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

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

10000/135/117
(I)

AIR SEA RESCUE
JUNE 1945 – JUNE 1946
(1 OF 2)

125 A

to Rome

From : F/Lt Masterson, RAF Liaison Officer C.A.V. Milan
: Air Forces Sub Commission, Milan
Date : 29th May 1946
Ref. : CAV/MI/3/1

ALLIED FORCES SUB COMMISSION
N6TH
48/1/AIR

LIAISON WITH I.A.F. - ACTIVITY REPORT

In accordance with your letter of the 20th inst. (AFSC/M/827/Eng) here is a report of my liaison with the I.A.F. C.A.V. Milan, including notes on progress made, difficulties experienced, and necessary improvements to overcome communications, and wireless direction finding difficulties.

2. During the past fortnight the CAV offices have been opened at the Linate airport, and progress made in this respect is satisfactory, a well equipped admin. office, operations room, and switchboard have been established. Difficulties in obtaining material for the construction of the operations room were met in the initial stages, but have now been largely overcome.

3. The primary difficulty met from the outset, and one that still exists, is that of communication, a diagram is attached showing telephone lines already connected, and telephone lines the addition of which is considered necessary if the CAV is to function with maximum efficiency. This diagram has been submitted to Rome through IAF channels, and the request has also been made to Major Tew, Ministry of Communications, Rome, but in case delays are experienced would the AFSC endeavour to expedite the allocation of the lines. The other main difficulty is wireless communication and direction finding with the ASR aircraft. On May the 24th an exercise was carried out from La Spezia controlled by CAV Milan, a report on which is enclosed. This exercise served to emphasise the inadequacy of the MF/DF on 333 Kc/s fixing service giving coverage to the sea areas for which CAV Milan undertakes ASR responsibilities. This seems to be due to the location of the MF/DF station, which are inland and thus are only able (with the exception of Pisa) to give fixing facilities with any degree of certainty in the Gulf of Genoa. Pisa, situated near the coast, was able to maintain good contact throughout the exercise, and if the search a/c are to have adequate navigational facilities available on 333 Kc/s it seems necessary to have an additional MF/DF station situated near the coast, preferably in the VILLANOVA/ALBENGA area. A station in this position would be equally useful in 333 or 500 Kc/s.

683

4. The only stations available on 500 Kc/s are the naval MF/DF goniometers at Genoa and Livorno. It is hoped in the very near future, that a station on 500 Kc/s will be in service at Milan,

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827/Eng) here is a report of my liaison with the I.A.F. C.A.V. Milan, including notes on progress made, difficulties experienced, and necessary improvements to overcome communications, and wireless direction, finding difficulties.

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682

4. The only stations available on 500 Kc/s are the naval MF/DF goniometers at Genoa and Livorno. It is hoped in the very near future, that a station on 500 Kc/s will be in service at Milan, this should enable Milan to keep track of events whilst the actual rescue operation is carried out on 500 Kc/s, as the station at Genoa should be heard even if Livorno is out of range.

5. On HF La Spezia have a station on 5622 Kc/s. This frequency is solely for the control of a/c engaged on search operations. In addition an HF/DF station will be in service at Milan on 4781 Kc/s in the very near future.

6. The attached sketch of wireless services, shows those

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already available, those which will be in service very shortly, and desireability of installing one in the VILLANOVA ALBENGA area.

7. Another point the exercise revealed was the length of time taken by the a/c in changing frequency. The Italian signals officers say this is due to the type equipment at present in use in the a/c, and that if this equipment was replaced by another Italian set, Type 320 TER, then time taken in changing frequency would be reduced to a minimum.

8. Also it is pointed out, that at the moment no launches are available at La Spezia, and hoped that this position will be remedied as soon as possible.

S.C. MASTERSON, F/Lt

11/7.

C.S.O. Could you confirm decisions reached during conversation which Col De Vincenti on M/F/D/F station. Ref. new station in Genoa area and cooperation with the Arsenal. 11/7.

FLT Reid. It is confirmed that Lt/Col De Vincenti promised to install an M/F D/F Stn on 333 kcs near Genoa for trials - but he is away in Paris until the end of the month & noone else at J.A.M. knows anything about it. The matter will be taken up with him on his return.

Actg Lt.

29/6.

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Actg Cl.

JK 25/6.

682 -

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124A

To Rome

From : F/Lt Masterson, RAF Liaison Officer CAV Milan
To : Air Forces Sub Commission, Milan
Date : 24th May 1946
Ref. : CAV/LI/1/1

ALLIED AIR FORCES SUB-COMMISSION N. 758 7/6 ORDERLY ROOM 48 11/46

SEAPLANE EXERCISE BY CANT 19 Y X BASE - LA SPEZIA

This morning an exercise was carried out by a seaplane from La Spezia, controlled by C.A.V. Milan. The exercise was controlled by an Italian Officer of the CAV, using the H.F. Station (5622 kc/s) at La Spezia for communication with the a/c.

2. Communication difficulties were experienced on the MF/DF frequency of 333 Kc/s. Due chiefly to the fact that the stations, with the exception of Pisa, are inland and the mountains lying between them and the sea, make reception difficult unless a/c maintains a good height, and is flying reasonably close to the stations concerned.

The MF/DF station at Pisa maintained good contact throughout the exercise. It was hoped that Ajaccio would assist in fixing the a/c whilst flying in the Ligurian Sea, and Northern waters in the Tyrrhenian Sea, but no communication was established.

3. One fix was obtained over Gorgona island, using Pisa and Turin MF/DF Stations, and the degree of error as far as can be ascertained, was no more than 6 NM. The a/c then proceeded to a point on the Southern tip of Capraia island, in this case only Pisa were able to get a bearing on the a/c. The bearing had a maximum error of 2°.

Cooperation between ground and air crews was good throughout the exercise.

4. Below is an extract from the log, for the whole period the a/c was A/B

0910 Order given to La Spezia to scramble a CANT for position 43° 30' N 0954 E (Gorgona island)
0922 CANT A/B
0935 Communication established between a/c and La Spezia (HF5622 Kc/s)
0950 CANT now in position and changing to MF/DF for fixing
1005 a/c fixed 10 km N/W of Gorgona Pisa 240° Turin 135°
1008 Milan MF/DF unable to raise a/c
1012 Pisa contact a/c telling it to change back to HF 5662 Kc/s and proceed to position 43° 04'N 09° 50', increasing height to enable better communication
1015 Milan contact plane on 333 Kc/s and it has acknowledged

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

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1012 Pisa contact a/c telling it to change back to HF 5662 Kc/s and proceed to position 43°04'N 09°50', increasing height to enable better communication
1015 Milan contact plane on 333 Kc/s and it has acknowledged the message passed by Pisa at 1012
1030 a/c calling Milan on HF, but Milan unable to receive. La Spezia receiving OK
1100 a/c in position
1110 La Spezia signals to a/c to change to 333 Kc/s for fixing
1137 Pisa 209°
1140 Other MF Station unable to raise the a/c
1155 Milan instruct Pisa to pass following message. Return to Base, try to contact Milan, or La Spezia on HF enroute
1220 a/c landed.

681

S.C. MASTERSON, F/Lt

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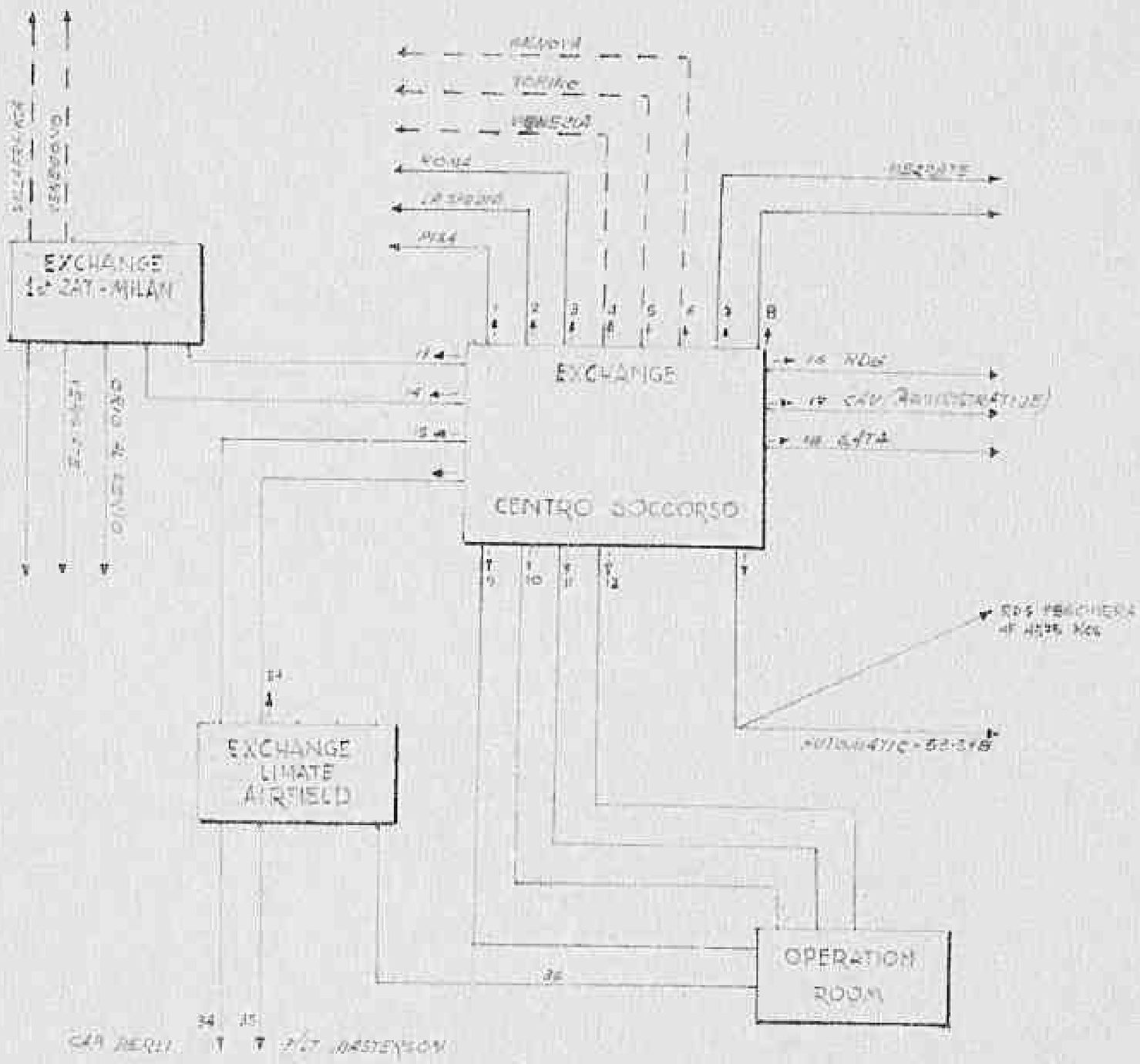
Declassified E.O. 12356 Section 3.3/NND No. 785017

TELEPHONE LINES

1214 B

MILAN (active)

MILAN (projected)

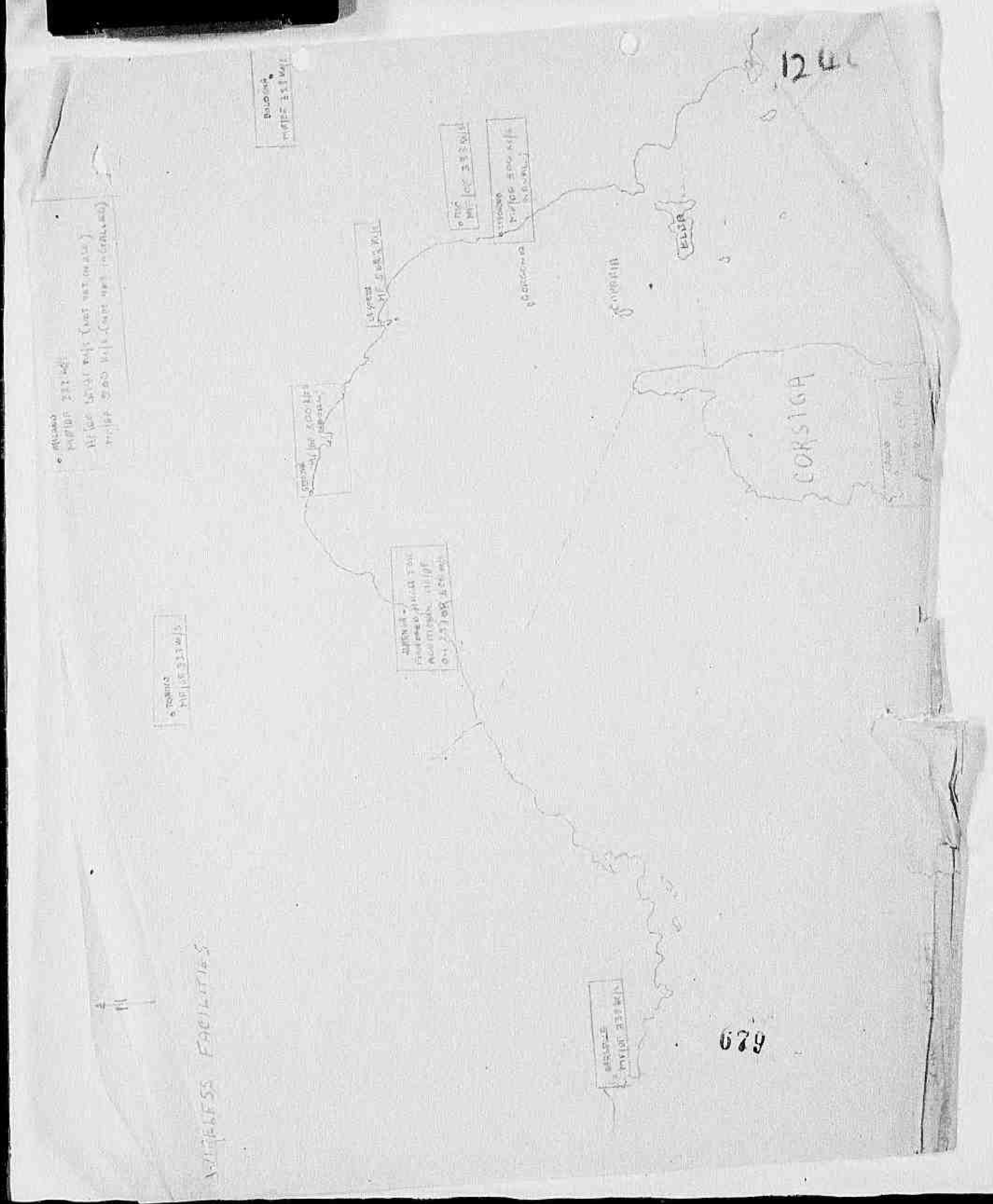


680

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1379

1241



1380

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

1214

From:F/Lt.J.K.Jones,R.A.F.Liaison,C.A.V.Venice.

To :Air Forces Sub-Commission,Allied Commission,Rome.
Air Headquarters,R.A.F.,Italy.(attention,S/Ldr.Derrett).
(copy to Air Forces Sub-Commission,Allied Commission,Milan.).

D... 31st.May 1946.

Ref :A.S.

A.S.R.REPORT ON CRASH OF SPITFIRE JF462 NEAR VENICE LIDO ON 30th:MAY 1946.

Herewith report on the above incident:-

hrs.
1054 TREVISO informed us that one of their Spitfires was in the sea at the PIAVE bombing range.

1055 TREPORTI instructed to scramble a Cant 506 to PIAVE.

1056 Cant 506 ML already airborne on exercise instructed to proceed to PIAVE.

1057 Asked TREVISO to send Spitfires to scene of crash.This had been done.

1058 Informed Italian Navy and asked them to send any available ships in the area to PIAVE.

1100 Italian Navy semaphore operator says he saw aircraft crash at ALBERONI which is on the LIDO.

1102 Cant ML instructed to go to LIDO instead of PIAVE.

1105 TREVISO informed us British launch on the way.

1110 Italian Navy informs that no aircraft crashed at PIAVE.Second Cant told to go to LIDO.

1125 Cant ML over position.

1130 Cant MF airborne.

1135 Cant MF over position.

1136 Cants instructed to lead launches to position.

1137 Cant MF sees oil patches on sea and a Spitfire diving over position.

1140 Cant MF landed on sea and commenced searching area.

1210 Cant MF airborne,nothing found.

1220 Both Cants instructed to return to base.

1430 Spoke to Lt.-Com.Crabb who recovered pilot's body by diving and took it to Sant'Andrea.HQ 244 Wing TREVISO informed.

Note on Record

11/7

J.K. Jones. F/Lt.
RAF Liaison Offic
C.A.V. V.N.

1381

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

From:F/Lt.J.K.Jones,R.A.F.Liaison,C.A.V.Venice.

To :Air Forces Sub-Commission,Allied Commission,Rome./
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(copy to Air Forces Sub-Commission,Allied Commission,Milan.).

1221

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F/Lt.
RAF Liaison Officer,
C.A.V. VENICE.

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121 A
(E)

From : Ministero Aeronautica ROME

To : Air Forces Sub Commission, Allied Commission ROME

Date : 3rd, June 1946

Ref : I3638/2088 Coll

M1132
46

MOTOR LAUNCHES EMPLOYED IN THE RESCUE OF SURVIVES

With reference to the conversation between the A.F.S.C and the Stato Maggiore relative to the intended handing over of motor launches (H.S.L.) to be used for the rescue of survives.

2. Being the fact that the above mentioned motor launches may be called upon to carry out rescue Missions in Jugoslavian territorial waters, or in areas near the Dalmatian coast, we would like to draw thw attention to the eventuallity that the activities of the Italian fishing boats be handicapped or made uncertain by the policy of the Jugoslavs in view of the recent information of confiscation of Italian fishing boats and internement of their crews.

3. Therefore we kindly ask the Sub Commission to contact the authorities concerned in order that assurance may be given to the rescue motor launches and that their duties carried out without interference by the Jugoslavs coastal authorities.

4. In the meamtime we are awaiting a favourable reply by the Sub Commission regarding this matter.

W/C Reid. I believe that this matter will its international bearing will come up at the International Flying Control Conference, at the moment there should be no flying over the above mentioned waters by M.E.D.M.E. aircraft 11/7

IL CAPO DI GABINETTO
(Col. Pil.- D. LUDOVICO)

Translated by Sgt° Albertini.M.

677

1219

Roma, —3 GIU. 1946 19

Ministero dell'Aeronautica

GABINETTO DEL MINISTRO
SEGRETERIA

Prot. N.° 13638 Allegati 2088 Gll.

Risposta al f.° del
Div. Sez. N.°

Alla SOTTOCOMMISSIONE ALLEATA
A.C. -tramite Uff.Collegam.)
R O M A .
e p.c. ALLO STATO MAGGIORE R.A.
1° Reparto
S E D E

OGGETTO Mezzi marini impiegati per ricerca naufraghi.

Si fa riferimento alle intese verbali intercorse fra codesta Sottocommissione e lo Stato Maggiore R.A. relative alla prossima cessione di motoscafi d'alto mare (H.S.L.) per il servizio soccorso naufraghi-

2. Poichè i predetti mezzi potranno essere chiamati a svolgere missioni nelle acque territoriali Jugoslave o comunque in zone prossime alle coste Dalmate, si desidera richiamare l'attenzione di codesta Sottocommissione sulla eventualità, date le recenti notizie di sequestro di motopescherecci italiani ed internamento dei loro equipaggi, che la loro opera venga ostacolata o resa malsicura dall'atteggiamento delle autorità Jugoslave.

3. Si prega pertanto codesta Sottocommissione di prendere contatto con le autorità interessate affinchè venga data formale assicurazione che il traffico dei battelli soccorso non sarà ostacolato dai servizi di vigilanza costieri jugoslavi.

4. Si resta in attesa di cortese comunicazione al riguardo.=

d'ordine
IL CAPO DI GABINETTO
(Col.Pil.-[illegible] LUDOVICO)

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

GABINETTO DEL MINISTRO
SEGRETERIA

2088 Cll. 7

ROMA

e p.c. ALLO STATO MAGGIORE R.A.
1° Reparto
SEDE

Prot. N.° 13638 Allegati

Risposta al f.° del
Div. Sez. N.°

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IL CAPO DI GABINETTO
(Col.Pil.-[illegible] LUDOVICO)

676

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

1385

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

FILE

1207

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

TO : W/C CLIFT O.C. TARANTO DETACHMENT
Copy to : - AIR ITALY Hutton: S/L DERRETT

DATE : 6TH JUNE 1946

REF : AFSC/48/1/AIR

DELAY ACTION SEA MARKERS

Efforts are being made to obtain a supply of the above for Air Sea Rescue purposes and it would be appreciated if you could advise on the probable monthly consumption and number required by the Seaplane Wing.

F. REID, F/LT
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

675

C9A

REPORT ON VISIT TO C.A.V. CENTOCELLE BY
F/LT. REID ON 30TH MAY 1946

Visited C.A.V. Centocelle and held a conference with Colonel Del Monti and two duty Officers. The C.A.V. seems to be functioning very efficiently but the following points were noted.

Personnel : The Personnel situation at all four C.A.V's. has become more satisfactory and the present position is as follows:- Centocelle:- Establishment willbe complete within three days on arrival of an officer from Naples. Brindisi:- Efforts are being made to supply the one interpreter lacking to complete establishment. Milan:- Establishment is complete. Venice Two English speaking officers will arrive before June 14th to complete establishment.

Premises : It is considered that the Operations Room presently in use at Centocelle is inadequate and efficiency is thus hampered. Several representations made by Colonel Del Monti to the Italian Air Ministry have produced no results. The suggested site for the C.A.V.is in the Air Ministry buildings and I have spoken to Major Guza on the subject. He reports that the matter will be dealt with.

Good idea —>

Exercises : Colonel Del Monti has issued instructions to the C.A.V. to hold the following training exercises.

Rome:	One weekly
Brindisi:	One fortnightly for aircraft at Brindisi and Taranto respectively.
Milan:	One weekly
Venice:	One weekly

In this connection R.A.F.liaison officers, bearing in mind operational requirements have been asked to maintain close liaison with the seaplane detachments and ascertain that this programme does not overtax serviceability or petrol supplies.

Signals : On several occasions no reply has been received to requests for bearings from the French M/F D/F station at Ajaccio and we were requested to find out the position regarding this and other French stations operating on 333 K/C's.

Action?

Met. : Since its inception C.A.V. Venice has been supplying 61 S.P. daily with general Met. forecasts and I have suggested that C.A.V. Rome supply the same service to 149 S.P. and R.A.F. Pomigliano.

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

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Kirk F/L.

Precis for Air Report?

674

The Director

Ref. The S.S.O. is checking on the position of all stations on 333 K.C.s outside Italy which could assist us in S.& R. Operations

Ref above. Not surprised at no reply from Ajaccio - there is no M/F D/F there !!

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

118 A

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

TO : ITALIAN AIR MINISTRY
Copy to: C.C. TARANTO DETACHMENT, AFSC

DATE : 28TH MAY 1946

RAF : AFSC/48/1/AIR

AIR SEA RESCUE LAUNCHES FOR I.A.F.

Enclosed is reply to our signal sent requesting that we send Italian crews to Ischia to assist in refitting and to receive training in maintenance and operation.

2. Please inform us when the first crews will proceed.

F/Lt

FOR E.J. SAGE, MAJOR AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

Any Reply?

676.

673

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

6849 117A

80/5

D 286

OF V LAEE NR 75 ROUTINE T ADD

ERON MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT

TO AIR FORCES SUB COMMISSION ALLIED COMMISSION ROME

QSH BT

117A

U117 . MAY 29 . UNCLASSFD .

YOUR A 612 MAY 28 . PERMISSION GRANTED FOR ITALIAN

OPERATION AND MAINTENANCE CREWS TO BE SENT TO ISCHIA TO ASSIST

IN REFITTING AIR SEA RESCUE LAUNCHES AND RECEIVE 672

TRAINING IN MAINTEANCE AND OPERATION . FIRST CREWS

TO BE SENT SOONEST DATE TO BE NOTIFIED . RATIONING

TO BE ARRANGED THROUGH USUAL ITALIAN CHANNELS . ACCOMMODATION AVAILABLE

BT 291600

SENT KJC BB

RD PBIA 1970

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

116A

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

TO : ITALIAN AIR MINISTRY
Copy to :- O.C. TARANTO DETACHMENT, AFSC

DATE : 28TH MAY 1946

REF : AFSC/48/1/AIR

AIR SEA RESCUE LAUNCHES FOR I.A.F.

Inclosed is a copy of a signal sent requesting that we send Italian crews to Ischia to assist in refitting and to receive training in maintenance and operation.

2. The boats are not yet ready to be transferred as they require considerable work to be in first class condition. Also final arrangements have not yet been made for this transfer by higher R.A.F. Headquarters.

3. It is thought that this advance training and assistance by the Italian crews in refitting would considerably speed up the availability of these launches for the ASR detachments.

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

67

1391

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

1154

AIR FORCES SUB-COMMISSION, ALCOM, ROME 1540 28TH MAY 1946

MEDITERRANEAN ALLIED AIR COMMITTEE, SECRETARIAT, AHQ, ITALY,

UNCLASSIFIED

SIX ONE TWO ABLE PD AS IT IS QUITE CERTAIN ONE FOUR AIR SEA RESCUE LAUNCHES WILL BE GIVEN ITALIAN AIR FORCE CMA REQUEST PERMISSION TO SEND ITALIAN OPERATING AND MAINTENANCE CREWS TO ISCHIA TO ASSIST ROYAL AIR FORCE DETACHMENT IN REFITTING LAUNCHES AND TO RECEIVE TRAINING IN MAINTENANCE AND OPERATION PD THIS PERMISSION WILL ELIMINATE CONSIDERABLE DELAY IN VITAL USE OF LAUNCHES ON AIR SEA RESCUE WORK WHICH IS AT PRESENT EXTREMELY CURTAILED PD

Good 30/5

REF : AFSC/48/1/AIR

wg 30/5

ROUTINE

670

AIR STAFF, A.F.S.C. A.C. RCAF

E.W. SASS, MAJOR AC

F/L J.E. HOSTIER

49/1/AIR

Extract + paraphrase from
AHQ Standing Orders for A/S/R
Copy + translation given to Col. de Monti (I.A.M.)
1/c C.A.V.S.

11A

INSTRUCTIONS FOR GUIDANCE OF THE UFFICIALE DI SERVIZIO AT THE CENTRALE DI SOCCORSO

Initial Action on Receipt of Distress Information.

1. The basic principle of Air Rescue organization is that the Duty Officer is to take immediate action in all cases where in his opinion the information justifies it, and to inform Area Control, Malta, which may have information regarding the aircraft.

2. The initial action taken will depend on the type and amount of information available.

3. When an aircraft is believed to be still flying but in difficulties, initial action should be -

(a) Warn air rescue squadrons and marine craft units that they may be required.

Fighters to be warned → (b) Despatch an aircraft to intercept and escort to safety when the information and weather conditions make this practicable.

(c) Despatch of surface craft to a suitable point of interception.

4. Initial Action for Aircraft believed to have landed in the Sea.

Initial action for ditched aircraft shouldbe the despatch o one or more aircraft and/or surface craft at once to the estimated p sition of ditching and the area immediately around it.

5. Initial Action for aircraft believed to have Force-landed.

Organised Mountain rescue, see 11A When aircraft have forced-landed, initial action should consist of initiating mountain rescue, the despatch of suitable vehicles or land forces available under local arrangements, and the despatch of one or more aircraft for land search, as applicable.

6. Search for Missing Aircraft

In the case of a missing aircraft from which no signals have been received, the C.A.V di Centocelle is to inform this to all other A.S.C.s concerned. Normally, this information will first come from the Area Control in whose area the aircraft was flying.

Declassified E.O. 12356 Section 3.3/NND No. 789017

1392

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7. When it is not known whether an aircraft has been forced down on land or in the sea, the sea area would normally be the more important to search. If, however, the track over water is a lenght one, particular attention should be paid to weather conditions along the sea-route, at the time of the flight, and also any high ground on islands or peninsulars, which may be adjacent to the route. For instance, an aircraft on a long sea route may pass through an area of heavy thunderstorms, or may pass close to high ground which was obscured in cloud. Under these circumstances, it may be more profitable to first search - by the creeping line ahead - the area of thunderstorms or high ground.

1393

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8. When an aircraft is missing along a recognized route, the Centrale di Soccorso is to inform all airfields in their areas having aircraft flying on such a route to brief crews to keep a special look-out for the missing aircraft.

9.
Naval Assistance

The British Royal Navy may be called upon to assist in Air Sea Rescue arrangement with the AFSC.

(a) Flag Officer and Naval Officers-in-Charge are responsible for making arrangements for any commercial station in their area, which keep watch on 500 kcs. to pass all reports of aircraft in distress to the C di C by way of A.F.S.C.

1395

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

10 US/11/A102 113A.

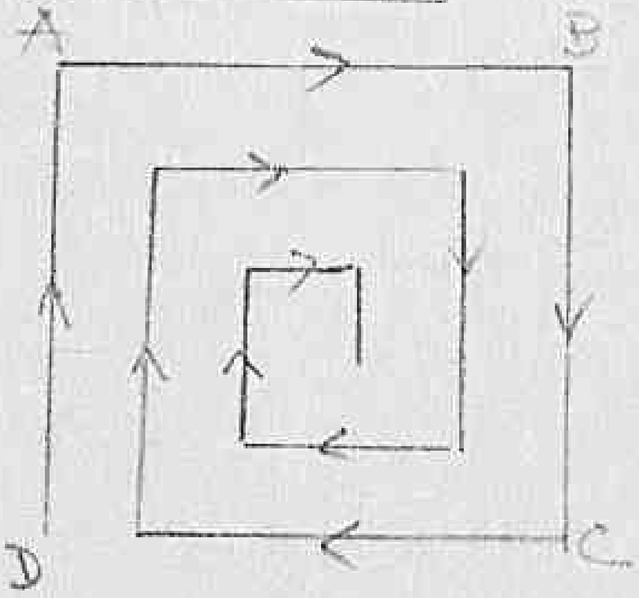
AIR SEA RESCUE - METHOD OF SEARCH EMPLOYED

The method of search previously in use by the Italian seaplanes was as follows: Four compass points, or coordinates, were chosen by the Operations Officer to mark the probable maximum boundaries of the zone of search. The aircraft was instructed to proceed to any one of these four coordinates and commence to search along the perimeter of the rectangle, the search being continued spirally inwards until the center point was reached. If still unsuccessful at this point a report was made to the Operations Room Officer and his decision taken as to whether to renew the search or proceed to another zone.

2. On my arrival here I discussed this plan with the CAV officers, and explained the method used by the RAF. A spare copy of "AHQ standing orders and instructions for Air Sea Rescue" which I brought from Foggiano was amended insofar as it might apply to the Italian Air Force and in conjunction with Colonel Del Monti (O/C CAV's) we prepared a translation of the most important sections. Copies of this have been issued to the CAV's at Brindisi and Centocelle and further copies are being sent to the CAV's opened last week at Venice and Milan.

