza del Volo) of the R.A.F. on Italian territory are gradually being dis= banded and the aircraft Safety organisation is being handed over to the Italian Air Force. In accordance with the views expressed during the meetings between Officers of the S.M.R.A., General Allied Headquarters Caserta, and A.F.S.C., THE DUTIES and responsability were examined and it was decided that the R.A.F. Organisation based on Air Control (Controllo di Zona) and on aircraft Safety Centres, could be compared logistically and operationally to our C.A.V. and in Flying Assistance Centres.

The Flying Assistance Centres will be instituted and attached to the C.A.V. with the scope to control operations and direct rescue operations in the sea and on the land.

.../...

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

It has also been decided to attach to the C.A.V. at Centocelle the "Central Flying Assistance Centre" which will be a central operational Unit and will control the above rescue operations and also be responsible for the various Flying Assistance Centres. The R.A.F. rescue service will be gradually handed over to the R.A. and will mark the closing down of the R.A.F., A.S.C.

The A.S.C. at Pomigliano in agreement with pre-established arrangements has ceased to operate as from the 14th of April and control has been resumed by the Central Flying Assistance Centre at Centocelle and the Flying Assistance Centre at Brindisi.

The A.S.C. Northern Italy, based at Bologna, will cease to operate in the first ten days in May during which time the Centres at Bologna, Milan, and Venice will start the service.

The Commands addressed above, according to the present instructions and to circular letters from the Communications Directorate No. 4 10595 dated 10th April 1946, subject "Organisation of Telecommunications for the Flying Assistance Service", must make the necessary provisions for the matters concerning them and arrange to install Ops. Rooms in the Bologna, Milan and Venice Centres, in order to ensure Liaison, as shown in the forms attached to the above circular letter and the detailed list of personnel required for the above organisations; bearing in mind that due to the specific character of their duties, the personnel must have the best professional and disciplinary qualifications.

In order to assist in the constitution and initial operation of the Flying Assistance Centres, this Stato Maggiore will arrange for the temporary transfer of a competent Officer in Milan and Venice. As there exists a Liaison office with the R.A.F., A.S.C.at Bologna, the position there will be very much easier.

An officer of the "Stato Maggiore", as well as R.A.F. Officers of the Pomigliano and Bologna A.S.C., will also help in organising the Centres in question. It has been given to understand that the telephone lines operated by the R.A.F. will be handed over to the R.A. for the rescue

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

service, under direct supervision of the Allied Communications Section, in accordance with the project in question, put forth by the Allied Headquarter and the A.F.S.C. Communications (Signals) Section.

The above addressees will however for the time being, use the R.A. telephone lines for Liaisonduties.

Definite and detailed instructions will be issued as soon as a final agreement is reached with the Allied Commend.

The Commends addressed above will take the necessary steps to carry out, in the available period of time, the instructions contained herein (the Flying Assistance Centres in Northern Italy are scheduled the operate as from the 7th May 1946).

The above Command will also inform us as soon as possible of any difficulties which might be encountered, and will treat this matter with the utmost urgency.

(COL. REMOTDINO)

1291

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

STATO MAGGIORE R. AERONAUTICA
1° REPARTO
2ª Sezione Assist. Traffico Aereo

Roma li 24 APR. 1946 79

- AL COMANDO I^ ZONA AEREA = MILANO =
- AL COMANDO 2^ ZONA AEREA = PADOVA =
- AL MINISTERO AERONAUTICA
  Direzione delle Comunicaz/= SEDE =

e p.c. - ALLO STATO MAGGIORE
  2° Reparto = SEDE =

- ALLO STATO MAGGIORE
  3° Reparto = SEDE =

- ALL'AIR FORCES SUB COMMISION
  Allied Commission = SEDE =

Prot.n. 101729/C/1598 Cll.

OGGETTO: Costituzione Centri Soccorso del Nord Italia.-

Secondo quanto disposto dal Quartier Generale Alleato, gli Aircraft Safety Centres (Centri Sicurezza del Volo) della RA.F. sul territorio italiano stanno gradualmente smobilitando e l'organizzazione della Sicurezza del Volo passa sotto il controllo della R.A.=.

In accordo con le vedute espresse nel corso di riunioni fra ufficiali dello S.M.R.A., del Quart.Gen. Alleato di Caserta e della A.F.S.C., sono stati esaminati i compiti, le attribuzioni e le responsabilità ed è stato deciso che l'organizzazione inglese della R.A.F. basata sull'Area Control (Controllo di zona) e sugli Aircraft Safety Centres (centri di sicurezza del volo) avrebbe potuto trovare la sua corrispondenza logistica ed operativa nella nostra C.A.V. e nei Centri di Soccorso, organismi questi ultimi da istituire affiancati alle C.A.V. stesse, con funzioni di controllo operativo e di direzione delle operazioni di soccorso in mare ed in terra.

E! stata inoltre decisa l'istituzione presso la C.A.V. di Centocelle, della "Centrale del Soccorso", Ente operativo centrale che avrà la sovraintendenza delle operazioni di soccorso di cui sopra e da cui dipenderanno i vari Centri Soccorso.

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Il passaggio del servizio soccorso della R.A.F. alla R.A. sarà graduale ed in fase con la chiusura degli A.S.C. della R.A.F.

L'A.S.C. di Pomigliano, in accordo con i piani prestabiliti, ha cessato di funzionare il giorno 14 aprile ed il Controllo è stato assunto dalla Centrale di Centocelle e dal Centro Soccorso di Brindisi.-

L'A.S.C. Nord Italia, di sede a Bologna, cesserà di funzionare nella prima decade di maggio e per tale data subentreranno nel servizio i costituenti Centri di Bologna, Milano e Venezia.

I Comandi in indirizzo, in base alle presenti istruzioni ed alla Circolare della Direzione delle Comunicazioni n° 410595 in data 10/4/46, all'oggetto "Organizzazione delle Telecomunicazioni per il servizio di Soccorso velivoli", provvedano per la parte di propria competenza a predisporre l'allestimento delle sale operazioni presso i Centri di Bologna, Milano, Venezia, ad assicurare i collegamenti, come esposto negli schemi allegati alla Circolare di cui sopra ed alla individuazione del personale necessario, in base agli organici previsti; tenendo conto che per lo specifico carattere dell'impiego esso deve rispondere a requisiti professionali e disciplinari di prim'ordine.-

30.

Allo scopo di assistere i Centri Soccorso nella fase costitutiva ed iniziale, questo S.M. provvederà all'invio temporaneo di un ufficiale già pratico del servizio, a Milano ed a Venezia. A Bologna, essendo già costituito un ufficio Collegamento con l'A.S.C. della R.A.F., il compito sarà notevolmente semplificato.-

Un ufficiale di questo Stato Maggiore, nonchè ufficiali della R.A.F. addetti agli A.S.C. di Pomigliano e Bologna, daranno pure la loro assistenza ai costituenti Centri in parola.-

Resta inteso che per quanto si riferisce alle linee telefoniche operative della R.A.F., esse saranno passate in uso alla R.A.

