

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

785017

ACC

10000/135/116
(III)

10000/135/116
(III)

AIRCRAFT SAFETY POLICY
OCT. 1946 - JAN. 1947

Q01

Ref 3A. This letter could be placed
in the Officer's confidential order book. He
has read my air pilot.

12/12/12
12/12/12

M2Q01

Please see Enclosure 5A.

2. I do not quite understand para 3
like pressure they mean normal air pressure

control regulations.

3. Please clear this point with 11/11/11
then with 11/11/11 of the final
statement.

11/11/11
11/11/11

4/1/12

M3Q01

Ref 7A. Have the I.A.F established accident
prevention committee in their units? Suggesting
that a copy of 7B should be given to each

M2

Para III.

Please see Enclosure 5 A.
2. I do not quite understand para 3
like previous they mean normal air transport
control regulations.
3. Please clear this point with IATA
and ICAO info of the final
document.

Ch. L. H. K. P.
Para I

4/1. 

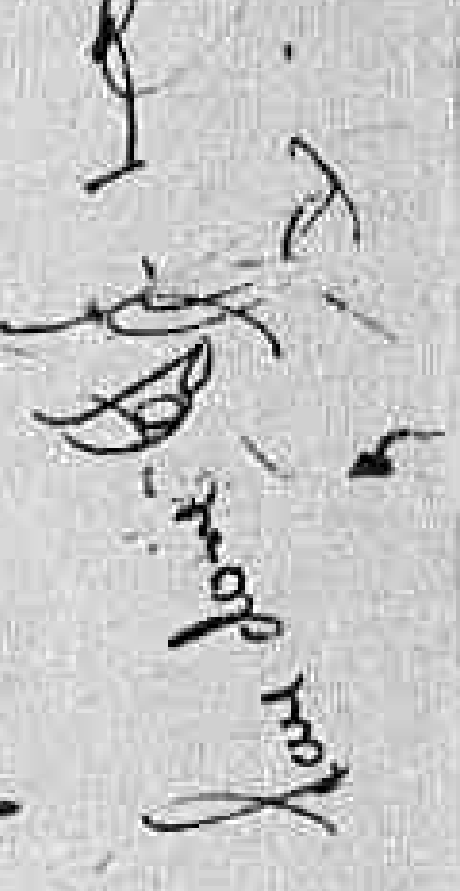
M3

Para III

Ref 7A. Have the I.A.F. established accident
prevention committee or other unit? Suggest
what a copy of 7B. should be given to Col
Rando to his information.

492 -

Please reply to AHA Study and say that aircraft
safety and accident prevention is discussed at all
our weekly conferences and we are too small group
and also integrated, to form a special committee.

For Joint  11/1/48

FROM: N.V. MORETON G/CAPT,

12 A.
Air Headquarters,
R.A.F.
ITALY, C.M.F.

29th January, 1947.

Dear Air Vice Marshal,

I am very sorry about the delay in sending back your paper on your proposed Air Traffic Control arrangements for the Italians. I had given the paper to F/Lt. TAYLOR, to comment on for me, and unfortunately he was killed the other day and I have not been able to find out what he had done.

On the other hand I had already decided that the paper would be improved by the inclusion of a suggested list of Navigation Aids etc., which should be used and also a list of the different types of personnel. I have now given this a fresh to a Flying Control Officer here to prepare for me and I hope to be able to send the answer to you in a few days.

There is also the question of how we would work in with the Italian Organisation and I think there will be no difficulty in duplicating signals we make where necessary so that both MALTA and the Italian Organisation are kept in the picture.

Yours sincerely,

Noel Moreton

Air Vice Marshal BRODIE, I.E. O.B.E.,
Air Forces Sub Commission,
Allied Commission,
ROME.

491

From : Air Forces Sub (mission, A.C., Rome.

To : A.H.Q. Italy, RAP., C&P.

Date : 17th January 1947.

Ref : AFSC/48/Air.

Ext : 567.

ACCIDENT PREVENTION.

1. Reference is made to your letter AHQI/5020/Air-Accs. dated 30th Dec 46.
2. Aircraft Safety and Accident Prevention problems are discussed at all our weekly conferences, chiefly in relation to Italian Airfields. As this unit is too small and integrated to form a Special Accident Prevention Committee, this practice will be continued.
3. A copy of your letter has been forwarded to the I.A.M. for their information.

Spout No.

for E. BOULT P/O
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

1330

91A

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry. (Attention Col. Rovada)
Date : 18th January 1947
Ref : AFSC/43/air.

ACCIDENT PREVENTION.

Enclosed is a copy of a letter received from A.H.Q. Italy.

2. It is felt that this could quite successfully be brought into operation on Italian Controlled Airfields if not already in force.

3. Your comments and any action taken would be appreciated.

E. Gault
E. GAULT F/O
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

From :- Air Headquarters R.A.F. ITALY, C.M.F.

To :- No. 239 Wing.
 No. 244 Wing.
 No. 324 Wing.
 No. 357 S.U.
 RAF Station Udine.
 RAF Station Ciampino.
 RAF Station Klagenfurt.
 A.F.S.C. Rome.
 No. 130 S.P.
 No. 125 S.P.
 A.H.C.I. Comm. Flight.
 A.H.C.I. Comm. Flight Detachment.

Date :- 7th Jan. 1947.

Ref :- MMH/ 12016/Eng.

CLEARANCE OF AIRCRAFT IN SERVICE
FOR SERVICE.

The attached Postagram ref MMH/106012/Eng. S. dated 20th November, 1946, is forwarded for your information and action as necessary.

[Signature]

W. L. SHADLEY
 Flight Lieutenant,
 Air Vice-Marshal,
 Air Officer Commanding,
 Air Headquarters, R.A.F. ITALY.

for

11/1 9103 4900

18/11

1338

213

2.

P O I N T S

ORIGINATOR'S REFERENCE NUMBER
RANU/106012/ENG.3.

Date :- 20th November, 1946.

To :- Distribution as below

From :- Headquarters, Royal Air Force, HANU (ANU-ENGL), HANU.

REMARKS ON ATTORNEY IN SERVICE FOR SMOKE.