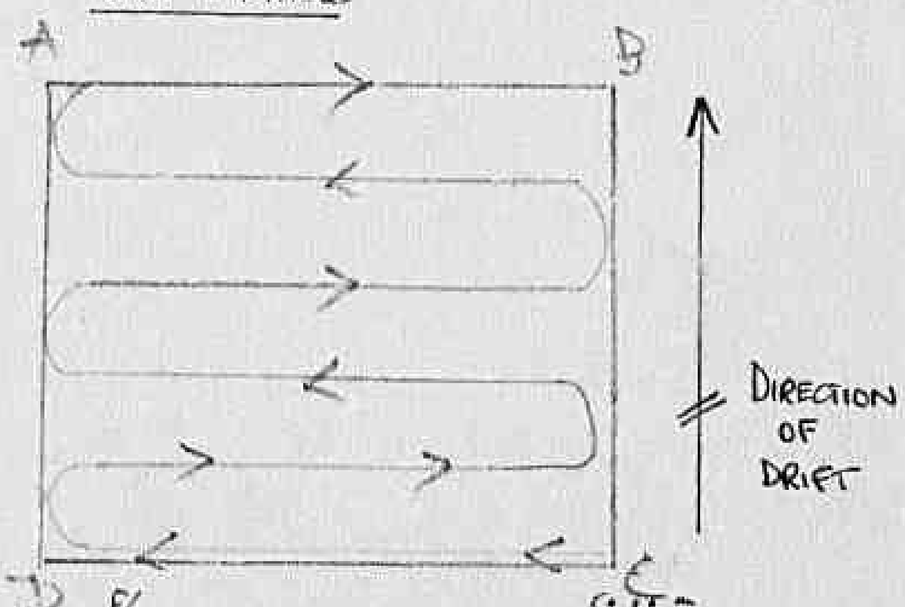
3. Colonel Del Monti has agreed that the Creeping Line Ahead system of search is probably the best method now employable on account of the small number of aircraft available, and the plan has been explained to the Seaplane Bases at Taranto and Vigna di Valle as well as to the Operations Room Officers. It is fairly certain that the RAF system is now to be adopted by all Italian ASR detachments, and practice searches using the method are to be held as soon as the RAF launches are available for releasing dinghies. It is not considered practicable at the moment to use the few aircraft available for both dinghy-dropping and searches simultaneously.

ORIGINAL I.A.F. METHOD



Distance A.B 10 - 20 miles.
Height: Low visibility

RAF METHOD



Anderson F/L.

667

1396

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

112 A

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

TO : ITALIAN AIR MINISTRY
Copy to:-C/C TARANTO DETACHMENT
COLONEL DEL MONTE (I/C CAV CENTOCELLE)

DATE : 22ND MAY 1946

REF : AFSC/48/1./AIR

63 and 68' HIGH SPEED LAUNCHES

As requested, details are enclosed of the 63' and 68' High Speed Launches which are proposed to be handed over to the Italian Air Force from ASC built.

A.H. ANDERSON, F/LT.
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

666

1397

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

MACHINERY

			AUXILIARY			FUEL
Gear Box	Reduction or Direct	Dynamo	Make	Type	S.H.P.	Total Carried
500 HP	Centre Direct Wings Vee	MGL 24v CV 5 FL	Lyon Norman	T.300	2.3/4	1700 Galls.
500 HP Meadows	Wings. Direct Centre Vee Drive	CAV/D.5.L 24 volt.	Lyon Norman	T.300	2.3/4	1200 Galls.

1398

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

Stores Ref.No CRAFT	R.A.F. MARINE CRAFT TYPE	HULL DIMENSIONS O.A. Length	Beam	Depth Moulded	Extreme Draft	MACHINERY Type	No.	Max. BHP per Eng.	Gear Box	Reduction or Direct
16F/92	68Ft. High Speed Launch	68'0"	17'3"	9'3"	4'3"	Napier Sea Lion	Triple	500	500 HP	Centre Direct Wings Vee
16F/51	63Ft. High Speed Launch	63'0"	17'6"	7'6"	3'10"	Napier Sea Lion	Triple	500	500 HP Meadows	Wings. Direct Centre Vee Drive

1349

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

MACHINERY

No.	Max. HP per Eng.	AUXILIARY Gear Box	Reduction or Direct	Dynamo	Make	Type	S.H.P.	FUEL Total Carried
Triple	500	500 HP	Centre Direct Wings Vee	MGL 24v CV 5 FL	Lyon Norman	T.300	2.3/4	1700 Galls.
Triple	500	500 HP Meadows	Wings. Direct Centre Vee Drive	CAV/D.5.L 24 volt.	Lyon Norman	T.300	823/4	1200 Galls.

1400

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

| | | |

111A (T) 46/AIR 1.

From : Italian Air Ministry, Communications Directorate

To : Air Forces Sub-Commission, AC, Rome
for info.: Air rescue center, Centocelle
" " " Brindisi, Venezia, Milan
C.A.V. Cagliari, Centocelle, Catania. Etc.

Ref. : 410726/1/2

Date : 10th May 1946

AIR RESCUE SERVICE

In order to facilitate the transmission of urgent news between R.A. and R.Navy centers concerned in the air rescue service, we forward a first list of al the telephone numbers of Italian Navy Units :

Taranto : Local telephone Nos. of the Central Exchange:
2056 = 2074 = 2079 = 2163 = 2306 = 2342 = 2351 = 2583 = 2677 = 2701 = 2943 = 2987.
Telephone extension Nos. :
512 = 513 = 666 = 667;
Operation room - ext. nos. : 542 = 313 ;
Wireless operation room (receiver) : 854 :
" " " (transmitter)855

LASPEZIA Local telephone nos. of the central exchange:
2335 = 2313 = 2033 = 2266
Operation room - ext. nos. : 556
Wireless station- " " : 654

MESSINA HQ M.M.A. exchange in Sicily -Messina: 10048-11648
Operation room : 13381
Marina Augusta exchange ; 19
" Trapani " : 1961
Telegraph office Palermo exchange : 10218
" " Catania " : 10526

P.S. All the above telephone exchanges are S.

VENICE Local telephone nos. of the main exchange : 26130 = 26210
Operation room - ext. nos. : 512
Wireless station- " " : 507

664 -

BRINDISI Direct connection between the operation room of HQ MMA and CAV Brindisi - Communications between CAV and wireless station are carried out through the above operation room.

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

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GENOA Local telephone nos. of Comando Marina :
61003 = 61004 = 61008 = 61013 = 61014

LIVORNO (Leghorn) Operation room - Local Telephone nos. 33427
Wireless station. " " " 33267

CAGLIARI Local telephone nos. of main exchange :
2563 = 3352 = 3673 = 3690 = 4073 =
Wireless station - Local telephone no. 2967
Operation room - ext. no. 316

Copies to Naval Attaché Officer 21/5/46

The Director of the Communications
Lt. Col. De Vincenti

Translated by Marcella Vannutelli

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

1118.

10 MAG 1946

MINISTERO AERONAUTICA
DIREZIONE DELLE COMUNICAZIONI

Prot. N.410726/I/2.

ALL'AIR FORCES SUB COMMISSION
A.C. tramite Ufficio Collegamento
= SEDE =
ALLA CENTRALE DI SOCCORSO CENTOCELLE =
AI CENTRI DI SOCCORSO DI
BRINDISI-VENEZIA-MILANO -
ALLE C.A.V. DI CAGLIARI-CENTOCELLE-CATANIA
A TUTTI I CENTRI R.T.

e, per conoscenza:

ALLO STATO MAGGIORE R.A.
1.Reparto = SEDE =

AL COMANDO UNITA' AEREA = BARI =
A TUTTE LE AEROBASI

OGGETTO: Soccorso ai velivoli sinistrati.

Allo scopo di facilitare lo scambio di notizie urgenti tra Enti della R.A. e della R.M. interessati al servizio del soccorso, si trasmette un primo elenco di numeri telefonici degli Enti della R.Marina:

TARANTO

Numeri telefonici urbani della Centrale:
2156 = 2074 = 2079 = 2163 = 2306 = 2342 = 2351 = 2583 =
2677 = 2701 = 2943 = 2987;

Numeri telefonici urbani interni:
512 = 513 = 666 = 667;
Ufficio Operazioni - numeri interni: 542 = 313;
Centro R.T. Staz.ricevente: 354;
" " " trasmittente: 355.

LA SPEZIA

Numeri telefonici urbani della centrale:
2335 = 2313 = 2033 = 2266
Ufficio Operazioni - numeri interni: 556

6[illegible]

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

Prot. N.4I0726/I/2.

ALL'AIR FORCES SUB COMMISSION
A.C. tramite Ufficio Collegamento
= SEDE =

ALLA CENTRALE DI SOCCORSO CENTOCELLE -
AI CENTRI DI SOCCORSO DI
BRINDISI-VENEZIA-MILANO -
ALLE C.A.V. DI CAGLIARI-CENTOCELLE -CATANIA
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e, per conoscenza:

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TARANTO

Numeri telefonici urbani della Centrale:
2256 = 2074 = 2079 = 2163 = 2306 = 2342 = 2351 = 2583 =
2677 = 2701 = 2943 = 2987;

Numeri telefonici urbani interni:
512 = 513 = 666 = 667;
Ufficio Operazioni - numeri interni: 542 = 313;
Centro R.T. Staz.ricevente: 854;
" " " trasmittente: 855.

LA SPEZIA

Numeri telefonici urbani della centrale:
2335 = 2313 = 2033 = 2266
Ufficio Operazioni - numeri interni: 556 682
Stazione R.T. - " " : 654

Declassified E.O. 12356 Section 3.3/NND No. 780017

MESSINA

Centralino Comando M.M.A. in Sicilia-Messina:10048-11643
Ufficio Operazioni: 13331
Centralino MARINA Augusta: 19
Centralino MARINA Trapani: 1961
Centralino Uff.Telegr. Palermo: 10213
Centralino: Uff.Telegr. Catania: 10526
N.B. Tutti i predetti centralini sono normali e possono dare le eventuali comunicazioni con gli uffici interessati dei rispettivi Comandi. La Radio Augusta è anch'essa collegata al centralino manuale del Comando Marina Augusta.-

VENEZIA

Numeri telefonici urbani centrale:
26130 - 26210
Ufficio Operazioni - Numeri interni: 512
Stazione R.T. " " : 507

BRINDISI

Collegamento diretto fra Uff.Operazioni del Comando M.M. e CAV Brindisi. Le comunicazioni fra CMV e stazioni r.t. si svolgono tramite l'Ufficio Operazioni predetto.-

GENOVA

Numeri telefonici urbani del Comando Marina:
61003 - 61004 - 61008 - 61013 - 61014;

LIVORNO

Ufficio Operazioni - Telefono urbano: 33427
Stazione R.T. " " : 33267

CAGLIARI

Numeri telefonici urbani centrale:
- 2563 = 3352 = 3673 = 3690 = 4073 *
Stazione R.T. - Telef. urbano: 2967
Ufficio Operazioni numeri interni: 316.

IL DIRETTORE DELLE COMUNICAZIONI
(Gen.Col.Pil. A. D'AVANZO)

662

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

Centralino [illegible]
Centralino Uff.Telegr. Palermo: 10213
Centralino: Uff.Telegr. Catania: 10526
N.B. Tutti i predetti centralini sono normali e possono dare le eventuali comunicazioni con gli uffici interessati dei rispettivi Comandi. La Radio Augusta è anch'essa collegata al centralino manuale del Comando Marina Augusta.-

VENEZIA
Numeri telefonici urbani centrale:
26130 - 26210
Ufficio Operazioni - Numeri interni: 512
Stazione R.T. " " : 507

BRINDISI
Collegamento diretto fra Uff.Operazioni del Comando M.M. e CAV Brindisi. Le comunicazioni fra CNV e stazioni r.t. si svolgono tramite l'Ufficio Operazioni predetto.-

GENOVA
Numeri telefonici urbani del Comando Marina:
61003 - 61004 - 61008 - 61013 - 61014;

LIVORNO
Ufficio Operazioni - Telefono urbano; 33427
Stazione R.T. " " : 33267

CAGLIARI
Numeri telefonici urbani centrale:
- 2563 = 3352 = 3673 = 3690 = 4073 *
Stazione R.T. - Telef. urbano: 2967
Ufficio Operazioni numeri interni: 316.



IL DIRETTORE DELLE COMUNICAZIONI
(Gen.Col.Pil. A. D VINCENZI.)

662

7

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

1407

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

Report to the Director.

110 A.

21ST MAY 1946

Visited Seaplane Base at Vigna di Valle (Lake Bracciano) in conjunction with Unit Adjutant (F/Lt. Mosier) and interpreter. Colonel Corsini and Colonel Del Monti also accompanied us. General intention was to check on type of search undertaken by Italian ASR services and to examine ASR equipment available. On arrival it was noticed that the duty Cant aircraft was already launched and ready for immediate take off. The standby aircraft was also on the shipway and serviceable. A third Cant 506 was also serviceable. F/L Mosier interrogated the detachment Commander on method of search and learned that the "creeping line ahead" system recommended by the RAF was the system always now used. The plotting charts were inspected and F/LT. Mosier suggested that a larger scale than 1:1,000,000 would help in obtaining greater accuracy. Detachment Commander agreed and asked if we would ascertain whether RAF type maps were available as they would be pleased to have them.

Italian type dinghy carries up to 6 men; first-aid equipment, and 2 brandy flasks. No rations are carried. Dinghy has also ten smoke flares each of one hours duration. Rescue aircraft carry similar equipment. (There is no equipment similar to Lindholme gear and it might be considered whether any such aids are available for transfer to the I.A.F., now that ASR units in Italy are finished.) Capt. Colabucci (Detachment Commander) also wondered whether we might assist them by bringing pressure to bear on necessary authorities in order to have repairs to subroad executed urgently. This subroad is about 2 miles in length and leads by a circuitous route from the main road down to the lake side. Capt. Colabucci pointed out that this is the road which an ambulance would have to use to transport any rescued personnel back to Rome. Repairs are only necessary at several hairpin turns.

Observation Nr.

ASR

Take action on X's above & submit results to W/Cdr C.S.P.
on ϕ (some action has already been taken at Ethnar).

661

cyl 23/5

1408

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

109A

Report to the Director.

20TH MAY 1946

TIELINES — Visited CAV at Centocelle. Everything appears to be going satisfactorily there. New tielines to Venice & Milan have been installed and are working well. Connections to La Spezia and Pisa from Milan are also good. Ex-aircraft Safety Centre at Bologna has now been completely closed, and two of the RAF personnel have gone on to the CAV at Venice to assist. One RAF officer working also at Milan CAV. Centocelle CAV have now instituted a system of search for overdue aircraft using proforma (attached 109B.) which is based on a translation of one formerly in use by RAF.

OVERDUE AIRCRAFT

AIRFIELD SERVICEABILITY — Another RAF proforma has been adapted and translated for use in maintaining airfield serviceability (attached 109C) Operations room now has large blackboard with current details copies from proforma just mentioned.

PERSONNEL — In addition to Duty Officer there are now two airmen assistants and one Senior Officer for the CAV. Personnel situation apparently satisfactory at Centocelle but assistants are still awaited for new CAV's at Milan and Venice.

X

AAR EXERCISES — I asked Colonel Del Monti whether IAM had yet issued written instructions that Duty Officers had to hold ASR exercises at regular periods. He answered "No", but he has been given necessary authority to instruct them himself as he considers necessary. In fact an exercise was at this moment in progress operation from the Venice CAV. Lt. Silla (on whom I made a favorable report after the last exercise) had been instructed to proceed to Venice to organize the exercise with a view to instructing the new CAV officers there. Progress of the exercise was actually heard over the 5022-5 frequency in Rome. Later in the afternoon I was told that it had been satisfactorily concluded and that Lt. Silla was now proceeding to Milan to repeat the experiment. 95a

GENERAL IMPRESSION — Very satisfactory.

A.H. ANDERSON, F/LT.

ASR / Take up X with IAM
Agreed 24/5.
23/5

Note Ref X Am assured by Colonel Del Monte that the Italian Air Ministry is treating the matter with urgency.
18/6

109B

RICHIESTE NOTIZIE

C. A. V. di:	AEROPORTO	INFORMAZIONI		ESITO RICERCHE
		Richieste ore	Ricevute ore	
Centocelle	Centocelle			
»	Guidonia			
»	Urbe			
»	Frosinone			
»	Perugia			
»	Iesi			
»	Ciampino			
»	Marcianise			
»	Capodichino			
»	Pomigliano			
»	Pisa S. Giusto			
Brindisi	Brindisi			
»	Bari			
»	Foggia			
»	Lecce			
»	Gioia del Colle			
»	S. Vito Taranto			
»	Reggio Calabria			
»	Crotone			
»	Taranto			
Catania	Catania			
»	Palermo			
»	Palermo I.			
Cagliari	Elmas			
»	Monserrato			
»	Alghero			
»	Olbia			
Milano	Milano Linate			
»	Orio			
»	Venegono			
»	Vergiate			
»	Villafranca			
»	Torino			

65y

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

»	Frosinone				
»	Perugia				
»	Iesi				
»	Ciampino				
»	Marcianise				
»	Capodichino				
»	Pomigliano				
»	Pisa S. Giusto				
Brindisi	Brindisi				
»	Bari				
»	Foggia				
»	Lecce				
»	Gioia del Colle				
»	S. Vito Taranto				
»	Reggio Calabria				
»	Crotone				
»	Taranto				
Catania	Catania				
»	Palermo				
»	Palermo I.				
Cagliari	Elmas				
»	Monserrato				
»	Alghero				
»	Olbia				
Milano	Milano Linate				
»	Orio				
»	Venegono				
»	Vergiate				
»	Villafranca				
»	Torino				
Venezia	Venezia				
»	Treviso				
»	Trento				
»	Padova				
»	Tissano				
»	Bologna				
»	Campoformido				
»	Verona				

659

Min. Aeron. - Stab. Fotomecc. - 5-946 (11-C - 1.000)

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

CENTRALE SOCCORSO DI CENTOCELLE

RICERCA VELIVOLO

Segnalato da ..... alle ore ..... del giorno .....

Tipo ..... Matricola ..... N. di volo .....

Nominativo ..... R. T. ..... Radiofonico .....

Pilota ..... Base .....

Partito da ..... alle ore .....

Destinazione ..... ora prevista atterraggio .....

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

Segnalato da ..... alle ore ..... del giorno .....

Tipo ..... Matricola ..... N. di volo .....

Nominativo ..... R. T. ..... Radiofonico .....

Pilota ..... Base .....

Partito da ..... alle ore .....

Destinazione ..... ora prevista atterraggio .....

.....

.....

.

CENTRALE SOCCORSO DI CENTOCELLE

109C

AIRFIELD SERVICEABILITY REPORT

SPECCHIO ATTERRABILITÀ AEROPORTI

Giorno Day Ore Time

C. A. V. di: (REPORTED BY)	AEROPORTO	Atterrabilità (S'BILITY)	NOTE (Remarks)
Centocelle	Centocelle		
»	Guidonia		
»	Urbe		
»	Frosinone		
»	Perugia		
»	Iesi		
»	Ciampino		
»	Marcianise		
»	Capodichino		
»	Pomigliano		
»	Pisa S. Giusto		
Brindisi	Brindisi		
»	Bari		
»	Foggia		
»	Lecce		
»	Gioia del Colle		
»	S. Vito Taranto		
»	Reggio Calabria		
»	Crotone		
»	Taranto		
Catania	Catania		
»	Palermo		
»	Palermo I.		
Cagliari	Elmas		
»	Monserrato		
»	Alghero		
»	Olbia		
Milano	Milano Linate		
»	Orio		
»	Venegono		
»	Vergiate		
»	Villafranca		
»	Torino		

652

Stab. Fotom. - 5-1946 (114/C - 1000)

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

C. A. V. di: (REPORTED BY)	AEROPORTO	Atterrabilità (SUITABILITY)	NOTE (Remarks)
Centocelle	Centocelle		
»	Guidonia		
»	Urbe		
»	Frosinone		
»	Perugia		
»	Iesi		
»	Ciampino		
»	Marcianise		
»	Capodichino		
»	Pomigliano		
»	Pisa S. Giusto		
Brindisi	Brindisi		
»	Bari		
»	Foggia		
»	Lecce		
»	Gioia del Colle		
»	S. Vito Taranto		
»	Reggio Calabria		
»	Crotone		
»	Taranto		
Catania	Catania		
»	Palermo		
»	Palermo I.		
Cagliari	Elmas		
»	Monserrato		
»	Alghero		
»	Olbia		
Milano	Milano Linate		
»	Orio		
»	Venegono		
»	Vergiate		
»	Villafranca		
»	Torino		
Venezia	Venezia		
»	Treviso		
»	Trento		
»	Padova		
»	Tissano		
»	Bologna		
»	Campoformido		
»	Verona		

Min. Aeron. - Stab. Poligr. - 5-1946 (114 C - 1000)

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

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

108
A

From:- Headquarters, No. 253 Air Sea Rescue Unit, R.A.F., C.M.F.

To :- Allied Forces Sub Commission, Rome.
(For attention of Major Saffe (Air 2).

Date:- 14th. May, 1946.

Ref :- 253ASR/28/ORG.

63' and 68' HIGH SPEED LAUNCHES.

At the request of Squadron Leader Derrett, Air Headquarters, Italy the leading details are enclosed of the 63' and 68' High Speed Launches which are proposed to be handed over to the Italian Air Force from this Unit.

Squadron Leader, Commanding,
No. 253 Air Sea Rescue Unit,
R.A.F. C.M.F.

N.359 W.I. 16/5 48/1/AIR

657

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

Stores Ref.No. CRAFT.	R.A.F. MARINE CRAFT TYPE.	HULL. DIMENSIONS.				MAIN PROPELLING			M
		O.A. Length.	Beam.	Depth Moulded.	Extreme Draft.	Type.	No.	Max. BHP per Eng.	Ge Bo
16F/92	68Ft. High Speed Launch	68:0"	17:1"	9:3"	4:3"	Napier Sea Lion.	Triple	500	500 Mes
16F/51	63Ft. High Speed Launch.	63:0"	17:6"	7:6"	3:10"	Napier Sea Lion.	Triple	500	500 Mes

1817

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

.		MACHINERY.										
		MAIN PROPELLING						AUXILIARY.			FUEL. &	
th lded.	Extreme Draft.	Type.	No.	Max. BHP per Eng.	Gear Box	Reduction or Direct	Dynamo.	Make.	Type.	B.H.P.	Total Carried.	
3"	4·3"	Napier Sea Lion.	Triple	500	500 HP Meadows	Centre Direct Wings Vee	MCL 24V CV 5 FL	Lyon Norman	T.300	2.3/4	1700 Galls.	
6"	3·10"	Napier Sea Lion.	Triple	500	500 HP Meadowa	Wings. Direct Centre Vee Drive.	CAV/D.5.L 24 Volt.	Lyon Norman.	T.300	2.3/4	1200 Galls.	

Displace-ment.	Speed & Endurance (From Trials) in knots & NAUTICAL MILES.			
Ex seadweight loaded	Max'm Speed.	Duration at max'm R.P.M.	Max'm Contin's Cruising Speed.	Endurance.
32 Tons.	28.5	1/2 hr.	23.5	580
21.5. Tons	35	1/4 hr.	30	420

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

106A

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

TO : ITALIAN AIR MINISTRY

DATE : 13TH MAY 1946

REF : AFSC/48/1/AIR

AIR RESCUE ORGANIZATION

Requests have been made for authority to use Fighter Aircraft based at Lecce for land searches, and in the case of extreme emergency, over the sea. On solely humanitarian grounds it is considered that this authority was already in existence, but this Commission is nevertheless pleased to confirm it.

2. From a practical point of view it is considered that the use of the aircraft on such missions would be covered by the provisions already made for training and practice sorties, but it is now additionally suggested that at least one aircraft and a Duty Pilot and crew be maintained on standby, at say 30 minutes notice, during daylight hours. This suggestion might also be extended to other units at other locations, and this Commission will be interested to know the comments of the Italian Air Ministry.

A.H. ANDERSON F/LT
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

Copies to:
A.H.Q. ITALY
O/C TARANTO DETACHMENT
CAV BRINDISI

654

AFSC form 105A

Ref. A.H.Q./7001/A.M.P.

"HEADQUARTERS MALTA"
OPERATIONAL INSTRUCTION NO. 5.

(This Instruction supersedes Operational Order No.73)

30th April, 1946.

Appendix :-
"A" - R.A.F. W/T Channels.

INFORMATION

1. With effect from 30th April 1946 all air rescue forces previously employed solely on air rescue duties, will cease to function as such. It is probable therefore, that in the future, many of the rescue operations will be executed by ships and aircraft which are not directly under the control of the A.O.C., Malta.

AREA OF RESPONSIBILITY

2. The area of responsibility of the A.O.C. Malta for Air Rescue, lies within the following boundaries :-

From	38°	20'	N	12°	00'	E	
South to	32°	00'	N	13°	00'	E	
North to	36°	00'	N	09°	00'	E	
North to	40°	00'	N	03°	00'	E	
North to	42°	00'	N	00°	00'	E	
South to	38°	20'	N	12°	00'	E	
East to	38°	20'	N	18°	00'	E	
West to	32°	00'	N	09°	00'	E	
West to	36°	00'	N	03°	00'	E	
East to	40°	00'	N	08°	00'	E	
East to	42°	00'	N	12°	00'	E	

FORCES AVAILABLE

3. Garrison Forces. Certain garrison forces coming directly under the control of the A.O.C. will, in addition to their normal role, be available for search and rescue. These forces consist of :-

(a) No.38 G.R. Squadron, Luqa.

(b) No.73 Fighter Squadron, Hal Far.

(c) Marine Craft Unit, Malta.

4. The establishment of No.38 G.R. Squadron will include two airborne lifeboats and a supply of lifesaving rescue gear. This squadron will maintain aircraft available for search and rescue duties according to current instructions laid down by this Headquarters. No.73 (F) Squadron may also be called upon to provide aircraft for local search duties.

5. Marine Craft Unit, Malta will be equipped with certain craft, capable of undertaking, in emergency, local rescue operations in addition to their normal duties. Such craft will be available for rescue work within a limited distance of Malta.

Continued Page 2.

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employed solely on air rescue duties. It is possible to maintain as many. It is possible therefore, that in the future, many of the rescue operations will be executed by ships and aircraft which are not directly under the control of the A.O.C., Malta.

AREA OF RESPONSIBILITY

2. The area of responsibility of the A.O.C. Malta for Air Rescue, lies within the following boundaries :-

From	38° 20' N	12° 00' E	East to 38° 20' N	18° 00' E
South to	32° 00' N	18° 00' E	West to 32° 00' N	09° 00' E
North to	36° 00' N	09° 00' E	West to 32° 00' N	03° 00' E
North to	40° 00' N	03° 00' E	East to 40° 00' N	08° 00' E
North to	42° 00' N	08° 00' E	East to 42° 00' N	12° 00' E
South to	38° 20' N	12° 00' E		

FORCES AVAILABLE

3. Garrison Forces. Certain garrison forces coming directly under the control of the A.O.C. will, in addition to their normal role, be available for search and rescue. These forces consist of :-

(a) No.38 G.R. Squadron, Luqa.

(b) No.73 Fighter Squadron, Hal Far.

(c) Marine Craft Unit, Malta.

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5. Marine Craft Unit, Malta will be equipped with certain craft, capable of undertaking, in emergency, local rescue operations in addition to their normal duties. Such craft will be available for rescue work within a limited distance of Malta.

Continued Page 2.

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

FORCES NOT UNDER THE DIRECT CONTROL OF A.O.C. MALTA.

6. In addition to the garrison forces outlined above, the following forces may also be available, depending on the locality of the incident, to assist in rescue operations :-

(a) British naval and merchant shipping.

(b) Naval and merchant shipping of foreign countries.

(c) British military and civil aircraft.

(d) Military and civil aircraft of foreign countries.

(e) Desert or Mountain rescue teams as organised by the military and civil authorities.

INTERVENTION

7. To allocate responsibility under A.O.C. Malta for Air Rescue and to detail the rescue action to be taken.

EXECUTION

General Instructions.

8. The Malta area of responsibility is divided into smaller areas, within each of which is centred an authority responsible for initiating search and rescue action under the overall co-ordinating direction of the Aircraft Safety Centre at Malta. These authorities are as follows :-

(a) Aircraft Safety Centre, Malta, including the Radar Safety Centre.

(b) Aircraft Safety Centre, Sardinia.

(c) French Aircraft Safety Centre, North Africa.

Aircraft Safety Centre, Malta.

9. The Aircraft Safety Centre Malta, which is situated alongside Area Control Malta, plots aircraft flying under Area Control (flights of over 3000 miles non-stop) and is responsible for their safety within the total Malta area, as defined in para 2 above. It is responsible, in the event of such an aircraft being in distress, to ensure that action is taken to fix, guide and assist in every way possible the safe arrival of the aircraft at an aerodrome. In the event of such an aircraft ditching, or being suspected of ditching or crashing, the responsible authority of the area concerned as detailed in para 8 above, is to be alerted. Subsequent action is to be supervised and assistance to be given in the carrying out of the most prompt and efficient search and rescue possible with all available forces.

10. Aircraft Safety Centre, Malta is to maintain a close liaison with Naval Operations. All incidents regarding ditching, or suspected ditching are to be reported immediately, with the object of obtaining assistance through Naval

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

(c) British military and civil aircraft.

(d) Military and civil aircraft of foreign countries.

(e) Desert or Mountain rescue teams as organised by the military and civil authorities.

DISTRIBUTION

7. To allocate responsibility under A.O.C. Malta for Air Rescue and to detail the rescue action to be taken.

EXECUTION

General Instructions.

8. The Malta area of responsibility is divided into smaller areas, within each of which is centred an authority responsible for initiating search and rescue action under the overall co-ordinating direction of the Aircraft Safety Centre at Malta. These authorities are as follows :-

(a) Aircraft Safety Centre, Malta, including the Radar Safety Centre.

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(c) French Aircraft Safety Centre, North Africa.

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10. Aircraft Safety Centre, Malta is to maintain a close liaison with Naval Operations. All incidents regarding ditching, or suspected ditching are to be reported immediately, with the object of obtaining assistance through Naval channels.

Continued Page 3.

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11. In addition to the supervising and overall control exercised as above, which can be described as the function of Master Aircraft Safety Centre, the Senior Controller of A.S.C. Malta has a local responsibility for the safety of aircraft. Within the boundaries of the Malta Aircraft Safety area of responsibility he is responsible for planning the search for aircraft which have failed to arrive at their destination or are known or suspected to have ditched, and to pass them with all known relevant information by the most expeditious means to the operations rooms of the units being employed in the search. A.S.C. [illegible] must decide on the duration of the search in the event of the first search aircraft not making a sighting signal, and is responsible for passing to the forces employed to search all or any information which comes to hand which may affect the search in any way. On the completion of an operation the Senior Controller A.S.C. Malta will make a report in narrative form which, with the various reports from other forces taking part and his comments on them, will be submitted to Air Staff, Air Headquarters, Malta, for compilation of a report to higher authority.

12. Radar Safety Centre.

As a part of the A.S.C. Malta, and working in the closest liaison with it, is the Radar Safety Centre, situated in the R.C.C. at Hal Far. All round Radar cover of Malta is told into the R.S.C. and information of any aircraft known or suspected to be in distress within Radar range of Malta is to be passed to this centre by A.S.C. Malta. In the event of rescue being necessary within Radar range the operation will be controlled by R.S.C. who will despatch and control search aircraft and marine craft and inform Senior Controller A.S.C. Malta of action taken.