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per il Soccorso, dietro diretto interessamento delle Sezioni Comunicazioni Alleate, in accordo con il progetto relativo, elaborato dal Quart.Gen.Alleato e dalla sezione comunicazioni della A.F.S.C.-Pertanto i Comandi in indirizzo si preoccuperanno per il momento unicamente dei collegamenti riguardanti le linee telefoniche della R.A.-

Le norme definitive e le istruzioni di dettaglio saranno diramate non appena saranno condotti a termine gli accordi col Comando Alleato.-

Gli Enti in indirizzo, nel dare attuazione a quanto sopra e tenuto conto dell'esiguo tempo a disposizione (l'apertura dei Centri Soccorso del Nord Italia è prevista per il 7 maggio p.v.) segnalino con sollecitudine ogni eventuale difficoltà riscontrata a diano alla pratica in oggetto carattere di massima urgenza.-

IL CAPO DI STATO MAGGIORE
D'Ostuni

IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Gen. Pil. A. Remondino)

IL CAPO DEL 1° REPARTO
(Ten. Col. A.d.r.n. - pil. Mario Cerasoli)
Cerasoli

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From : Stato Maggiore Regia Aeronautica Rome

To : Comando Unità Aerea Bari
Direction of Comunication Rome
For information to : Air Forces Sub Commission Rome

Date : 9th April 1946

Ref : 101510/1431. Coll.

Allied. 26/4.

Eyf 26/4

N.470 23/4

CONSTITUTION OF THE RESCUE CENTRE AND UNITS

The closing down of the Allied Air Craft Safety Centres in Italy will take place in the very near future, and the flying Control will be taken over gradually by the Regia Aeronautica.

In agreement with the propositions put forward by Officers during Conferences between Officers of the Stato Maggiore of the Regia Aeronautica, H.Q. Allied Command Caserta, and the A.F.S.C. qualifications and resonsability tasks were examined,and it was decided that the Organisation of R.A.F. based on the aerea control (Controllo di Zona) and on the Air Craft Safety Centres (Centri di Sicurezza del Volo) could have found support in a way of Administration and Operations in the R.A. C.A.V.'s and in the Rescue Centres (Centri si Soccorso) the Rescue Centres are going to be attached to the C.A.V.'s with the duty to control sea and ground rescue operations.

The constitution of the "Rescue Centre" at the C.A.V. of Centocelle was decided the Rescue Centre will be the H.Q. Command of the Centres and will have the power to be in charge of all the Rescue operations.

The handing over of the rescue Centres from the R.A.F. to the R.A. will take place gradually with the closing down of the R.A.F. Rescue Centres.

The Air Craft Safety Centre of Pomigliano will cease functioning around the 14th of April and will taken over by the same date by the Brindisi rescue Centre, and will come under the Command of

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The Air Craft Safety Centre of Pomigliano will cease functioning around the 14th of April and will taken over by the same date by the Brindisi rescue Centre, and will come under the Command of the H.Q. Centre of Centocelle.

The Pologna Air Craft Safety Centre will cease functioning in the first week of May and will be taken over by the Northen Italy Rescue Centres attached to the C.A.V.

The temporary regulations relative to the organisation of the Rescue Service are the ones attached to this letter;They will be soon replaced by the permanent regulations which will be published soon as agreements are reached with the Units employed in the Rescue Service.

According to verbal agreements, and to the attached regulations the Unità Aerea will arrange the constitution and equipment of the Rescue Centre attached to the C.A.V.of Brindisi, and sent to the Centre the personnel needed for the service.

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The above mentioned Commend will be assisted by W/C Clift for the matters regarding the Allies.

The Stato Maggiore 1st Section will arrange the constitution of the H.Q. Rescue Centre according to the regulations issued.
The Comunication Direction in cooperation with The A.F.S.C. Signal Section will arrange for the installation of comunications.
During the initial stage of the service, the H.Q. Centre and the Centres will be assisted by some R.A.F. officers from the A.S.C. Centre of Pomigliano, the duties of these Officers will be to do liason work, and give informations on questions arising regarding the function of the Centres in question.
We point out to all the Units working in the Rescue Centre, that the activities of the Centres, the character of their work, comes into the Organisation of the flying Security, therefore, being the activities of a high importance, it requests the maximum cooperation, responsability and understanding by all the personnel employed in the service, also cooperation of the Units or Commands which, during Rescue operations may be called in to give their help, and it will be more helpfull and efficient if assistance is carried out immediately.

CAPO DI STATO MAGGIORE
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Declassified E.O. 12356 Section 3.3/NND No. 785017

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Aimone CAT

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STATO MAGGIORE DELL'AERONAUTICA
1° REPARTO
2ª Sezione Assist. Traffico Aereo

Roma li 6 A

AL COMANDO UNITA' AEREA = B A R I =
ALLA DIREZIONE COMUNICAZIONI = S E D E =
e p.c. ALLA AIR FORCES SUB COMMISSION
Allied Commission = R O M A =

Prot. 10519 14316 Ris.

OGGETTO: Costituzione della Centrale e dei Centri di Soccorso.

Con la prossima chiusura degli Air Craft Safety Centres Alleati sul territorio italiano, l'organizzazione della Sicurezza del Volo dei Soccorsi aerei passerà gradualmente alla R.A.-

In accordo con le vedute espresse nel corso di riunioni fra ufficiali dello S.M. della R.A., del Quart.Gen.Alleato di Caserta e della A.F.S.C. sono stati esaminati i compiti, le attribuzioni e le responsabilità ed é stato deciso che la organizzazione inglese della R.A.F. basata sulla Aerea Control (Controllo di Zona) e sugli Air Craft Safety Centres (Centri di Sicurezza del Volo) avrebbe potuto trovare la sua corrispondenza logistica ed operativa nella nostra C.A.V. e nei "Centri di Soccorso", organismi questi ultimi da istituire affiancati alle C.A.V. stesse, con funzione di controllo operativo e di direzione delle operazioni di soccorso in mare ed in terra.

E' stata inoltre decisa l'istituzione, presso la C.A.V. di Centocelle, della "Centrale di Soccorso", Ente Operativo Centrale che avrà la sovraintendenza delle operazioni di soccorso di cui sopra e da cui dipenderanno i vari Centri Soccorso.

Il passaggio del servizio soccorso dalla R.A.F. alla R.A. sarà graduale ed in fase con la chiusura degli A.S.C. della R.A.F.-

L'A.S.C. di Pomigliano cesserà di funzionare intorno al giorno 14 di aprile e subentreranno per la stessa data il CENTRO di Brindisi e la CENTRALE di Centocelle.

L'A.S.C. di Bologna cesserà di funzionare nella prima decade di maggio e per tale data subentreranno nel servizio i Centri Soccorso affiancati alle C.A.V. del Nord Italia.

Le norme provvisorie relative all'organizzazione del Servizio Soccorso sono quelle allegate. Esse saranno quanto prima sostituite dalle norme definitive che saranno emanate non

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Prot. 10519 1431 Coll.

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Il Comando Unità Aerea, come da accordi verbali e sulla scorta delle allegate norme, provvederà alla costituzione ed alla attrezzatura del Centro Soccorso presso la C.A.V. di Brindisi, dotandolo del personale nella misura prevista dall'organico allegato.

Detto Comando si gioverà dell'assistenza del W/Cmdr.Clift per la parte interessante gli alleati.

Lo Stato Maggiore - 1° Reparto provvederà alla costituzione della Centrale di Centocelle in accordo a quanto relativamente disposto.

La Direzione Comunicazioni, in cooperazione con la A.F. S.C. - Sez.Segnali - provvederà all'attuazione dei collegamenti previsti.

Nella fase iniziale, la Centrale ed i Centri Soccorso si avvarranno dell'assistenza di alcuni ufficiali della R.A.F. provenienti dalla A.S.C. di Pomigliano, i quali avranno funzioni di collegamento e consultive per tutte le questioni inerenti al servizio ed al funzionamento degli organismi in questione.