The following aircraft are cleared for smoking at the stations stated; ashtrays are to be fitted at these stations. Action is in hand to provide and fit ashtrays (Stores Ref. 274/2701) at the parent firm, but in the meantime ashtrays are to be provided from local resources at H.A.S. as detailed and fitted by the units concerned. Such ashtrays are to be of the well-known "No-Pans" type and are to incorporate a restricted aperture on the lines of the and manufacture one prototype ashtray to be submitted to this Headquarters (attention Eng. 3.) for approval:-

No. 109 H.A.S., No. 107 H.A.S., 15th H.A.S., 137 H.A.S., 150 H.A.S.

2. ANSON, HANU-III and HANU-IV.

Modification 1000/756, which introduces ashtrays is cleared for service use on ANSON-III and HANU-IV only. Smoking is permitted at all passenger stations, subject to 2 (ii) below.

(i) Smoking is not permitted in the pilot's cabin.

(ii) Smoking is not permitted at any station if Modification 1000/756 Part B (overload fuel tank on aircraft with wooden wings) or Modification 1000/756 Part C (overload fuel tank on aircraft with metal wings) is embodied.

3. ANSON.

The above aircraft is cleared for smoking at the following stations, subject to 3 (iii) and (iv) below.

(i) At the four crew stations.

(ii) At all passenger seats in the main cabin.

(iii) Smoking in the main compartment whilst freight is being carried is not permitted.

(iv) If long range fuel tanks are installed, smoking in the main compartment is not permitted.

4. ANSON C. 10-II.

Modification 1000/67 and /68 which introduces fixed fittings and

The following aircraft are cleared for smoking at the stations stated; suitcases are to be fitted at these stations. Smoking is in hand to provide and fit suitcases (Stores ref. 274/4761) at the parent firm, but in the meantime suitcases are to be provided from local resources at M.I. 8. as detailed and fitted by the United States. Such suitcases are to be of the known "No-Tune" past arm. The following Maintenance Units, will design and manufacture one prototype suitcases to be submitted to this Headquarters (attention Eng. 3.) for approval:-

No. 102 H.M., No. 107 H.M., 134 H.M., 137 H.M., 160 H.M.

2. AMERICAN AIRCRAFT

Modification 1000/736, which introduced suitcases is cleared for service use on stores Mk. VII and XIV only. Smoking is permitted at all passenger stations, subject to 2 (ii) below.

(i) Smoking is not permitted in the pilot's cabin.

(ii) Smoking is not permitted at any station if Modification 1000/736 Part B (overload fuel tank on aircraft with wooden wings) or Modification 1000/764 Part C (overload fuel tank on aircraft with metal wings) is unobtainable.

3. DAVIDSON

The above aircraft is cleared for smoking at the following stations, subject to 2 (iii) and (iv) below.

(i) At the four crew stations.

(ii) At all passenger seats in the main cabin.

(iii) Smoking in the main compartment whilst freight is being carried is not permitted.

(iv) If long range fuel tanks are installed, smoking in the main compartment is not permitted.

4. DAVIDSON C. Mk. II.

Modifications 1000/67 and /68 which introduced fixed fittings and suitcases, are cleared for service use. Smoking is permitted at the following stations.

(i) All stations for crew and passengers subject to (ii) below.

(ii) Smoking is not permitted at any station when overload fuel tank is fitted in the fuselage.

5. HALIFAX A. Mk. VII and A. Mk. IX.

The above aircraft are cleared for smoking at the following stations.

(i) For the crew - at the rest bunk only.

- 2 -

HALIFAX A. Mk.VII and Mk.IX. (cont'd.)

(ii) For passengers - between the rear spar and the rear entrance door.

6. HALIFAX B. Mk.VI and B. Mk.VI's converted for use in the Meteorological Role.

The above aircraft are cleared for smoking at the rest bunk only.

7. LANCASTER Mk. II and Mk.II.

The above aircraft are cleared for smoking at the following stations.

(i) Pilot.

(ii) Navigator.

(iii) Radio Operator.

(iv) Engineer.

(v) Passenger Stations.

8. LIBERTY B. Mk.I and B. Mk.II.

The above aircraft are cleared for smoking at the following stations.

(i) Bomb Aimer.

(ii) Aft of the rear end of the bomb cell.

9. LIBERTY B. Mk.I. (Passenger-cum-freighter version.)

The above aircraft is cleared for smoking in the after passenger compartment only.

10. Smoking is not permitted on any aircraft during take-off, or landing or while aircraft are on the ground.

11. LIBERTY B. Mk.I. will be promulgated in due course.

(Sgd.) W. J. HARRIS, S/Ldr.

for Air Commodore,

Chief Technical Staff Officer,

R.A.F. Base, (Aldershot), H.M.S.

(1) Pilot.

(2) Navigator.

(3) Radio Operator.

(4) Engineer.

(5) Passenger Stations.

6. Instructions to Mk.I and B. Mk.II.

The above aircraft are cleared for smoking at the following stations.

(i) Dog Alcock.

(ii) Aft of the rear end of the bomb cell.

7. Mk.II. (Passenger-Cum-Firefighter version.)

The above aircraft is cleared for smoking in the after passenger compartment only.

10. Smoking is not permitted on any aircraft during take-off, or landing or while aircraft are on the ground.

11. Mk.II. will be promulgated in due course.

(Sgd.) H.J. WATTS, S/Ldr.,
for Air Commodore,

Chief Technical Staff Officer,

H.Q. RAF, Malta (AF-301), M.S.

1342

From:- Air Headquarters, Italy: R.A.F. C.M.F.
To:- See distribution list.
Date:- 30th December 1946.
Ref:- AFQE/5020/AIR ACOS.

ACCIDENT PREVENTION. AIRCRAFT SAFETY.

Reference subject heading, you are requested to conform with the attached MEDAE letter and inform this Headquarters of dates etc, of Accident Prevention Committee meetings.

B.

(CHIEF AIR STAFF)
Accident Prevention Officer,
Chief Air Staff Officer,
Air Headquarters,
Royal Air Force, ITALY.

Distribution:-

- H.Q. No.239 Wing
- H.Q. No. 244 Wing
- H.Q. No.324 Wing
- R.A.F. Station, Klagensfurt
- R.A.F. Station, Ciampino
- No.654 A.O.P. SDN
- No. 357 M.U.
- A.F.S.O. ROME
- 43 Squadron
- 72 squadron
- 87 squadron
- 92 squadron
- 93 squadron
- 111 squadron
- 112 squadron
- 225 squadron
- 250 squadron
- 253 squadron
- A.H.Q.I. COMM SDN UDINE
- A.H.Q.I. SDN. DET, MARCIANESE.
- Austria Comm Sdn, Klagensfurt.
- Austria Comm Sdn, Det, VIENNA.