13. The only exception to the system of control as laid down in paragraph 11 above in the Malta A.S.C. area, will be when the Controller on duty in the Radar Safety Centre receives either a definite fix or a visual report on an aircraft ditching within a radius of 75 miles of Malta. He may then despatch or divert any Air Rescue or other aircraft immediately available and request A.S.C. Malta to arrange for the despatch of surface craft, at the same time passing details of all information which he has obtained and action which has been taken. A.S.C. Malta will then co-operate with R.S.C. and pass any information required by W/T to those forces operating which are out of V.H.F. contact with R.S.C.

French Aircraft Safety Organisation - North Africa.

14. Although the French Aircraft Safety Centre is not yet fully operational and the area is thus covered jointly by Sardinia and Malta, certain French forces within North Africa are available to assist in air rescue operations. The rescue and search organisation is centred at Rognin under the F.A.F. which is responsible for co-ordinating air rescue activities with the military and civil authorities. The French air rescue system is similar to that of the British, close liaison and co-operation having been established during the existence of A.S.C. North Africa. French authorities will take initial and immediate action in the event of any aircraft being in distress or being known or suspected to have ditched or crashed. French authorities may also request assistance from

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

search. A.S.C. [illegible] must decide [illegible] of the first person aircraft not making a sighting signal, and is responsible for passing to the forces employed on search all or any information which comes to hand which may affect the search in any way. On the completion of an operation the Senior Controller A.S.C. Malta, will make a report in narrative form which, with the various reports from other forces taking part and his comments on them, will be submitted to Air Staff, Air Headquarters, Malta, for compilation of a report to higher authority.

12. Radar Safety Centre.

As a part of the A.S.C. Malta, and working in the closest liaison with it, is the Radar Safety Centre, situated in the S.O.C. at Hal Far. All round Radar cover of Malta is told into the R.S.O. and information of any aircraft known or suspected to be in distress within Radar range of Malta is to be passed to this centre by A.S.C. Malta. In the event of rescue being necessary within Radar range the operation will be controlled by R.S.O. who will despatch and control rescue aircraft and marine craft and inform Senior Controller A.S.C. Malta of action taken.

13. The only exception to the system of control as laid down in paragraph 11 above in the Malta A.S.C. area, will be when the Controller on duty in the Radar Safety Centre receives either a definite fix or a visual report on an aircraft ditching within a radius of 75 miles of Malta. He may then despatch or divert any Air Rescue or other aircraft immediately available and request A.S.C. Malta to arrange for the despatch of surface craft, at the same time passing details of all information which he has obtained and action which has been taken. A.S.C. Malta will then co-operate with R.S.O. and pass any information required by W/T to those rescue operating which are out of V.H.F. contact with R.S.O.

French Aircraft Safety Organisation - North Africa.

14. Although the French Aircraft Safety Centre is not yet fully operational and the area is thus covered jointly by Sardinia and Malta, certain French forces within North Africa are available to assist in air rescue operations. The rescue and search organisation is centred at Algeria under the F.A.F. which is responsible for co-ordinating air rescue activities with the military and civil authorities. The French air rescue system is similar to that of the British, close liaison and co-operation having been established during the existence of A.S.C. North Africa. French authorities will take initial and immediate action in the event of any aircraft being in distress or being known or suspected to have ditched or crashed. French authorities may also request assistance from A.S.C. Malta. Details of all incidents concerning British aircraft are to be passed immediately to A.S.C. Malta. The address of the French Aircraft Safety organisation is :-

French Aircraft Safety Section, North Africa.

Continued Page 4.

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Page 4.

Channels of communication are laid down in Appendix "A".

Aircraft Safety Centre, Sardinia.

15. Aircraft Safety Centre Sardinia is situated on the airfield at Elmas and is responsible for aircraft safety within the boundary laid down by HQ/MED/ME. Initial and immediate action is to be taken in the event of an aircraft in the area of responsibility of this Centre being in distress or being known or suspected to have ditched or crashed. Units taking part in rescue operations are to have details as to the method of search to be employed issued to them by the most expeditious means. Any further information which might assist searching forces is to be passed to them immediately by the speediest available channels.

16. In the event of an incident occurring which necessitates immediate action by A.S.C. Sardinia, the C.O. of that unit is to take all necessary action without delay. A.S.C. Malta is to be informed of every incident by quickest possible means.

17. A close liaison is to be maintained with the Italian rescue organisation within Sardinia and other adjacent Aircraft Safety Centres and rescue organisations (J.A.T.C. Southern France, French Aircraft Safety Centre North Africa and C.I.V. Rome). It is also the duty of the Senior Controller to establish close liaison with the appropriate maritime authorities with the object of obtaining assistance of shipping for rescue purposes.

J.A.T.C. Southern France.

18. J.A.T.C. Southern France is not under the operational and administrative control of this Headquarters. However, in the event of any incidents occurring within the Malta area of responsibility coming to the notice of J.A.T.C. full information will be passed by the quickest means to A.S.C. Malta for action.

19. ACKNOWLEDGE.

Signed.....

Rank.....Group Captain.....

Appointment.....Senior Air Staff Officer.

DISTRIBUTION - see page 5.

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BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

DISTRIBUTION

External.

R.N.A.S. Station, Hal Far.	(1)	
R.A.F. Station, Luqa.	(1)	
No.38 Squadron.	(2)	
Fighter Aircraft Safety Centre, Malta.	(3)	
French Aircraft Safety Centre, North Africa (through E/Lt.Swale, No.351 M.U.).	(4)	
Aircraft Safety Centre, Sardinia.	(2)	(includes for I.A.F.).
Radar Safety Centre, Hal Far.	(1)	
J.A.S.T.C., Marseilles.	(4)	(includes for F.A.F.).
Marine Craft Unit, Malta.	(4)	(includes detachments).
No.73 Squadron.	(1)	

Internal

Headquarters, R.A.F., MED/AE.	(5)	
Air Headquarters, Italy.	(5)	
Headquarters, No.216 Group.	(1)	
F.A.L.S. Algiers.	(1)	
Aircraft Safety Centre, Southern Italy.	(1)	?
R.A.F.S. Med.(attention S.O. Air).	(2)	
Vice Admiral, Malta.	(1)	
S.O.(N.A.)S. Med.	(1)	

Internal

A.O.C.
S.A.S.O.
S.O.A.
/HR. I.
G.R. Controller.
Ops. Record Book. (5)
C.S.O.
C.N.O.
File: AHQ/5044/AER.

651

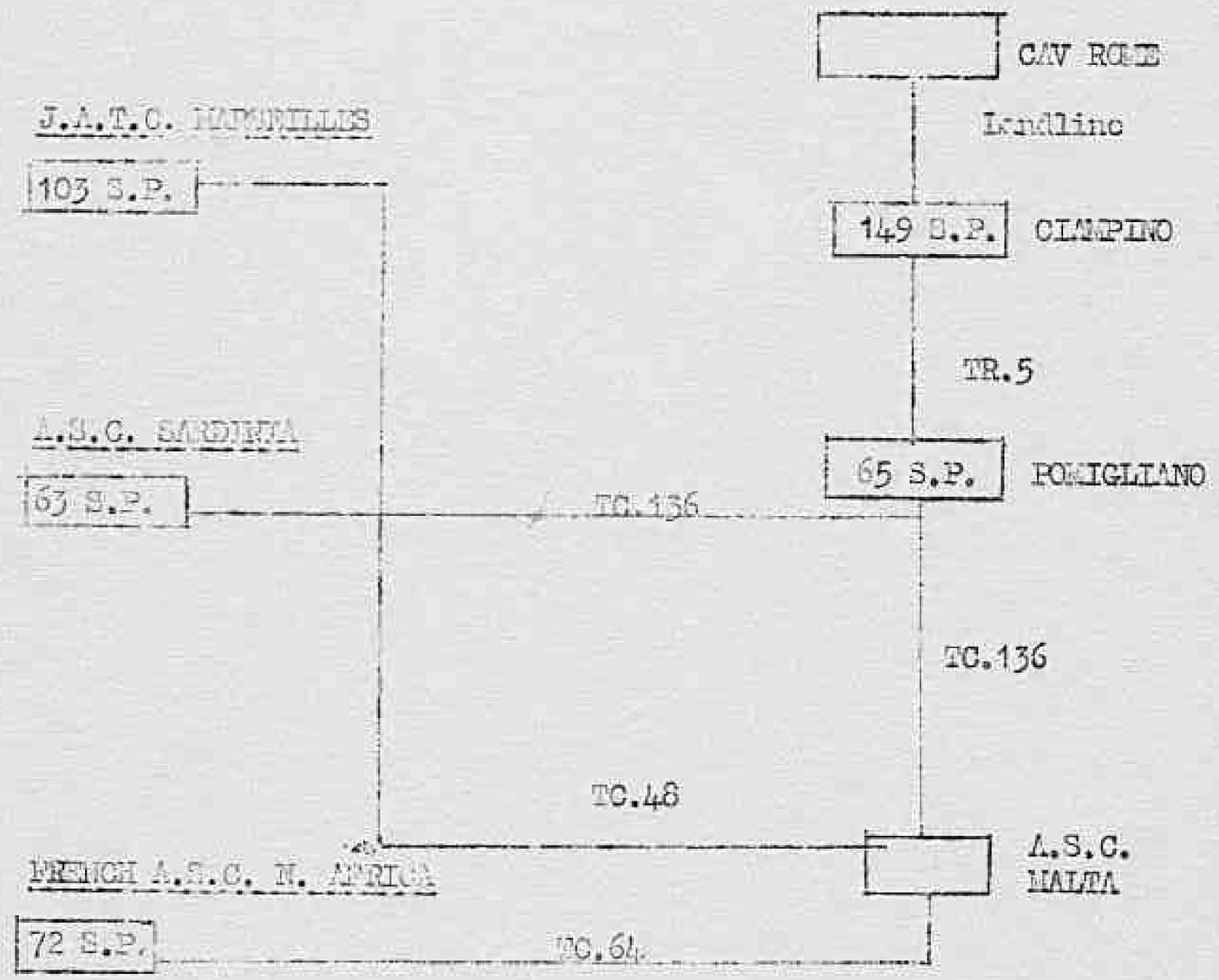
Declassified E.O. 12356 Section 3.3/NND No. 789017

APPENDIX "A"

TO

AIR HEADQUARTERS MALTA
OPERATIONAL ORDER NO. 3/46.

R.A.F. W/T CHANNELS INTER-CONNECTING AIRCRAFT SAFETY CENTRES.



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

104A

9 1100 MAY 1945

AIR FORCES SUB COMMISSION, A.C. MOSC.

A.F.S.C. TARAWA, C/O 52 SUB AREA, C.M.F.

UNCLASSIFIED

[illegible]

ADMIN/LW/2/ADR.

R. GARDNER W/LT.

R. GARDNER W/LT.

103A

C.A.V. BRINDISI

Distribution: A.HQ.ITALY
A.F.S.C. ROME
I.L.O. TARANTO
C.A.V. ROME

48/1/A102

Date:-6th May 1946

Ref:- Operations. I.

AIRCRAFT SAFETY.

Herewith operations report of C.A.V. Brindisi for period 15/4/46 to 6/5/46.

On 16/4/46 a French JUNKERS 52C/S102D in difficulties in the straights of Messina, owing to weather was homed to Capodichino in a very efficient manner by the D/F stations Brindisi and Naples working on 333K/C's.

On 24/4/46 an exercise, incorporating one aircraft from Brindisi, one aircraft and a High Speed Launch from Taranto and the three D/F Stations of Brindisi, Lecce and Foggia, was carried out.

The translation of the reports of this exercise are enclosed.

The main points to be gathered from the exercise were as follows:-
(i) Comunications on all frequencies were satisfactory and the homing of the H.S.L. to the dinghy was efficient.
(ii) The planning and control of the exercise which was done entirely by the Duty Officers of this Centre was carried out in a satisfactory manner.

On 26/4/46 The Italian navy asked for assistance in locating the position of a tug which was in distress in the Gulf of Taranto.
Weather conditions were very adverse as throughout the day the cloud base was never higher than 1,000' and visibility was poor. A Cant.506 which took off from Taranto at 0930B searched the area for 4 hours without success and owing to the state of the sea at Brindisi and the failure of the power system in Taranto it was impossible to launch any other aircraft.

At 14,20B a Mosquito on air test from Brindisi joined in the search and was controlled on 116'1 m/c with the aid of Brindisi Homer. A Cant.506 launched manually took off from Taranto at 1500B and was followed at 1520 by a Fiat R.S.14. The tug was finally sighted by this aircraft at 1652B.

At 1840B the destroyer Pellicano homed to the position by the two aircraft took the tug under tow and effected the rescue. Onee again the comunications on 5622 R/C and 333K/C were very good and the fixing was accurate. The controlling of the whole exercise was efficient and liaison between the C.A.V. and Seaplane Base was good.

On 3/5/46 a short exercise was staged to test how quickly an aircraft could be got airborne from Taranto. At 0938B Taranto was asked to scramble an aircraft and at 1003 a Cant. 506B was airborne.
This time was considered quite satisfactory. A test was made on 6500K/C and reception was found to be excellent. It is now felt that should the[illegible]

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

On 15/4/46 [illegible] straights of Messina, owing to weather was homed to Capodichino in a very efficient manner by the D/F stations Brindisi and Naples working on 333K/C's.

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At 14,20B a Mosquito on air test from Brindisi joined in the search and was controlled on 1161 m/c with the aid of Brindisi Homer. A Cant.506 launched manually took off from Taranto at 1500B and was followed at 1520 by a Fiat R.S.14. The tug was finally sighted by this aircraft at 1652B.

At 1840B the destroyer Pellicano homed to the position by the two aircraft took the tug under tow and effected the rescue. Onee again the comunications on 5622 R/C and 333K/C were very good and the fixing was accurate. The controlling of the whole exercise was efficient and liaison between the C.A.V. and Seaplane Base was good.

On 3/5/46 a short exercise was staged to test how quickly an aircraft could be got airborne from Taranto. At 0938B Taranto was asked to scramble an aircraft and at 1003 a Cant. 506B was airborne.
This time was considered quite satisfactory. A test was made on 6500K/C and reception was found to be excellent. It is now felt that should the necessity arise it would be possible to work efficiently with Malta on this frequency.

For efficient future operations the following points are suggested:
(1) That authority be requested to use fighter aircraft from Lecce for land searches or during an emergency. This suggestion is made after consultation with G/C OLLASON, and W/C CLIFT, R.A.F. LIAISON OFFICERS at Lecce and Taranto respectively.
(2) That, in view of the imminent disbandment of RAF Station Brindisi arrangements should be made to transfer to this office the telephone lines from that station to Naples Long Distance and Bari Long Distance.
(3) That every effort should be made to supply the establishment of three interpreters without delay. It is believed that this C.A.V. will shortly be responsible for issuing weather warnings.

Cont. page 2.

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It will then be essential to have interpreters to translate and trasmit these warnings as received from the Met. Office here.

Apart from these points it is thought that the C.A.V, is performing efficiently the duties for which it was formed.

F/Lt.
R.A.F. LIAISON,
Officer C.A.V. Brindisi.

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

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

AIRCRAFT SAFETY CENTRE.
BRINDISI.

Brindisi, 27th April, 1946.

H.Q. AIRCRAFT SAFETY CENTRE, ROME.

S/DR. CLIFT, TARANTO.

103 B

Prot. No.0016/CS Op./M.

SUBJECT:- STATEMENT ON THE A.S.R. EXERCISE CARRIED OUT ON THE 24TH INST.

Herewith Statement on the above A.S.R. Exercise carried out on the 24th April by this A.S.C. with Aircraft and R.A.F. from Taranto and Brindisi.

Enclosed, also, statement on this same exercise made by the Signals Officer.

(Sig.) IL CAPO CENTRO SOCCORSO
(Cap. Pilota Luca Angelo FRATI).

641

1434

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

S T A T E M E N T.

On the 24th April an A.S.R. Exercise was carried out as per Operational Instructions No.0001/C.S.Op./4 dated the 20/4/46.

Results :- The exercise had different results to those foreseen, since the Brindisi aircraft , having carried out the search in the area in adverse weather conditions (sea rough and strong S.E. winds) did not succeed in sighting the dingy neither in the foreseen time nor after.

Consequently the Taranto Aircraft, which had to take off after the dingy had been sighted, was instead ordered by phone, to take off and help the Brindisi aircraft in the search, which had positive results owing to the fact that at 1155 hours the aircraft (19 J F) had sighted the dingy.

The results obtained were different to ones forseen as the real scope of the exercise was for the aircraft to act as Radio beacon for the other aircraft and H.S.L.

Communications.

(Views on the 5.622 Kcs. wavelength). For the W/T link between H.S.L. and H.S.L. it was necessary for the launch to link with the W/T Station TARANTO who was attending by and communications between the two was most satisfactory, since the H.S.L. did not succeed in intercepting ILI.

The W/T link between aircraft 97 [illegible] A and ILI was most satisfactory (reciprocal receiving intensity 5/5 = 5).

The link between Aircraft 19 J F and ILI was satisfactory, ILI receiving intensity from 1/5 to 2/5.

The W/T link on this wavelength during the exercise, presented some difficulty during the first hours of the morning and midday.

(Views on the 375 Kcs. wavelength):- W/T link very satisfactory between ILI, [illegible] and Aircraft. The communications on this wavelength was very disturbed from casting transmission: we propose to shorten the wavelength to 375 Kcs.

IL CAPO DEL CENTRO ACCADEMIC.
(Cap.Pil. Luce Angelo PENTI).

Brindisi, 26th April 1946.

645

1433

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

STATEMENT OF A.S.R. EXERCISE CARRIED OUT ON THE 24TH APRIL, 46 BY H.S.L. 176 A.M.A. 10/21 R/S. TARANTO.

HOURS.

0630. H.S.L. leaves Seaplane Base Taranto so as to be able to reach pin point. A (40o 03' N - 17o 10' E) at 0830 hours as per Operational Instructions No.0705/Ops. dated 23rd April.

0634. I.C.W. tries to contact ILI on 3622 Kcs. No reply from ILI consequently contact R/T station Taranto.

0700. The H.S.L. is parallel to San Vito make for pin point A route 17o at 16 m/ph.

0829. Arrive at point A lowers dinghy in water.

0830. I.C.W. informs R/T station Taranto of the above make for point B route 2o at 16 m/ph.

0910. Arrive at point B and keep watch on 3625 Kcs.

0925. I.C.W. contact ILI and Seaplane c.x. 506 of 85 Squad. G/S 97 M A which left Brindisi.

0935. I.C.W. informs 97 M A to go to position B and then start search on point A.

1115. ILI instructs 97 M A to return to Brindisi. The search is being continued by Seaplane C.X. 506 of 82 Squad. G/B 19 J F which left Taranto at 1030 hours.

1155. 19 J F sights dinghy.

1202. ILI instructs I.C.W. for 19 J F to return to Taranto and switch over to 3622 Kcs.

1210. H.S.L. picks up dinghy.

1215. Make for S. Vito at 2o. at 21 m/ph.

1325. Arrive at Base.

Weather conditions. Sky-clear.
Sea-slight
Visibility-good.
Wind-N.W. 5/20 K.p.h.

OFFICER WHO PARTICIPATED IN SEARCH.
(S.Ldr. Ill. Walker DSO/DFC.)

Taranto, 25th April, 1946.

644

1436

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

C O M M U N I C.

On the 24th April an A.S.R. Exercise was carried out as per Operational Instructions No.COM/O.B. Op./1 dated the 24th April, 1946.

5622. Kcs. : The link on 5622 Kcs. between A.S.C. and H.S.L. was carried out through R/T station TARANTO while this station went in communication with ILI at about 0810 hours.

The aircraft 87 MA was quite ly in contact with ILI; signal strength 4/5.

Communications between Aircraft 19 J F and ILI was satisfact signal strength 2/3.

We point out that communications on the above wavelength between H.S.L. and ILI were difficult during the first hours of the morning.

385 Kcs. Communications were good and regular whether with H.S.L. or aircraft in flight . Communications on this wavelength is disturbed very much by Broadcasting transmission. We propose to shorten the wavelength to 375 Kcs.

IL CAPO CENTRO COMUNICAZIONI.
(Ten. A.A. F.n. Marcon FUGLIA).

Brindisi, 24th April, 1946.

643

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

REPORT ON THE A.S.R. EXERCISE CARRIED OUT ON 24TH APRIL.46.

Aircraft employed :- 1 Cant 506 No.5 of 139 Squad. with the following Crew:

1o Pilta	Magg.Pil. BARBIANELLI Felice.
2o Pilota	Ten.Col.Pil. MUCCCI Alberto.
Motorista	Sgt. M. ZENTILETTI Arnaldo
Marconista	Sgt. R.T. D'AGATO Marco.
Osservatore	Ten. Pil. Oss. MONACO Alberigo.

Aircraft Call Sign. :- 19 J F.
Frequency employed during the various phases of the exercise

Kcs. 335.
Kcs. 6500.
Kcs. 5622.

As per an Operational order No.00795 dated 23/4/46.

1030 :- Take off from Taranto and proceeded to Area 40o 06' 30o 24' N - 17o 07' 17o 24' E.
1038 :- In consultation with ELI on 362 Kcs., received instructions to proceed 40o 03' N 17o 18' E.
1050 :- Reached Area. Search started.
1105 :- ELI informs to switch over to 6500 Kcs and the continuation of search.
1155 :- Dinghy spotted.
1202 :- Informed to return back to Base, and to switch over to 5622 Kcs. to carry out a R/T Test with Brindisi.
1215 :- Alighted at Taranto.

Weather Conditions :- Sky : Clear.
Sea : Slight
Visibility : Good.
Wind : N.W. 30 - 35 Kms. N.E.
Search carried out as per instructions left done
No difficulties were accounted on R/T communications.

Pilot.
Magg. Pil. BARBIANELLI Felice.

642

REPORT ON THE A.S. EXERCISE CARRIED OUT ON THE 24TH APRIL, 1946.

Aircraft employed :- 1 Cant 506 with the following Crew :-

Pilot :- Ten.Pil. ROMIOA Emilio
2nd Pilot :- Serg. D'AMBROSIO Arcangelo.
W/T Operator :- Serg. CANTARELLI Domenico.
Observer :- Ten. Vasc. CASTELLETTI Gino.
Aircraft C/S :- 97 M.A.
Frequency employed during the various phases of the exercise:-
Kcs. 5622.
" " 385
" " 6500.
As per instructions received from A.S.C., Brindisi.

The Aircraft took off at 0850 Hours on the 24/4/46. and proceeded to the position in the prestablished area, included between the parallels 39o 35' 40o 05' N - 17o 05' 17o 34' E. in search of a Dingay which had been recently left adrift by an R.A.F.

From the time of take off until the time of arrival in the Area, the Aircraft was in touch with A.S.C. Brindisi on 5622 Kcs.

0905 :- Reached area, search started. Switched over to 385 Kcs. After searching the Area for about 1 Hour and 30 Min. we informed A.S.C. Brindisi that we had not succeeded in spoting the Dingay.
The A.S.C. orders the continuation of Search, and asks for our position.

0945:- Signaled position.

1005 :- Signaled A.S.C. the sighting of R.C.I. with which we are in communication on 385 Kcs.

1035:- Sighted in Area Taranto Aircraft which is carrying out the same Search.

1045:- The A.S.C. inquires our Position.

1100:- We try to contact Malta on 6500 Kcs. but the station is very disturbed, and are unable to maintain tuning

1115:- We switch over to 385 Kcs. and communicate to A.S.C. that we are on our way back.

CONSIDERATIONS

As a whole the exercise can be considered as successful. specially as regards various W/T links. The failure to spot the Dinghy, can be attributed to the particular condition of the Sea which have rendered the surch particularly difficult.

Attached Copy of Aircraft log. Sheet.

TEN.VASC. OBSERVER
Gino CASTELLETTI.

641

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

REPORT OF THE R.C.A.F. SEARCH FOR T.G. "PENTAGONE" 103c
CARRIED OUT ON THE 26TH, APRIL 1946

At 09,42 hours on the 26th April 1946, the Ops. Room of the Italian Seaplane Wing, Toronto informed this Aircraft Safety Center, that the Tug portocano of the Italian Navy had broken down in position 3942 Nord 1750 East owing to engine trouble, and is in a serious position owing to the rough conditions of the sea.

An aircraft from Toronto c/s 19 J F was immediately ordered to proceed to the above position and carry out the search which was rendered difficult owing the the adverse weather and rough conditions of the sea; simultaneously orders were issued for a "Brindisi Aircraft to stand by.

Aircraft 19 JF carried out the search for three hours and was unable to find the tug even though the exact position of the Tug was furnished; having a limited amount of petrol left and having communicated that it was in trouble, it was ordered to return to Base (1255 hours).

Owing to the unexpected difficulty in manoeuvering caused by heavy seas and strong wind, Brindisi Aircraft c/s A.S.A.S. which is standing by cannot be lowered in the water, therefore Toronto was ordered (1415 hours) to send a Cant 506 c/s A.S.A.R. and one RS. 14 c/s A.S.R. as soon as the electrical power to work to cranes is available to substitute the other Aircraft "PENTAGONE" meanwhile having sent repeated S.O.S.

The British Liaison Officer attached to the R.C.A.F. asked for a R.A.F. Dinguito to proceed to the position to continue search (1430 hrs.

After three unsuccessful hours of search, the Dinguito returned to Base while at 1652 hours a c/s A.S.A.S. communicated that the broken down Tug was sighted, the Aircraft was ordered to transmit R.D.F. signal on 333 Kcs. and to act as radio beacon for Aircraft A.S.A.S. and for Naval craft sent for the rescue of the Tug (C.T. ANTEO and Corvette PELLICO).

The position of the Aircraft (c/s A.S.A.S.) was obtained by the R.C.F. Station Brindisi whilst the Aircraft was circling the Tug and was communicated to the other Aircraft and Naval Units in the Area.

At 1830 hours the Aircraft (call sign A.S.A.S.) which spotted the Tug returned to Base owing to the limited amount of petrol remaining and was substituted as Radio beacon by the Aircraft (c/s A.S.A.R.) which in meanti e has sighted the Tug.

At 1840 hours the Italin Corvette "PELLICO" guided by the A.S. and after sighting the Aircraft, proceeded towards the Tug.

Aircraft call sign A.S.A.R. received instructions to return to Base while at 0910 the "PELLICO" communicated the Tug "PENTAGONE" was in tow.

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

3942 Nord 1730 East owing to engine trouble, and is in a desirable position owing to the rough conditions of the sea.

An aircraft from Taranto c/s 19 J F was immediately ordered to proceed to the above position and carry out the search which was rendered difficult owing the the adverse weather and rough conditions of the sea; simultaneously orders were issued for a "Brindisi Aircraft to stand by.

Aircraft 19 JF carried out the search for three hours and was unable to find the tug even though the exact position of the Tug was furnished; having a limited amount of petrol left and having communicated that it was in trouble, it was ordered to return to Base (1255 hours).

Owing to the unexpected difficulty in manoeuvering caused by heavy seas and strong wind, Brindisi Aircraft c/s A.S.A.T. which is standing by cannot be lowered in the water, therefore Taranto was ordered (1415 hours) to send a Cant 506 c/s A.S.A.R. and one Ro. 14 c/s A.S.A. as soon as the electrical power to work to crane is available to [illegible] substitute the other Aircraft " SCATTOLINI " meanwhile having sent repeated S.O.S.

The British Liaison Officer attached to the A.O.C. asked for a M.A.S. Mosquito to proceed to the spot on to continue search (1430 hrs).

After three unsuccessful hours of search, the Mosquito returned to Base while at 1652 hours a c/s A.S.A.R. communicated that the broken down Tug was sighted, the Aircraft was ordered to transit A.O.C. signal on 253 Kcs. and to act as radio beacon for Aircraft A.S.A.R. and for Naval craft sent for the rescue of the Tug (C.T. ANIETI and Corvette FABRICIO).

The position of the Aircraft (c/s A.S.A.R.) was obtained by the A.S.A. Station Brindisi whilst the Aircraft was circling the Tug and was communicated to the other Aircraft and Naval Units in the Area.

At 1830 hours the Aircraft (call sign A.S.A.R.) which spotted the Tug returned to Base owing to the limited amount of petrol remaining and was substituted as Radio beacon by the Aircraft (c/s A.S.A.R.) which in meantime has sighted the Tug.

At 1840 hours the Italian Corvette "FABRICIO" guided by the A.S.A. and after sighting the Aircraft, proceeded towards the Tug.

Aircraft call sign A.S.A.R. received instructions to return to Base while at 0910 the " FABRICIO " communicated the Tug "CENTAURO" was in tow.

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

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

102A.

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

TO : MEDITERRANEAN ALLIED AIR COMMITTEE, SECRETARIAT

DATE : 7TH MAY 1946

48/1/Air

ITALIAN AIR SEA RESCUE ORGANIZATION

Further to our letter of 2nd May 1946, two further copies of RAF Italy Operations Order No. 5/46 are enclosed for distribution to American controlled airfields.

A.H. ANDERSON F/L
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

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

101 A

LROF V LAEE NR 32
T . LRKD QVR 1

FROM AHQI 061605B
AFSC ROME
INFO CAV CENTO CELLE
DT

AR 436 UNCLASSIFIED 6TH MAY 1945
TO SUPPLEMENT ASR FACILITIES AND TO COVER PERIOD OF REARMAMENT FO
36 AND 621 SQUADRONS THE FOLLOWING HAS BEEN DECIDED
(A) HA 205 GROUP ARE TO MAINTAIN UNDER THEIR OWN ARRANGEMENTS
ONE SERVICEABLE LANCASTER ON STANDBY FROM DAWN TO DUSK EACH
DAY AT 30 MINUTES NOTICE WITH EFFECT FROM MAY 4TH .
(B) THE AIRCRAFT IS TO HAVE SUFFICIENT FLYING HOURS AVAILABLE
TO COVER A PROTRACTED SEARCH AND IS TO BE FITTED WITH LINDHOLME
RESCUE EQUIPMENT .

(C) IN THE CASE OF A PROTRACTED SEARCH FURTHER AIRCRAFT MY BE
REQUIRED .
(D) DUTY AIRCRAFT WILL BE ALLOTTED BY 205 GROUP OPERATIONS
ROOM ON INSTRUCTION FROM A S C EGYPT OR A S C MALTA
ET 061605B
SENT EF KKK

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

0106 A

Office of the Flag Officer,
Liaison, Italy,
ROME.

2nd May, 1946.

No. F.O.L.I. 880/1.

THE AIR FORCES SUB COMMISSION,
ALLIED COMMISSION.

ITALIAN AIR-SEA RESCUE ORGANISATION.

The Italian Ministry of Marine's proposals on the above subject are forwarded herewith. Your letter No. AFSC/48/1/AIR, dated 23rd March, 1946, refers.

789

AIR FORCES SUB-COMMISSION 6/5 N. 23 REGISTERY ROOM 48/1/a. ALLIED COMMISSION

for REAR ADMIRAL.

Enclosure :-
Translation of Ministry of Marine's letter
No. 21060, dated 13th April, 1946.

7/5/46 Observers have not yet been landed in Albania. Should the opportunity arise, the Air Force Officer is to make every effort to establish contact with the Partisans who could actually organise a landing. Have not yet been successful.