Sia reso noto a tutti gli Enti interessati che l'attività dei CENTRI DI SOCCORSO, per il carattere specifico del loro compito, rientra nel quadro della organizzazione della Sicurezza del Volo,e pertanto, essendo attività di primissimo piano, richiede massima cooperazione, senso di responsabilità e profonda comprensione da parte di tutto il personale adibito a questo servizio, nonché di tutti gli Enti e Reparti che, nel corso delle operazioni di salvataggio, potrebbero essere chiamati a prestare la loro opera, che sarà tanto più efficace quanto più sollecita ed intelligente.=

IL CAPO DI STATO MAGGIORE

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IL CAPO DI STATO MAGGIORE

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TEMPORARY REGULATIONS FOR THE ITALIAN RESCUE SERVICE

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I°. Functions and duties of the Rescue Centres.

Leaving the duties and responsabilities attributed to the C.A.V.'s regarding flying assistance laid down in the U.T.2 publication- Regulations - Edition 1939 the Rescue Centres have the responsebility to carry out the rescue in the territory under the jurisdiction of the C.A.V. to which they are attached to.

1. Meanwhile the Centres have the duty to follow by radio the movement of A/C's in their own area.
2. Keep a close eeck on the areas,routes to be followed by A/C's danger of air navigation,and the landing conditions of the airports under their jurisdiction.
3. Direct sea rescue operations by making use of elements and informations received.

In order to carry out the duties mentioned in para 3 the Rescue Centres have the power to :

a) Order the taking off of A/C's for sea rescue belonging to detached air sea rescue Units under their jurisdiction,in order that they may undertake searching and rescue parties.

The operation order if forwarded, by telephone must be send out by phonogramm; in the near future the Sections will be issued with proper forms to be filled in in cesr of rescue.

b) To request from the Regia Aeronautica A/C's which do not belong to the Sections in order to help the search in case that the A/C's employed are not sufficient.

c) To request from the Navy the sending out of motor launches if they could be spared and put at the disposal in order to help the search.

d) To request from the Army and Police or Civilian authorities cooperation for the search of A/C's lost or damaged on the ground.

The Rescue Centres have also the duties to:

e) Informing the H.Q. Rescue Centre of the initiatives taken and the orders given.

f) Follow the instructions that the H.Q. Rescue Centre may think necessary to modify which were already given.

NOTE Regarding para b-c-d regulations will be modified in the near future.

II. Functions and duties of the HQ. Rescue Centre

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NOTE Regarding para b-c-d regulations will be modified in the near future.

II. Functions and duties of the HQ. Rescue Centre

The H.Q. Rescue Centre carries out all the work regarding the H.Q. Plus :

1. Control the functioning of all the Rescue Centres.
2. Have the power to modify and complete orders given or initiatives takrn by the Rescue Centres if better results can be obtained.
3. Coordinate the activities of the Rescue Centres when it is necesary or opportune for two or more Centres to be used for one Mission.
4. They have the responsability to secure the functioning of the Rescue service in Italy for the part concerning their competence(leaving the responsabilities of the Command of the Sections for what refers to the functioning,the efficiency,and generisal training of the Sections, and the responsbility of the depandent Sections from the

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Comunication Direction for the part regarding the Comunications.
5. Prepare and put forward for approval to the Stato Maggiore the programs relative to the exercise which are serving to keep in the right training the Air Sea Rescue Organisation.
6. To inform daily the Stato Maggiore 1st Section by phonogram of the activities carried out by the various Air Sea Rescue Sections.

III° - ORGANISATION

H.Q. Air Sea Rescue Centre

1 Colonel A.A.r.n. Chief of the Rescue Service
3 Junior Officers A.A.r.n.
3 Interpreters (°)
2 N.C.O's
2 Orderlies
1 Superior Officer

Rescue Centres

Major or Captain A.A.r.n. Chief of the Rescue Centre
3 Junior Officers A.A.r.n.
3 Interpreters (°)
2 N.C.O's
2 Orderlies
(°) If the Junior Officers are speaking English fluently the Interpreters can be done without.

IV° DEPENDENCES

The Air Sea Rescue Centres are depending operationally from the H.Q. Rescue Centre.

The H.Q. Rescue Centres depends operationally from the Stato Maggiore.

Regarding the Administration the Centres and the H.Q. Rescue Centre will came under the C.A.V. to which they are attached to.

The personnel employed in the Rescue Centres are going to be taken in to strenght by the nearest territorial Command to the Centre.

The following are subordinated to them for discipline and employement/

The personnel of the Rescue Centres come under the Chief of the Rescue Centre.

The Commanders of the Centres and the personnel of the H.Q. Centre come under the Commander of the Rescue Service. The Commander of the Rescue Service has the duty of Commanding the personnel employed at the Air Sea Rescue Centres.

The Chief of the Rescue Service depends from the Under Secretary Chief of Staff.

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H.Q. Air Sea Rescue Centre

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The Chief of the Rescue Service depends from the Under Secretary Chief of Staff.

V° HOURS OF DUTY

The Rescue Centres must assure a continuos service during the 24 hours with an Officer and an Interpreters on duty.

The H.Q. Rescue Centre must assure a continuos service from the early hours of the morning until the night with an Officer and an Interpreter on duty.

VI° COMUNICATIONS

The H.Q. Rescue Centre must have the following comunications: 358

1. Tele-comunication with Air Sea Rescue Centres
1a Reserve radio-comunication on service 16 with the Air Sea Rescue Centres.
2. Tele-comunication with the dependent Sea plane base. ./.

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2a. Reserve radio-comunication with the sea-plane base.
3. Tele-comunication with the motor launches base
3a Reserve radio-comunication with the motor launches base.
4. Tele-comunication with principal airports of the Zone.
5. Tele-comunication with the Stato Maggiore of the Regia Aeronautica.
6; Tele-comunication with the Stato Maggiore of the Navy.
7. Tele-comunication with the Stato Maggiore of the Army.
8. Tele-comunication with the Ministry of the Interior.
9. Tele-comunication with the Allied Commands interrested in the Air Sea Rescue Service.

Tele-comunication with the Police and Prefecture

B. The Rescue Centres must have the following tele-comunications:
1. Tele-comunication with the H.Q. Rescue Centre.
1a Reserve radio-comunication on service 16 with the H.Q.Rescue Centr
2. Tele-comunication with the motor launches base
2a Reserve radio-comunication with the motor launches base.
3. Tele-comunication with the sea-plane base
3a Reserve radio-comunication with the sea-plane base.
4. Tele-comunication with the local Regia Aeronautica,Navy, and Army Command.
5. Tele-comunication with the principal airports of the area.
6. Tele-comunication with the Allied Command interrested in the Rescue Service.

VII° EQUIPMENT NEEDED FOR THE OPERATION OFFICE OF THE RESCUE CENTRES

The maximum amount of equipment allowed to the Rescue Centres is the following :

1. Series of Aeronautical maps of the Mediteraneum Bacin 1:1.000.000.
2. Aeronautical map scale 1:500.000 showing the area under their jurisdiction.
3. Mercatore map to be used for Air Sea Rescue Operations.
4. Operations desk with a 1/1.000.000 map scale with the positions of the Radiogonometric Centres and the necessary equipments in order to determine rapidly the astronomic points.
5. Map of Europe scale 1:2.000.000.
6. Met bulletins.
7. Board showing landing conditions of the airports under their jurisdiction.
8. Board showing all the informations regarding fl

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8. Tele-comunication with the Ministry of the Interior.
9. Tele-comunication with the Allied Commands interrested in the Air Sea Rescue Service.