A3

48/112

ACCIDENT PREVENTION. Aircraft SAFETY.

Reference subject heading, you are requested to conform with the attached MEDLINE letter and inform this Headquarters of dates etc, of Accident Prevention Committee meetings.

B.

MAILOR F/LT)
Accident Prevention Officer,
Niger Air Staff Officer,
Air Headquarters,
Royal Air Force, - ITALY.

Distribution:-

H.Q. No.239 Wing
H.Q. No. 244 Wing
H.Q. No.324 Wing
R.A.F. Station, Klagenfurt
R.A.F. Station, Ciampino
No.634 A.O.P. SDN
No. 357 M.U.
A.F.S.C. ROME
43 Squadron
72 Squadron
87 Squadron
92 Squadron
93 Squadron
111 Squadron
112 Squadron
225 Squadron
250 Squadron
253 Squadron
A.H.Q.I. COM SDN UD DE
A.H.Q.I. SDN. DET. MRCIANISE.
Austria Com San, Klagenfurt.
Austria Com San, Det, VIENNA.

A3

48/412

486

1344

7R

L. Caputo

COPY.

ACCIDENT PREVENTION.

1. "A recent analysis of flying accidents in the R.A.F. has been made by this Headquarters. It is disturbing to note that in this Command where weather conditions are infinitely superior to those in the United Kingdom the accident rate is almost double that of the Home Commands. To reduce the number of these often quite unnecessary accidents it has been decided that the following measures are to be put into force forthwith.
2. An accident Prevention Officer is to be appointed and made responsible for ensuring that all concerned are aware of the various orders relating to flying discipline. In addition, he is to be responsible for the following duties.
 - (a) To ensure that all possible measures are taken to prevent accidents.
 - (b) To ensure that all Accident Prevention literature is brought to the notice of everybody concerned.
 - (c) To hold a monthly Accident Prevention meeting.
 - (d) To ensure the correct and prompt reporting of flying accidents.
3. An accident Prevention meeting is to be held at all airfields in the Command within the first ten days of each month. The officers present should include:-
 - (a) The Station Commander
 - (b) The accident Prevention Officer
 - (c) Squadron Commanders
 - (d) Chief Technical Officer
 - (e) The M.T. Officer
 - (f) Senior Air Traffic Control Officer
 - (g) Clerk of works
 - (h) Representative from Group Headquarters.
4. As a guide to unit the following points could be usefully discussed at these meetings:-
 - (a) State of runways, taxi tracks, parking spaces.
 - (b) Removal of obstructions
 - (c) Control of M.T. adequate sign posts displayed at danger points.
 - (d) Parking facilities.
5. The Group accident Prevention Officer is to ensure that a member of the Headquarters is present at all accident Prevention meetings. It is to be his responsibility to ensure that all useful measures of accident prevention from these meetings are made known to all units in the area. Consolidated returns of all minutes of the meetings are to be forwarded to reach this Headquarters before the 25th of each month, and a copy of the minutes, including action taken, is to reach Group Headquarters by the 15th of each month.
6. Air Officers Commanding are to hold monthly meetings with their Squadron Commanders, and the various points that may have arisen at the Station meetings are to be discussed.
7. It is hoped that through the medium of these meetings, ideas will

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6. Air Officers Commanding are to hold monthly meetings with their Station Commanders, and the various points that may have arisen at the Station meetings are to be discussed.

7. It is hoped that through the medium of these meetings, ideas will be forwarded which will be of great help to other units of the command, and which, in this way, a monthly accident review is being published, a section of which will be devoted to the various remarks and suggestions obtained from the Group and Unit accident Prevention meetings.

Signed. 7777777777777777

(A. McKEE) A/Cdr,
Senior Air Staff Officer,
H.Q. R.A.F. MEWS.

485

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

TO : ANQ Italy, RAF., GMP.

DATE : 9th January 1947.

REF. : AFSC/48/1/Air.

AIR CONTROL AREAS ON ITALIAN TERRITORY.

On the last international conference held in Paris during October - November 1946 Italy was requested to assume the responsibility for the Air Traffic Control of the Milan Zone to which they agreed.

2. This commitment came into effect on the 1st January 1947 and the Zone concerned covers an area within a Radius of 30 miles from Milan Linate and up to a height of 2500 metres (6500 Ft).

3. Full regulations regarding the movement of aircraft in this approach control zone are not yet available but will be based on normal procedure, as used in the Rome Approach Control Zone now operated by the Americans at Ciampino.

4. On receipt of the regulations from the Italian Air Ministry a copy will be forwarded to you for your information and distribution to all units so that the regulations may be brought to the notice of all concerned in order to enable the Italian Air Force to assume the full weight of the responsibility for flights in the above mentioned Approach Control Zone.

E. Boulton
E. BOULT F/O
For AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

5A

From : Italian Air Ministry
Inspectorate of Telecommunications
Radioelectric Division Sect. 1

To : A.M.S.C. A.C. Rome

Date : 21st December 1946

Ref. : 413149/3-1/4119 0811.

AIR CONTROL AREAS ON ITALIAN TERRITORY.

At the last international conference in Paris -October -November 1946 - Italy was requested to assume the responsibility for the air control of the Milan Zone. Italy agreed.

In accepting this commitment is agreed that with effect 1st January 1947 the aerial zone within a radius of 30 miles of Linate and to a height of 2,000 meters (6,500 ft.) will have to be controlled and ruled in accordance with the normal regulations.

3. Resumed these regulations amount to the zone being closed to aerial traffic unless the aircraft have been specifically authorized to enter the zone by the Control Commission.

Therefore the A.M.S.C. is requested to instruct it's lower formations to observe the normal regulations as from the time that they enter into use, so as to enable the Italian Air Force to assume the full weight of the responsibility for the flights in the above mentioned controlled area.

for the Inspector
Col; D. LILMI

Translated by Mr. F. W. HURTON

29 E.M.

AIR CONTROL AREAS OF ITALIAN TERRITORY.

At the last international conference in Paris -October -November 1946 - Italy was requested to assume the responsibility for the air control of the Milan zone. Italy agreed.

2 In accepting this commitment is agreed that with effect 1st January 1947 the aerial zone within a radius of 30 miles of Legnate and to a height of 5,000 meters (15,000 ft.) will have to be controlled and ruled in accordance with the normal regulations.

3 Assumed these regulations amount to the zone being closed to aerial traffic unless the aircraft have been specifically authorized to enter the zone by the Control Commission.