637

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

1008

From: MINISTRY OF MARINE (Secretariat)
To : AIR FORCES SUB COMMISSION - par - M.C.I.I.
and for Info.: Chief of Staff of the Italian Royal Air Forces - Rome
Date: 13th April 1946
Ref.: 21060

Subject: Re-organisation of air-sea rescue services

Reference Air Forces Sub Commission's letter AF3C/40/1/AIR dated 1st April 1946 and Chief of Staff of the I.R.A.F.'s letter No.101393/C dated 2nd April 1946.

1. Owing to the scarcity of available light craft and having regard to work still outstanding, the I.R.N. regrets that it cannot place naval units at the complete disposal of the air rescue service, in the ports, and with the facilities requested.

2. You are, nevertheless, informed :

a) that it will be possible to have available in the near future a torpedo-boat at La Spezia, and one at Taranto ready to sail at 3 hours notice in co-operation with this service.

b) that the motor-torpedo-boats transferred to Venice and Brindisi will be able to co-operate in fine weather and for short distances with this service. It will also be possible in future to have others at La Spezia and eventually at Taranto.

c) that as soon as these proposals are agreed with, this Chief of Staff will transmit orders to the Commander-in-Chief, that all available light craft are to be used in the rescue service, when required.

3. Apart from the organisation of a proper rescue service with naval craft, you are informed that outlying Commands of the I.R.N. will now co-operate with all available means, when human life is threatened, in rescues at sea, according to the regulations and areas under their control.

4. In accordance with the decisions taken at the meeting on 22nd March 1946 at the Air Forces Sub Commission, the Heads of the radio-communications services of the I.R.N. and I.R.A.F. have agreed :

a) to carry out tests for efficiency in liaison, through the present available system, between the C.A.V. and the corresponding R.T. centres of the I.R.N. so as to determine the degree of efficiency with which the above systems are able to co-operate rapidly and reliably.

b) to study the necessary measures to be taken to provide as soon as possible direct liaison between the C.A.V. and the R.T. centres of the I.R.N.

for CHIEF OF STAFF

FLAG OFFICER LIAISON ITALY
24 APR 1946
No. 10336/880
ROME

MM/P.
25

[4 4]

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

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

TO : ITALIAN AIR MINISTRY

DATE : END MAY 1946

REF : AFSC/68/1/AIR

AIRCRAFT SAFETY CENTRE - NORTHERN ITALY

For your information, two copies of AIG RAF ITALY Operations Order No. 3/46, are enclosed.

A.H. ANDERSON, F/L
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

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

98A

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

TO : M.A.A.C. SECRETARIAT

DATE : END MAY 1946

REF : AFSC/46/1/AIR

ITALIAN AIR SEA RESCUE ORGANISATION

Copy of RAF Italy Operations Order No. 3/46 is enclosed. It is suggested that the information contained therein will be of interest to American controlled Airfields and that you may wish to disseminate it through the proper channels.

A.H. ANDERSON F/L
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

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

97A

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

TO : AHQ R.A.F. ITALY

DATE : 1ST MAY 1946

REF : AFSC/48/1/AIR

Receipt is acknowledged of Operations Order No. 3/46 reference AHQ/I/450/AIR.

2. 2 copies have been forwarded to the Italian Air Ministry and one to MAAC Secretariat for dissemination to American controlled Airfields.

A.H. ANDERSON F/L
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

sgd n/s

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

F. 4 96A

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

TO : ANCI RAF ITALY

DATE : 2ND MAY 1946

REF : AFSC/48/1/AIR — File

ANCI OPERATIONS ORDER NO. 3/46

It would be appreciated if three further copies of the above order could be forwarded to this Sub-Commission as soon as possible.

A.H. ANDERSON F/L
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

For distribution when received:—
2 copies HQAC Secretariat
1 copy C.S.O.

} Received 7/5/46.
Distributed

Sy 11/5

632

1449

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

95A

FILE COPY

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

TO : AHQ ITALY
(Copies to: O/C TARANTO DETACHMENT AFSC
ITALIAN AIR MINISTRY)

DATE : 30TH APRIL 1946

ITALIAN CONTROLLED AIR SEA RESCUE

The third ASR exercise was carried out on the 25th inst. from CAV Rome under my surveillance.

2. The attached report and contributing remarks was prepared by the Duty Officer (Tenente Silla) who acted throughout the exercise in a most capable manner. The Operations room control of the exercise was entirely satisfactory and there is little to add to the remarks included by the Officer in his report. It was suggested that the weakness in the aircraft transmissions during the first stage of the trip was due to some defect with (or non use of) the trailing aerial, which was afterwards corrected.

3. It is now suggested that the regular staging and organization of ASR exercises (on a basis of 2 or 3 per month) should become part of the normal duties of the CAV Officers, and that instruction to such effect should be presently issued to the CAV's by the Italian Air Ministry.

A.H. Anderson

A.H. ANDERSON F/L
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

631

1450

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

On the 25th of April 1946, further to instructions received from F/Lt. ANDERSON, R.A.F. Liaison Officer with the S.C.A.C., a rescue training exercise was carried out under the instructions of the Officer in charge of the Central Flying Assistance Section, Tenente A.A.r.s. Domenico SILLA.

The geographical points chosen for the exercise were: 41° 20' N.: 42° 00' E. = 11° 40'N.; 11° 00' E. Resulting from the instructions issued, the following was carried out:

At 15.10 hrs. - The Flying Assistance Section at Vigna di Valle was instructed to send off a rescue aeroplane for the above mission;

At 15.20 hrs. - The D.F. Station at Centocelle was instructed to operate and warn the Pisa, Naples, Elmas (Cagliari) and Frosinone D.F. Stations;

At 15.30 hrs. - Vigna di Valle was requested to supply ~~by R/T~~ the rescue aeroplane callsign: 37 ZC;

At 15.35 hrs. - The callsign was passed on to the D.F. Stations;

At 15.05 hrs. - Col. RISALITI at Vigna di Valle informs Cpt. COTARUCCI at HQ. that the aircraft took off at 15.50 hrs. with route 210° South-South-West;

At 16.10 hrs. - Vigna di Valle informs that the aircraft has been calling for the past ten minutes without receiving any reply from No. 2 Service. Apart from the rescue operator on R/T operator was also placed on duty, but the aircraft does not hear the contact signals nor are the aircraft signals heard. Evidently the aircraft has badly tuned its short wave set (5622.5 Kc/s);

At 16.18 hrs. - The Centocelle D.F. Station contacts the rescue aircraft on the 900 m. band (333 Kc/s);

At 16.20 hrs. - In order to improve the experiment the rescue aircraft is instructed through the local D.F. ~~to~~ switch over to short wave band (5622.5 Kc/s) between the 1st and 2nd contact points laid down.

1451

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

At 16.25 hrs. - The first contact is made: Centocelle 210° S.E.C., Naples 277° O.N.O., Cagliari 48° S.E.E.; Pisa and Grosinone are unable to contact the aircraft. Position: 41° 10' N. 11° 47' E.;

At 16.30 hrs. - The second contact is made: Centocelle 222° S.E.C., Naples 279° O.N.O., Cagliari 49° S.E.E.; Pisa and Grosinone still no contact made. Position: 41° 10' N., 11° 47' E.;

At 16.35 hrs. - rescue aircraft is instructed through C.T. to proceed to the second contact point laid down (41° 10' N., 11° 00' E.) and switch over to short wave band (3622 Kc/s);

At 16.45 hrs. - The aircraft effects the normal radio contact with the Central Flying Assistance Section;

At 16.50 hrs. - The rescue aircraft supplies the weather condition: cloud at 100 m.; high winds 20 Km. N.E.;

At 17.00 hrs. - The rescue aircraft reaches the contact point laid down and switches over to the 900 m. band (333 Kc/s);

At 17.17 hrs. - The first contact is made: Centocelle 261° O.N.O., Cagliari 35° N.E.E., Naples, Pisa and Grosinone no contact made. Position: 41° 10' N., 11° 20' E.;

At 17.25 hrs. - The second contact is made: Centocelle 262° O.N.O., Cagliari 36° N.E.E., Pisa 166° S.E.E., Naples 280° O.N.O., Grosinone still unable to effect contact. Position 41° 10' N., 11° 15' E.;

At 17.30 hrs. - The aircraft is instructed to return to base, Vigna di Valle, switching over to short wave band (6220 Kc/s.);

At 17.44 hrs. - Aircraft callsign 37 .C. informs that he intends to arrive at 18.10 hrs.

At 17.50 hrs. - The aircraft approaches for landing.

At 18.02 hrs. - The rescue aircraft prepares for mooring. The exercise is completed.

62H. -

1452

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

RESULTS OF THE FLYING EXERCISE.

a) Contact was made only by 3 D.F. stations, two of which run in a parallel line (Centocelle and Naples) and the other is far too distant to effect correct bearings (Cagliari); Pisa came into operation during the last phases and Frosinone was not heard at all.

b) The radio installed in the rescue aircraft is too weak as not perfectly balanced.

The flight was carried out during normal weather conditions as detailed above by the rescue aircraft.

Flying Assistance from the Central Flying Assistance Station, was very good, as were the contacts made by the D.F. stations.

The direct communications with Vigna di Valle were good.

947

AHQI/450/Air.

A.H.Q., R.A.F. ITALY OPERATIONS ORDER NO. 3/46.

29th April, 1946.

REFERENCES: A.H.Q.I. SIGNAL AF.849 DATED 24TH APRIL, 1946.

INFORMATION

1. Following the closing of A.S.C., S.ITALY, and the handing over of control to the I.A.F. rescue system, it is now planned to similarly withdraw A.S.C., N. ITALY.

INTENTION

2. To hand over to the I.A.F. C.A.V., ROME (CENTO CELLE) the A.S.R. control previously held by A.S.C., Northern Italy. The C.A.V. at Rome will have direct control of further C.A.Vs at VENICE and MILAN.

EXECUTION

3. With effect from 23.59 B. hours 7th May, 1946, the A.S.C. Northern Italy will hand over A.S.C. control of its area to the C.A.V. at Rome. A.S.C. Northern Italy will cease to function as from this time.

AIR SEA RESCUE FORCES.

4. Air Rescue forces available to and under the control of Rome will be those aircraft based at TARANTO, BRINDISI, VIGNA DI VALLE, LA SPEZIA and VENICE.

5. At present, no marine craft are available for Air Sea Rescue work, but it is still hoped to obtain permission to supply the I.A.F. with launches previously used by British A.S.R. Units.

ADMINISTRATIVE INSTRUCTIONS.

6. Administrative Instructions will be issued separately and will be addressed only to A.S.C., Northern Italy.

INTERCOMMUNICATIONS

7. A Signals Instruction "Signals Arrangements to implement the transfer of A.S.R. Operations in Italy from the R.A.F. to the I.A.F., Phase 2" is issued as an appendix to this order. This covers both W/T and land-line communication.

ACKNOWLEDGE

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

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ACKNOWLEDGE

2 copies sent 9 Jan. 1 to Air Office Cae.

WING COMMANDER,
SENIOR AIR STAFF OFFICER,
AIR HEADQUARTERS, R.A.F., ITALY.

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6.

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

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APPENDIX "A" TO AHQ. RAF. ITALY.

OPERATIONAL ORDER NO. 3 /1946.

SIGNALS ARRANGEMENTS TO IMPLEMENT THE TRANSFER OF AIR SEA RESCUE OPERATIONS IN ITALY FROM THE RAF. TO THE I.A.F. PHASE 2.

1. Further to Appendix "A" of AHQ. RAF. Operational Order No.2/1946, which detailed the communications changes to take place with the closing down of the Aircraft Safety Centre Southern Italy, it is now necessary to detail the changes which will take place concurrent with the closing of Aircraft Safety Centre Northern Italy.

2. The changes to become effective at 2359B 7th May 1946 in respect of landline, W/T communications (including the HF. and VHF D/F facilities) are as follows :-

(A) Landlines.

(i) Circuit changes will be effected to provide the circuits as shown at Diagram 1.

(B) W/T Communications Ground.

(i) A.S.C. Northern Italy will cease to operate on W/T channel TC66. .

(ii) W/T channel MED.1008 will be operated on a restricted basis from 0900B to 1800B at periods between the AHQ.RAF.Italy W/T Broadcast Schedule until 24 hours before the with drawal of ASC. North Italy . rear Party.

(iii) The AHQ.RAF.Italy Broadcast Schedule Transmissions will continue to be received until ASC. North Italy Signals office closes.

(iv) Any outstanding Traffic concerning Aircraft Safety is to be cleared to Ciampino for information of the C.A.V. Rome before A.S.C. North Italy close on TC.66.

(C) W/T Air/Ground Channels.

(i) Facilities for operation of channel 6500/3805 Kc/s are to close. The I.A.F. C.A.V's at Milan and Venice will operate their aircraft on 5622.5 Kc/s. C.A.V. Rome will monitor 5622.5 Kc/s and assume control when necessary.

(ii) In the main any fixes required by the I.A.F. A/C will be determined using 333 Kc/s, but the RAF HF D/F Stations on 4574/3105 Kc/s are available to I.A.F. ASR. Aircraft if required for navigational assistance.

(D) HF D/F STATION BOLOGNA.

(i) This station will cease operating on 4575/3105 Kc/s with the ASC.

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

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X (D) HF D/F STATION BOLOGNA.

(i) This station will cease operating on 4575/3105 Kc/s with the ASC. Due notice of its closing is to be promulagated to all concerned by the ASC.

(ii) The station is to be placed on a care and maintenance basis.

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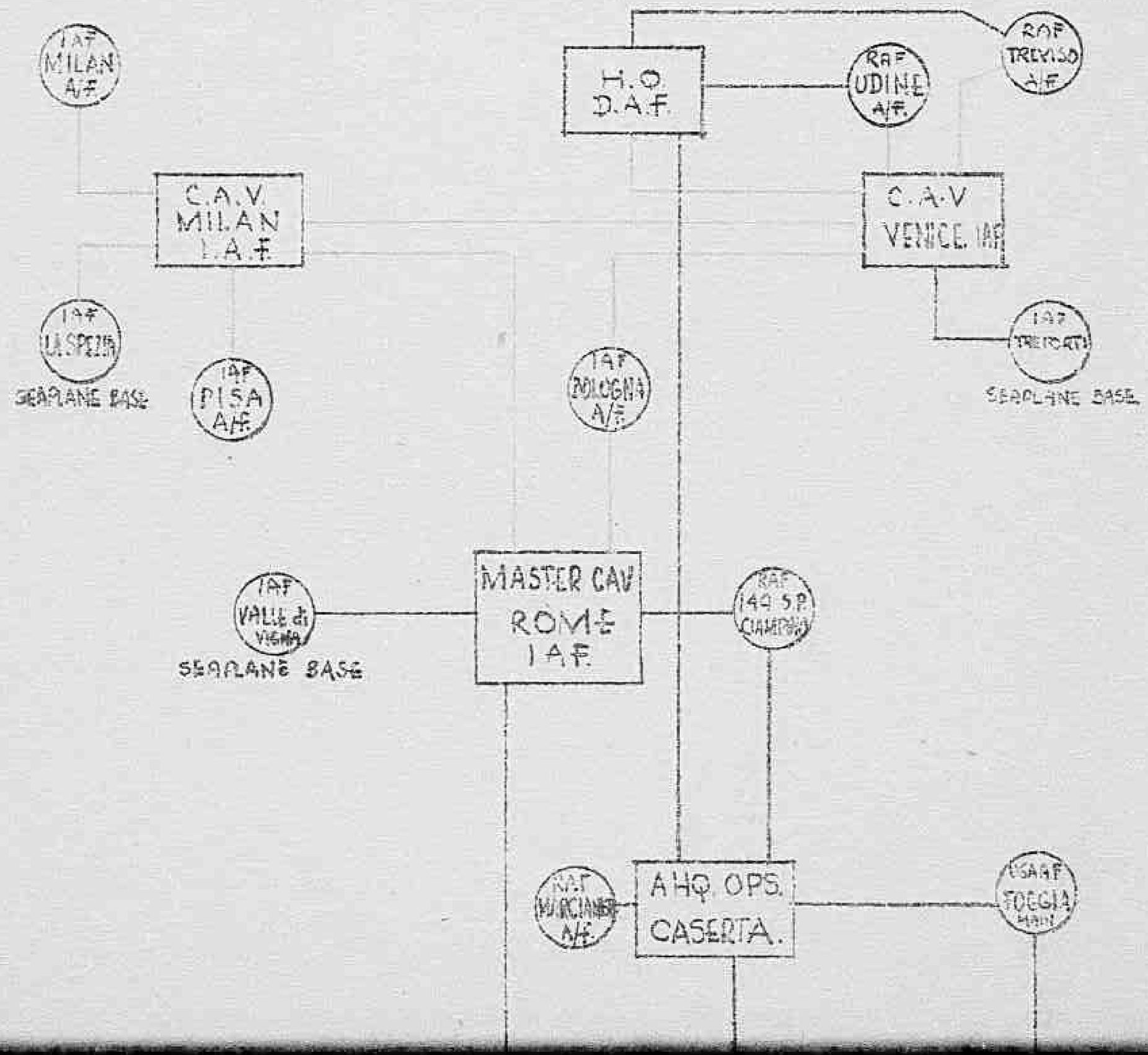
X (E) VHF D/F. STATION.

(i) This station will cease operating on 116.1 Mc/s with the ASC. The station is to be dismantled, the equipment and vehicle to be overhauled, and, made ready for return to the Signals Vehicle Pool.

Instructions for the dismantling and disposal of the Signals equipment of A.S.C. North Italy are being issued under separate cover.

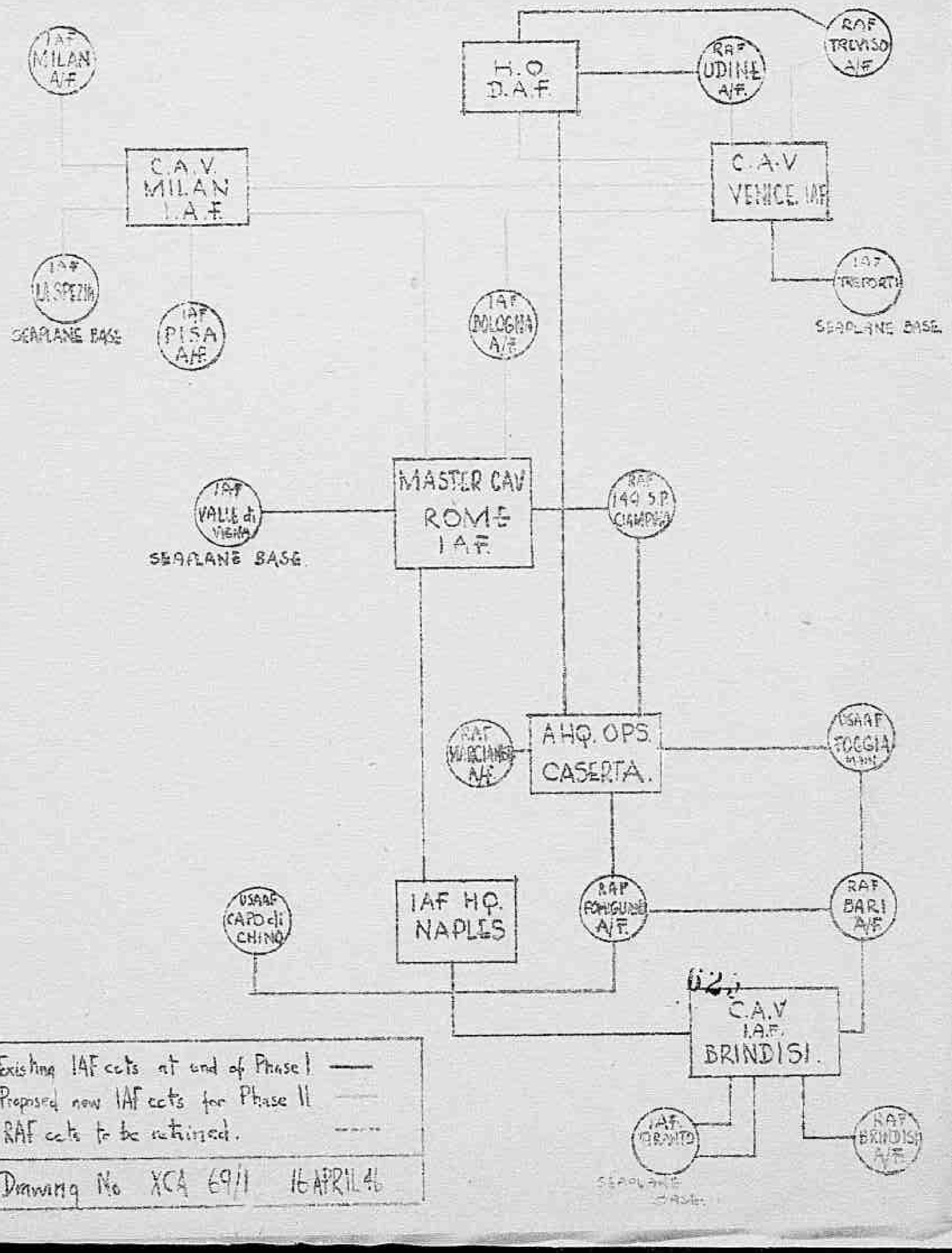
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PHASE II PROPOSED LANDLINE LAYOUT AFTER CLOSE OF A.S.C. NORTH ITALY & TRANSFER of AIR SERVICE to ITALIAN AIR FORCE.



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

ITALIAN AIR FORCE.



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

93A.

From: Air Headquarters, RAF., ITALY.

To: See Distribution list below.

Date: 23rd April, 1946.

Ref: AHQI/400/Air.

AIR SEA RESCUE ORGANISATION IN ITALY.

GENERAL:

With the withdrawal of RAF Air Sea Rescue units from Italy, arrangements have been made for the I.A.F. to provide a similar system of rescue facilities.

The I.A.F. system follows very closely the original British scheme. I.A.F. officers have for some time been employed on liaison duty in the R.A.F. Aircraft Safety Centres to give them full opportunity of studying the system. Conversely, R.A.F. officers from the disbanded A.S.Cs will be employed as liaison officers with the I.A.F. during the early stages of the change in control.

The change of control is being effected in two stages, i.e., the area previously controlled by A.S.C. Southern Italy was handed over on the 15th April, and that controlled by A.S.C. Northern Italy will be handed over on 7th May.

ORGANISATION OF ITALIAN A.S.R. FACILITIES.

Italian A.S.R. facilities are controlled by a central unit called a "Centrali Assistenza del Volo" - (CAV) at Centocelle, Rome. Subordinate CAVs are established at Brindisi, Venice and Milan. These CAVs are connected by land line and W/T for communication purposes.

They fulfil exactly the duties of the S.C's in that they collect and supply all airfield information, Met., etc., and are responsible for rescue action to be taken when an aircraft is overdue.

Further C.A.Vs will be established at Augusta and Cagliari. This will allow a greater area to be covered by the rescue facilities, and will augment the present facilities available from A.S.C., Malta for coverage of Sicily and Sardinia.

AIR RESCUE FORCES AVAILABLE:

The I.A.F. have established bases for rescue aircraft at Vigna di Valle (Rome), Brindisi, Taranto, Venice and La Spezia. Further bases are to be situated at Elmas and Augusta to help cover the Sicily and Sardinia area.

At present, no suitable marine craft are available for rescue purposes. It has been suggested, and the I.A.F. have applied through the appropriate channels, that the A.S.L's previously used by R.A.F. A.S.R.Us be supplied to the I.A.F. in order that a marine craft rescue system may be available. At present, these A.S.Ls are under orders to be ferried to Fanara as crews are available.

The Italian Navy are liaising with the I.A.F. to produce a system whereby naval craft may be utilised, but it is doubtful that any reliable

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At present, no suitable marine craft are available for rescue purposes. It has been suggested, and the I.A.F. have applied through the appropriate channels, that the A.3.Is previously used by R.A.F. A.S.R.Us be supplied to the I.A.F. in order that a marine craft rescue system may be available. At present, these A.3.Is are under orders to be ferried to Fanara as crews are available.

The Italian Navy are liaising with the I.A.F. to produce a system whereby naval craft may be utilised, but it is doubtful that any reliable system can be evolved owing to the present limited craft available. No R.N. British craft are available to institute a system.

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USE OF ITALIAN RESCUE SYSTEM BY ALLIED AIRCRAFT.

Allied airfields in Italy are connected to the C.A.Vs by land line or by existing W/T channels through R.A.F. Ciampino. The latter has a direct land line to C.A.V. Rome, and all messages are addressed "Ciampino for C.A.V. Rome," so that they may be passed direct to C.A.V. upon receipt. In all cases, English speaking personnel are available at the C.A.Ws to take incoming messages from Allied Forces.

contd/.....

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Serviceability etc., of Allied airfields is passed direct to the C.A.V., and the I.A.F. have a very reliable system operating to cover serviceability, met etc., of their own airfields. Thus the C.A.V. can supply information on request for any airfield in Italy.

When an Allied aircraft is overdue, it is the duty of the station of destination to inform the C.A.V. by the quickest means available. The C.A.V. can then take the necessary action to circulate airfields for news, and put into action the rescue system. The C.A.V. executes complete control of all rescue work.

SIGNALS ARRANGEMENTS.

A watch on the R.A.F. Mediterranean MF/DF distress channel 4575 kcs has been opened at Ciampino in order to prevent undue delay in the transmission of distress calls intercepted. All bearings received on the MF fixing triangle of Bologna, Bari and Pomigliano are passed to Ciampino on this frequency. W/T Station at Ciampino then passes the bearings to C.A.V. Rome.

The I.A.F. have a comprehensive network of MF/DF stations listening on the International Distress Frequency 333 kcs., The MF/DF station or Cento Celle (CAV Rome) is able to triangulate bearings taken on aircraft transmissions and to pass the bearings or fixes to the CAV by land line.

Where land line communication is poor, or non-existent, such as between CAV Rome and Allied A.S.C.'s still operating; communication will be by W/T using current Transport Command channels.

S/Ldr.

for Air Commodore,
Senior Air Staff Officer,
A.H.Q. R.A.F. ITALY.

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924

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

TO : ITALIAN AIR MINISTRY.

REF. : AFSC/48/1/AIR.

DATE : 25TH APRIL, 1946.

Enclosed is a report on the 2nd A.S.R. exercise controlled from the C.A.V. Rome.

2. In view of the unsatisfactory conclusions reached it is intended to restage the exercise as soon as possible.

Report on Air Sea Rescue exercise scheduled to take place on 18th April. (The 2nd under control of C.A.V. Rome.) :-

An exercise was planned to test communications and afford Navigational practice to crews from Vigna di Valle seaplane Base. The general scheme was to have a Cant 506 airborn and proceed to a point A where he was to check his position by fixes obtained on 333 Kcs and proceed to search. It was then to be assumed that area of search was shifted to a point B due to drift, whether the aircraft was to be diverted, to recommence search. After Fixing his second position satisfactorily the aircraft was to return to Base. Prior notice of this exercise was not given.

The details of the exercise are given chronologically:-

15.00 hrs. Instructed Duty Officer to warn Base standby.

1505 Advised D.O. of position A 41°40N, 1120E. D.O. had apparently no direct communication with seaplane base and after much delay he contacted them via Rome Auto exchange. The aircraft was instructed to take off.

15.10 Call from Col. Corsini (Italian Air Ministry) requested that the aircraft be not requested to alight on sea due to rough weather and small number of aircraft at present available. Agreed.

15.45 The D.O. is still trying to contact seaplane base to ascertain whether aircraft is yet airborn. Line continuously engaged and priority request impossible due to dialling system. This continued at intervals until 16.20 unsuccessfully.

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

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15.45 The D.O. is still trying to contact seaplane base to ascertain whether aircraft is yet airborn. Line continuously engaged and priority request impossible due to dialling system. This continued at intervals until 16.20 unsuccessfully.

16.20 Centocelle HF/DF report contact with aircraft on 333 Kcs. He has been unable to receive us on 5622.5. He is in position A - requests fix instructions. HF/DF say no bearings can be obtained from Cagliari, Pisa, or

16.25 Naples who are listening out. Reception poor at Centocelle but their bearing passes directly through position A. Asked aircraft to give time at which airborn. (Says 15.45 hrs).

sgs 26/4. WdL 29/4 62?

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

Communication with aircraft difficult and trouble apparently due to electrical disturbances which are increasing. Weather deteriorating due to thundery conditions. In view of this the D.O. was instructed to cancel exercise and aircraft to return to Base.

17.15 Aircraft back at base.

Conclusions:- It was subsequently discovered that the direct line from the C.A.V. to the seaplane is controlled by a switch in another part of the building and the phone was apparently in use at the time by the Meteorological Office. The Duty Officer had no knowledge of this switch and it has been recommended that it be moved into the Ops Room in order to give the Ops Room pricrity and control over the line.

The difficulty with radio communication seems to have been entirely due to atmospheric disturbances in the area.

A.H. Anderson F/L

A.H. ANDERSON, F/LT.
FOR AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION

Copies to: A.S.O., A.M.S.I.
C.S.O., A.F.S.C.
O.C., Taranto A.F.S.C. Detachment.

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

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DIRECTOR
AIR FORCE SUB COMMISSION

Copies to: A.S.C., A.H.Q.I.
C.S.C., A.F.S.C.
O.C., Taranto A.F.S.C. Detachment.

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914

From : - Headquarters No. 249 Wing., R.A.F., C.M.F.

To : - Air Force Sub-Commission,
Allied Commission, Rome.
(Attention Major Sass.)

Date : - 19th April, 1946.

Ref. : - 249W/142/1/Air Traff.

AFSC/48/1/2

R.A.F. AND B.O.A.C. SCHEDULED SERVICES IN THE MEDITERRANEAN

With refernce to the telephone conversation of today, the following are the scheduled R.A.F. Transport Services operating in or through the area 9° - 16°E and 37° - 42°N. There are a number of B.O.A.C. services also operating, and these have been included.

2.

SERVICE.	ROUTE.	WEEKLY FREQUENCY EACH WAY.
311/2	Naples - Bari.	4
313/4	Naples - Malta.	1
331/2	Naples - Malta - etc.	7
321/2	Bari - Naples - Rome- etc.	1
323/4	Naples - Rome - etc.	4
336/7	Malta - Tunis - etc.	2
446/5	Bari - Naples - Elmas - etc.	5
NWA.	U.K. - Marseilles-Naples-Athens.	2
U.P.N.	U.K. - Paris - Naples.	4
U.R.A.	U.K.-Marseilles-Rome-Athens.	4
U.N.C.	U.K. -Marseilles - Naples.	7
U.N.C.F.	U.K. - Marseilles - Naples.	4
U.C.	U.K. - Tripoli - etc.	7
U.I.C.	U.K. - Tripoli - etc.	7
U.I.Y.	U.K. - Tripoli - etc.	5
U.K.T.	U.K. - Tripoli - etc.	6
U.L.	U.K. - Tripoli - etc.	6
U.L.	U.K. - Marseilles - Malta.	3
M.A.A.	U.K. - Rome - Naples - Athens.	7

B. O. A. C.

I.J.	U.K. - Malta - etc.	2
I.F.	U.K. - Marseilles - Augusta - etc.	2
9 F.	U.K. - Malta - etc.	2
13 F.	U.K. - Marseilles - Augusta - etc.	3
29 M.	U.K. - Marseilles - Malta - etc.	7

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

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446/5	Bari - Naples - Elmas - etc.	5
NWA.	U.K. - Marseilles-Naples-Athens.	2
U.P.N.	U.K. - Paris - Naples.	4
U.R.A.	U.K.-Marseilles-Rome-Athens.	4
U.N.C.	U.K. -Marseilles - Naples.	7
U.N.C.E.	U.K. - Marseilles - Naples.	4
U.C.	U.K. - Tripoli - etc.	7
U.I.C.	U.K. - Tripoli - etc.	7
U.I.Y.	U.K. - Tripoli - etc.	5
U.K.T.	U.K. - Tripoli - etc.	6
U.M.	U.K. - Tripoli - etc.	6
U.L.	U.K. - Marseilles - Malta.	3
M.A.A.	U.K. - Rome - Naples - Athens.	7

B. O. A. C.

I.J.	U.K. - Malta - etc.	2
I.F.	U.K. - Marseilles - Augusta - etc.	2
9 F.	U.K. - Malta - etc.	2
13 F.	U.K. - Marseilles - Augusta - etc.	3
29 K.	U.K. - Marseilles - Malta - etc.	7

621 for (H.V. BRIGGS S/LDR.)
Group Captain Commanding,
Headquarters No. 249 Wing,
ROYAL AIR FORCE C.M.F.