Tele-comunication with the Police and Prefecture

B. The Rescue Centres must have the following tele-comunications:
1. Tele-comunication with the H.Q. Rescue Centre.
1a Reserve radio-comunication on service 16 with the H.Q.Rescue Centr
2. Tele-comunication with the motor launches base
2a Reserve radio-comunication with the motor launches base.
3. Tele-comunication with the sea-plane base
3a Reserve radio-comunication with the sea-plane base.
4. Tele-comunication with the local Regia Aeronautica, Navy, and Army Command.
5. Tele-comunication with the principal airports of the area.
6. Tele-comunication with the Allied Command interrested in the Rescue Service.

VII° EQUIPMENT NEEDED FOR THE OPERATION OFFICE OF THE RESCUE CENTRES

The maximum amount of equipment allowed to the Rescue Centres is the following :

1. Series of Aeronautical maps of the Mediteraneum Bacin 1:1.000.000.
2. Aeronautical map scale 1:500.000 showing the area under their jurisdiction.
3. Mercatore map to be used for Air Sea Rescue Operations.
4. Operations desk with a 1/1.000.000 map scale with the positions of the Radiogonometric Centres and the necessary equipments in order to determine rapidly the astronomic points.
5. Map of Europe scale 1:2.000.000.
6. Met bulletins.
7. Board showing landing conditions of the airports under their jurisdiction.
8. Board showing all the informations regarding flying security obstacles-routes to be followed- air streems ect.
9. Wall mounting clock.
10. Ephemeris and Nautical almanac.
11. Two brief cases containing material necessary for navigation purposes.

VIII° Procedure for requesting Air Sea Rescue

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Allied A/C's Will ask for rescue to the Allied listening posts with which they are in contact. The Allied listening post will then ask for rescue to the competent rescue Centres.

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Therefore no particular listening mus be made for Allied A/C's.

Italian A/C's Will ask for help according to the regulations an by sending the "S.O.S" on the frequency mentioned in "Trequencies"
The C.A.V. listening post will inform immediately the relative Rescue Centres which will the rest.
The Rescue Centre H.Q. must be nctified of all the informations regarding A/C's in danger intercepted by any one.

IX° FREQUENCIES

a)ForComunication between A/C's employed in the rescue,the R.A. and R.A.F. motor launches and the Centres during the first stage (going out) and third stage (coming in) of the rescue Mission.

3805 Kc/sec or
6500 " "

The wave lenght to be used will be fixed by the H.Q. Rescue Centre and will be mentioned in the operation orders keeping in mind that the frequency of 6500 is better for the distances superior to 150 Km and that it may be used by A/C's or motor launches whcih are installed with astatio n A 320 Ter; station that does not approve the frequency of 3805 Kc/sec.
b) For the A/C's and motor launches of the R.A. and R.A.F. during the second stage (search) of the rescue Mission.

500 Kc/sec. listening from 05m to 30m and from 35m to 60m-of every hour.
3805 (° 6500) for comunication with the Centre from 00m to 05m and from 30m to 35m of every hour.
c) For rdio-phonic communication 112.96 Mc/sec.
d) For exercise xx the same frequency mentioned in above paras may be be used with exception of the 500 Kc/sec that will be substituted by the 385 Kc/sec.
e) For Italian A/C's which for emergency have to ask for rescue,the same frequency on which they are tuned (normally)(On service No.3) The message will be successively repeated on 333Kc/sec.
(Frequency on which the Regia Aeronautica stations are listening) and eventally on 500 Kc/sec (Frequency on which the Navy stations are listening).
f) For Allied A/C's which in case of emergency must ask rescue:

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The Rescue Centre H.Q. must be notified of all the informations regarding A/C's in danger intercepted by any one.

IX° FREQUENCIES

a)For Comunication between A/C's employed in the rescue,the R.A. and R.A.F. motor launches and the Centres during the first stage (going out) and third stage (coming in) of the rescue Mission.

3805 Kc/sec or
6500 " "

The wave lenght to be used will be fixed by the H.Q. Rescue Centre and will be mentioned in the operation orders keeping in mind that the frequency of 6500 is better for the distances superior to 150 Km and that it may be used by A/C's or motor launches whcih are installed with estatio n A 320 Ter; station that does not approve the frequency of 3805 Kc/sec.

b) For the A/C's and motor launches of the R.A. and R.A.F. during the second stage (search) of the rescue Mission.

500 Kc/sec. listening from 05m to 30m and from 35m to 60m-of every hour.
3805 (° 6500) for comunication with the Centre from 00m to 05m and from 30m to 35m of every hour.

c) For rdio-phonic comunication 112.96 Kc/sec.

d) For exercise xx the same frequency mentioned in above paras may be be used with exception of the 500 Kc/sec that will be substituted by the 385 Kc/sec.

e) For Italian A/C's which for emergency have to ask for rescue,the same frequency on which they are tuned (normally)(On service No.3) The message will be succesively repeated on 333Kc/sec.
(Frequency on which the Regia Aeronautica stations are listening) and eventally on 500 Kc/sec (Frequency on which the Navy stations are listening).

f) For Allied A/C's which in case of emergency must ask rescue:

4575 Kc/sec. during the day
3105 Kc/sec. during the night
116,1 Kc/sec; in R.T. with V.H.F.

CALL SIGNES

a) The call signes of the Centres and the H.Q. Rescue Centre are the ones used by the C.A.V. to which they are attached to.

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b) The A/C's call signes to be used during Air Sea Rescue Missions are the following :

1 - For the A/C's based on Vigna di Valle :
The group A.S.R. followed by the letters O-P-Q- and eventually by a number.
2. For the A/C's based on Taranto and Brindisi the group A.S.R. followed by the letters R-S-T- and eventually by a number.

c) The call signes for the motor launches of the Regia Aeronautica in high sea during the Air Sea Rescue Missions are formed by the group M.H.B. followed by the last two numbers of the motor launch boat.
d) The call signes to be used during the exercise for A/C's or motor launches are the ones mentioned in the U.T.2.publication Edition 1946.
The call signes for the A/C's or motor launches will be assigned by the H.Q. REscue Centre before the departure of the A/C's or motor launches specified in the operation order.

XI°. CODES

a) For The Air Sea Rescue Missions the radiotelegraphic code is used in the Regia Aeronautica keeping in mind that the eventual comunications with the Allied Command or transports must be used only with the letters writen in big or the small letters underlined.
Eventually comunicationd in cleare.
b) For the exercises:
the same code Q substituting the letters S.O.S. with the letters A.R.X.

NOTE - The present regulations are coming in to force from the date on which the Air Sea Rescue Centre of Brindisi and the H.Q. Rescue Centre of Centocelle will start operate.
From that date the Brindisi Rescue Centre will relay on the help of the sea-plane bases detached at Taranto and Brindisi and the H.Q. Centre of Centocelle and of the Sea plane base at Vigna di Valle.
The sea-plane base of La Spezia and Venice will continue to function and depending from the A.S.R. of Bologna and will continue to follow the regulations of the letter No. 410291/1-2 dated the 9th of March 1946 from the Comunication Direction.