4 Therefore the A.N.S.C. is requested to instruct it's lower formations to observe the normal regulations as from the time that they enter into use, so as to enable the Italian Air Force to assume the full weight of the responsibility for the flights in the above mentioned controlled area.

for the Inspector
Col; D. LIARI

Translated by Mr. F. W. BURTON

ch. H.





REPUBBLICA ITALIANA

Ministero dell'Aeronautica
COMANDO GENERALE AERONAUTICA
Divisione Aeronautica - Sez. I

Prot. N. 416/49/8-1 Allegato

4249 Coll.

Disposto al p. 212

OCCETTO / Zone aeree di controllo sul territorio italiano

Il p. 212 della presente ha valore di allegato e non di testo

Nell'ultima conferenza internazionale di Parigi - Ottobre-Novembre 1946 - è stato richiesto all'Italia di disporre il controllo della zona di Milano. L'Italia ha aderito.

In tale adesione è detto che a decorrere dal 1° Gennaio 1947 la zona Aerea compresa nel raggio di 30 miglia con centro Milano fino alla quota di m. 2000 dovrà essere controllata nella forma prevista dalle relative norme; Norme che siatevizzate si riassumono nell'interdizione del volo entro la predetta zona a tutti gli aeromobili non autorizzati dal Controllo competente.

Tertanto si prega codesta A.C. di invitare i propri Reparti aerei all'osservanza delle relative norme, dal momento che esse entreranno in vigore, affinché l'Aeronautica italiana possa assumersi l'onere della responsabilità del volo entro la predetta zona controllata.

P. L'ISPETTORE t.a.

(Colonnello P. r. s. D. LIBRI)

Libri

513
Roma, 2 DIC 1946 19 4

A L'AF30/40 TRAMITE
UFFICIO COLLEGAMENTO
- 3 E D E -

1350

= S E D E =

COMANDO REGIONALE DI MILANO
Divisione Radiotelegrafica - Sez. 1^a

4119 Coll.

Risposta al p. n.° del

OCCETTO / Zone aeree di Controllo sul territorio italiano

Nell'ultima conferenza internazionale di Parigi - Ottobre-Novembre 1946 - è stato richiesto all'Italia di disporre il Controllo della zona di Milano. L'Italia ha aderito.

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P. L'ISPETTORE t.s.

(Colonnello P. r. s. = D. LIBRI)

Libri

FROM:- Air Headquarters, R.A.F. ITALY, C.M.F.

TO:- R.A.F. Station, CIAMPINO (2)
 R.A.F. Station, UDINE.
 R.A.F. Station, ELSENHUT.
 R.A.F. Station, MARCIANO.
 H.Q. No. 239 Wing, R.A.F. TREVISO.
 H.Q. No. 244 Wing, R.A.F. TRIESTE.
 H.Q. No. 324 Wing, R.A.F. VENEZIA.
 Air Forces Sub Commission, A.C. ITALY.

DATE:- 9th December, 1946.

REF:- AFM/100/AIR.

AIR SEA AND LAND RESCUE COORDINATION
Med/A.C. COMBATS.

Attached herewith copy of MED/100 letter
 and Appendix "A" reference Med/H.E/S.20652/ATC
 dated 27th November.

London 4 Dec 1946 F/O
 (R.T.R. JONES F/O),
 Senior Navigation Officer,
 Air Headquarters,
 R.A.F. ITALY, C.M.F.

2170
 12/12/46
 48/AIR
 4/12/46

1352

From:- Headquarters, Royal Air Force,
Mediterranean and Middle East.

To :- See Distribution List Below.

Date:- 27th November, 1946.

Ref.:- MEDIE/S.206652/ATS.

AIR, SEA, AND LAND RESCUE ORGANISATION MED/M.E. COMMAND.

Your attention is drawn to this Headquarters' letter of even reference dated 27th October, 1946. The attached Appendix 'A' is provided to replace the original attachment supplied with the above letter.

2. Formations are to ensure that any changes which may occur are duly reported to this Headquarters in accordance with para.3 of this Headquarters' letter of even reference dated 27th September, 1946.

[Handwritten signature]
(T.A. PETTYCROSS)
Squadron Leader,

Air Commodore,
Senior Air Staff Officer,
H.Q., R.A.F., Med/M.E., M.E.F.

DISTRIBUTION:

External:

AFHQ MALTA	(10)
AFHQ LEVANT	(10)
AFHQ GREECE	(10)
AFHQ EAST AFRICA	(10)
AFHQ ITALY	(10)
AFHQ IFAG	(10)
HQ BF ADEN	(10)
HQ 205 GROUP	(10)
HQ 219 GROUP	(10)
RAD STATION, KHARTOUM.	(5)

Internal:

Sigs. I.
Nav. I.
Air. III.
File...
(10 spare copies.)

1353

reference dated 27th October, 1946. The attached Appendix A is provided to replace the original attachment supplied with the above letter.

2. Formations are to ensure that any changes which may occur are duly reported to this Headquarters in accordance with para. 3 of this Headquarters' letter of even reference dated 27th September, 1946.

[Handwritten signature]
 (T.A. PENTICROSS)
 Squadron Leader,

Air Commodore,
 Senior Air Staff Officer,
 H.Q., R.A.F., Med/H.E., M.E.F.

DISTRIBUTION:

External:

- AFQ MALTA (10)
- AFQ LEVANT (10)
- AFQ GREECE (10)
- AFQ EAST AFRICA (10)
- AFQ ITALY (10)
- AFQ IRAQ (10)
- HQ BF ADEN (10)
- HQ 205 GROUP (10)
- HQ 219 GROUP (10)
- PAT STATION, KATOUN. (5)

Internal:

- Sigs. I.
- Nav. I.
- Air. III.
- File...
- (10 spare copies.)

1. A.C.C. CONTROL.AIR SEA AND RESCUE CO-ORDINATION.APPENDIX "A".1. A.C.C. MALTA.

- (1) Area Covered. - 40°00'N. at the Prime Meridian to 30°00'N., at the Prime Meridian to 30°00'N. 20°00'E. to 30°00'N. 20°00'E. thence coastwise to 45°30'N. 13°00'E. to 46°00'N. to 47°00'E. to 47°00'N. 10°00'E. to 47°00'N. 06°00'E. to 48°00'N. 06°00'E. to 48°00'N. 02°00'E. thence coastwise to the Prime Meridian.