Copies of this letter sent to Flt Lt Wright for [illegible] (2) of Toronto Establishment CAV Controller CAV Brindisi

HVB/HL.
ENCL.

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

90A

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

To :- Distribution as below.

Date :- 19th April, 1946.

Ref :- AHQI/450/Air.

85A

AIR SEA RESCUE - ORGANISATION IN ITALY.

Due to shortage of personnel it has been found impossible to carry out the plan laid down in this Headquarters letter AHQI/450/Air. of 9th April, for establishing "Main Flying Control" sections at Udine and Ciampino.

2. It is therefore necessary to return to the original arrangements as promulgated in A.H.Q. Italy Operations Order 2/46. 85A.

3. When an aircraft is overdue, it is the duty of the destination airfield to inform CAV Rome by land line on existing W/T channels. The method of communication is shown as an appendix to A.H.Q. Italy Operations Order 2/46. When passing information by signal via Ciampino, all stations are to ensure that they are addressed "Ciampino for CAV Rome".

4. Since the closing of A.S.C. Southern Italy, tests have been made of the communications system, and Allied airfields are able to pass airfield serviceability etc., by land line to CAV Rome daily. With the closing of A.S.C. Northern Italy, Allied airfields in the area will pass such information to CAV Venice.

5. The R.A.F. has an extensive scheme for broadcasting airfield serviceability, Met. etc., and with the additional information supplied by Allied airfields as in para (4), the CAV's should be able to supply information for the whole of Italy.

W.F. Lamett

SQUADRON LEADER.
for Senior Air Staff Officer.
Air Headquarters, R.A.F. ITALY.

DISTRIBUTION.

H.Q. MED/ME (2)
AHQ. AUSTRIA (1)
H.Q. DAF (1)
215 GROUP (1)
240 WING (6)
R.A.F. UDINE (1)
" CIAMPINO (1)
" BRINDISI (

INTERNAL.

A.C. OPS.
CMC. IA
SEC.
AHQ. S.

25/4 216

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

ORGANISATION IN ITALY.

Due to shortage of personnel it has been found impossible to carry out the plan laid down in this Headquarters letter AHQI/450/Air. of 5th April, for establishing "Main Flying Control" sections at Udine and Ciampino.

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SQUADRON LEADER.
for Senior Air Staff Officer.
Air Headquarters, RAF. ITALY.

DISTRIBUTION.

H.Q. MED/AE (2)
AHQ. AUSTRIA (2)
H.Q. DAF (2)
215 GROUP (3)
240 WING (6)
RAF. UDINE (1)
" CIAMPINO (1)
" BRINDISI
" IESI
AFSC. ROME (2)
AEC. N. ITALY (2)
BCHI (2)
AHQ. COMM. SQDN. (1)

JOURNAL.

C.O. OPS.
G.M. 1A
STO,
AIRAC S.

Copies sent to:-
Mal Air. (2)
Caproleano
Ciampino Aer. So.

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1470

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~~copies required~~ AFSC 897A3

R.A.F. Form 96 (A). **MESSAGE FORM** Signal Office File No.

MESSAGE	IN R363 - AOSS 24/6000B (B)KU(D)2BX	No. of Groups GR	Office Date Stamp 24 APR 1945
HEADING	OUT (3) CCTH (4) UOUENSE (6) HHK (7) AFSC ALLIED COMMISSION LONG (8) AFHQ DET TARANTO (9) 52L		

FROM (10) UCO (11) HQ (Message Blue is for signals use only) AAIC ITALY

TO AFSC ALLIED COMMISSION ROME - MULTI

REPEATED

Originator's Number	Date	Write horizontally	
=AFSC 4=	24th	APR UNCLASSIFIED (C) CHECKLIST	5
		OF ASC NORTHERN ITALY (C) PARA ONE ASC	10
		NORTHERN ITALY WILL CEASE TO OPERATE WITH	15
		EFFECT FROM 2359B HOURS THIS (C)	20
		PARA TWO RESPONSIBILITY FOR ASC CONTROL	25
		IN AREA PREVIOUSLY CONTROLLED BY ASC	30
		NORTHERN ITALY TO BE ASSUMED BY CAN ROME	35
		SITUATED AT CENTOCELLE INTEGRATED BY	40
		ITALIAN AIR FORCE (C) FURTHER CAVE AT	45
		VENICE AND PISA UNDER DIRECT CONTROL	50
		OF CAN ROME (C) PARA THREE DETAILED OPERATIONAL	55
		ORDERS INCLUDING NEW LAND LINE AND	60
		W/T SYSTEM OF COMMUNICATIONS WILL BE	65
		ISSUED (C)	70
			75
			80

cyf 26/4 619

Initials 25/4 D.99

HEADQUARTERS ALLIED COMMISSION 48/17 COMM

May be sent (1) WRITTEN (1) By ANY Signal Method (2) NOT by Wireless (3) But if liable to Interception or Capture SEND in CYPHER

Signature

Rank

Send in CYPHER (3) By ANY Signal Method (2) NOT by Wireless

Signature

Rank

Date-Time (from)

Originator's Instructions Degree of Priority

(*Strike out methods which do not apply. Below this line is for Signals use only.)

System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	T.O.O.
	25											

(6V712) Wt. 33826/5002, 41134, D. & S. Ltd. 38-5221

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

NR 1/25 — AIR 88 A

LRKV V LAEE NR 22 ROUTINE QVR 7
FROM A// HQ RAF ITALY
TO ASC N ITALY - HQ MED ME - 216 GROP - 205 GROUP BCFI CASERTA -

AHQ MALTA AFSC ALLIED COMMISION ROME - AIR FORCES SUB COMMISION
DET TARANTO - RAF BRINDISI - MED ME SIGNALS LIST D & F

AF 849 24 APRIL UNCLASSIFIED (.) CLOSING OF ASC NORTHERN ITALY (.)
PARA CMC NORTHERN ITALY WILL CEASE TO OPEARATE WITH EFFACT FROM
2359B HOURS 7TH MAY. KML// (.)
PARA TWO RESPONSIBLE// RESPONSIBILITY ASR CONTROL IN AREA PREVIOUSLY
CONTROLLED BY ASC NORTHERN ITALY TO BE ASSUMED BY CAV ROME (SITUATED AT
CENTO CELLE) OPERATED BY ITALIAN AIR FORCE (.) FOURTHER CAVS AT
VENICE AND MILI// MU// MILAN UNDER DIRECT CONTROL OF CAV ROME (.)
PAPA// PARA THREE DETAILED OPERATION ORDERS INCLUDING NEW LAND LINE AND
W/T SYSTEM OF COMMUNICATION WILL BE ISSUED (.)
BT 241600B
SENT 2335 EO KK
RECD NR22 2345 HARN K

25/4 D 92

48/1/air

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

87A

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

To : Italian Air Ministry.

Date : 19th April, 1946.

Ref. : AFSC/48/1/Air.

A.S.R. EXERCISE CONTROLLED FROM ROME CAV

86A

Enclosed is a report on the first ASR exercise controlled from the Rome C.A.V.

2. The results of the first exercise look quite good. No doubt further practice will eliminate the minor difficulties.

W/T 23/4

J.E.M. 24/4

Final W/T 23/4

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

Copy to: O.C. Taranto Det., AFSC
" : Aircraft Safety Officer, AHQ Italy

617

Report on the first Air Sea Rescue exercise from Vigna di Valle under the control of the Italian Ops Room at CAV Centocelle.

During the afternoon of the 16th April I had decided to test communications and the ASR. setups at Vigna di Valle. Accordingly at 1600 hrs, without giving any prior warning I asked the Italian Duty Officer to have a Cant 506 launched and airborne in the direction of the Island of Giannutri. At 1605 he passed the order to the Seaplane base and opened up on frequency 5622.5 Kcs.

1625. Cant base informed us "a/c airborne".

1633. Cant contacted us on 5622.5 – setting course.
During next 20 mins or so excellent contact was maintained and weather information &c. exchanged.

1650 Cant 506 had reached Island – requested instructions. Told him to circle ~~on~~ and broadcast on 333 Kcs for fix.

1707 Italian DF Station at Cento Celle passed QTF – 10 Km 290° from Island (via Telline)

1710 –do– 15 Km 225° "

1713 –do– 30 Km 220° "

1715 –do– 30 Km 110° "

1716 Instructed a/craft to return to base.

1800 a/craft back at base.

Notes: The triangulation room at Cento Celle is some distance from the new Ops Room, and the Duty Officer was therefore advised to obtain separate bearings, as well as the fix, in order to plot the position himself and to obtain a better picture of the 'cocked hat' for his decision as to search area.
It was then noted that bearings had been obtained from only two sources (Pisa & Rome) and enquiries are being made

Lack of

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A.H. Anderson F/Lt. A.F.S.C. Rome.

April 17th 1946.

616

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85A

...HQ, R. A. F. ITALY.

TO :- DISTRIBUTION AS BELOW.

DATE:- 9th APRIL 1946.

REF :- AHQI/450/AIR.

AIR SEA RESCUE,
ORGANISATION IN ITALY.

1. With reference to AHQ Italy Operations Order 2/46 dated 3rd April, arrangments will be concluded in the near future to close Aircraft Safety Centre N.Italy

2. It was previously the duty of the A.S.C.'o, to provide such information as Airfield serviceability, Airfield Facilities, Met forecats, etc. Due to the present time lag in receipt of daily broadcasts of such information, and the possible difficulty of Allied airfields obtaining such information from CAV's, the following scheme will be put into action.

3. The Flying Control section of Ciampino, and Udine will become Main Flying Control for the South and North of Italy respectively. They will be included inthe distribution list of all daily broadcasts and are to keep a day by day record of aerodrome availability, facilities etc. In this respect it will be the duty of all Allie airfields to keep the two'Main Flying Control' sections informed by the quickest possible means of any change in serviceability and facilities.

4. Paragraph 7 of AHQ Italy Operations order 2/46 will now be cancelled. The [illegible], when an aircraft is overdue, will contact the relevant Main Flying Control and pass the information to them. This will be directly connected to the CAV in Rome for Ciampino, Venice for Udine, and will inform the CAV of the overdueaircraft. They are responsable only for the passing of the information to the CAV,and all searches etc, will be controlled by the CAV.

5. These instructions are to come into force with the closing of ASC S. Italy, for Allied airfields in Southern Italy, and with the closing of ASC N. Italy for Airfields in Northern Italy.

Cancelled 18/4 See M21. W44 15/4

GROUP CAPTAIN,
for, SENIOR AIR STAFF OFFICER,
AIR HEADQUARTERS RAF ITALY.

DISTRIBUTION.
H.Q. MED/ME (3)
AHQ. AUSTRIA (3)
H.Q. DAF (10)
216. GROUP (1)
249. WING (6)

INTERNAL.
G/C OPS
ORG 1A
SIG
AFAL S.

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GROUP CAPTAIN,
for, SENIOR AIR STAFF OFFICER,
AIR HEADQUARTERS RAF ITALY.

DISTRIBUTION.
H.Q. MED/ME (3)
AHQ. AUSTRIA (3)
H.Q. DAF (10)
216. GROUP (1)
249. WING (6)
RAF. UDINE (1)
" CIAMPINO (1)
" BRINDISI
" IESI
AFSC. ROME (5)
ASC. N.ITALY (1)
RCFI (1)
AHQ. COMM SQUD. (1)

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ORG 1A
SIG
AFAL S.

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84A

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

TO : A.H.Q. R.A.F. ITALY
Copy to U.S.A.A.F. SECRETARIAT

DATE : 9TH APRIL 1946

REF : AFSC/48/1/AIR

AIRCRAFT SAFETY AND AIR RESCUE OPERATIONS ORDER.

Receipt of operations order No. 2/46, reference AHQ/I/203/8 dated 3rd April 1946, is acknowledged.

Two copies of this order have been sent to the Italian Air Ministry.

W.T. 10/4

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

614

AHQI/203/8

83A

A.H.Q. R.A.F. ITALY OPERATIONS ORDER NO. 2/46

REFERENCES:- 3rd APRIL 1946.

A.H.Q. ITALY SIGNAL AF 841 DATED 2nd APRIL 1946.

INFORMATION.

1. The disbandment of R.A.F. Air Sea Rescue facilities in Southern Italy follows the general policy of withdrawal of Allied forces from Italy. The I.A.F. intend to operate a similar system to ASC's, their equivalent organisation being known as CAV's (Central Assistenza del Volo).

INTENTION.

2. To hand over to I.A.F. CAV at Rome (Cento Celle) the ASR control previously held by ASC,.S, Italy. The CAV at Rome are to have direct control of a further CAV at Brindisi.

EXECUTION.

3. With effect from 2359 B hours 14th April 1946 the ASC,S,Italy will ~~xxxxxxx~~ hand over ASR control of its area to the CAV at Rome,ASC, S, Italy will cease to function as from this time.

AIR RESCUE FORCES.

4. Air Rescue Forces available to and under the control of CAV Rome will be those aircraft based at Taranto, Brindisi, and Vigna di Valle. Further I.A.F. ASR aircraft are available through ASC, N, Italy at La Spezia and Venice.

5. It is hoped to make available to the I. A. F. ASR organisation the launches previously used in the R.A.F. network. Authority for this is awaited. In the meantime the I.A.F. are liaising with the Italian Navy for provision of temporary marine craft coverage in this area.

6. Royal Naval forces in Italy are unable to supply any permanent aid, but when circumstances permit, direct liaison with the nearest Naval establishment will result in any available craft being placed at the disposal of CAV's.

7. Thus when fully equipped, the CAV's will supply all the rescue facilities previously available through the ASC. As they will not be supplied with movement signals of Allied Aircraft, it is the duty of the receiving station, when an aircraft is overdue, to contact the CAV ROME (Via Ciampino) by the quickest available means.

ADMINISTRATIVE INSTRUCTIONS.

8. It is intended to keep the controllers of ASC.S,Italy on the strenght of No 1 Base Area for employment, as instructors and liaison officers at the CAV's.

INTERCOMMUNICATIONS.

9. A Signals Instruction, "Signals Arrangements to implement the Transfer of ASR Operations in Italy from R.A.F. to I.A.F." is issued as an appendix to this order. This covers both W/T and Land Line communications.

ACKNOWLEDGE.

GROUP CAPTAIN,
SENIOR AIR STAFF OFFICER.,
AIR HEADQUARTERS,R.A.F. ITALY.

ENCL.

DISTRIBUTION.

INTERNAL.

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GROUP CAPTAIN,
SENIOR AIR STAFF OFFICER.,
AIR HEADQUARTERS,R.A.F. ITALY.

ENCL.

DISTRIBUTION,

H.Q. MED/ME. (3)	A.S.C.S.FRANCE (1)	INTERNAL.
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A.H.Q. GREECE (1)	A.F.S.C.DET TARANTO (1)	C.S.O. (1)
A.H.Q AUSTRIA (1)	B.C.M.I.CASERTA (1)	C.S.O. AIR FORMATION SIGS (1)
A.H.Q. MALTA (1)	216 GROUP (2)	ORG.I (1)
A.S.C.N.ITALY (2)	249 WING (6)	S.P.S.O. (1)
A.S.C. GREECE (1)	A.H.Q. ITALY COMM SQUADRON (1).	OPS RECORD BOOK (2)
A.S.C. MALTA (1)	R.A.F. BRINDISI (1)	
	R. A. F. IESI (1)	

2 copies sent to Italian air ministry

FILES:-AHQI/203/8/&450/AIR.

98 8/4

61

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1521

83B

APPENDIX "A" TO AHQ.RAF.ITALY.

OPERATIONAL ORDER. NO.2. 1946.

SIGNALS ARRANGEMENTS TO IMPLEMENT THE TRANSFER OF AIR SEA RESCUE OPERATIONS IN ITALY FROM THE R.A.F. TO THE I.A.F.

1. The R.A.F. Aircraft Safety Centres in Italy were given facilities for landline communications with adjacent Aircraft Safety Centres and to airfields in their areas of control. Additionally;

(a) W/T circuits between A.S.C's or the R.A.F. airfields at which the A.S.C's were based were specifically provided or annotated for the speedy transmission of messages concerning aircraft safety between A.S.C's.

(b) A.S.C's were supplied with information or reports received by D/F stations from aircraft in distress transmitting on the Mediterranean H.F. D/F Distress wave,

(c) A.S.C's were provided with the means of communicating with A.S.R. Air and Marine craft when engaged in Air Sea Rescue activities.

2. The I.A.F. Centrali Assistenza Del Volo (C.A.V's) corresponding to R.A.F. Aircraft Safety Centres have at present no private landline facilities but have the basic W/T organisation to substitute for the requirements noted at para. 1 (a) and (c).

3. In order that the R.A.F. may obtain the maximum assistance from the C.A.V's upon the disbandment of A.S.C's South and North Italy it will be necessary to:-

(a) Transfer certain landline circuits to the I.A.F. with the stipulation that these circuits will only be used for aircraft safety operations.

(b) Detail the communication channels for transmission of messages to other A.S.C's in the Mediterranean Theatre.

(c) To arrange for "distress" messages intercepted on the H.F. D/F wave to be passed to the C.A.V's.

4. It is intended that the transfer of responsibilities from the A.S.C's in Italy to the I.A.F. C.A.V's shall be made in two phases.

PHASE 1. A.S.C. South Italy will close down on 14th April, 1946, and its functions will be transferred to the Rome (Cento Celle) and Brindisi C.A.V's as from that date. The Rome C.A.V. will be the Master C.A.V. of the I.A.F. organisation with subordinate C.A.V's at Milan, Venice and Brindisi.

PHASE 2. A.S.C. North Italy will close down approximately 7th May, 1946, and its functions as from that date will be transferred to the Milan and Venice C.A.V's

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

1. The R.A.F. Aircraft Safety Centres are provided with landline communications with adjacent Aircraft Safety Centres and to airfields in their areas of control. Additionally;

(a) W/T circuits between A.S.C's or the R.A.F. airfields at which the A.S.C's were based were specifically provided or annotated for the speedy transmission of messages concerning aircraft safety between A.S.C's.

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PHASE 2. A.S.C. North Italy will close down approximately 7th May, 1946, and its functions as from that date will be transferred to the Milan and Venice C.A.V's

5. It is only intended to detail the communication changes required for Phase 1 at this date. These changes are contained in the following paragraphs.

6. Changes to Landlines. Changes to existing circuits and additional circuits being requested are such that w.e.f. from the date of transfer of responsibilities from A.S.C. South Italy to the C.A.V. Rome the operational telephone network in Italy will be as shown at Appendix "B".

7. W/T Communications Ground.

(a) The C.A.V's have a W/T network already in existence which provides

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for aircraft movements signals and which will also carry inter CAV Aircraft Safety traffic. This is the I.A.F. W/T Service R.A. . 15. Stations included in the network with callsigns are shown at Appendix "C", Part I.

(b) For communications with R.A.F. Aircraft Safety Centres at Malta, Istres, Hassani, Elmas and between R.A.F. airfields and the C.A.V. Rome, the existing R.A.F. W/T channels (as shown at Appendix "C", Part II) will serve to carry any aircraft safety traffic to Master I.A.F. C.A.V. at Rome. 149 Staging Post will be required to accept this traffic outgoing or incoming and pass to C.A.V. Rome via Landline. Confirmation copies of messages passed by Landline should be despatched between these stations by D.R.

8. H.F. D/F Distress Wave. Since 149 S.P. do not at present maintain a guard watch on the R.A.F. Mediterranean H.F. D/F distress channel 4575 Kc/s it will be necessary for this channel to be established at Ciampino in order to prevent undue delay in the transmission of distress calls intercepted and the information having to be received from Bologna or Pomigliano. By arrangement between A.H.Q. R.A.F. Italy and H.Q. 249 Wing this channel will be provided. All bearings received by Bologna, Bari and Pomigliano D/F stations should be told to Ciampino. The W/T station at Ciampino will tell the bearings to the C.A.V. Rome for triangulation.

9. M.F. D/F Distress Wave. The I.A.F. have a comprehensive network of M.F. D/F stations listening on the International Distress Frequency 333 Kc/s. The M.F. D/F station at Cento Celle is able to triangulate bearings taken on aircraft transmissions at the M.F. D/F station and to pass positions (by direct Landline) to the C.A.V.

10. Communications Air/Ground. Until aircraft are in the area of search

(a) The I.A.F. will communicate with their aircraft based at Brindisi or Vigna Di Valle, (aircraft from La Spezia when entering the Rome C.A.V. area of operations will also use this channel) engaged in A.S.R. operations on the I.A.F. Air/Ground channel service R.A. 2 5622.5 Kc/s.

(b) If a joint operation with R.A.F. A.S.R. aircraft from Malta or Greece is necessitated the R.A.F. A.S.R. W/T control frequency 6500 Kc/s will be used by the I.A.F. aircraft. Aircraft W/T sets and ground stations should be calibrated for this frequency in order that a rapid changeover may be carried out.

(c) When in the search area aircraft should change to 500 Kc/s reverting to their normal frequency at periods as required by the I.A.F. controlling authorities. Certain Italian Naval Stations maintain watch on 500 Kc/s and the I.A.F. will arrange for the necessary intercommunication between these Naval Stations and the C.A.V's.

(d) Fixing facilities are available to the I.A.F. aircraft either utilizing 333 Kc/s or 4575 Kc/s.

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Part II) will serve to [illegible]
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(d) Fixing facilities are available to the I.A.F. aircraft either utilizing 333 Kc/s or 4575 Kc/s.

11. Communications between A.S.R. Aircraft and Italian Naval Craft.

Channels of communication between I.A.F. A.S.R. aircraft and any Italian Naval Craft engaged in A.S.R. operations will be decided by the Italian Air Ministry and the Italian Naval Ministry.

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12. V.H.F. Standby to Landline. In order to ensure against Landline failures between the main centres of Cento Celle and Ciampino a V.H.F. telephone circuit will be provided between Operations Ciampino and the Controller at the C.A.V. The circuit will operate during hours decided by the respective controllers. The equipment will be supplied by arrangements made by this Headquarters and the frequency will be detailed later.

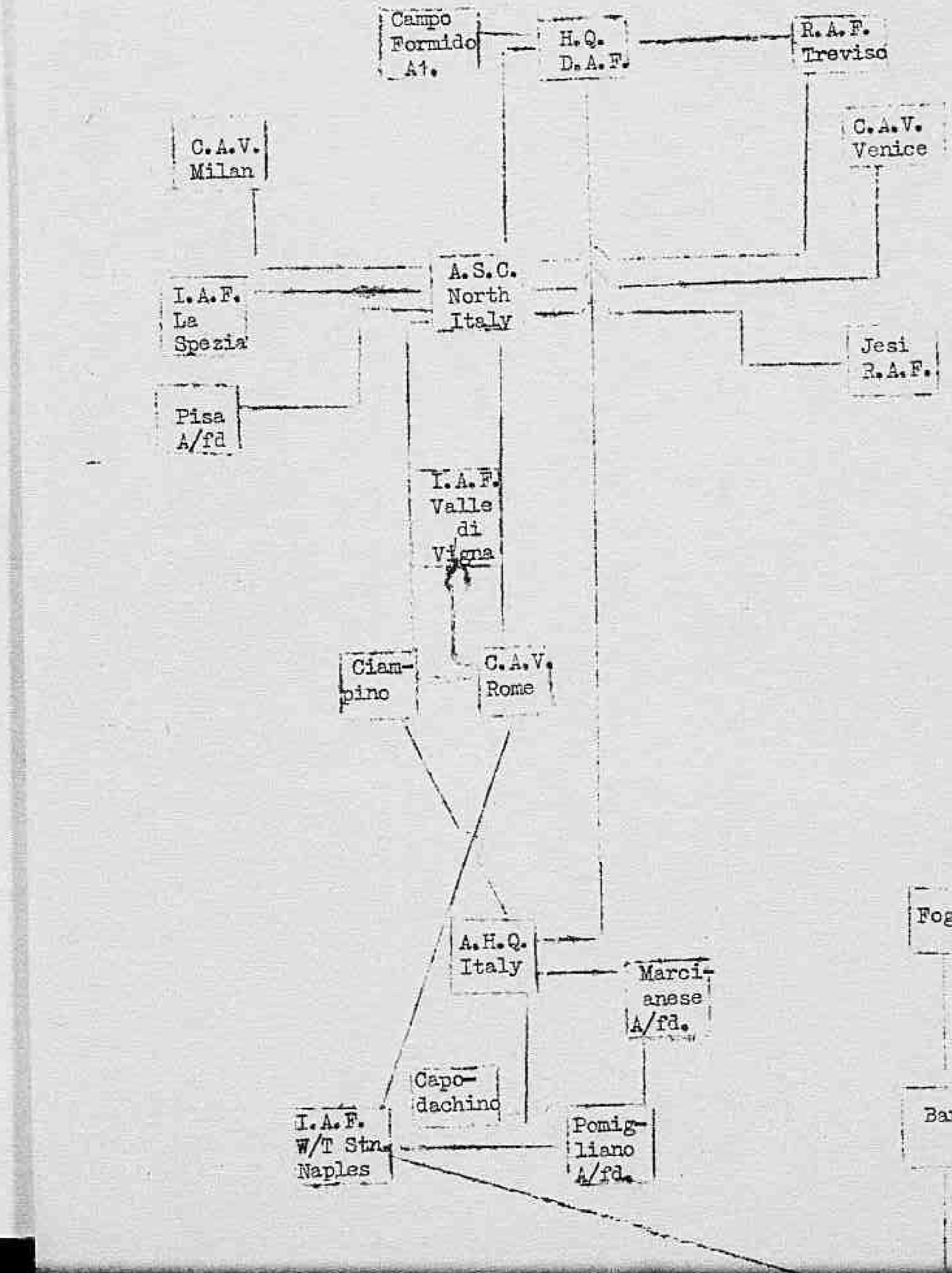
13. Communications arrangements for Phase Two will not be detailed until the successful completion of arrangements for Phase One.

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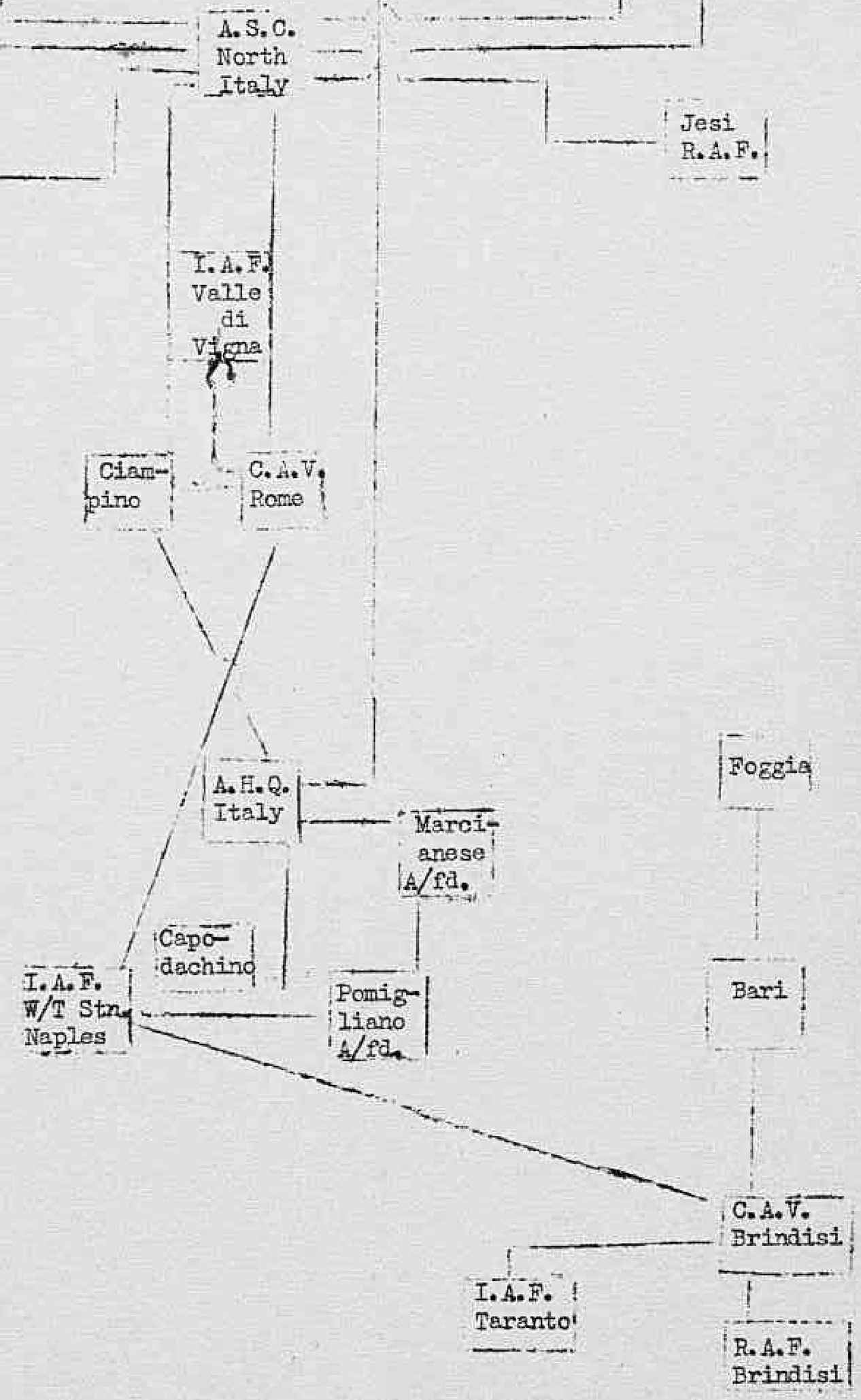
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APPENDIX "B" TO A.H.Q. R.A.F. ITALY
OPERATIONAL ORDER NO.2/1945. 878



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APPENDIX "C" TO A.H.Q. R.A.F. ITALY
OPERATIONAL ORDER NO. 2/1946.

W/T GROUND COMMUNICATIONS FOR AIRCRAFT SAFETY TRAFFIC.

PART I. ITALIAN AIR FORCE AIRCRAFT MOVEMENTS NETWORK.

Frequency:- 5955 Day 2910. Night.

Stations.	Callsign.	Remarks.	Stations.	Callsign.	Remarks.
ROME	IMB		BOLOGNA	ILA	
NAPLES	ILD		VENICE	ILS	
MILAN	ILY		CAGLIARI	ILE	
BRINDISI.	ILI		CATANIA.	IMC	

PART II. R.A.F. W/T CHANNELS INTER-CONNECTING A.S.C'S.