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c) The call signes for the motor launches of the Regia Aeronautica in high sea during the Air Sea Rescue Missions are formed by the group M.H.B. followed by the last two numbers of the motor launch boat.
d) The call signes to be used during the exercise for A/C's or motor launches are the ones mentioned in the U.T.2.publication Edition 1946.

The call signes for the A/C's or motor launches will be assigned by the H.Q. Rescue Centre before the departure of the A/C's or motor launches specified in the operation order.

XI°. CODES

a) For The Air Sea Rescue Missions the radiotelegraphic code is used in the Regia Aeronautica keeping in mind that the eventual comunicatio ns with the Allied Command or transports must be used only with the letters writen in big or the small letters underlined.
Eventually comunicationd in cleare.
b) For the exercises:
the same code Q substituting the letters S.O.S. with the letters A.R.X.

NOTE - The present regulations are coming in to force from the date on which the Air Sea Rescue Centre of Brindisi and the H.Q. Rescue Centre of Centocelle will start operate.

From that date the Brindisi Rescue Centre will relay on the help of the sea-plane bases detached at Taranto and Brindisi and the H.Q. Centre of Centocelle and of the Sea plane base at Vigna di Valle.

The sea-plane base of La Spezia and Venice will continue to function and depending from the A.S.R. of Bologna and will continue to follow the regulations of the letter No. 410291/1-2 dated the 9th of March 1946 from the Comunication Direction.

Translated by Sgt. Albertini. M.

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15 APR 1946

6B

NORME PROVVISORIE PER IL SERVIZIO SOCCORSO ITALIANO

I°-FUNZIONI E COMPITI DEI CENTRI SOCCORSO.

Fermi restando i compiti e le responsabilità attribuite alle C.A.V. in relazione alla assistenza del volo fissati nella pubblicazione U.T. 2 - Regolamento - Ediz. 1939 i Centri Soccorso hanno essenzialmente la responsabilità del soccorso aereo nel territorio di giurisdizione della C.A.V. presso cui hanno sede.

I centri soccorso pertanto devono:

1) - seguire mediante il centro radio della C.A.V. il movimento dei velivoli nella propria zona;

2) - tenersi perfettamente aggiornati sulle zone interdette, sulle rotte obbligate, sui pericoli per la navigazione aerea, sulle condizioni metereologiche e sulla atterrabilità degli aeroporti della propria zona di giurisdizione.

3) - prendere l'iniziativa e dirigere le operazioni di soccorso in mare sulla scorta degli elementi e delle informazioni avute.

Per assolvere i compiti di cui al paragrafo 3) i centri del soccorso hanno facoltà di:

a) ordinare l'uscita dei velivoli soccorso per la ricerca ed il soccorso in mare ai reparti soccorso dislocati nella zona di propria giurisdizione.

(L'ordine di operazione, se trasmesso per telefono dovrà essere dettato sotto forma di fonogramma. Non appena possibile i centri soccorso e i reparti interessati saranno dotati di appositi moduli per il soccorso).

b) richiedere alle autorità della R.A. l'uscita di velivoli appartenenti a reparti non di soccorso per coadiuvare nelle ricerche quelli destinati a tale compito qualora questi risultassero insufficienti.

c) richiedere alle autorità della R. Marina, l'uscita dei mezzi marini che potessero essere eventualmente messi a disposizione per collaborare alle ricerche o al soccorso in mare.

d) richiedere alle autorità del R. Esercito, dei CC.RR. o alle autorità civili la collaborazione per le ricerche ed il soccorso di velivoli dispersi o incidentati in terra.

I Centri Soccorso hanno inoltre l'obbligo di:

a) dare tempestiva notizia alla Centrale Soccorso delle inizia-

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Fermi restando i compiti e le responsabilità attribuite alle C.A.V. in relazione alla assistenza del volo fissati nella pubblicazione U.T. 2 - Regolamento - Ediz. 1939 i Centri Soccorso hanno essenzialmente la responsabilità del soccorso aereo nel territorio di giurisdizione della C.A.V. presso cui hanno sede.

I centri soccorso pertanto devono:

1) - seguire mediante il centro radio della C.A.V. il movimento dei velivoli nella propria zona;

2) - tenersi perfettamente aggiornati sulle zone interdette, sulle rotte obbligate, sui pericoli per la navigazione aerea, sulle condizioni metereologiche e sulla atterrabilità degli aeroporti della propria zona di giurisdizione.

3) - prendere l'iniziativa e dirigere le operazioni di soccorso in mare sulla scorta degli elementi e delle informazioni avute.

Per assolvere i compiti di cui al paragrafo 3) i centri del soccorso hanno facoltà di:

a) ordinare l'uscita dei velivoli soccorso per la ricerca ed il soccorso in mare ai reparti soccorso dislocati nella zona di propria giurisdizione.

(L'ordine di operazione, se trasmesso per telefono dovrà essere dettato sotto forma di fonogramma. Non appena possibile i centri soccorso e i reparti interessati saranno dotati di appositi moduli per il soccorso).

b) richiedere alle autorità della R.A. l'uscita di velivoli appartenenti a reparti non di soccorso per coadiuvare nelle ricerche quelli destinati a tale compito qualora questi risultassero insufficienti.

c) richiedere alle autorità della R. Marina, l'uscita dei mezzi marini che potessero essere eventualmente messi a disposizione per collaborare alle ricerche o al soccorso in mare.

d) richiedere alle autorità del R. Esercito, dei CC.RR. e alle autorità civili la collaborazione per le ricerche ed il soccorso di velivoli dispersi o incidentati in terra.

I Centri Soccorso hanno inoltre l'obbligo di:

e) dare immediata notizia alla Centrale Soccorso delle iniziative prese e degli ordini dati.

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f) attenersi alle istruzioni che la Centrale Soccorso ritenesse opportuno dare a modifica o integrazione delle disposizioni già date.

N O T A - Per quanto riguarda i paragrafi b - c - d - verranno date al più presto norme di dettaglio.

II° - FUNZIONI E COMPITI DELLA CENTRALE SOCCORSO

La Centrale Soccorso assolve tutti i compiti del centro soccorso. Inoltre:

1°) - controlla il funzionamento dei Centri Soccorso.
2°) - ha facoltà di modificare o integrare gli ordini e le iniziative prese dai centri soccorso qualora, per essere in possesso di maggiori e più sicuri elementi, ciò si renda necessario.
3°) - coordina l'attività dei centri soccorso quando per una stessa azione sia necessario o opportuno l'intervento di due o più di essi.
4°) - é responsabile del funzionamento del servizio soccorso in Italia per la parte di sua competenza (ferme restando le responsabilità dei Comandi di reparto per quanto si riferisce al funzionamento, all'efficienza ed all'addestramento generico dei reparti stessi e le responsabilità degli enti dipendenti dalla Direzione Comunicazioni per quanto si riferisce alle comunicazioni).
5°) - prepara e sottopone all'approvazione dello S.M. i programmi relativi ad esercitazioni complesse che servano a tenere nel dovuto addestramento tutto il complesso dell'organizzazione soccorso.
6°) - informa giornalmente lo S.M. 1° Reparto a mezzo fonogramma dell'attività svolta dai vari centri soccorso.

III° - ORGANICI

Centrale soccorso

1 - Colonnello A.A.r.n. Capo del Servizio Soccorso
3 - Ufficiali inferiori A.A.r.n.
3 - Interpreti (°)
2 - Sottufficiali
2 - Piantoni
1 - Ufficiale Superiore A.A.r.n.