- (2) Position of Facilities. - R.A.F. Luqa. R.A.F., Castel Benito, R.A.F., Elmas.
- (3) Controlling Authority. - Area Control Centre, Malta at R.A.F. Luqa co-ordinating control through R.A.F., Castel Benito, R.A.F., Elmas and J.A.T.C. Marseilles, and for marine rescue through Royal Navy, Malta, and J.A.T.C. Marseilles for French naval assistance.

- (4) Air/Marine Craft Types. - Wellington, Warwick, Lancaster, Anson, Royal Navy Sea Otters, Italian Cant and French Flying Boat.

- (5) Rescue Equipment. - 4 Airborne Lifeboats (RAF), and 100 lbs Lindholme Gear M.II at R.A.F. Luqa.

- (6) Other Rescue Facilities. - Naval co-operation from Malta; French naval and air co-operation through J.A.T.C. Marseilles as follows:-
 3 Flying boats located St. Mandrier (near Toulon),
 1 Flying boat at Karouba (Tunisia),
 1 Flying boat at Arzew (Algeria),
 with 3 marine launches located South of France; 1 at Trope, 1 Port Ventres and 1 at Toulon, and 2 launches located at Ajaccio (Corsica), Iland, Desert or Mountain Search and Rescue at R.A.F., Castel Benito through liaison with the British Army.

2. A.C.C. ITALY.

- (1) Area Covered is within the area control of A.C.C. Malta.

- (2) Position of Facilities. - I.A.F. Taranto, I.A.F. Brindisi, I.A.F. Venice, I.A.F. La Spezia, I.A.F. Elmas, R.A.F. Udine.

- (3) Controlling Authority. - Area Control Centre, Malta when required co-ordinating I.A.F. Units under direct control of C.A.F. Rome, and in turn, co-ordinate when required through I.A.F. Ciampino (Rome).

- (2) Position of Facilities. - R.A.F. Luqa, R.A.F., Castel Benito, R.A.F., Elmas.
- (3) Controlling Authority. - Area Control Centre, Malta at R.A.F. Luqa co-ordinating control through R.A.F., Castel Benito, R.A.F., Elmas and J.A.T.C. Marseilles, and for marine rescue through Royal Navy, Malta, and J.A.T.C. Marseilles for French naval assistance.
- (4) Air/Marine Craft Types. - Wellington, Warwick, Lancaster, Anson, Royal Navy Sea Otters, Italian Cant and French Flying Boat.
- (5) Rescue Equipment. - 4 Airborne Lifeboats Mk. II and 10 sets Lindholme Gear Mk. II at R.A.F. Luqa.
- (6) Other Rescue Facilities. - Naval co-operation from Malta; French naval and air co-operation through J.A.T.C. Marseilles as follows:-
 3 Flying boats located St. Landrier (near Toulon),
 1 Flying boat at Karouba (Tunisia),
 1 Flying boat at Arzew (Algeria),
 with 3 marine launches located South of France; 1 at St. Trope, 1 Port Ventres and 1 at Toulon, and 2 launches located at Ajaccio (Corsica), Land, Desert or Mountain Search and Rescue at R.A.F., Castel Benito through liaison with the British Army.

2. A.H.S., ITALY.

- (1) Area Covered is within the area control of A.G.C. Malta.
- (2) Position of Facilities. - I.A.F. Taranto, I.A.F., Brindisi, I.A.F. Venice, I.A.F. La Spezia, I.A.F. Elmas, R.A.F. Udine.
- (3) Controlling Authority. - Area Control Centre, Malta when required co-ordinating I.A.F. Units under direct control of C.A.V. Rome, who in turn, co-ordinates when required R.A.F. Units through I.A.F. Ciampino (Rome) and in U.E. Italy through I.A.F. Udine.
- (4) Air/Marine Craft Types. I.A.F. aircraft Cante 501 and 506, with available I.A.F. aircraft in N.T. Italy, and Italian high speed launches. Disposition: 1 Brown. One fast launch available in emergency from R.A.S.C. Water Transport Company Trieste.
- (5) Rescue Equipment. NIL.

2.-

2. AsH.Q. ITALY (Cont)

- (6) Other Rescue Facilities. - Liaison with Italian Navy through O.A.V. Rome land search and rescue through Carabinieri Frontier Guards and Alpino Association units who have special mountain rescue teams located throughout route Udine to Vienna.

3. H.Q. 219 Group (Area Control Centre 'Egypt')

- (1) Area Covered by Area Control Centre 'Egypt'
39° 20'N, 20° 00'E. to 22° 00'N, 20° 00'E. to 22° 00'N, 39° 00'E. to 33° 30'N, 39° 00'E, thence along Syrian and Lebanese boundaries to 33° 03'N, 35° 08'E, thence coastwise to 40° 45'N, 26° 04'E, thence along the Greek boundary to 39° 20'N, 20° 00'E.
- (2) Position of Facilities. - RAF El Adem, RAF Heligopolis.
- (3) Controlling Authority: - Area Control Centre 'Egypt' located at the Villa Rose Heligopolis.
- (4) Air/Marine Craft Types - Ansons, Venturas.
- (5) Rescue Equipment: - Lindholme gear. Supply dropping containers.
- (6) Other Rescue Facilities - Naval co-operation in Mediterranean through A.C.C. Malta, RAF Agir (Senior Naval Officer-Halfa), and RAF Hassani (Senior Naval Officer - Piraeus). Naval co-operation Red Sea through ACC Aden (Senior Naval Officer - Aden). Great Bitter Lakes through ZAF Ismailia and RAF Kasfareet. Further Air Assistance obtainable through Operations Room (205 Group), RAF Hassani, RAF Agir. Land rescue assistance available from RAF El Adem, British Army, Egyptian Police, Egyptian Camel Corp, Egyptian Frontier Guards.

4. A.H.Q. GREECE.

- (1) Area Covered - is within the area control of A.C.C. Egypt.
- (2) Position of Facilities - R.H.A.F. Eleusis, R.H.A.F. Heraklion (Crete), R.H.A.F. Piraeus.
- (3) Controlling Authority: - Area Control Egypt co-ordinating control through R.A.F. Hassani.
- (4) Air/Marine Craft Types. - Wellington, R.H.A.F. Pinnacles at Piraeus and Heraklion.
- (5) Rescue Equipment. - 6 sets Lindholme Gear Mk. II R.H.A.F. Eleusis.
- (6) Other Rescue Facilities. - Naval co-operation from Malta and ground search and rescue from British Army Forces in Greece, as located, when required.