	Channel No.	W/T Stations.	Responsible for ASC's or Formations shown.	Remarks.
1.	TC.66	Ciampino.	- C.A.V. Rome.	Continuous
		Istres	- A.S.C. South France.	Operation.
		Bologna	- A.S.C. North Italy.	
		Pomigliano.		
2.	TC.136.	Pomigliano		
		Elmas	- A.S.C. Sardinia	Dawn to 1 hr.
		Malta	- A.S.C. Malta.	after dusk.
3.	TR.5	Pomigliano		
		Bari		Dawn to 1
		Udine	- H.Q. D.A.F.	hour
		Ciampino.	- C.A.V. Rome.	after dusk.
4.	TC.182	Bari		
		Malta	- A.S.C. Malta.	Continuous
		Hassani	- A.S.C. Greece.	operation.
		Benina	- A.S.C. Cyrenaica.	

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42 A

(1)

From : Italian Air Ministry

To : 84 Gruppo Idro - Vigna di Valle
Raggruppamento Idro - Taranto
Aerounità - Bari
A.F.S.C. A.C. (by hand)

Date : 2nd April 1946

Ref. : Stataereo 101366/op13/E/1307 Coll.

Stataereo 101366/op13/E/1307 coll.

With effect from to-day, please make arrangements in order that this unit carry out together with Aicraft Safety Centre Pomigliano air sea rescue duties, and perform these duties until new orders are issued. All operational requests will reach this Group in Italian language and by means of the operational telephone line. Col. Remondino

Translated by Marcella Vannutelli

ALLIED FORCES SUB-COMMISSION N 30

1496

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

Guz/v

MOD. 81 F.

MINISTERO DELL'AERONAUTICA

1° REPARTO
1ª Sezione Operaz. e Addestramento

INDICAZIONI D'URGENZA	CIRCUITO D'INOLTRO
URGENTISSIMO	

TELEGRAMMA

Spedito il ore pel circuito N.
all'Ufficio di Trasmittente

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUMERO	PAROLE	DATA DI PRESENTAZIONE Giorno	Ora e minuti

DATA: 8/4/1946

DESTINATARIO: 84° GRUPPO IDRO = VIGNA DI VALLE (tele)

ET P. C. è RAGGRUPPAMENTO IDRO = TARANTO = (tele)

AEROUNITA' = B A R I = (tele)

A.F.S.C./AC. = S E D E = (a mano)

STATAEREO 101366/0613/E DISPORRE AFFINCHE' CON EFFETTO IMME= DIATO ET FINO NUOVO ORDINE CODESTO REPARTO SIA DISPONIBILE PER OPERAZIONI SOCCORSO NAUFRAGHI IN COLLABORAZIONE CON AIRCRAFT SAFETY CENTRE FOMIGLIANO /./ EVENTUALI RICHIESTE INTERVENTO PERVERRANNO CODESTO IDROGRUPPO IN LINGUA ITA= LIANA MEZZO TELEFONO OPERATIVO /./ COL. REMONDINO

IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Col. Pil. V. Remondino)

606

Min. dell'Aeron. - Stab. Fotomecc. 1943-XXI

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

TO : MAAC SECRETARIAT

DATE : 4TH APRIL 1946

REF : AFSC/48/1/AIR

AIR SEA RESCUE FACILITIES

Your letter MEDME/4814/1/AIR of 21st March refers.

2. In a meeting held at Rome on the 23nd of March and attended by the Aircraft Safety Officer of AMQI, action was taken on all points mentioned in reference letter.

3. A copy of the plan evolved, reference AFSC/48/1/AIR dated 28rd March, was sent to you.

EJS.
E.J. SASS, MAJ AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.
A.C. C.M.F.

1492

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

Air Force
N25/02 80H

LROF V LACE HR 67 R R

T AFSC ALLIED COMMISSION ROME (LGVC)

FROM AIR HEADQUARTERS RAF ITALY 321435B

TO ASC S ITALY - ASC N ITALY - HQ MED/AE - 216 GROUP

205 GROUP - BCFI CASERTA - AHQ MALTA

AFSC ALLIED COMMISSION ROME - AIR FORCES SUB COMMISSION DET

TARANTO - RAF BRINDISI - MED/AE SIGNALS LISTS D & F

(Italian air ministry)

DT

AFSAI 2 APRIL 1946 . UNCLASSIFIED .

NARRATIVE ORDR - CLOSING OF ASC S ITALY .

PARA ONE ASC S ITALY WILL CEASE TO OPERATE WITH EFFECT FROM 2359 HOURS 14 APRIL .

PARA TWO

RESPONSIBILITY FOR AIR CONTROL IN AREA PREVIOUSLY CONTROLLED BY ASC S ITALY TO BE ASSUMED BY CAV ROME (SITUATED AT CENTO CELLE) OPERATED BY ITALIAN AIR FORCE . FURTHER CAV AT BRINDIS UNDER DIRECT CONTROL OF CAV ROME

PARA THREE

DETAILED OPERATION ORDERS INCLUDING NEW LAND LINE AND W/T SYSTEM OF COMMUNICATIONS WILL BE ISSUED .

PARA FOUR

ASC N ITALY WILL CONTINUE TO FUNCTION AS NORMAL UNTIL FURTHER NOTICE

ALLIED AIR FORCES SUB COMMISSION
C 969 3/4 ab
CRCENT FORCE
12 8/10
CORPS

ET 321435

SENT AR 67 E H A2

2 Copies sent to Italian Air ministry Eqp.

60

79A

From:- Mediterranean Allied Air Committee Secretariat.

To :- Air Forces Sub-Commission, Allied Commission, Rome.
Copies to : Senior Air Staff Officer, AHQ Italy.
Aircraft/Safety Officer, AHQ Italy.

Date:- 21st March, 1946

Ref:- MEDME/4214/1/ALS.

Air Sea Rescue Facilities.

As you are aware Allied Air Sea Rescue facilities throughout Italy have ceased and as it is essential some form of Rescue Service is available such service will revert entirely to the Italian Air Force.

2. Confirmation is therefore given to the points already discussed by Group Captain Ops of Air Headquarters Italy, Group Captain C.E.R. Tait O.B.E.,D.F.C., and Wing Commander Bisdee of the Sub Commission, as under:-

(a) The Cant Detachment at Spezia should become operational as soon as possible.

(b) That a Seaplane Detachment be moved to Lake Braccanio forthwith.

(c) That consideration be given to employing land based aircraft from Naples area.

(d) Closing down both A.S.C. Northern and Southern Italy and opening one A.S.C. in the same building as C.A.V. Rome.

3. With the set up as laid down in para 2 some sort of Air/Sea Rescue service could be run using Italian Air Force resources under British supervision, the controlling being carried out through the C.A.V.'s now in existence. The question as to appropraite landlines which of course will take some time, is being gone into and you will be informed as to the results in due course.

4. The actual dates for the closing of the A.S.C.'s in Northern & Southern Italy and the ultimate opening of a new A.S.C. in Rome is still uncertain. In this connection however an Officer from A.H.Q. Italy will be visiting the Sub-Commission to discuss the matter.

29/3

(MAXWELL FISHER)
Wing Commander,
Secretary to the

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(MAXWELL FISHER)
Wing Commander,
Secretary to the
Mediterranean Allied Air Committee.

ALLIED FORCES SUB-COMMISSION (NORTHERN)
263.
N155 Ob
ORDERLY ROOM

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

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION
ROME

REF. : AFSC/48/1/AIR.

DATE : 23 MARCH, 1946.

CAV42 29/3

PLAN FOR TRANSFERRING AIRCRAFT SAFETY AND AIR SEA RESCUE OPERATIONS TO IAF CONTROL

1, A meeting was held at Rome on the 22nd of March, 1946 for the purpose of planning the transfer of Aircraft Safety and Air Sea Rescue operations and control to the IAF. Present at the meeting were : -

W/C Bisdee	SSO, AFSC.
W/C Clift	OC, Taranto Det. AFSC.
Maj. Sass	Air II, AFSC.
S/L Banning-Lover	Aircraft Safety Officer of AHQI.
S/L Derrett	Assistant Aircraft Safety Officer of AHQI.
S/L Wright	Signals Officer of AHQI.
F/Lt. Freeman	Signals Officer AFSC.
Lt. Godsell	Navy Sub-Commission.
Lt. Com. E. Manacorda	Italian Ministry of Marine.
Col. Corsini	IAF Chief of Air Staff.
~~Capt.~~ MAJ. Guza	IAF Air Staff Section.

IAF ORGANISATION

2. It was agreed by Col. Corsini that the IAF organisation would be run with the CAV's as Safety Centres, the Rome CAV being in control of the other CAV's. This organisation, along with the location of bases, is as agreed in the meeting of the 22nd of February, 1946, and submitted to the various headquarters concerned.

3. The exception is that launches may not be available from Allied sources and this function may have to be carried out by the Italian Navy.

4. A follow up on our request for launches will be made by the Aircraft Safety Officer of AHQI.

ITALIAN NAVAL ORGANISATION

5. In view of the possibility of not obtaining launches to complete the Air Sea Rescue service, the Italian Navy, through the Navy Sub-Commission, are investigating the possibility of using Italian Naval ships from the major west coast Italian ports, (Taranto, Naples, Cagliari and La Spezia), to assist in rescue operations.

6. Lt. Commander E. Manacorda, of the Italian Ministry of Marine, agreed to investigate the commitments that can be made by the Italian Navy and submit his findings to Col. Corsini of the IAF and Lt. Godsell of the Navy Sub-Commission.

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Lt. Godsell	Navy Sub-Commission.
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7. Communications between the CAV's and the Italian Navy will be arranged when a definite commitment has been submitted.

8. In case the IAF does obtain launches, the Italian Navy may continue their commitment as a supplement to the IAF service.

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TRANSFERRING THE SAFETY CENTERS TO THE CAV's.

9. The Brindisi CAV has an operations room partly completed. This will be completed immediately and placed in operation to control the ASR in the Southern Area.

10. Work will begin immediately at the Rome CAV to establish an operations room for control in the Southwestern area.

11. It was agreed that the Aircraft Safety Center at Pomigliano would close approximately April 7th and transfer its functions to the Brindisi and Rome CAV's.

12. An ASR detachment will be established at Vigna di Valle immediately, being controlled from the Rome CAV.

13. Change over from the Aircraft Safety Center Bologna to the Northern CAV's will begin approximately May 7th.

14. As soon as the aircraft Safety Center at Pomigliano closes, an Italian speaking RAF Officer will be made available to assist the IAF in organising the Aircraft Safety functions from the CAV's.

15. An additional two RAF Officers will be available from the Aircraft Safety Center Pomigliano, after the station has been closed, to give further assistance to the IAF during the period of changing control. They will be liaison officers in the CAV's.

16. Communications (including landlines) will be established immediately between the Brindisi CAV and the ROME CAV and between these CAV's and the various airfields in these areas.

17. Frequencies for controlling ASR from the CAV's will be arranged between the Signals officers of the IAF, AFSC, and AHQI.

18. The Rome CAV will keep a 24 hour watch with English speaking personnel. All other CAV's need have English speaking personnel during daylight hours only.

SUMMARY OF ACTION TO BE TAKEN

19. IAF Air Staff : IAF Air Staff is to establish operations sections in the Brindisi and Rome CAV's immediately, so they may be operational by April 7th.

20. IAF Air Staff to establish an ASR detachment at Vigna di Valle, working from the Rome CAV, to be fully operational when the CAV is ready.

21. IAF Air Staff to work with Lt. Commander E. Manacorda of the Italian Ministry of Marine on the plan for Italian Naval assistance.

22. IAF Air Staff to plan change over of Northern CAV's approximately May 7th.

23. IAF Air Staff to place English speaking personnel in Rome and Brindisi CAV's by the time they become operational.

24. Navy Sub-Commission: Lt. Godsell, of the Navy Sub-Commission to work with the

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

for control in the Southwestern [illegible]

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23. IAF Air Staff to place English speaking personnel in Rome and Brindisi CAV's by the time they become operational.

24. Navy Sub-Commission: Lt. Godsell, of the Navy Sub-Commission to work with the Italian Ministry of Marine on the plan for Naval assistance in ASR.

25. Italian Ministry of Marine: Lt. Commander E. Manacorda to contact the Italian Naval Staff and obtain a commitment for Naval assistance in ASR, coordinating with the IAF Air Staff and the Navy Sub-Commission.

26. O.C. Taranto Det. AFSC: W/C Clift to assist IAF in getting Brindisi CAV fully operational.

27. W/C Clift to assist IAF in establishing ASR Detachment at Vigna di Valle.

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28. Air II AFSC: Maj. Sass to assist IAF in getting Rome CAV operational and in making plans for change over in the North on approximately May 7th.

29. Aircraft Safety Officer AHQI: Aircraft Safety Officer of AHQI to make the three RAF Officers available for assistance of the IAF.

30 Aircraft Safety Officer of AHQI to get a decision on launches for the IAF, stressing the limited service available without them.

31. Aircraft Safety Officer of AHQI to notify all Allied Commands and airfields of the change in service and give method of obtaining assistance.

32. Signals Officers AFSC and AHQI: Signals officers to establish suitable landline communications between CAV's and airfields to CAV's, coordinating with the IAF signals section.

33. Signals officers to coordinate with the IAF signals section on establishing control frequencies for ASR.

34. Signals Officers to coordinate with the IAF Signals section on the proper communications between the CAV's and the Italian Navy.

E. J. SASS,
MAJ. AIR CORPS,
AIR II,
AIR FORCES SUB-COMMISSION.

DISTRIBUTION:

1	Copy	OC Taranto Detachment, AFSC.
2	"	Aircraft Safety Officer AHQI.
2	"	Signals Officer AHQI.
3	"	MAAC Secretariat.
3	"	Italian Air Ministry.
1	"	Naval Sub-Commission (Attention Lt. Godsell).
2	"	Italian Ministry of Marine (Attention Lt. Commander E. Manaccorda).
1	"	SSO, AFSC.
1.	"	Air II, AFSC.
1	"	CSO, AFSC.
1	"	File.

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

31. Aircraft Safety Officer of AHQI to notify all Allied Commands and airfields of the change in service and give method of obtaining assistance.

32. Signals Officers AFSC and AHQI: Signals officers to establish suitable landline communications between CAV's and airfields to CAV's, coordinating with the IAF signals section.

33. Signals officers to coordinate with the IAF signals section on establishing control frequencies for ASR.

34. Signals Officers to coordinate with the IAF Signals section on the proper communications between the CAV's and the Italian Navy.

E. J. SASS,
MAJ. AIR CORPS,
AIR II,
AIR FORCES SUB-COMMISSION.

DISTRIBUTION:

1	Copy	OC Taranto Detachment, AFSC.
2	"	Aircraft Safety Officer AHQI.
2	"	Signals Officer AHQI.
3	"	MAAC Secretariat.
3	"	Italian Air Ministry.
1	"	Naval Sub-Commission (Attention Lt. Godsell).
2	"	Italian Ministry of Marine (Attention Lt.Commander E. Manaccorda).
1	"	SSO, AFSC.
1.	"	Air II, AFSC.
1	"	CSO, AFSC.
1	"	File.

600

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

77A

47908/1/GHQ/10-42

ARMY FORM C 2136 (Large) **MESSAGE FORM** Register No.

Cell	Srl. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM (A) Originator. Air HQ. Italy. | Date-Time of Origin. | Office Date Stamp 2813.

For Action.

TO HQ. MEDME, AFSC Rome 216 Group, etc. etc. etc.

(W) For Information (INFO)

Message Instructions. | GR

Originator's No. AX 859 | 16th March | Secret.

Subject. Air Sea Rescue. No Allied air sea ~~Rescue~~ Rescue Services will in future be available off the coasts of Italy. 293 Squadron and 253 ASRU are now non-operational pending disbandment. Limited services by Italian aircraft and pinnaces? will be available details of which will be passed later. A.S.C's Northern and Southern Italy will continue to function as usual until further notice.

IAF has no pinnaces !!

This is a rather sudden move. At our meeting of Feb 22, we were told that the RAF would continue the ASR service for quite some time yet. eg 6 months.

19/3

Dist AFSC.

T. O.O. 161150 A.

19/3

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

1501

(W) For Information (INFO)

Message Instructions: G R

Originator's No. AX 859

16th March

Secret.

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RAF has no pinnaces !!

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Dist AFSC.

T. of O. 161150 A.

19/3

This message may be sent AS WRITTEN by any means except WIRELESS

Signed

If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.

Signed

Originator's Instructions Degree of Priority. Important.

Time	System	Op
THI or TOR		
Time Cleared		

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

2 copies to I AM
1 copy to AFHQ Italy

16 A

From:- Air Headquarters, R.A.F. Italy.

To :- Distribution below.

Date:- 8th. March, 1946.

Ref :- AHQ1/400/AIR.

11/3
Mph M.971
48/1/Air

AIR SEA RESCUE EXERCISES.

During the past few months very few A.S.R. exercises have been carried out: shortage of personnel and unserviceability cannot be held entirely to blame.

2. Any re-organization in Aircraft Safety must be thoroughly tested and exercised as soon as possible after its incorpation in the over-all Aircraft Safety network.

3. Points which immediately come to mind are as follows:-
(a) The 6500 kcs control frequency should be exercised more than it has been recently.
(b) Communications with, and fixing of, Italian ASR aircraft need constant practice.
(c) Control of Taranto and Brindisi Cants through Flying Control R.A.F. Station Brindisi - instead of through 302 A.S.R.C.U. - must be exercised.

4. These are comparatively recent innovations in the Aircraft Safety organization and should, therefore, be given priority when proposed exercises are being thought out. Those aspects of ASR operations which have in the past been consistently satisfactory may be given slightly less attention, but of course must not be neglected.

5. Every endeavour is to be made to exercise each ASR unit or detachment at least once per week. Obviously it may be impossible to hold full scale exercises, but it is felt that opportunities are being lost in not making full use of air tests and short trial runs by MSLs, for brief signals tests. These short tests will not be as effective in testing the organization as full scale exercises, but they will at least give wireless operators a little more practice than they get at present.

6. Some notes on "W/T Control of Aircraft and Marine Craft engaged in Rescue Operations" are attached.

7. With effect from Monday, 18th. March, 1946, and on every succeeding Monday, ASOs Northern and Southern Italy, and Flying Control R.A.F. Station Brindisi are to submit brief reports on any short exercises carried out during the previous week. Full scale exercises are to be reported separately in the usual way. Nil returns are to be accompanied by explanations.

8. Greater reliance than before is being placed on the Italian ASR Forces, and it is our responsibility to ensure that the standard of Aircraft Safety is kept as high as possible. This can only be done by constant practice and exercises. Any difficulties or queries in carrying these out should be referred to the staff of this Headquarters, who will endeavour to assist as much as possible. These new weekly reports will be discontinued as soon as exercises are being carried out more frequently.

for Lord

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

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G.C.B - LOVER.
Squadron Leader,
for Senior Air Staff Officer.,
AIR HEADQUARTERS, R.A.F. ITALY.

To ASC. Northern Italy.
ASC. Southern Italy.
R.A.F. Brindisi.

For information.
253 A.S.R.U.
293 Squadron.
293 Squadron 'C' Det (Pisa)
A.F.S.C. A.C. Rome.
AHQ. Greece.

C. & W to.
Sigs 1.
G.C. OPS.

592

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

APPENDIX "A" TO AHQI/400/AIR DATED 8TH MARCH, 1946.

SIGNALS NOTES ON THE W/T CONTROL OF A.S.R. AIRCRAFT AND MARINE CRAFT.

1. Aircraft and ground operators use the International "Q" Code and extracts from the A.P. 1927 (w.e.f. 15th March, 1946, A.P. 3091 and A.P. 3091A). The publication used by the I.A.F. is:-

CODICE RT MILITARE AERONAUTICO DI SERVIZIO M.A.S. EDIZIONE 1944.
The extracts from the AIR FORCE CODE are shown in the Section entitled "Estratto Del Codice Inglese". These will of course be amended.

Copies of the publication should be made available for scrutiny by the I.A.F. Liaison Officer.

2. Up to date editions of the A.P. 1529 "Q" Code are expected to be available for distribution in the near future.

3. The following stations will keep W/T watch as required by A.S.C.'s on 3805 Kc/s and may be instructed to change to 6500 Kc/s as and when required by A.S.C's.

Station.	Callsign.
C.A.V. BRINDISI	ILI
Seaplane Base TARANTO	IKG
C.A.V. VENICE	ILS
Seaplane Base LA SPEZIA	IDH

4. Facilities are available for the fixing of A/C transmission by I.A.F. M.F. D/F stations (333 Kc/s). Controlling stations and satellites are shown below:-

Controls.	Satellites.
BRINDISI	FOGGIA
ROME	LECCE
MILAN	NAPLES
VENICE	PISA
	TREVISO
	TURIN
	VERONA

The "fix" can be obtained by the A.S.C's from the appropriate C.A.V.

5. The present R.A.F. 4575/3105 Kc/s H.F. D/F fixer network is also available to I.A.F. aircraft and should be used whenever practicable.

6. I.A.F. aircraft are to be allotted A.S.R. aircraft callsigns and suffixes by A.S.C's during any communication exercises they are engaged upon.

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

Extract from Comcas Sigs

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75A

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

TO : M.A.A.C. SECRETARIAT

DATE: 11TH MARCH 1946

REF : AFSC/48/1/AIF

Copy

AIR SEA RESCUE REPORT ON IT FOR THE IAF

1. During the conference attended by representatives of the Italy, held at Rome on the 22nd of February concerning the future of the Italian Air Force Air Sea Rescue constituents, the question of the Italian Air Force operating Air Sea Rescue Marine Craft was again discussed. (AFSC/48/1/AIF of 22nd February, 1946 refers)

2. This was the occasion by Italian Chiefs AIAF in [illegible] with Italy [illegible] when it was recommended that the IAF sustain Marine craft from local resources to relieve the RAF detachments from their ASR duties. In reply to this, AFSC/48/1/AIF of 26th July 1945 pointed out that the Italians had no known local resources for obtaining marine craft. The request was then made to have ASR Marine craft transferred to the IAF.

3. Since that time, this request has again been made on two different occasions, but the policy for turning over marine craft to the Italians had not been established.

4. In view of recent information that there are both launches and pinnaces not in use and that the RAF is having more and more difficulty in obtaining the personnel to run an efficient ASR marine craft service, the request is again made to turn over some MAL's or pinnaces to the IAF.

5. In order to take over the complete ASR marine craft service in Italian waters, 12 launches or pinnaces would be necessary, as outlined in the report of 22nd February, reference AFSC/48/1/AIF.

6. The most urgent requirement is for two pinnaces or launches to be given or loaned to the IAF for use at Brindisi as soon as possible. The Italian C.I.V. there, under the supervision of W/C Clift, is preparing practice ASR and SC exercises to test the practicability of the planned Italian organization and the boats are needed to work with the Units on these exercises.

7. Crews for these boats are immediately available at the Seaplane Base at Taranto.

WILLIAM L. LEE
BRIGADIER GENERAL U.S.A.
Deputy Director

596

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

74A

OUT GOING MESSAGE

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

To : AIR HEADQUARTERS, ITALY.

UNCLASSIFIED A 406 T.O.O. 091140 A

REFERENCE YOUR AR 422 OF 8 MAR (.) AGREEMENTS MADE AT CONFERENCE ON 22 FEB WERE SENT ON 7 MARCH (.) ITALIAN AIR MINISTRY HAS ISSUED ORDER FOR LIAISON OFFICERS TO REPORT TO POMIGLIANO IMMEDIATELY (.)

PRIORITY : ROUTINE

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

1504

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

ALLIED AIR FORCES SUB COMMISSION ROME 9/3 C 1495 48/1/ai

73A AIR

LRKD, V LACE NR 21 ROUTINE
FROM AIR HEADQUARTERS ITALY [illegible]
TO AFSC ALLIED COMMISSION ROME
GR -- DT

AR422 6 MAR UNCLASSIFIED .
SUBJECT - CONFERENCE ON AIR SEA RESCUE HELD 22 FEB 46 IN MAJOR SASS OFFICE . NO (R) NO MINUTES THIS CONFERENCE YET RECEIVED THIS HEADQUARTERS . PARA TWO . REQUEST EXPEDITE MINUTES IN ORDER THAT DECISIONS AGREED UPON MAY BE PUT INTO EFFECT AS SOON AS POSSIBLE . DECISION TO INAUGURATE OPERATIONS ROOM - AND INSTALLING OF CONTROLLERS -AT C A V BRENDISI SHOULD BE IMPLEMENTED WITHOUT DELAY . UNDERSTAND FROM W/C CLIFT THAT HE HAS NOT (R) NOT YET RECEIVED INSTRUCTIONS TO PROCEED WITH THIS . THIS MATTER SHOULD BE GIVEN PRIORITY . PARA THREE . NO (R) NO INTIMATION OF ITALIAN OFFICERS TO LIAISO AT AIRCRAFT SAFETY CENTER SOUTHERN ITALY YET RECEIVED .
DT
SENT NR 21 FG BDB
RECD NR 21 MOS AT 1685 BDB KK

N51/8

594

9/3

72A

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION
ROME

REF: AFSC/48/1/AIR
DATE: 22 FEB. 1946

Seen 13/3

PLAN FOR FUTURE IAF AIRCRAFT SAFETY
AND AIR SEA RESCUE ORGANIZATION

1. A meeting was held at Rome on the 22nd of February 1946 for the purpose of planning the future IAF Aircraft Safety and Air Sea Rescue organization. Present at the meeting were W/C Clift, O.C. Taranto Detachment AFSC, Major Sass, Air II AFSC, S/L Banning-Lover, Aircraft Safety Officer for AHQI, S/L Wright, Signals officer for AHQI, and F/Lt. Freeman, Signals officer AFSC.

FUTURE ORGANIZATION

2. It was agreed that the organization necessary for the IAF to take over control of all Aircraft Safety and Air Sea Rescue in Italian territory is as follows:

a. Safety Centers: The work of the present Safety centers will be taken over by the C.A.V.'s. The Rome C.A.V. will be the controlling one, with the other 5 C.A.V.'s coming under it. Having a central headquarters is considered necessary to tie in with similar organizations of other nations for complete international coverage.

b. Controllers: It will be necessary to add an operational section, with plotting facilities, to each C.A.V. This will be composed of both an Air Force officer and a Naval officer on duty to control the planes and launches.

c. Communications Facilities: Each C.A.V. will have land line communications with all airfields in its area, as well as with the rescue unit or units it controls, and the Rome C.A.V. Stand-by W/T communication will also be provided to the rescue unit and the Rome C.A.V.

d. Seaplane Detachments: The Seaplane detachments necessary to carry out this program will be as follows:

Taranto	- 3 planes
Brindisi	- 3 planes
Venice	- 3 planes
Spezia	- 3 planes

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

REF: AFSC/48/1/AIR
DATE: 22 FEB. 1946

Seen 13/3

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Taranto	- 3 planes
Brindisi	- 3 planes
Venice	- 3 planes
Spezia	- 3 planes
Vigna di Valle	- 3 planes
Elmas	- 3 planes
Stagnione (Marsala)	- 3 planes

This requires a total of 21 planes, leaving 9 planes in reserve at Taranto from the anticipated 30 planes total that will be permitted for this work.

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3. Launch Detachments: The Launch detachments necessary will be as follows:

Brindisi	-	2	HSL's or Pinnaces
Ancona	-	1	" "
Venice	-	1	" "
Spezia	-	2	" "
Naples	-	2	" "
Elmas	-	2	" "
Stagnione (Marsala)	-	2	" "

This requires 12 launches on duty and 2 additional ones should be obtained to keep at Taranto in reserve to allow for overhauls.

TRAINING

3. Brindisi C.A.V.: In order to train personnel and test the practicability of this organization, W/C Clift will establish a controlling section in the Brindisi C.A.V. immediately and run practice exercises. As soon as the efficiency of this unit is satisfactory, it will be inspected by the Aircraft Safety Section of AHQI and if considered efficient it will be permitted to operate under the Aircraft Safety Center Southern Italy until the final change over to IAF control.

4. Launches at Brindisi: The Air Forces Sub-Commission will attempt to get two launches (pinnaces would probably be easier to obtain and easier to maintain by the Italians) immediately for use at Brindisi. This will give the IAF full equipment in this area and make the exercises more practical.

5. IAF Liaison Officers in Safety Centers: In order to train more personnel, the Italian Air Ministry will be asked to place a minimum of 3 English speacking officer pilots at both Pomigliano and Bologna. S/L Banning-Lover will instruct the Safety centers to put these officers on regular watches with the present controllers so that the maximum amount of training will be available to them. These officers, along with the ones being used in the Brindisi C.A.V. , will form a nucleus of trained personnel to carry on this work when the I.A.F. takes over from the R.A.F.

6. Training School: It was suggested by S/L Wright that a School be started, under the supervision of AHQI, to train the IAF personnel in procedure, proper use of "Q" signals, and W/T discipline, both air to ground and point to point. Details concerning the school will be arranged between F/Lt. Freeman and AHQI.

SUMMARY OF ACTION TO BE TAKEN

7. O.C. Taranto Detachment A.F.S.C. The action in charge

Declassified E.O. 12356 Section 3.3/NND No. 778507

Stagnione(Marsala) - 2 " "

This requires 12 launches on duty and 2 additional ones should be obtained to keep at Taranto in reserve to allow for overhauls.

TRAINING

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SUMMARY OF ACTION TO BE TAKEN

7. O.C. Taranto Detachment A.F.S.C.: The officer in charge of the Taranto Detachment AFSC is to establish a controlling section in the Brindisi C.A.V. and start practice exercises, notifying AFSC and AHQI when exercises are running efficiently.

8. Air II AFSC: Air II AFSC is to write to MAAC, presenting a case for immediate transferal of 2 launches to the IAF at Brindisi.

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9. Air II also to insure that the Italian Air Ministry furnish a minimum of 3 officer pilots each to ASC SI and ASC NI.

10. Aircraft Safety Officer /HQI: The Aircraft Safety Officer AHQI is to insure that the IAF liaison officers at the Safety Centers are used properly to obtain maximum training.

11. Aircraft Safety officer also to inspect Brindisi C.A.V. when it is fully operational.

12. Signals officers AHQI and AFSC: The Signals officers to obtain land line communication between all C.A.V.'s and the Rome C.A.V.

13. Signals officers to establish school for training IAF controllers.

E.J. SASS, MAJOR A.C.
AIR II, AFSC

DISTRIBUTION:-
O.C. TARANTO DET.
AIRCRAFT SAFETY OFFICER AHQI
SIGNALS OFFICER AHQI
MAAC SECRETARIAT - 3 copies
ITALIAN AIR MINISTRY - 2 copies
SIGNALS OFFICER AFSC
AIR II AFSC
FILE

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E.J. SASS, MAJOR A.C.
AIR II, AFSC

DISTRIBUTION:-
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SIGNALS OFFICER AHQI
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AIR II AFSC
FILE

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

1516

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

From : Aircraft Safety Centre Northern Italy,
No.5 Base Area, A.P.O.C.M.F.
To : Air Headquarters, Italy
(Copies to AF Sub Commission Rome, AF Sub Commission Taranto for information).
Date : 3rd March 1945
Ref : ASR Exercises

La Spezia Seaplane Base

During the month of February five exercises were held with the seaplane base at La Spezia, and in four of these the Cants were used.