Centri soccorso

1 - Maggiore o Capitano A.A.r.n. Capo del Centro Soccorso
3 - Ufficiali inferiori A.A. r.n.
3 - Interpreti (°)
2 - Sottufficiali

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NOTA - Per quanto riguarda i paragrafi b - c - d - verranno date al più presto norme di dettaglio.

II° - FUNZIONI E COMPITI DELLA CENTRALE SOCCORSO

La Centrale Soccorso assolve tutti i compiti del centro soccorso. Inoltre:

1°) - controlla il funzionamento dei Centri Soccorso.
2°) - ha facoltà di modificare o integrare gli ordini e le iniziative prese dai centri soccorso qualora, per essere in possesso di maggiori e più sicuri elementi, ciò si renda necessario.
3°) - coordina l'attività dei centri soccorso quando per una stessa azione sia necessario o opportuno l'intervento di due o più di essi.
4°) - é responsabile del funzionamento del servizio soccorso in Italia per la parte di sua competenza (ferme restando le responsabilità dei Comandi di reparto per quanto si riferisce al funzionamento, all'efficienza ed all'addestramento generico dei reparti stessi e le responsabilità degli enti dipendenti dalla Direzione Comunicazioni per quanto si riferisce alle comunicazioni).
5°) - prepara e sottopone all'approvazione dello S.M. i programmi relativi ad esercitazioni complesse che servano a tenere nel dovuto addestramento tutto il complesso dell'organizzazione soccorso.
6°) - informa giornalmente lo S.M. 1° Reparto a mezzo fonogramma dell'attività svolta dai vari centri soccorso.

III° - ORGANICI

Centrale soccorso

1 - Colonnello A.A.r.n. Capo del Servizio Soccorso
3 - Ufficiali inferiori A.A.r.n.
3 - Interpreti (°)
2 - Sottufficiali
2 - Piantoni
1 - Ufficiale Superiore A.A.r.n.

Centri soccorso

1 - Maggiore o Capitano A.A.r.n. Capo del Centro Soccorso
3 - Ufficiali inferiori A.A. r.n.
3 - Interpreti (°)
2 - Sottufficiali
2 - Piantoni

(°) - (Qualora gli ufficiali inferiori parlino correttamente inglese potranno essere aboliti gli interpreti).

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IV° - DIPENDENZE

I Centri di Soccorso dipendono operativamente dalla Centrale del Soccorso.

La Centrale del Soccorso dipende operativamente dallo Stato Maggiore R.A. - 1° Reparto.-

Per la parte logistica sia i Centri che la Centrale si appoggiano alla C.A.V. presso cui hanno sede e fanno quindi capo alla Direzione Comunicazioni.

Il personale in servizio presso la Centrale o i Centri soccorso è in forza amministrativa all'Ente Territoriale più prossimo alla sede del Centro.-

Le dipendenze disciplinari e d'impiego sono le seguenti:

- Personale dei centri soccorso dal Capo del Centro soccorso
- Capi dei Centri soccorso e personale della Centrale soccorso, dal Capo del servizio soccorso. Quest'ultimo esercita le funzioni di Comandante di Corpo per tutto il personale in servizio presso la Centrale e i Centri soccorso.
- Capo del servizio soccorso dal Sottocapo di Stato Maggiore R.A.-

V° - TURNI DI SERVIZIO

La Centrale Soccorso dovrà assicurare servizio continuo nelle ore 24 con un ufficiale ed un interprete di servizio.

I Centri Soccorso dovranno assicurare servizio continuo dalle prime alle ultime luci del giorno con un ufficiale ed un interprete.

VI° - COLLEGAMENTI

A) CENTRALE DI SOCCORSO - dovrà avere i seguenti collegamenti:

1 - Collegamento telefonico con i CENTRI SOCCORSO;
1a- " radio di riserva sul Servizio n.16 con i Centri Soccorso;
2 - Collegamento telefonico con la Base Idrovolanti dipendente;
2a- " radiofonico di riserva con la Base Idrovolanti;
3 - Collegamento telefonico con la Base Motoscafi;
3a- " radiofonico di riserva con la Base Motoscafi;
4 - " telefonico con i principali Aeroporti della propria zona;
5 - Collegamento telefonico con lo S.M. della R.A.;

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La Centrale del Soccorso dipende operativamente dallo Stato Maggiore R.A. - 1° Reparto.-

Per la parte logistica sia i Centri che la Centrale si appoggiano alla C.A.V. presso cui hanno sede e fanno quindi capo alla Direzione Comunicazioni.

Il personale in servizio presso la Centrale o i Centri soccorso è in forza amministrativa all'Ente Territoriale più prossimo alla sede del Centro.-

Le dipendenze disciplinari e d'impiego sono le seguenti:

- Personale dei centri soccorso dal Capo del Centro soccorso
- Capi dei Centri soccorso e personale della Centrale soccorso, dal Capo del servizio soccorso. Quest'ultimo esercita le funzioni di Comandante di Corpo per tutto il personale in servizio presso la Centrale e i Centri soccorso.
- Capo del servizio soccorso dal Sottocapo di Stato Maggiore R.A.-

V° - TURNI DI SERVIZIO

La Centrale Soccorso dovrà assicurare servizio continuo nelle ore 24 con un ufficiale ed un interprete di servizio.

I Centri Soccorso dovranno assicurare servizio continuo dalle prime alle ultime luci del giorno con un ufficiale ed un interprete.

VI° - COLLEGAMENTI

A) CENTRALE DI SOCCORSO - dovrà avere i seguenti collegamenti:

1 - Collegamento telefonico con i CENTRI SOCCORSO;
1a- " radio di riserva sul Servizio n.16 con i Centri Soccorso;
2 - Collegamento telefonico con la Base Idrovolanti dipendente;
2a- " radiofonico di riserva con la Base Idrovolanti;
3 - Collegamento telefonico con la Base Motoscafi;
3a- " radiofonico di riserva con la Base Motoscafi;
4 - " telefonico con i principali Aeroporti della propria zona;
5 - Collegamento telefonico con lo S.M. della R.A.;
6 - " telefonico con loS.M. della R.M.; (Ufficio che verrà precisato dalla R.M.)
7 - " telefonico con lo S.M. del R.E.; (Ufficio che verrà precisato dal R.E.)
8 - " telefonico con il Ministero degli Interni
9 - " telefonico con gli Enti Alleati interessati.

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per le comunicazioni alle Prefetture ed ai CC.RR.

B) CENTRO SOCCORSO - dovrà avere i seguenti collegamenti:

1 - Collegamento telefonico con la CENTRALE SOCCORSO;
1a- " radio di riserva sul Servizio n° 16 con la Centrale Soccorso;
2 - Collegamento telefonico con la Base Motoscafi;
2a- " radiofonico di riserva con la Base Motoscafi;
3 - " telefonico con la Base Idrovolanti dipendente;
3a- " radiofonico di riserva con la Base Idrovolanti;
4 - Collegamento telefonico con i locali Comandi Aeronautica, Marina, R. Esercito;
5 - Collegamento telefonico con i principali Aeroporti della propria zona.
6 - Collegamento telefonico con gli Enti Alleati interessati.