5. A.H.Q. IRAQ.

- (1) Area Covered - 33° 30'N, 39° 00'E. to 22° 00'N, 39° 00'E to 22° 00'N, 20° 00'E, thence Northwards along Meridian

- (2) Position of Facilities. - RAF El Adem, RAF Heliopolis.
- (3) Controlling Authority: - Area Control Centre, Egypt, located at the Villa Rose Heliopolis.
- (4) Air/Marine Craft Types - Ansons, Venturas.
- (5) Rescue Equipment: - Lindholme gear. Supply dropping containers.
- (6) Other Rescue Facilities - Naval co-operation in Mediterranean through A.C.C. Malta, RAF Agir (Senior Naval Officer-Halfa), and RAF Hassani (Senior Naval Officer - Piraeus). Naval co-operation Red Sea through ACC Aden (Senior Naval Officer - Aden). Great Bitter Lakes through RAF Ismailia and RAF Kasfareet. Further Air Assistance obtainable through Operations Room (205 Group), RAF Hassani, RAF Agir. Land rescue assistance available from RAF El Adem, British Army, Egyptian Police, Egyptian Camel Corp, Egyptian Frontier Guards.

4. A.H.Q., GREECE.

- (1) Area Covered - is within the area control of A.C.C. Egypt.
- (2) Position of Facilities - R.H.A.F. Eleusis, R.H.A.F. Heraklion (Crete), R.H.A.F. Piraeus.
- (3) Controlling Authority: - Area Control Egypt co-ordinating control through R.A.F. Hassani.
- (4) Air/Marine Craft Types. - Wellington, R.H.A.F. Pinnacles at Piraeus and Heraklion.
- (5) Rescue Equipment. - 6 sets Lindholme Gear Mk. II R.H.A.F. Eleusis.
- (6) Other Rescue Facilities. - Naval co-operation from Malta and ground search and rescue from British Army Forces in Greece, as located, when required.

5. A.H.Q., IRAQ.

- (1) Area Covered - 33° 30'N, 39° 00'E. to 22° 00'N, 39° 00'E to 22° 00'N, 40° 00'E, thence Northwards along Meridian 60° 00'E. to Persian Gulf and thence coastwise round the Persian Gulf and Iraq to 33° 30'N, 39° 00'E.
- (2) Position of Facilities: - Iraq Communication Flight RAF Habbaniya.
- (3) Controlling Authority: - Area Control Centre Iraq at RAF Habbaniya co-ordinating marine rescue through RAF Bahrain. (Senior Naval Officer Persian Gulf)
- (4) Air/Marine Craft types. - Venturas and Ansons.
- (5) Rescue Equipment. - Parachute Supply Dropping Containers.
- (6) Other Rescue Facilities. - Liaison with Royal Navy Captain, in Charge, Bahrain, for available vessels when required, use of Transport aircraft if required, and equipped desert rescue party.

6.

R.A.F. ADEN.

- (1) Area Covered - 22° 00' N, 39° 00' E, to 22° 00' N, 60° 00' E, to 04° 00' N, 60° 00' E, to 04° 00' N, 39° 00' E, to 22° 00' N, 39° 00' E.
- (2) Position of Facilities - R.A.F. Dhormalsay.
- (3) Controlling Authority. - Area Control Centre, Southern Arabia at Steamer Point Aden.
- (4) Air/Marine Craft Types. - Bell Agon, Mosquito, Albacore.
- (5) Rescue Equipment. - 2 sets Lindholme Gear Mk. II and Supply Droppers at R.A.F. Dhormalsay.
- (6) Other Rescue Facilities. - Naval co-operation through Naval Officer in Charge, Aden. Land forces for search and rescue available through Service and local Government sources at Masirah, Salalah, Riyun, Eastern and Western Aden Protectorates, Bender Cassin, Hargeisa, Djibouti, Addis Ababa.

7.

A.H.Q., EAST AFRICA.

- (1) Area Covered. - 04° 00' N, 50° 00' E, to 10° 00' S, 50° 00' E along latitude 10° 00' S, westward to the boundary of the Belgian Congo thence following that boundary northward to latitude 04° 00' N to 04° 00' E, 50° 00' E.
- (2) Position of Facilities. - East Africa Communications Flight, R.A.F. Eastleigh; Possibility of civil assistance from the East African Airways Company.
- (3) Controlling Authority. - Area Control Centre, East Africa at R.A.F. Eastleigh.
- (4) Air/Marine Craft Types. - Anson, Hudsons, Baltimores.
- (5) Rescue Equipment. - Lindholme Gear Mk. II 2 sets R.A.F. Kismu 2 sets R.A.F. Mombasa (on demand) parachute supply packs, jungle rescue (local manufacture.)
- (6) Other Rescue Facilities. - One vessel, Royal Navy, available through Captain in Charge, Kilindini, Mombasa. Ground search through local Government officials in towns and villages. Mobile surgical team based No. 87 General Hospital, Nairobi, available for air transportation to scene of incident.

8.

R.A.F. MERTON.

- (1) Area Covered. - 22° 00' N, 25° 00' E, to 22° 00' N, 39° 00' E, to 04° 00' N, 39° 00' E, thence westwards along to 04° 00' N, to the boundary of the Belgian Congo and Anglo-Egyptian Sudan, continuing westwards along the Sudanese boundary to 22° 00' N,

- (5) Other Rescue Facilities. - Naval co-operation through Naval Officer in Charge, Aden. Land forces for search and rescue available through Service and local Government sources at Basirah, Salalah, Riyen, Western and Western Aden Protectorates, New Cassin, Harzein, Djibouti, Addis Ababa.

7. A.E.C., EAST AFRICA.

- (1) Area Covered. - $04^{\circ} 00' N$, $50^{\circ} 00' E$, to $10^{\circ} 00' E$, $50^{\circ} 00' E$ along latitude $10^{\circ} 00' S$, westward to the boundary of the Belgian Congo thence following the boundary northward to latitude $04^{\circ} 00' N$ to $04^{\circ} 00' E$, $50^{\circ} 00' E$.
- (2) Position of Facilities. - East Africa Communications Flight, R.A.F. Eastleigh; Possibility of civil assistance from the East African Airways Company.
- (3) Controlling Authority. - Area Control Centre, East Africa at R.A.F. Eastleigh.
- (4) Air/Marine Craft Types. - Anson, Hudsons, Baltimore.
- (5) Rescue Equipment. - Hindholme Gear Mt. II 2 sets R.A.F. Vialon 2 sets R.A.F. Hombasa (on demand) parachute supply packs, jungle rescue (local manufacture.)
- (6) Other Rescue Facilities. - One vessel, Royal Navy, available through Captain in Charge, Kilindini, Mombasa. Ground search through local Government officials in towns and villages. Mobile curtical team based No. 87 General Hospital, Nairobi, available for air transportation to scene of incident.