2. The results, as regards the procedure and efficiency of the aircraft and aircrew were excellent, and an RSU from Leghorn was successfully homed to a Cant on 385 Kcs.

3. The main difficulty in running these exercises is the confusion caused by the passing of information and messages from the base at La Spezia, both by telephone and W/T. Unfortunately it is still not practical for us to receive messages from the Cants direct, and in the last two exercises the Cant was unable to receive messages from us, and, in consequence was addressing messages to the seaplane base, which were not passed to us verbatim. Parts of the messages were left out, and it would appear that the Operators at La Spezia just cannot understand that the whole message must be passed as received.

4. In this connection we find it confusing for the message to be passed both by telephone and by W/T, and since the telephone line is installed direct, we would prefer messages from the Cant to be passed by telephone and not on 3805 Kcs by La Spezia. In our view the frequency is cluttered up by this point to point traffic, and makes the work of the aircraft operator more onerous than it need be.

5. Our operators report that the keying is not good from La Spezia, and judging from the form some signals have taken, we think this statement is correct. For example one signal reads :-
37A to IMI "QVU No.1 QAD IMI 0935 QAA 1015 QSP 67R QSL" and was received here from IMI as follows :-
"QAD 37A IMI WA T9R35 QAA 1TR15 AR QSL"
You will appreciate my remarks about transcription of messages and keying from this example.

591

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

6. Owing to lack of dir on finding facilities now on 3305 kcs, and not considering it advisable to confuse the aircraft operator by getting the aircraft to change frequency to 4575 kcs for fixes, we have been trying to do so on 333 kcs, by getting Bologna to inform us of any bearings passed Cent by Rome, Pisa or Milan. So far this has not proved successful, but another exercise is contemplated on 5th March embodying this procedure.

R. Bowes

F/Lt.
Senior Controller,
for Officer Commanding,
No.5 Base Area, R.A.F., C.M.F.

1518

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

C. file 70A

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

TO :: ITALIAN AIR MINISTRY

DATE: 27TH FEBRUARY 1946

REF : AFSC/48/1/AIR

AIR SEA RESCUE ORDERS

Inclosed are the standing Orders and instructions for Air Sea Rescue from Air Headquarters, Italy for information to your Air Staff Section.

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

590

1514

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

C

HR 3339 69A

LROY V LAKE NR 62 CVR 2

FROM ANC ITALY(AFALS MEDME DETACHMENT) 221156A

TO (1) 249WING (R) (2) A F S C (R) C ROME (R) (3) 61 STAGING POST

ET

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US15 (.) 22 FEBRUARY (.) UNCLASSIFIED (.)

YOUR A315 FEBRUARY REFENS (.)

HAVE ARRANGED WITH A F S C WING COMMANDER

BISDEE FOR 20 (R) 26 ITALIAN GUARDS TO BE SENT

TO 61 STAGING POST AT GNOL (.)

ET 221156A

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O.K.

1520

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

68A

From:- Aircraft Safety Centre Northern Italy,
No. 5 Base Area,R.A.F., C.M.F.
To :- Air Headquarters, R.A.F., Italy.
Air Forces Sub-Commission A.C., Rome.
Date:- 8th February 1946.
Ref.:- 5BA/A30/50/AIR.

M.326

Italian Seaplane Base,La Spezia.

This base was visited on Tuesday,5th Feb, by the Signals'Officer and a Flying Control Officer of this unit. The main purpose was to check the radio equipment and general installations of the base with a view to beginning ASR exercises as soon as possible.

2. The installations of the base are well centralised. Once the questio of ensuring good communications at all times is completed,both ground to ground between La Spezia and Bologna, and air to ground between the aircraft and its base and the aircraft and the Control Centre here, the Cants should soon become operationally proficient after a series of graduated exercises has been attempted.

3 There are at present two Cant aircraft available for ASR work. These are generally moored close in, indeep water, so that,on receiving a warning to scramble, the time taken to man the aircraft should be very short. The Captain of the base thinks that ten to fifteen minutes from the receipt of a scramble order should suffice to have the aircraft airborne.

4 Many of the Italian personnel at the base are not entirelyunacquainted with ASR procedure, having had some previous experience at Brindisi, Taranto, Venice. During the next few days copies of standard ASR procedure will be written out in Italian and sent to the base. The Italians showed the greatest keenness for co-operation and participation in the forthcoming exercises.

5 Arrangements were made for radio communication tests as follow;on Sat,9th Feb, there will be a ground to ground test between La Spezia and us on 3805 kcs to enable the base to establish correct tuning on this frequency. From this La Spezia will then be able to find the correct tuning on the aircraft W/T to be able to contact us for control on 3805 kcs. Dependent on this being successful there will then be an air to ground test between a Cant aircraft and Control here on Wed, 13th Feb. Once success in this can be achieved ASR exercises will begin promptly and reports forwarded

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16 The Signals' Officer is making an independent report on the XXXXo radio equipment held at La Spezia, and on further equipment needed before good communications on the appropriate channels for carrying out ASR work can be maintained.

F/Lt.
Senior Controller,
for Officer Commanding,
No. 5 Base Area, R.A.F., C.M.F.

1522

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LOOSE MINUTE.

67A

AIR II THROUGH S.S. NNR 6/2

Arising out of the conference held at Caserta on the 4th February in connection with the future of the Italian Air Force, would you please draft a letter to M.A.A.C. stating how many Marine Craft and the types which will be required, assuming that the Italian Air Force will be taking over the whole of the A.S.R. commitments around the coast of Italy and stating where the various detachments will be. As I see it there will be detachments at Venice, Spezia, Elmas, Naples, Brindisi and possibly Augusta or Taranto, in which event I suppose we should have two boats at each place, plus two in reserve at either Brindisi or Taranto for replacements to cover wastage and major overhauls. In your draft you might work in the substance of the undermentioned letters, and say that this letter is forwarded in anticipation of the likelihood of the I.A.F. taking over A.S.R:

1SA — HQMAAF/S.551/AIR dated 9th July para 10 (ii).

17A — AFSC/48/1/AIR dated 20th July para 3 (i) (ii) and (v).

31A — AFSC/48/1/AIR dated 20th October para 3.

38A — S.206207/ASR dated 5th November para 4.

133A — AFSC/638/EQ dated 20th December asking for 6 Miami boats on lend lease turning back to USA and thence to Italians.

Will accomplish this as soon as I have returned from Malta. 6/2 GH.

WNR 8/2

for Director.

A.F.S.C. A.C. Rome.
Date: 5th February, 1946.
Ref: AFSC/48/1/AIR.

file with 550

CONFIDENTIAL 66A

From :- Air Forces Sub-Commission Detachment, Taranto.

To :- Air Forces Sub-Commission, RDLE.,

Date :- 30th January, 1946.

Ref. :- ILO/S.1/AIR

for attention. W/C Bisdee
" — " Major Sass U.S.A.

SUBJECT : A.S.R. COMMITMENTS - I.S.W., 65A

With reference to your Signal A.210, dated 25th January, 1946, herewith comments on report rendered by S/Ldr. LOVER on the capacity of the I.S.W. to carry out A.S.R. commitments.

Para. 3.(a) See sketch of existing telephone and teleprinter facilities between Taranto Navy House, Taranto S.P.B., Brindisi S.P.B., and Bari.

(b) Owing to the shortage of personnel it has been necessary, for the last two months to operate with two Sgt. Interpreters only. This entails "a day on" and "day about routine" and reliefs at meal times, but the Duty Interpreter is always available by phone 24 hours a day. Previous to the posting to U.K. of one Clerk S.D., this airman was fulfilling also the duty of a watchkeeper.
It is again emphasised that a third Interpreter must be allotted to this Unit in the very near future. The duties of the Interpreters, apart from ensuring the all-important correct passing of communications, A.S.R. or otherwise to the destinations concerned, comprise the daily compilation of 'CPREPS' 'CPRESTS' and 'CPSUMS' as requisite and translations of all orders and instructions received from higher formations. Further, when A.S.R. or any other special missions are in progress a skeleton plot to check on any sightings or important information is kept by the Duty Interpreter.

M.100 3/2 49/Air

Para. 4.(a) Noted. An annexe to the Operations Room at Taranto contains all the Met. charts and latest weather information corrected twice daily.

(b) The wavelength of 3805 Kcs is only used by the detachments at Venice and Spezia as specific orders have not yet been received for Taranto and Brindisi to change from their frequency of 5622 Kcs. There is no difficulty in operating 3805 KCs with the Cants and a request was made to the C.S.C. A.F.S.C., Rome, some months ago, to authorise the use of a standard wavelength for the Italian A.S.R. a/c.

Para. 5. This statement is incorrect possibly due to misunderstanding. A regular monthly A.S.R. exercise is carried out with the Italian H.S.L. responsible for safety in the Southern Sector (RAMA 1021). The exercises have had to be limited to one per month on account of the high consumption of these craft and the small quota of M.T. spirit allotted to the I.S.W. monthly

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

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It is presumed that the question of A.S.R. exercises was misconstrued as relating to British A.S.R. H.S.L's. On one occasion only, a visit was arranged by a British A.S.R. H.S.L. prior to taking over the surface/commitment with RAMA 1021. During this visit the Italian master, crew and WT Operators took passage and experimented with the handling of the craft and the operating of British W/T equipment.
The possibility of embarking an Italian crew on a British H.S.L. and carrying out further exercises is greatly welcomed.

/Para. 6 (a).....

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Para. 6.(a) Defined areas were requested because, hitherto, different frequencies were alloted to different coastal zones. Hence an a/c on passage from Venice to Taranto commenced operating on 3805 KCs and further South in the parallel of Foggia, changed to 5622 KCs on such frequency as was in vogue. Difficulty was sometimes experienced when flying on dead reckoning only, to ensure to correct procedure.

(b) Call sign list has already been requested, especially the "all letter ASR Call signs" and it is hoped that these will be sent by C.S.O. AFSC Rome in the near future ?

(c) The existing A.S.R. orders (the latest issued from Malta) arethe only translated copies in the possession of the I.S. Wing. The prospect of the new amendment and translated A.S.R. Orders which are being issued by the A.F.S.C. Rome will be greatly appreciated.

Para. 7. The question of being out of range is not understood, but is possibly due to the misinterpretation of varied zones of frequency referred to in Para 6 (a). No known cases of of failure to receive or transmit, due to low power, from ground to air, or vice versa, are recorded. The a/c sets transmit on 60 Watts and the ground stations on 80 and 150 Kilowatts respectively.
It is agreed that immediately the frequency of 3805 KCs is standardised throughout the area, A.S.R. W/T problems will cease.

Para. 8. Noted and a copy requested. – C.S.O.

Para. 9. The CAV's have never been operational centres, and it is hoped they never will be. The CAV's are stragetically placed throughout Italy solely for the purpose of giving Met. information, homing, fixing and keeping a listening watch on aircraft in flight. On rare occasions, owing to breakdown, blind spots or atmospheric conditions, the CAV's are requested to communicate instructions to aircraft on A.S.R. missions.

Para.10. Add to CAV facilities - Homing and fixing.

Para.11. This is incorrect. Brindisi, like Taranto and all other I.S.W. S.P.B's has its own Operations Room (apparently not seen on accodnt of mediocre Interpreter ?). Aircraft are controlled in flight by the Brindisi ground station immediately adjacent to the Squadron Offices. The transmitter Station is situated some 3 KMs distant from the port of Brindisi on account of local W/T interference, but is remotely controlled by the operators at Brindisi S.P.B., As stated heretofor each S.P.B. has its own Operations Room, The plotting, transmission of orders in flight etc., is supervised and executed by highly skilled Naval observers who also fly in the a/c. Each S.P.B. has a nucleus of these officers who are loaned by the Italian Navy, after undergoing a special Air Observers Course. On completion of

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/Para. 12.....

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Para. 12. Not agreed. It is repeated, the CAV's have no pretensions to being operational centres controlling aircraft. Their function is as specified in para. 9. The control of Italian aircraft and Italian H.S.L's has been, and can continue to be, most efficiently carried out under ideal conditions of cooperation by the Ops.Officer in the Ops.Room. at the Base from whence the air and surface craft emanate.

Para. 13. The prospect of these combined exercises is anticipated with much pleasure and it is hoped that circumstances will permit of the I.L.O. being present when the exercises have been worked up to the required standards for a future review by the representatives of the Aircraft Safety Department.

Para. 14. See Attached sketch for actual telephone and teleprinter facilities between Taranto and Brindisi S.P.B.'s.

Para. 15. On very rare occasions the direct line between the AFSC (Navy House) and Brindisi SPB has been temporarily interrupted by heavy winter rains which have percolated the conduit in which portions of the line are laid. There has always been an alternative means of telephone communication. The installation of a Radio Telephone between these two localities would easily overcome any previous difficulties which may have existed.

Para. 16. The RN Telephone exchange in Navy House was closed weeks ago, Its functions are now carried out by a permanent British Military exchange and all requisite telephone lines, prior to the closing of the Naval exchange, were linked up.

Para. 17. No recorded failures can be traced since the inception of the Italian Seaplane Wing collaborating with British Squadrons in October, 1943.

Para. 18. It is understood that the retention of the Aircraft Safety Department is a provisional measure only until such time that British aerial tropping is discontinued? It is submitted therefore that the replacement of the existing Interpreters by English speaking Italian Officers acting as controllers in C.A.V's where no navigational or plotting facilities exist, cannot be anything other than a retrograde step.

Para. 19. When orders are received to operate on 3805 KCs neither the S.P.B. W/T Stations nor the C.A.V., which keeps a listening watch, should encounter any difficulty in operation. The Venice and Cadimare Squadrons are already working on this frequency.

(V.H. CLIFT)
Wing Commander, Commanding,

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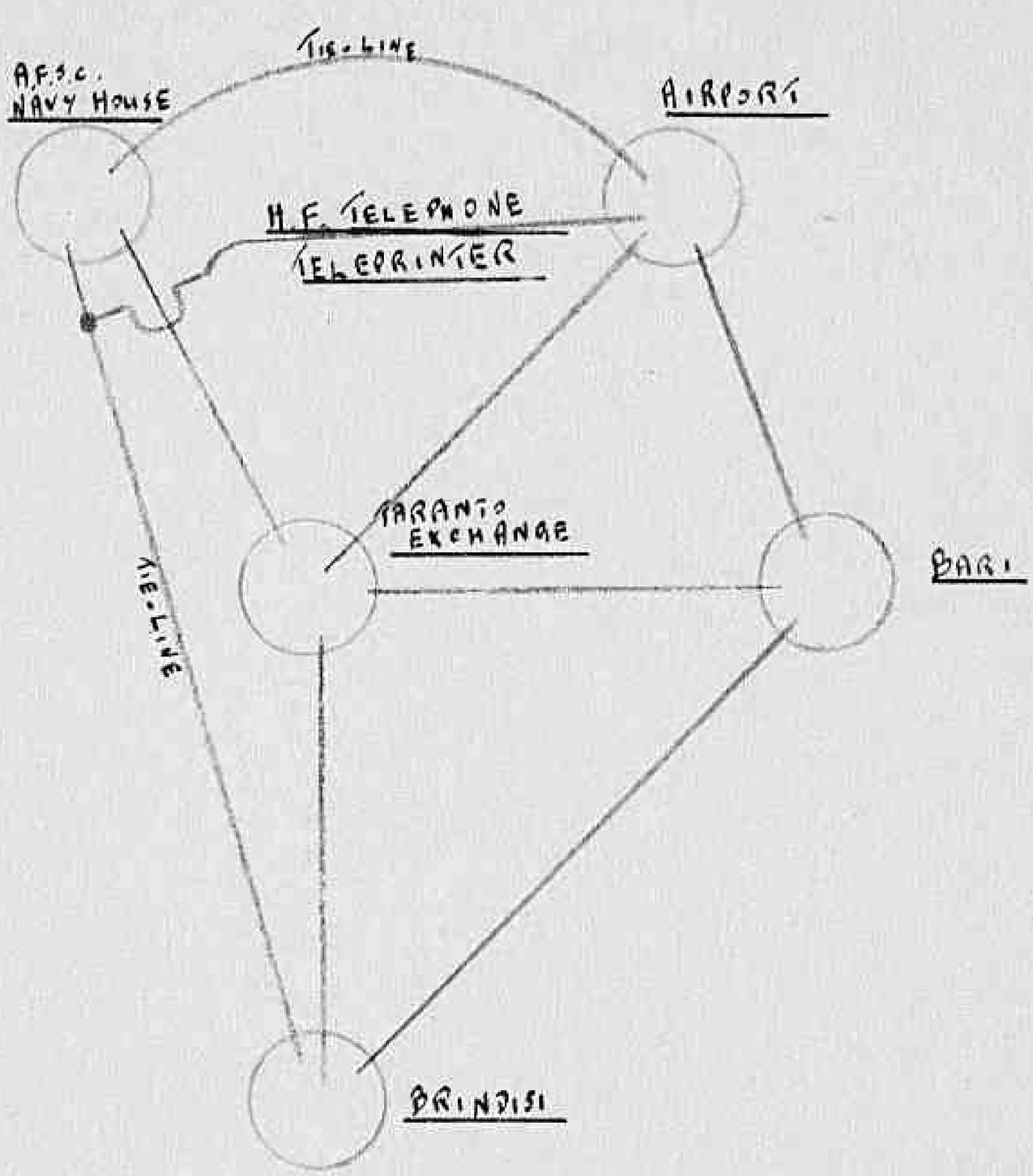
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(V.H. CLIFT)
Wing Commander, Commanding,
A.F.S.C. Detachment TARANTO.

Enclosures . 1.

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ITALIAN TELE. COMM.

BRITISH TELE. COMM.

1530



[redacted]

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ACC

10000/135/117

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10000/135/117

AIR SEA RESCUE
JUNE 1945 – JUNE 1946
(2 OF 2)

1533

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AFSC/48/1/AIR

OUT GOING MESSAGE

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

To : A.F.S.C. Detachment, TARANTO.

UNCLASSIFIED A 210 T.O.O.251630 A

REQUEST COMMENT ON REPORT OF SEAPLANE BASE AT TARANTO AND CAV AT BRINDISI BY S/L BANNING-LOVER REFERENCE AHQI/20/1/AIR, DATED 22 JANUARY (.)

PRIORITY: ROUTINE

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

381

64A

AHQI/20/1/AIR.

REPORT ON VISIT BY AIR SAFETY OFFICER TO ITALIAN SEAPLANE BASE, TARANTO, AND S.A.Y. BRINDISI

ACTION TAKEN
ACTION IN, AND COMMENTS.

1. Early this month, Major Sass (representative from A.F.S.C. Allied Commission, Rome) had discussed with A.S.C. of this H.Q., the possibilities of Italian S.A.Vs. and A.S.R. forces taking a larger share in the control of A.S.R. operations. C.F.C.O. U.S. MEDITER (W/C. MUSKELL) had also asked for a report on this subject during his visit to this H.Q. on 9th - 10th January, 1946.

2. With these ideas in view, S/L. Banning-Lover, in company with F/L. Personne and Sgt. Worth, an interpreter from A.F.S.C. Det. visited the Italian Seaplane Base at Taranto on 17th January, 1946.

A.F.S.C. Detachment, Taranto

3. The A.F.S.C. Detachment, Taranto, is situated in Navy House; they have a direct line from R.A.F. Brindisi exchange, and also direct lines to the seaplane base at Taranto and the base at Brindisi. It was understood that the two R.A.F. Sgt. interpreters take alternate 24 hour watches, with arrangements with Navy House exchange to ring other extensions when they are away for meals etc. These two Sgts. act as a link between 302 A.S.R.C.U. and the Seaplane bases, merely translating all messages and instructions.

Seaplane Base, Taranto

4. We were favourably impressed by both the officers and the organisation at the Seaplane Base, Taranto. In their operations room, which appeared fully staffed, was the 'phone by which instructions were received from 302 A.S.R.C.U. via the interpreters, and also plotting facilities for laying out areas of search etc. Communications were available to the Land W/T station with which the seaplanes operate on Italian frequencies. They have not operated on the A.S.R. control frequency (3023 kcs.).

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5. No A.S.R. exercises have been carried out for some considerable time. It was agreed that an Italian officer and an Italian W/T. operator should go out on an A.S.R. and carry out simple homing practices with one of the seaplanes, at the earliest possible opportunity. Thereafter, standard homing procedure should be used in further exercises without using the Italian W/T operator. Exercises should then be made even more comprehensive.

/over ...

ALLIED AIR FORCES SUB-COMMISSION
C 878
24/1/46
ORDERLY ROOM
43 Wing
COMMISSION

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

ACTION BY. ACTION TAKEN AND COMMENTS.

6. Some point s raised by the O.C. of the Seaplane Base were as follows :-

(a) Defined areas in which various T/T frequencies and stations could be worked were asked for. They complained that they often got out of range of T/T. communication.

(b) Callsigns of other T/T stations available for their use were also required.

(c) New A.S.R. orders were also asked for. These are now complete and are being forwarded to A.F.S.C. Allied Commission, Rome, for translation.

7. The question at para. 6(a) can only be due to the use of the low powered Italian T/T. stations. If they could use the 5805 kcs. frequency of the Brindisi transmitter, this problem would not occur, or at least not so acutely.

8. The question at para. 6(b) should be cleared up when H.Q. MED.ML. Signals Instruction No.25/1945 (ITALIAN AIR FORCE COMMUNICATIONS) has been translated and passed to the Italians.

C.A.V. Brindisi

9. Unfortunately, the services of an only mediocre interpreter were available when the C.A.V. at Brindisi was visited. The work done there appeared to consist almost entirely of Met. services.

10. Communications available to the C.A.V. appeared to consist of :-

(a) Ordinary civilian telephone net-work - no 'operational' lines.

(b) Several telegraph tape-machines connected to main centres, Rome, Taranto, Bari, Naples, etc.

(c) Seven or eight T/T receivers (including a high-speed set) which it was understood were mostly used in connection with Met. broadcasts.

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communication.

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C.A.V. Brindisi

9. Unfortunately, the services of an only medium interpreter were available when the C.A.V. at Brindisi was visited. The work done there appeared to consist almost entirely of Met. services.

10. Communications available to the C.A.V. appeared to consist of :-

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(c) Seven or eight W/T receivers (including a high-speed set) which it was understood were mostly used in conjunction with Met. broadcasts.

11. It was understood that all communication with aircraft was carried in a separate W/T. station about two miles away. There appeared to be nowhere that even resembled an operations room in the C.A.V. All plotting or D/F. on aircraft was also done at the separate W/T. station. There appeared to be no control of aircraft whatever from the C.A.V. No there was at present

/over ...

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

ACTION BY. | ACTION TAKEN AND COMMENTS.

Conclusions

18. It is suggested that the link in the chain of control at para. 14 (c) could be replaced by English speaking Italian liaison officers at R.A.F. Station, Brindisi. This system has worked successfully at A.S.C. Northern Italy, in controlling the Venice Conta, and would also give future C.A.V. controllers valuable experience.

19. With Italian liaison officers at R.A.F. Station, Brindisi, the acceptance could also be controlled direct on the 3805 kcs. frequency from R.A.F. Station, Brindisi. If the C.A.V. were provided with a set on the same frequency they could keep a listening watch, which would keep them in the picture during A.S.C. exercises or incidents.

20. May A.S.C. propose this to A.F.S.C. Allied Commission, Rome ?

(C.C.I.-LOVER)
Squadron Leader,
AIRCRAFT SAFETY OFFICER.

A.H.Q. R.A.F. ITALY
22nd January, 1945.

Don't think this will commend itself to C/C as ...

C/S?
Are there bona fide snags to Seaplanes operating on 3805

Yes. The aircraft set 350/2 in Gouds is very inferior, and 3805 is outside the frequency range of the type 320/2. I have asked D.V. to look into the possibility of modifying 320/2 sets but no immediate results can be expected. There is no good reason why VHF contact should not be kept on the present frequency of 5422 kcs.

Distribution:-

G.C. Ops. - Action copy
C.S.C. - For information.
C.S.O. Air Form. Sigs. " "
File.

External.

R.A.F. Station, Brindisi (3)
A.F.S.C. Allied Commission, Rome (4)
A.F.S.C. Detachment, Taranto (1)

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

system has worked successfully at A.S.C. Northern Italy, in controlling the Venice Coats, and would also give future C.A.V. controllers valuable experience.

19. With Italian liaison officers at R.A.F. Station, Brindisi, the aeroplanes could also be controlled direct on the 3605 kcs. frequency from R.A.F. Station, Brindisi. If the C.A.V. were provided with a set on the same frequency they could keep a listening watch, which would keep them in the picture during A.S.C. exercises or incidents.

20. May A.S.C. propose this to A.F.S.C. Allied Commission, Rome ?

(C.C.I-LOVER)
Squadron Leader,
AIRCRAFT SAFETY OFFICER.

A.H.Q. R.A.F. ITALY
22nd January, 1946.

Distribution:-

C.C. Ops. - Action copy
C.S.C. - For information.
C.S.C. Air Form. Sigs. "
File.

External

R.A.F. Station, Brindisi (3)
A.F.S.C. Allied Commission, Rome (4)
A.F.S.C. Detachment, Taranto (1)

Signal for W/C Clifts comment please

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A.S.R. Control by C.A.V. - Conclusions

ACTION TAKEN
ACTION BY AND COMMENTS.

12. It is considered that the C...V. at Brindisi, as at present constituted and as manned, could not adequately control A.S.R. forces in this area. The control of R...F. M.S.Ls. by the C.A.V. could definitely not be considered.

13. It is suggested that A.F.S.C. discuss this further with Major Sosa (A.F.S.C. - Rome) and propose that the C.A.V., the Italian launch at Taranto, and the Cants combine together and carry out ...S.R. exercises. When these have been worked up, they could be watched by this Headquarters' representatives, and the whole subject reviewed again.

A.S.R. Control from R.A.F. Station, Brindisi

14. The chain of control of the A.S.R. forces in the Brindisi area is as follows :-

(a) A.S.C. Southern Italy (w.e.f. 24th, January, 1944).

by 'phone to :-

(b) R.A.F. Station, Brindisi

by 'phone to :-

(c) Interpreters at A.F.S.C. Detachment, Taranto.

by 'phone to :-

(d) Seaplane Bases

by W/T. to :-

(e) Seaplanes.

I cannot see why this Station need be involved. WAR It is unnecessary but AHQ want it. GJF.

This is not from Italy either. GJF.

15. There are several weak points in this chain. 302 A.S.R.C.U. have reported occasions when it has not been possible to raise A.F.S.C. Detachment.

Open land line in the past. W/T station outside Bari would find no great difficulty in it now. GJF.

16. It is understood that the Navy are withdrawing from Taranto shortly. It was not discovered whether the exchange at Navy House will remain or whether alternative lines from R.A.F. Station, Brindisi, to the Seaplane Bases

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

13. It is suggested that A.S.C. discuss this further with Major Sosc (A.F.S.C. - Rome) and propose that the C...V., the Italian launch at Taranto, and the Coots crabbing together and carry out A.S.R. exercises. When these have been worked up, they could be watched by this Headquarters' representatives, and the whole subject reviewed again.

A.S.R. Control from R.A.F.Station, Brindisi

14. The chain of control of the A.S.R. forces in the Brindisi area is as follows :-

(a) A.S.C. Southern Italy (w.e.f. 24th, January, 1944).

by 'phone to :-

(b) R.A.F. Station, Brindisi

by 'phone to :-

(c) Interpreters at A.F.S.C. Detachment, Taranto.

by 'phone to :-

(d) Seaplane Bases

by W/T. to :-

(e) Seaplanes.

15. There are several weak points in this chain. 302 A.S.R.C.U. have reported occasions when it has not been possible to raise A.F.S.C. Detachment.

16. It is understood that the Navy are withdrawing from Taranto shortly. It was not discovered whether the exchange at Navy House will remain or whether alternative lines from R.A.F. Station, Brindisi, to the Seaplane Bases via A.F.S.C. Det. are being arranged.

17. As mentioned in para. 7, the W/T link to the seaplanes is not always satisfactory.

/over ...

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

AMSI/20/1/AIR.

REPORT ON VISIT BY .IRCRAFT SAFETY OFFICER TO ITALIAN SEAPLANE BASE, TARANTO, AND C.A.V. BRINDISI

ACTION TAKEN
ACTION BY, AND COMMENTS.

1. Early this month, Major Sess (representative from A.F.S.C. Allied Commission, Rome) had discussed with A.S.O. of this H.Q., the possibilities of Italian C.A.Vs. and A.S.R. forces taking a larger share in the control of A.S.R. operations. C.B.E.O.C. M.E. Med.H.Q. (W/C. BUSKELL) had also asked for a report on this subject during his visit to this H.Q. on 9th - 10th January, 1946.

2. With these ideas in view, S/L. Fleming-Lever, in company with F/L. Parsons and Sgt. Worth, an interpreter from A.F.S.C. Det. visited the Italian Seaplane Base at Taranto on 17th January, 1946.

A.F.S.C. Detachment, Taranto

3. The A.F.S.C. Detachment, Taranto, is situated in Navy House; they have a direct li from R.A.F. Brindisi exchange, and also direct lines to the seaplane base at Taranto and the base at Brindisi. It was understood that the two R.A.F. Sgt. interpreters take alternate 24 hour watches, with arrangements with Navy House exchange to ring other extensions when they are away for meals etc. These two Sgts. act as a link between 302 A.S.R.C.U. and the seaplane bases, merely translating all messages and instructions.

Seaplane Base, Taranto

4. We were favourably impressed by both the officers and the organization at the Seaplane Base, Taranto. In their operations room, which appeared fully staffed, was the 'phone by which instructions were received from 302 A.S.R.C.U. via the interpreters, and also plotting facilities for laying out areas of search etc. Communications were available to the Base W/T station with which the seaplanes operate on Italian frequencies. They have not operated on the A.S.R. control frequency (3809 kcs.).

578

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

Rome) had discussed with A.S.C. at this H.Q., the possibilities of Italian C.M.Vs. and A.S.R. Forces taking a larger share in the control of A.S.R. operations. C.F.C.C. R.C. [redacted] (F/C. BUSKELL) had also asked for a report on this subject during his visit to this H.Q. on 9th - 10th January, 1946.

2. With these ideas in view, S/L. Penning-Lever, in company with F/L. Personne and Sgt. Worth, an interpreter from A.F.H.Q. Det. visited the Italian Seaplane Base at Taranto on 17th January, 1946.

A.F.H.Q. Detachment, Taranto

3. The A.F.H.Q. Detachment, Taranto, is situated in Navy House; they have a direct li from R.A.F. Brindisi exchange, and also direct lines to the seaplane base at Taranto and the base at Brindisi. It was understood that the two R.A.F. Sgt. interpreters take alternate 24 hour watches, with arrangements with Navy House exchange to ring other extensions when they are away for meals etc. These two Sgts. act as a link between 302 A.S.R.C.U. and the Seaplane bases, merely translating all messages and instructions.

Seaplane Base, Taranto

4. We were favourably impressed by both the officers and the organization at the Seaplane Base, Taranto. In their operations room, which appeared fully staffed, was the 'phone by which instructions were received from 302 A.S.R.C.U. via the interpreters, and also plotting facilities for laying out areas of search etc. Communications were available to the base W/T station with which the seaplanes operate on Italian frequencies. They have not operated on the A.S.R. central frequency (3830 kcs.).