VII° - <u>ATTREZZATURA DELL'UFFICIO OPERAZIONI DEI CENTRI SOCCORSO</u>

L'attrezzatura di massima prevista per l'Ufficio Operazioni dei CENTRI SOCCORSO é la seguente:

1 - Serie di Carte Aeronautiche murali delle zone del Bacino del Mediterraneo, scala 1:1.000.000 ;
2 - Carta Aeronautica, scala 1: 500.000, della zona di competenza;
3 - Carta in proiezione di Mercatore per carteggio operazioni di soccorso in mare;
4 - Tavolo operativo con carta al milionesimo, con la posizione dei Centri R.G. e attrezzatura per la determinazione rapida del punto;
5 - Carta d'Europa, scala 1:2.000.000;
6 - Bollettini Metereologici e previ tecniche;
7 - Tabelle dell'atterrabilità degli Aeroporti della zona;
8 - Quadro di tutte le notizie riguardanti la sicurezza del volo (ostacoli - rotte obbligate, corridoi ecc.);
9 - Orologio a muro;
10 - Effemeridi astronomiche;
11 - Due buste complete di tutto il màteriale necessario per carteggiare.

VIII° - <u>PROCEDURA PER LE RICHIESTE DI SOCCORSO</u>

<u>Velivoli Alleati</u> - richiederanno il soccorso ai posti d'ascolto alleati con cui sono in contatto. I posti d'ascolto alleati richiederanno il soccorso al Centro Soccorso competente.

Pertanto nessun ascolto particolare dovrà essere fatto per i velivoli alleati.

<u>Velivoli Italiani</u> - chiederanno il soccorso secondo le norme vigenti [illegible] sulle onde specificate nel capitolo

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1 - Collegamento telefonico con la CENTRALE SOCCORSO;
1a- " radio di riserva sul Servizio n° 16 con la Centrale Soccorso;
2 - Collegamento telefonico con la Base Motoscafi;
2a- " radiofonico di riserva con la Base Motoscafi;
3 - " telefonico con la Base Idrovelanti dipendente;
3a- " radiofonico di riserva con la Base Idrovolanti;
4 - Collegamento telefonico con i locali Comandi Aeronautica, Marina, R. Esercito;
5 - Collegamento telefonico con i principali Aeroporti della propria zona.
6 - Collegamento telefonico con gli Enti Alleati interessati.

VII° - ATTREZZATURA DELL'UFFICIO OPERAZIONI DEI CENTRI SOCCORSO

L'attrezzatura di massima prevista per l'Ufficio Operazioni dei CENTRI SOCCORSO é la seguente:

1 - Serie di Carte Aeronautiche murali delle zone del Bacino del Mediterraneo, scala 1:1.000.000 ;
2 - Carta Aeronautica, scala 1: 500.000, della zona di competenza;
3 - Carta in proiezione di Mercatore per carteggio operazioni di soccorso in mare;
4 - Tavolo operativo con carta al milionesimo, con la posizione dei Centri R.G. e attrezzatura per la determinazione rapida del punto;
5 - Carta d'Europa, scala 1:2.000.000;
6 - Bollettini Metereologici e previ teoniche;
7 - Tabelle dell'atterrabilità degli Aeroporti della zona;
8 - Quadro di tutte le notizie riguardanti la sicurezza del volo (ostacoli - rotte obbligate, corridoi ecc.);
9 - Orologio a muro;
10 - Effemeridi astronomiche;
11 - Due buste complete di tutto il màteriale necessario per carteggiare.

VIII° - PROCEDURA PER LE RICHIESTE DI SOCCORSO

Velivoli Alleati - richiederanno il soccorso ai posti d'ascolto alleati con cui sono in contatto. I posti d'ascolto alleati richiederanno il soccorso al Centro Soccorso competente.
Pertanto nessun ascolto particolare dovrà essere fatto per i velivoli alleati.

Velivoli Italiani - chiederanno il soccorso secondo le norme vigenti lanciando l'S.O.S. sulle onde specificate nel capitolo "Frequenze".
Il poste d'ascolto della C.A.V. avvertirà immediatamente il relativo Centro Soccorso che provvederà in conseguenza.
Ai Centri di soccorso devranno pervenire inoltre tutte le segnalazioni di pericolo comunque e da chiunque intercettate.

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

IX° - FREQUENZE

a) Per il collegamento fra i velivoli soccorso, i motoscafi di soccorso della R.A. e della R.A.F. ed i Centri durante la 1^ fase (allontanamento) e la 3^ fase (rientro) della missione di soccorso

3805 Kc/sec. oppure

6500 " "

L'onda da usare sarà fissata dal Centro Soccorso e precisata nell'ordine di operazione tenendo presente che la frequenza di 6500 é migliore per le distanze superiori a 150 Km. e che essa può essere usata anche dai velivoli e dai motoscafi dotati di stazione A 320 Ter. stazione che viceversa non consente la frequenza di 3805 Kc/sec.

b) Per i velivoli e mezzi marini della R.A. e della R.A.F. durante la 2^ fase (ricerca) della missione di soccorso

500 Kc/sec. ascolto da 05^{m} a 30^{m} e da 35^{m} a 60^{m} di ogni ora.

3805 (o 6500) per collegamento col centro da 00^{m} a 05^{m} e da 30^{m} a 35^{m} di ogni ora.

c) Per collegamento in radiofonia 112.86 Mc/sec.

d) Per le esercitazioni le stesse frequenze di cui ai paragrafi precedenti ad eccezione di quella di 500 Kc/sec. che sarà sostituita da quella di 385 Kc/sec.

e) Per i velivoli italiani che in caso di emergenza debbano chiedere soccorso,
la stessa frequenza su cui sono sintonizzati (normalmente (Servizio n° 3).
Il messaggio sarà successivamente e se possibile ripetuto su 333 Kc/sec.
(frequenza su cui fanno ascolto le stazioni della R.A.)ed eventualmente su 500 Kc/sec. (frequenza su cui fanno ascolto le stazioni marittime).

f) Per i velivoli alleati che in caso di emergenza debbano chiedere soccorso:

4575 Kc/sec. di giorno
3105 Kc/sec. di notte

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

a) Per il collegamento fra i velivoli soccorso, i motoscafi di soccorso della R.A. e della R.A.F. ed i Centri durante la 1ª fase (allontanamento) e la 3ª fase (rientro) della missione di soccorso

3805 Kc/sec. oppure

6500 " "

L'onda da usare sarà fissata dal Centro Soccorso e precisata nell'ordine di operazione tenendo presente che la frequenza di 6500 é migliore per le distanze superiori a 150 Km. e che essa può essere usata anche dai velivoli e dai motoscafi dotati di stazione A 320 Ter. stazione che viceversa non consente la frequenza di 3805 Kc/sec.

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la stessa frequenza su cui sono sintonizzati (normalmente (Servizio nº 3).
Il messaggio sarà successivamente e se possibile ripetuto su 333 Kc/sec.
(frequenza su cui fanno ascolto le stazioni della R.A.)ed eventualmente su 500 Kc/sec. (frequenza su cui fanno ascolto le stazioni marittime).

f) Per i velivoli alleati che in caso di emergenza debbano chiedere soccorso:

4575 Kc/sec. di giorno
3105 Kc/sec. di notte
116,1 Mc/sec. in R.T.F. con V.H.F.

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X° - NOMINATIVI

a) I nominativi dei Centri e della Centrale Soccorso sono quelli della C.A.V. presso cui hanno sede.

b) I nominativi degli aerei da usarsi durante le missioni di soccorso sono i seguenti:
1 - per i velivoli della base di Vigna di Valle:
il gruppo A.S.R. seguito da una delle seguenti lettere O - P - Q - ed eventualmente da una cifra.
2 - per i velivoli delle basi di Taranto e Brindisi il gruppo A.S.R. seguito da una delle seguenti lettere R - S - T - ed eventualmente una cifra.

c) I nominativi dei Motoscafi d'Alto mare della R.A. da usarsi durante le missioni di soccorso sono costituite dal gruppo M. H.B. seguito dalle ultime due cifre della matricola del motoscafo.

d) I nominativi da usarsi durante le esercitazioni sia per gli aerei che per i mezzi marini sono quelli previsti dalla pubblicazione U.T. 2 edizione 1946.
I nominativi dei mezzi aerei e marittimi saranno assegnati dal Centro Soccorso prima della partenza dei mezzi stessi e specificati nell'ordine di operazione.