8. R.A.F. KHARTOUM.

- (1) Area Covered. - $22^{\circ} 00' N$, $25^{\circ} 00' E$, to $22^{\circ} 00' N$, $39^{\circ} 00' E$, to $24^{\circ} 00' N$, $39^{\circ} 00' E$, thence westwards along to $04^{\circ} 00' N$, to the boundary of the Belgian Congo and Anglo-Egyptian Sudan, continuing northwards along the Sudanese boundary to $22^{\circ} 00' N$, $25^{\circ} 00' E$.

Cont.../4

8.

R.A.F. KHARTOUM (Cont)

- (2) Position of Facilities. - RAF Station Khartoum Communication Flight.
- (3) Controlling Authority. - Area Control Centre Sudan situated at RAF Khartoum.
- (4) Air/Marine Craft Types. - Anson, Wellington.
- (5) Rescue Equipment. - Supply Dropping Containers. Mk. VII.
- (6) Other Rescue Facilities. - Consist of co-operation with British Military Service, Sudan Defence Force, Sudan Police, District Commissioners, and Sudan Railways.

9.

A.H.C., ISRAEL.

- (1) Area Covered. - is within the area control of "Egypt".
- (2) Position of Facilities. - CR/A.S.R. Lancasters at Bin Shemer Halifa aircraft at Aqir.
- (3) Controlling Authority. - Area Control Centre "Egypt", in co-operation with RAF Station Aqir.
- (4) Air/Marine Craft Types. - Lancaster Mk. III C.R./A.S.R. Halifax.
- (5) Rescue Equipment. - 6 Airborne Lifeboats L. III 10 sets of Lindholme gear - 17 land supply dropping containers.
- (6) Other rescue facilities. - Local liaison with Royal Navy at Haifa, Palestine Police launches. Land rescue assistance available from British Army, Transjordan Frontier Force, Palestine Police, Arab Legion. This assistance is obtainable through RAF Station Aqir.

10.

H.2., 205 GROUP.

- (1) Area Covered. - is within the area control of "Egypt".
- (2) Position of Facilities. - Lancaster Mk. VII and Dakota aircraft based in the Canal Zone.
- (3) Controlling Authority. - Area Control Centre "Egypt", in co-operation with the Operations Room, at H.Q., 205 Group.
- (4) Air/Marine Craft Types. - Lancaster Mk. VII. Dakota aircraft.
- (5) Rescue Equipment. - 17 sets of Lindholme gear. Land supply dropping containers, held in quantity. (Total number unknown.)
- (6) Other rescue facilities. - Liaison is maintained with an R.A.F.C. Dropping Unit, who will afford facilities.

Police, District Commissioners, and Syrian Railways.

9. A.M.C. LEVANT.

- (1) Area Covered. - Is within the area control of "Egypt".
- (2) Position of Facilities. - CM/A.S.P. Lancasters at Min Shemer Halifair aircraft at Aqir.
- (3) Controlling Authority. - Area Control Centre "Egypt", in co-operation with RAF Station Aqir.
- (4) Air/Marine Craft Types. - Lancaster Mk.III C.P. 4.A.S.R. Halifax.
- (5) Rescue Equipment. - 6 Airborne Lifeboats L.III 10 sets of Lindholme gear - 17 land supply dropping containers.
- (6) Other rescue facilities. - Local liaison with Royal Navy at Haifa. Palestine Police launches. Land rescue assistance available from British Army, Transjordan Frontier Force, Palestine Police, Arab Legion. This assistance is obtainable through RAF Station Aqir.

10. H.Q., 205 GROUP.

- (1) Area Covered. - Is within the area control of "Egypt".
- (2) Position of Facilities. - Lancaster Mk.VII and Dakota aircraft based in the Canal Zone.
- (3) Controlling Authority. - Area Control Centre "Egypt", in co-operation with the Operations Room, at H.Q., 205 Group.
- (4) Air/Marine Craft Types. - Lancaster Mk.VII. Dakota aircraft.
- (5) Rescue Equipment. - 17 sets of Lindholme gear. Land supply dropping containers, held in quantity. (Total number unknown.)
- (6) Other rescue facilities. - Liaison is maintained with an F.A.S.C. Trooping Unit, who will afford facilities for the packing of supplies, and provision of despatch personnel.

484
F.A.S. PETERROSS S/LER,
Air Commodore,
Senior Air Staff Officer,
H.Q., R.A.F., TELUK, M.S.F.

3A

FROM:-- Air Headquarters, R.A.F. ITALY, C.M.F.
 TO:-- See distribution list.
 REF:-- AHQ/5020/AIR AGCS.
 DATE:-- 5th December, 1946.

EMERGENCY LANDINGS.

During the past few years a number of pilots have been killed or seriously injured whilst attempting to make emergency forced landings with undercarriage down in the hope of preventing further damage to their aircraft. No hard and fast rule has been laid down for the guidance of pilots, but it is probably not always realised that, quite apart from the crew risk aspect, wheels-down landings more often than not result in write-off of the aircraft, whereas a belly landing would have caused only Cat. 'A' or 'B' damage to the aircraft and almost guaranteed safety to the crew.

2. In future the policy laid down in this letter is to be strictly adhered to, and failure to do so will result in disciplinary action against the pilot.

Emergency Landings Away from Airfields.

3. In all cases emergency landings away from airfields will be made with the undercarriage retracted.

Emergency Landings on Airfields.

4. Single Engine Aircraft. If a single engine aircraft has to make an emergency landing on an airfield through engine failure, or because the loss of power or reliability of the engine makes a safe approach doubtful, a 'wheels-up' landing is always to be made.

5. Multi Engine Aircraft. Normally an emergency landing on an airfield made by a multi engine aircraft will be made 'wheels-down'; but in the loss of power is such that the ability to carry out a safe approach is in doubt then the undercarriage is to remain retracted.

Advisability of Retracting Undercarriage when Overshooting.

6. Whenever it becomes evident that the aircraft is going to overshoot into obstructions on soft ground after an emergency landing has been made 'wheels-down' on an airfield, there should be no hesitation in retracting the undercarriage.

General.

7. It is emphasised that no adverse criticism will be made against a pilot who carries out a 'wheels-up' forced landing on an airfield. A 'wheels-up' landing on an airfield should always, if time allows, be made after W/T consultation with air traffic control. Both to avoid blocking the runway and to minimise damage to the aircraft and risk of fire, aircraft that are to land 'wheels-up' should be directed to touch down alongside the runway.

guidance of pilots, but it is probably not always realised that, quite apart from the crew risk aspect, wheels-down landings more often than not result in write-offs of the aircraft, whereas a belly landing would have caused only Cat. 'A' or 'B' damage to the aircraft and almost guaranteed safety to the crew.

2. In future the policy laid down in this letter is to be strictly adhered to, and failure to do so will result in disciplinary action against the pilot.

Emergency Landings Away from Airfields.

3. In all cases emergency landings away from airfields will be made with the undercarriage retracted.

Emergency Landings on Airfields.

4. Single Engine Aircraft. If a single engine aircraft has to make an emergency landing on an airfield through engine failure, or because the loss of power or reliability of the engine makes a safe approach doubtful, a 'wheels-up' landing is always to be made.

5. Multi Engine Aircraft. Normally an emergency landing on an airfield made by a multi engine aircraft will be made 'wheels-down'; but in the loss of power is such that the ability to carry out a safe approach is in doubt then the undercarriage is to remain retracted.

Advisability of Retracting Undercarriage when Overshooting.

6. Whenever it becomes evident that the aircraft is going to overshoot into obstructions or soft ground after an emergency landing has been made 'wheels-down' on an airfield, there should be no hesitation in retracting the undercarriage.

General.

7. It is emphasised that no adverse opinion will be made against a pilot who carries out a 'wheels-up' forced landing on an airfield.

4. 'wheels-up' landing on an airfield should always, if time allows, be made after R/T consultation with air traffic control. Doth to avoid blocking the runway and to minimise damage to the airframe and risk of fire, aircraft that are to land 'wheels-up' should be directed to touch down alongside the runway.

8. These instructions are to be brought to the notice of all pilots by inclusion in the pilots order book, and are to be signed as having been seen by all newly arriving pilots to this Command.

F/S/ get 2 copies of this
unavailable out end and
send down the Board -
let me have the other

12/12

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

475

- 2 -

DISTRIBUTION LIST:

H.Q. No. 239 Wing.
 H.Q. No. 244 Wing.
 H.Q. No. 324 Wing.
 R.A.F. Station, UDINE.
 R.A.F. Station, MASCHEMERT.
 R.A.F. Station, GIARFINO.
 No. 654 (A.C.F.) Squadron.
 No. 757 M.U.
 A.F. Sub-Commission, Allied Commission, ROEL.
 A.H.Q.I. Comm. Squadron, UDINE.
 A.H.Q.I. Comm. Sqdn. Det. MARCIANESE.
 Austria Comm. Sqdn. MASCHEMERT.
 Austria Comm. Sqdn. Det. VIENNA.
 No. 225 Squadron.
 No. 43 Squadron.
 No. 72 Squadron.
 No. 87 Squadron.
 No. 92 Squadron.
 No. 93 Squadron.
 No. 111 Squadron.
 No. 112 Squadron.
 No. 250 Squadron.
 No. 253 Squadron.

474

No. 654 (A.O.P.) Squadron.

No. 357 R.U.

A.F. Sub-Commission, Allied Commission, Rome.

A.H. 9.1. Comm. Squadron, Udine.

A.H. 9.1. Comm. Sqdn. Det. MARCIANUSE.

Austria Comm. Sqdn. Det. KILCHPURT.

Austria Comm. Sqdn. Det. VIENNA.

No. 225 Squadron.

No. 45 Squadron.

No. 72 Squadron.

No. 87 Squadron.

No. 92 Squadron.

No. 95 Squadron.

No. 111 Squadron.

No. 112 Squadron.

No. 250 Squadron.

No. 255 Squadron.

2A.

Reference:-MEMO/S.206225/A.S.R.HEADQUARTERS,
ROYAL AIR FORCE,
MEMO, H.Q.F. - CAIRO.

30th October, 1946.

ITALIAN AIRCRAFT SAFETY SERVICE.

Reference is made to your letter ASC/48/AIR dated 17th October, 1946, forwarding details of the above Service.

2. The difficulty as outlined in paragraph 3 of your letter is understood.

3. It would therefore be appreciated if any information, appertaining solely to the strength and disposition of Italian A.S.R. Forces, could be forwarded to this Headquarters direct.

J. A. M. Tyng
J.A.M.

For/

P.A. MINTY-CROSS S/EDR.
Air Marshal,
Air Commander in Chief,
H.Q., R.A.F., MED/ME, M.E.F.

Air Forces Sub Commission, A.C. Rome
(for the attention of F/It. REED)

AIR II

Please draft reply

Reply 50A in
67A
48/1/Air
OK.

15/11



483

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

TO : Italian Air Ministry. (two copies)

DATE : 5th November 1946.

REF. : AFSC/L/Air.

1A.

Ext : 316.

STANDARDISATION OF PLOTTING SYMBOLS.

1. The Royal Air Force and the Royal Navy have agreed to standardise as far as possible navigation plotting symbols which are common to both services and thus avoid the confusion which would otherwise exist between air and surface navigation when engaged upon combined operations.
2. In order to implement this policy the symbols shown on the attached sheet have been adopted by the Royal Air Force.
3. They are forwarded to you for your information and with the recommendation that you consult with the Ministry of Marine as to whether navigational plotting symbols in the Italian Air Force and Navy would benefit from similar standardisation.

Chibbren

G.A.M. GREGG R/Cdr.
for AIR VICE MARSHAL,
DIRECTOR
AIR FORCES SUB COMMISSION.

Copy to : Royal Navy Sub-Commission.

*g.k.m.
6/11*

File Copy
5/11

432

1368

1.B.

AIR POSITION
D.R. POSITION.....
RADAR FIX
FIXPOINT.....
FIX MADE FROM TWO OR MORE P.Ls.....
D/F FIX
MOST PROBABLE POSITION
TRACK
COURSE
WIND VECTOR
POSITION LINE
TRANSFERRED POSITION LINE



D.F.
M.P.P.

| 1 3 6 9 |