XI° - CODICI

a) Per le missioni di soccorso Codice Radiotelegrafico Q in uso nella R.A. tenendo presente che l'eventuali comunicazioni con Enti o mezzi alleati dovranno essere usate solo le voci scritte in maiuscolo o quelle in minuscolo sottolineate.
Eventualmente comunicazioni in chiaro.

b) Per le esercitazioni:
lo stesso codiee Q sostituendo la voce S.O.S. con la voce A.R.X.

N O T A - Le presenti norme provvisorie entrano in vigore dalla data di entrata in servizio del Centro Soccorso di Brindisi e della Centrale Soccorso di Centocelle.

Da tale data il Centro Soccorso di Brindisi si avvarrà per il soccorso dei Reparti Idro dislocati a Taranto e Brindisi e la Centrale Soccorso di Centocelle dei Reparti Idro dislocati sulla base di Vigna di Valle.

I Reparti Idro dislocati a Spezia e Venezia continueranno fino a nuovo ordine a dipendere per l'impiego in servizio di soccorso dal A.S.C. di Bologna e seguiteranno ad attenersi alle norme di cui al foglio n° 410291/1-2 in data 9marzo 1946 della Direzione Comunicazioni.

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1 - per i velivoli della base di Vigna di Valle:
il gruppo A.S.R. seguito da una delle seguenti lettere O - P - Q - ed eventualmente da una cifra.
2 - per i velivoli delle basi di Taranto e Brindisi il gruppo A.S.R. seguito da una delle seguenti lettere R - S - T - ed eventualmente una cifra.

c) I nominativi dei Motoscafi d'Alto mare della R.A. da usarsi durante le missioni di soccorso sono costituite dal gruppo M. H.B. seguito dalle ultime due cifre della matricola del motoscafo.

d) I nominativi da usarsi durante le esercitazioni sia per gli aerei che per i mezzi marini sono quelli previsti dalla pubblicazione U.T. 2 edizione 1946.

I nominativi dei mezzi aerei e marittimi saranno assegnati dal Centro Soccorso prima della partenza dei mezzi stessi e specificati nell'ordine di operazione.

XI° - CODICI

a) Per le missioni di soccorso Codice Radiotelegrafico Q in uso nella R.A. tenendo presente che l'eventuali comunicazioni con Enti o mezzi alleati dovranno essere usate solo le voci scritte in maiuscolo o quelle in minuscolo sottolineate.

Eventualmente comunicazioni in chiaro.

b) Per le esercitazioni:
lo stesso codice Q sostituendo la voce S.O.S. con la voce A.R.X.

N O T A - Le presenti norme provvisorie entrano in vigore dalla data di entrata in servizio del Centro Soccorso di Brindisi e della Centrale Soccorso di Centocelle.

Da tale data il Centro Soccorso di Brindisi si avvarrà per il soccorso dei Reparti Idro dislocati a Taranto e Brindisi e la Centrale Soccorso di Centocelle dei Reparti Idro dislocati sulla base di Vigna di Valle.

I Reparti Idro dislocati a Spezia e Venezia continueranno fino a nuovo ordine a dipendere per l'impiego in servizio di soccorso dal A.S.C. di Bologna e seguiteranno ad attenersi alle norme di cui al foglio n° 410291/1-2 in data 9marzo 1946 della Direzione Comunicazioni.

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

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

To : Italian Air Ministry.

Date : 25th April, 1946.

Ref. : AMSC/48/AIR.

ELECTRIC CABLES - STRAITS OF MESSINA

Further to our letter, same reference as above, dated 13th April, 1946.

If the Italian Government decides to erect the pylons and cables across the Straights of Messina, it is requested that this Sub-Commission be notified when construction begins so that proper obstruction warnings may be given to all aircraft flying in this area.

WILLIAM L. LEE,
BRIG.GEN.U.S.A.,
DEPUTY DIRECTOR,
AIR FORCES S/C.

Copies to: MAAC Secretariat,
Executive Commissioner, HQ, ALCOM,
Economic Section, HQ, ALCOM,
Fleet.Div.Ind.and Lt. Br.HQ,AC.

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

From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 17th April, 1946.

Ref :- MAAC/4201/3/AFALS.

ELECTRIC CABLES - STRAITS OF MESSINA

Further to this Secretariat's letter of even reference dated 8th April, 1946:

2. Should the two pylons and cable be erected, full details concerning the obstruction are to be notified to this Secretariat.

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

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

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

TO : ITALIAN AIR MINISTRY

Copies to:- EXECUTIVE COMMISSIONER, Hq ALLIED COMMISSION
ECONOMIC SECTION, Hq ALLIED COMMISSION
ELECTRICAL DIV., INDUSTRIAL & UTILITIES BRANCH, Hq A.C.

DATE ; 15TH APRIL 1946

REF : AFSC/48/ AIR

CONSTRUCTION OF SIX OVERHEAD CABLES
ACROSS STRAITS OF MESSINA

Reference is made to our letter AFSC/48/AIR of 5th February 1946.

2. All the information at hand was examined by higher Headquarters and it was decided that this project is entirely an Italian matter and should be settled by the Italian Government.

WILLIAM L. LEE
BRIG. GEN. U.S.A.
DEPUTY DIRECTOR
A.F.S.C.

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File 20

AIR FORCES SUB COMMISSION A.C. ROME 11 1500 APRIL 46

RAF BRINDISI (R) O/C AFSC DETACHMENT TARANTO

UNCLASSIFIED

A 512 FLIGHT LIEUTENANT REID PAREN GENERAL DUTIES FLYING CONTROL PAREN DUE TO ARRIVE THIRTEENTH DETACHED ABLE FOX SUGAR CHARLEY ALCOM ROME ATTACHED ROGER ABLE FOX BRINDISI FOR LIAISON DUTIES WITH CHARLEY ABLE VICTOR HD

WAG 23/4

REFERENCE AFSC 48 AIR

ROUTINE

AIR STAFF A.F.S.C.C. A.C. ROME

E.J. BASS, MAJOR AC

E.J. 345 BASS MAJOR AC

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

1A

From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 8th April, 1946.

Ref :- MAAC/4201/3/AFALS.

Construction of Six Overhead Cables across Straits of Messina

old file 98A

Reference is made to your letter AFSC/48/AIR DATED 12th March, 1946:

2. In view of the remarks contained therein and the information given by the Economic Section to the Executive Commissioner, it is agreed that this is a project that should be settled entirely by the Italian Government.

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

Please include:- Electrical Dir. Lab. & Utilities Branch. A.C.O.N. in the distribution for the above. CJS 11/4

WAAF 11/4

AIR II

Write a letter to the D.A.M. and inform them that according to decision of higher authority, this will have to break this and Within their own government.

DD 11/4

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