5. No A.S.R. exercises have been carried out for some considerable time. It was agreed that an Italian officer and an Italian W/T. operator should go out on an A.S.R. and carry out simple Homing practices with one of the seaplanes, at the earliest possible opportunity. Thereafter, standard Homing procedure should be used in further exercises without using the Italian W/T operator. Exercises should then be made even more comprehensive.

/over ...

578

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

ACTION BY. ACTION TAKEN AND COMMENTS.

6. Some point s raised by the C.O. of the Seaplane Base were as follows :-

(a) Defined areas in which various V/T frequencies and stations could be worked were asked for. They complained that they often got out of range of V/T. communication.

(b) Callsigns of other V/T stations available for their use were also required.

(c) New A.S.R. orders were also asked for. These are now complete and are being forwarded to A.F.H.Q. Allied Commission, Rome, for translation.

7. The question at para. 6(a) can only be due to the use of the low-powered Italian V/T. stations. If they could use the 3805 kcs. frequency of the Brindisi transmitter, this problem would not occur, or at least not so acutely.

8. The question at para. 6(b) should be cleared up when H.Q. MED.MED. Signals Instruction No.25/1945 (ITALIAN AIR FORCE COMMUNICATIONS) has been translated and passed to the Italians.

C.A.V. Brindisi

9. Unfortunately, the services of an only mediocre interpreter were available when the C.A.V. at Brindisi was visited. The work done there appeared to consist almost entirely of Met. services.

10. Communications available to the C.A.V. appeared to consist of :-

(a) Ordinary civilian telephone net-work - no 'operational' lines.

(b) Several telegraph tape-machines connected to main centres, Rome, Taranto, Bari, Naples, etc.

(c) Seven or eight V/T receivers (including a high-speed set) which it was understood were mostly used in

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

were asked for. They complained that they often got out of range of T/T. communication.

(b) Callsigns of other T/T stations available for their use were also required.

(c) New A.S.R. orders were also asked for. These are now complete and are being forwarded to A.F.H.Q. Allied Commission, Rome, for translation.

7. The question at para. 6(a) can only be due to the use of the low powered Italian T/T. stations. If they could use the 3805 kcs. frequency of the Brindisi transmitter, this problem would not occur, or at least not so acutely.

8. The question at para. 6(b) should be cleared up when H.Q. M.E.D.M.L. Signals Instruction No.25/1945 (ITALIAN AIR FORCE COMMUNICATIONS) has been translated and passed to the Italians.

C.C.V. Brindisi

9. Unfortunately, the services of an only mediocre interpreter were available when the C.C.V. at Brindisi was visited. The work done there appeared to consist almost entirely of Met. services.

10. Communications available to the C.C.V. appeared to consist of :-

(a) Ordinary civilian telephone net-work - no 'operational' lines.

(b) Several telegraph tape-machines connected to main centres, Rome, Taranto, Bari, Naples, etc.

(c) Seven or eight T/T receivers (including a high-speed set) which it was understood were mostly used in conjunction with Met. broadcasts.

11. It was understood that all communication with aircraft was carried in a separate T/T. station about two miles away. There appeared to be nowhere that even resembled an operations room in the C.C.V. All plotting or D/F. on aircraft was also done at the separate T/T. station. There appeared to be no control of aircraft whatever from the C.C.V.

/over ...

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

ACTION BY. ACTION TAKEN AND COMMENTS.

Conclusions

18. It is suggested that the link in the chain of control at para. 14 (c) could be replaced by English speaking Italian liaison officers at R.A.F. Station, Brindisi. This system has worked successfully at ...S.C. Northern Italy, in controlling the Venice Coasts, and would also give future C.A.V. controllers valuable experience.

19. With Italian liaison officers at R...F. Station, Brindisi, the seaplanes could also be controlled direct on the 3005 kcs. frequency from R.A.F. Station, Brindisi. If the C...V. were provided with a set on the same frequency they could keep a listening watch, which would keep them in the picture during ...S.A. exercises or incidents.

20. May A.S.O. propose this to ...F.S.C. Allied Commission, Rome ?

(G.C.H-LOVER)
Squadron Leader,
AIRCRAFT SAFETY OFFICER.

A.H.Q. R.A.F. ITALY
22nd January, 1946.

Distribution:-

G.C. Ops. - Action copy
C.S.O. - For information.
C.S.O. Air Form. Sigs. "
File.

External

R.A.F. Station, Brindisi (3)
A.F.S.C. Allied Commission, Rome (4)
A.F.S.C. Detachment, Taranto (1)

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

A.S.R. Control by C.A.V. - Conclusions

ACTION TAKEN
ACTION BY AND COMMENTS.

12. It is considered that the C.A.V. at Brindisi, as at present constituted and manned, could not adequately control A.S.R. forces in this area. The control of R.A.F. M.S.Ls. by the C.A.V. could definitely not be considered.

13. It is suggested that A.S.C. discuss this further with Major Sass (A.A.S.C. - Rome) and propose that the C.A.V., the Italian launch at Taranto, and the Cants combine together and carry out A.S.R. exercises. When these have been worked up, they could be watched by this Headquarters' representatives, and the whole subject reviewed again.

A.S.R. Control from R.A.F.Station, Brindisi

14. The chain of control of the A.S.R. forces in the Brindisi area is as follows :-

(a) A.S.C. Southern Italy (w.e.f. 24th, January, 1946).

by 'phone to :-

(b) R.A.F. Station, Brindisi

by 'phone to :-

(c) Interpreters at A.F.S.C. Detachment, Taranto.

by 'phone to :-

(d) Seaplane Bases

by W/T. to :-

(e) Seaplanes.

15. There are several weak points in this chain. 302 A.S.R.C.U. have reported occasions when it has not been possible to raise A.F.S.C. Detachment.

16. It is understood that the Navy are withdrawing from Taranto shortly. It was not

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

H.S.Es. by the C.A.V. could be [illegible] considered.

13. It is suggested that A.C.S. discuss this further with Major Sess (A.A.F.S.O. - Rome) and propose that the C.A.V., the Italian launch at Taranto, and the Units combine together and carry out A.S.R. exercises. When these have been worked up, they could be watched by this Headquarters' representatives, and the whole subject reviewed again.

A.S.R. Control from R.A.F.Station, Brindisi

14. The chain of control of the A.S.R. forces in the Brindisi area is as follows :-

(a) A.S.C. Southern Italy (w.e.f. 24th, January, 1945).

by 'phone to :-

(b) R.A.F. Station, Brindisi

by 'phone to :-

(c) Interpreters at A.F.S.O. Detachment, Taranto.

by 'phone to :-

(d) Seaplane Bases

by W/T. to :-

(e) Seaplanes.

15. There are several weak points in this chain. 302 A.S.R.O.U. have reported occasions when it has not been possible to raise A.F.S.O. Detachment.

16. It is understood that the Navy are withdrawing from Taranto shortly. It was not discovered whether the exchange at Navy House will remain or whether alternative lines from R.A.F. Station, Brindisi, to the Seaplane Bases via A.F.S.O. Det. are being arranged.

17. As mentioned in para. 7, the W/T link to the seaplanes is not always satisfactory.

/over ...

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1549

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AFSC/48/1/AIR

OUT GOING MESSAGE

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

To : AHQ, ITALY.

UNCLASSIFIED A 203 T.O.O. 241105 A

REFERENCE YOUR A808 AND OUR REPLY A191 OF 21 JANUARY UNIT AT SPEZIA NOW OPERATIONAL (.) EXERCISES MAY COMMENCE IMMEDIATELY (.)

PRIORITY: ROUTINE

cjs

E. J. BASS
MAJOR, AIR CORPS,
FOR AIR VICE MARSHAL
AIR OFFICER COMMANDING.

1550

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12A

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

TO : ITALIAN AIR MINISTRY

DATE: 23TH JANUARY 1945

REF : AFSC/48/1/AIR

AIRCRAFT SAFETY CENTER SOUTHERN ITALY

Enclosed is operation order No. 1/46 of 14 January 1946, reference AHQI/20Z/3, amalgamating the Aircraft Safety Center Eastern Italy and Aircraft Safety Center Western Italy into one unit ceelled Aircraft Safety Center Southern Italy.

The effective date of this order has been changed from 20th January at 23.59A hours to 23 January at 23.59A hours in Signal No. AF804 of 20 January from Air HQ Italy.

WAR 28/1

gs

R.J. CASE, MAJOR A.C.
FOR AIR VICE-MARSHAL
DIRECTOR, A.F.S.C.
A.C. C.M.F.

1551

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

614

OUTGOING MESSAGE

FROM: AIR FORCE SUB COMMISSION, ROME

TO : AHQ, ITALY

UNCLASSIFIED A 197 T.O.O. 231035 JANUARY 1946 (.)
RECEIPTOOF AHQI/203/3 OPERATION ORDER NO. 1/46 DATED 14
JANUARY AND SIGNAL AF804 of 20 JANUARY CHANGING EFFECTIVE
DATE TO 23 JANUARY ACKNOWLEDGED (.) ITALIAN AIR
MINISTRY INFORMED (.)

PRIORITY ROUTINE

cfs.
E.J. SASS major AC
for AIR VICE-MARSHAL,
DIRECTOR, A.F.S.C.
A.C. C.M.F.

AHQ 28/1

574

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60A1/14

~~GJP V LDIL NR116~~ ROUTINE
T AFSC AC ROME
FROM AHQ ITALY 190900A
TO ASC E. ITALY, 3 BASE AREA (ADV), ASC W.ITALY, RAF STN BRINDISI,
ASC N. ITALY, ASC GREECE, ASC MALTA, OC 293 SQDN,
OC 253 ASRU NAPLES, OC 253 ASRU DET BRINDISI,
OC 253 ASRU DET LEGHORN, AFSC DET TARANTO, AFSC AC ROME,
AHQ MALTA, RAF STN BARI, OC 249 WING. OC 1 LASU, OC 2 LSU, BCFI
CASERTA, HQ MEDME, HQ DAF, AHQ GREECE.
GR BT
A819. 19 JAN. UNCLASS.

57A

REFERENCE AHQI/203/8 AHQI OPERATION ORDER NO.1/46
DATED 14 JAN. THE AND DATE FROM WHICH THIS ORDER WILL TAKE EFFECT
HAS NOW BEEN TEMPORARILY POSTPONED FROM 2359 HOURS 20 JAN. NEW TIME
AND DATE WILL BE SIGNALLED LATER.
BT 190900A
PHW AR K
RD 1125 HWB AR

See also 58A. 24/28/1 C 442 CW 21/1

CJP 23/1

57 HQ AFSC 1st Ind

1553

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

59A
(E)

From : Stato Maggiore R.A.
To : Air Forces Sub Commidsion A.C. Rome
Date : I2 January I946

OUTGOING SIGNAL

STATAEREO I00I3I/OP/I3-E. STOP. TO AIR FORCES SUB COMMISSION A.C. ROME. NOTIFY YOU THAT ON THE 7 JANUARY I946. 2 CANT. Z.506 HAVE BEEN TRANSFERRED FROM TARANTO TO LA SPEZIA CADIMARE FOR THE A.S.R. SECTION.STOP. GEN. AIMONE CAT.

CAPO REPARTO
Ten . Col. A.A.R.N. ERCOLE SALVI

Translated by Sgt. Albertini .M;

WAD 28/1

S.S.O. WAB

Has AHQ been informed & does this wish that IAF a/c are Ready to begin exercises & take on ASR duties as soon as ASC N is satisfied with the arrangements?

WAB 22/1.

AIR II

I think the answer to all this is Yes. Please check & confirm. 56A refers.

WAD

ALLIED FORCES SUB-COMMISSION
L.74
12/1
ORDERLY ROOM
48/1/Dir

1554

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

12 GEN 1946

59 Fi

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

= TELEGRAMMA IN PARTENZA =

~~XXXXXXXXXXXX~~

ALL'AIR FORCES SUB COMMISSION
ALLIED COMMISSION

= R O M A =

STAFAEREO 100437 OP/13-E/ PUNTO DESTINATARIO AIR FORCES SUB COMMISSION ALLIED COMMISSION ROMA PUNTO COMUNICASI CHE IN DATA 7 GENNAIO SI SONO TRASFERITI DA TARANTO A LA SPEZIA CADINARE DUE CANT.Z.506 PER SEZIONE SOCCORSO PUNTO GEN. AIMONE CAT

IL CAPO DEL 1° REPARTO
(Ten. Col. A.A.r.n. pil.-Ercole Savi)

STATO MAGGIORE R. AERONAUTICA - 1° SEZIONE

571

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

AFSC AC Rome ✓

58 Pt. 21/20

FROM AHQ ITALY

TO ASC E ITALY - ASC W ITALY - 302 ASRCU BRINDISI

REPEAT TO :- 253 ASRU NAPLES - 253 ASRU DET LEGHORN -

253 ASRU DET BRINDISI - AFSC DET TARANTO - AFSC ALLIED

COMMISSION ROME - MEDME SIGNALS LIST D [redacted] AND F NO'S 1 AND 2

LSU - BCFI CASERTA - AHQ MALTA - HQ MEDME -

215 GROUP - 205 GROUP

GR BT 53A 60A

AF804 20 JAN UNCLASS (.)

MY AF768 DATED 12 JAN AND A 619 DATED 19 JAN

Ord 28/1

C NOT TO ALL ADDRESSEES) (.)

NOW CONFIRMED ASC E ITALY IS TO CLOSE WEF

2359A HOURS 23 JAN 1946 REPEAT

2359 A HOURS 23 JAN 1946 (.)

ASC E AND W ITALY AND 302

ASRCU TO ACKNOWLEDGE (.)

Cys 23/1

570

BT TOR 1520// 1520

AHQI/203/8.

A.H.Q. R.A.F. ITALY OPERATION ORDER NO. 1/46

14th Jan. '46.

References :-

A.H.Q. Italy Signal AF.768 dated 12th January, 1946.

INFORMATION

1. The reduced amount of flying in southern Italy together with the present acute man-power shortage do not warrant the existence of two Aircraft Safety Centres in the southern area of Italy.

INTENTION

2. To amalgamate Aircraft Safety Centres, Eastern and Western Italy, into one Aircraft Safety Centre to be known as A.S.C. Southern Italy.

EXECUTION

23-1 (Su 55A)

3. With effect from 23.59.A. hours 26th January, 1946, the A.S.C. at present known as Western Italy is to be renamed Southern Italy. A.S.C. Southern Italy is then to be responsible for the entire area previously controlled by both A.S.Cs. Eastern and Western Italy.

4. The area of responsibility of A.S.C. Southern Italy is then to be the area bounded by the following :-

42°00' N 09° 28' E - eastward along latitude 42° N to the Italian coast at 12° E - 43° 30' N 16° 00 E - thence coastwise to the southern tip of the Island of Corfu - 38° 00'N 19° 00' E - Cap Colonne - 39° 00' N 16° 05' E - thence coastwise to the Straits of Messina and along the Northern coast of Sicily to Cap San Vito - Cap Comino - thence following the Eastern coasts of Sardinia and Corsica to 42° 00'N 09° 28' E.

569

Air Rescue Forces

5. Air Rescue Forces available to, and under the control of A.S.C., S.Italy, will be those aircraft and marine craft at present under the control of A.S.C. W. Italy, with the addition of two H.S.Ls. at Brindisi and the Italian Cent Units at Brindisi and Taranto. These forces at Brindisi and Taranto are to be controlled by A.S.C. S. Italy through R.A.F. Station Brindisi, in a similar manner to that

ALLIED AIR FORCES SUB-COMMISSION ALLIED CONTROL COMMISSION C.763 48/1/air

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

INFORMATION

1. The reduced amount of flying in southern Italy together with the present acute man-power shortage do not warrant the existence of two Aircraft Safety Centres in the southern area of Italy.

INTENTION

2. To amalgamate Aircraft Safety Centres, Eastern and Western Italy, into one Aircraft Safety Centre to be known as A.S.C. Southern Italy.

EXECUTION

23-1 (Su 58A)

3. With effect from 23.59.A. hours 20th January, 1945, the A.S.C. at present known as Western Italy is to be renamed Southern Italy. A.S.C. Southern Italy is then to be responsible for the entire area previously controlled by both A.S.Cs. Eastern and Western Italy.

4. The area of responsibility of A.S.C. Southern Italy is then to be the area bounded by the following :-

42°00' N 09° 28' E - eastward along latitude 42° N to the Italian coast at 12° E - 43° 30' N 15° 00 E - thence coastwise to the southern tip of the Island of Corfu - 38° 00'N 19° 00' E - Cap Colonne - 39° 00' N 16° 08' E - thence coastwise to the Straits of Messina and along the Northern coast of Sicily to Cap San Vito - Cap Comino - thence following the Eastern coasts of Sardinia and Corsica to 42° 00'N 09° 28' E.

569

Air Rescue Forces

5. Air Rescue Forces available to, and under the control of A.S.C., S.Italy, will be those aircraft and marine craft at present under the control of A.S.C. W. Italy, with the addition of two H.S.Ls. at Brindisi and the Italian Cant Units at Brindisi and Taranto. These forces at Brindisi and Taranto are to be controlled by A.S.C. S. Italy, through R.A.F. Station Brindisi, in a similar manner to that in which A.S.C. E. Italy exercised control through No.302 A.S.R.C.U.

6. No. 302 A.S.R.C.U. will shortly be merged into R.A.F. Station Brindisi, who will then exercise the direct control (on the 5805 kcs. frequency) over the H.S.Ls. and Cant aircraft in that area. Brindisi will have a direct land-line and a "flash channel" link with A.S.C. Southern Italy.

/over ...

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

Liaison between A.S.Cs. E. & W. Italy prior to change over

7. In case an incident, or action on a request news signal, or other A.S.C. work, is not completed at A.S.C. E. Italy by 2359.A. hours 20th January, 1946, A.S.C. E. Italy is to keep A.S.C. W. Italy fully informed of all events and action being taken at A.S.C. E. Italy, during the whole of 20th January, 1946. In this way, A.S.C. Southern Italy, when it comes into being, should be fully in the picture.

ADMINISTRATIVE INSTRUCTIONS

8. Administrative Instructions will be issued separately and will only be addressed to No.3 Base Area Advanced.

INTERCOMMUNICATION

9. A Signals Instruction, reference AAI/S.4308/Sigs. dated 14th January, 1946, "Signals arrangements implementing the disbandment of A.S.C. E. Italy and the formation of No.3 Base Area Advanced Signals Section", is being issued separately. This will cover both W/T and land line communications.

ACKNOWLEDGE

Time of issue ..... 2000 hrs.

Air Commodore,
Senior Air Staff Officer,
Air Headquarters, R.A.F.
ITALY.

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56A

Loose minute

TO : D(through DD and SO) WNB 21/1.

REF : AFSC/A3/1/Air

Proposed Plan for IAF Control of Air Sea Rescue and Aircraft Safety in Italy

In a meeting on 19th January 1946, W/C Clift and Air II agreed to the following plan for IAF operation of all Air Sea Rescue and Aircraft Safety in Italy.

The CAV's will be the equivalent of the present ACC. They will perform their present functions of passing airfield information, weather, and departure and arrival reports. In addition, they will pass information to the Air Sea Rescue Detachments for any searches that may be necessary.

The ASR Detachments are located in the best available seaplane bases, as near the CAV's as possible. Two new detachments, one at Brecciano and one at Stagnione (Marsala), will be formed to complete the coverage of all Italian territory by IAF planes.

Two or three of the CAV's, possibly Brindisi, Rome and Milan, would have English speaking IAF officers on duty at all times who would receive all information on Allied planes and pass it on to the proper ASR Detachment for a search to be started.

The attached map shows the location of all the CAV's, ASR Detachments, and the proposed new ASR Detachments to complete this organization.

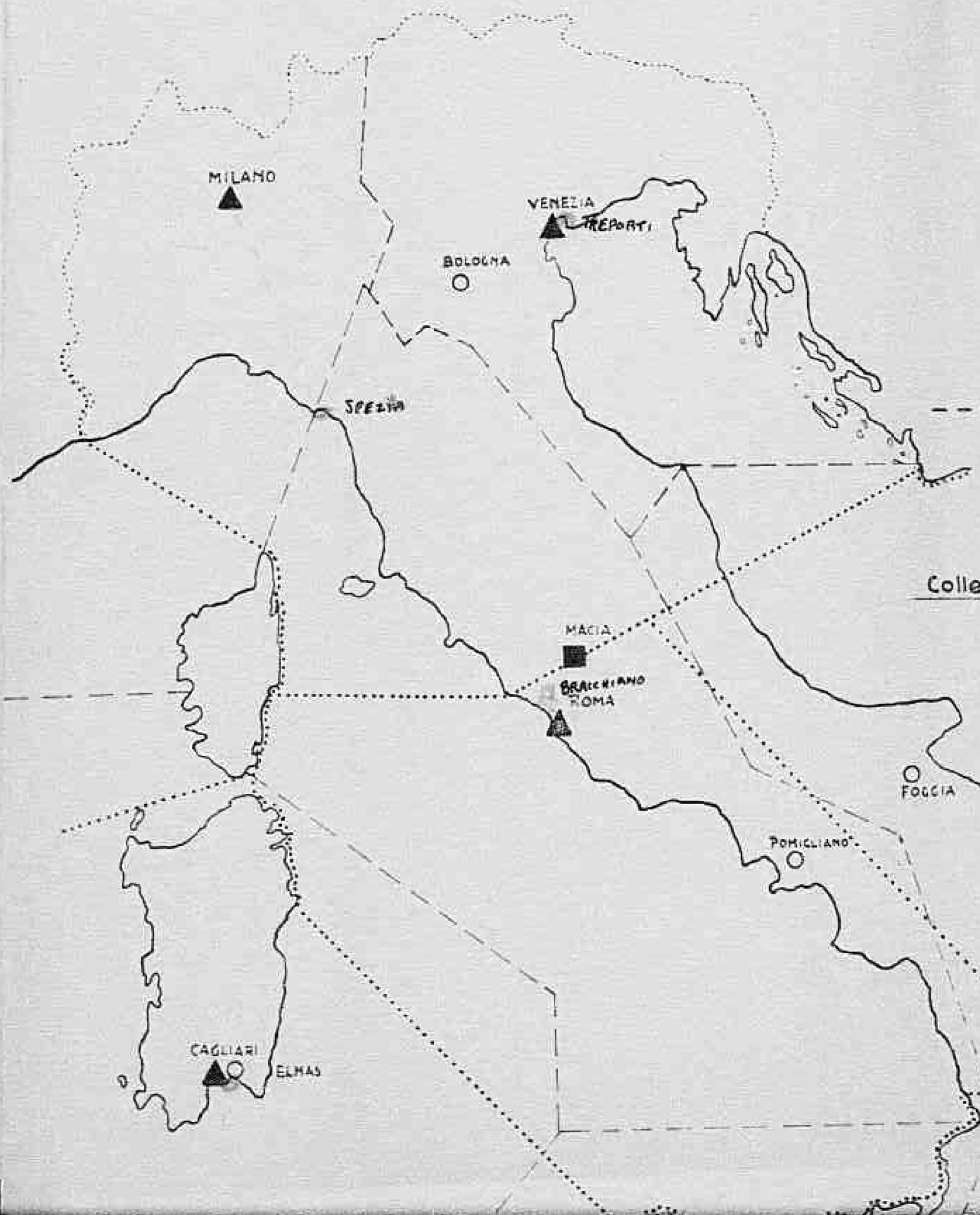
WNB 26/1

E.J. SASS
Major, AC

Wg Cdr.

56A -

CENTRALI ASSISTENZA VOLO



▲ C.A.V

Rdg. o.m. 333 Kc/s

Assistenza o.C. 4781 Kc/s

» meteo

Lancio bollettini regionali

Previsioni

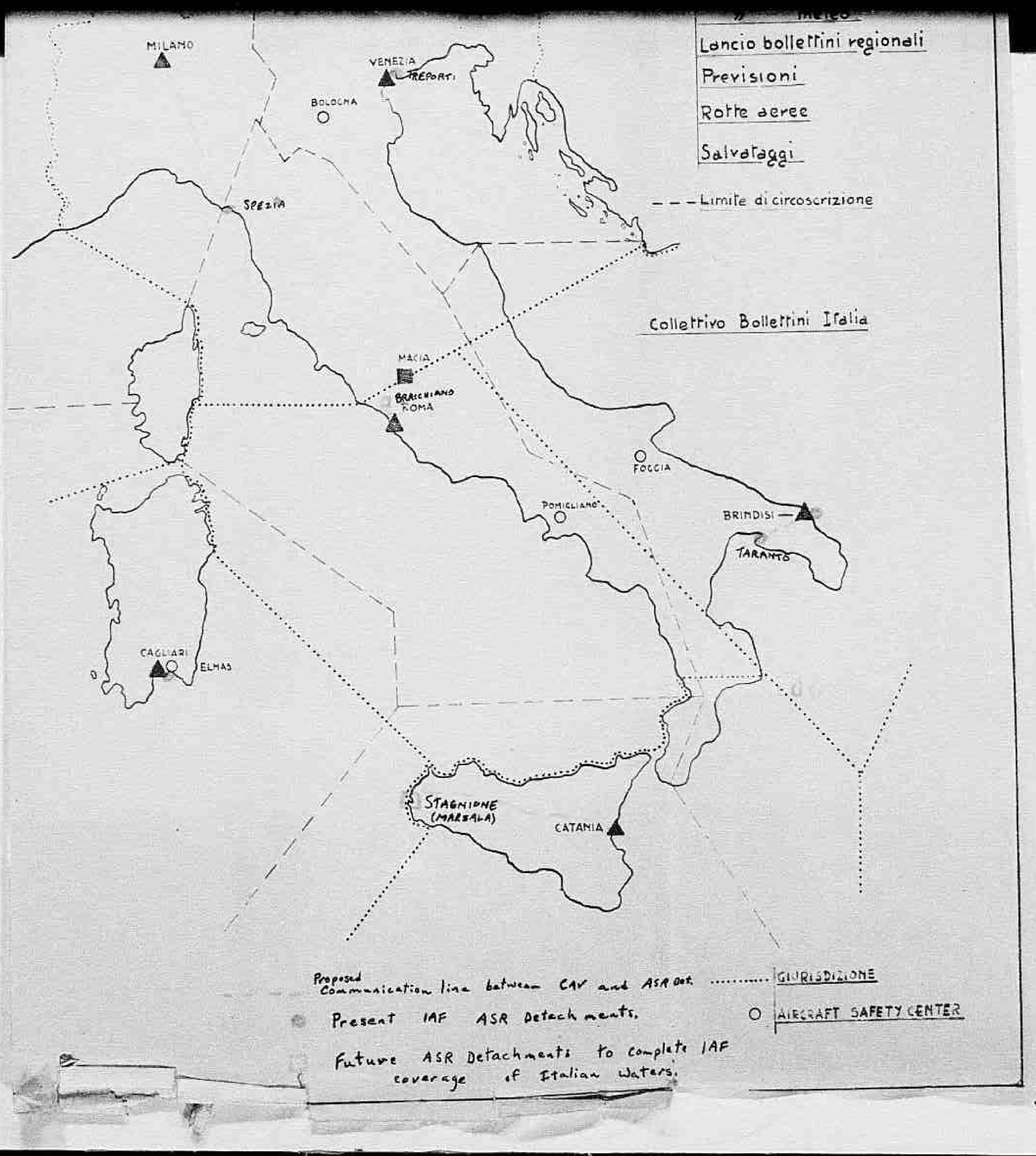
Rotte aeree

Salvataggi

– – – Limite di circoscrizione

Collettivo Bollettini Italia

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



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

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

AF3C/48/VAIR

OUT GOING MESSAGE

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

To : AHQ, ITALY.

UNCLASSIFIED A191 1510-21 A

REFERENCE YOUR A808 DET CHMENT NOW INSTALLED AT SPEZIA BUT NO PETROL AVAILABLE (.) WILL SIGNAL WHEN READY FOR EXERCISES (.)

PRIORITY: ROUTINE

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

566

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

(PER ECO

54A.
28/12

TIK

~~T185/12 LGJF Y LDIL NR208~~ ROUTINE

QVR1

FROM AHQ ITALY

TO AF SC AC ROME (R) ASC N ITALY

GR-- BT

A808 12 JANUARY UNCLASSIFIED

50A

REFERENCE ~~CASF~~ YOUR A.151 PLEASE CONFIRM DETACHMENT

NOW INSTALLED AT SPEZIA AND READ Y TO COMMENCE ~~EXERCISES~~ EXERCISES(.)

ASC N ITALY CARRY OUT EXERCISES REGULARY WITH VENICE ~~DET~~

DETACHMENT(.) IT IS INTENTION OF THIS HEADQUARTERS THAT

TRIAO EXERCISES BE ~~CAFT~~ CARRIED OUTWITH SPEZIA

DETACHMENT UNTIL PROFICIENT THEN REGULAR

EXERCISES AT INTERVALS TO

MAINTAIN EFFICIENCY

BT 121230A

CCN AMEND T NR TO READ T185/12

SENT LLF BBB K

~~LS IS/ IT AC /~~

~~IS IT ASC N ITALY CARRY OUT EXERCISED / EXERCISES REGUALRAY K~~

~~REA~~

~~REGULARLY REGULARTY~~

RD 1304 HWB AR K

S.S.O.
What action taken?

365

Please not ready
Re POL article.
15/1 ejf

1 Spezia file

15/1

C.391
Sound 14/1
43/1/Rec

1564

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

53A
AIR

B12/12 LRMB V LDIL [illegible] 313 ROUTINE
T AFSC AC ROME
N
FROM AHQ ITALY
TO ASC E ITALY - ASC W ITALY - 302 ASRCU BRINDISI
(G) 253 ASRU NAPLES - 253 AFGUNSET LEGHOSN
253 ASRU DET BRINDISI - AIG FORCES
SUB COMMISSION DET TARANTO - AFSC ALLIED COMMISSION ROME
MED/ME SIGNAL S LISTS B AND F -
NOS 1 AND 2 LSU - BCFI CASERTA - AHQ MALTA
HQ MED/ME - 216 GROUP - 205 GROUP
AF 765 12 JAN UNCLASSIFIED
WARNING ORDER - CLOSING OF ASC E ITALY PARA ONE
ASC E ITALX WILL CEASE TO OPERATE WITH EFFECT FROM
2359A HRS 20TH JAN AFTER WHICH TIME ASC W ITALY
WILL ASSUME - IN ADDITION TO ITS OWN
RESPONSIBILITIES - THOSE PREVIOUSLY HELD BY ASC E ITALY
PARA TWO
ON THIS CHANGE OVER ASC W ITALY WILL BE RENAMED ASC
SOUTHERN ITALY AND WILL ASSUME CONTROL OF ALL
ASR UNITS AT BRINDISI AND TARANTO
PARA THREE
TELEPHONE COMMUNICATIONS BETWEEN ASC SOUTHERN ITALY
AND FOGGIA MAIN AND BARI AIRFIELDS WILL BE THROUGH
AHQ OPS SWITCHBOARD .
THESE WIL BE A DIRECT LINE BETWEEN
ASC SOUTHERN ITALY AND BRINDISI RAF
W/T COMMUNICATIONS - NO CHANGE
PARA FOUR
DETAILED OPERATION ORDER FOLLOWS BUT WILL BE SENT ONLY
TO ADDRESSEES INTIME// 3,53.3-5306 :2,:3,///
INTIMETELY CONCERNED . THIS WARNING ORDER WILL BE CONFIRMED
TO ALL ABOVE ADDRESSEES BY FURTHER SIGNAL
BT 121545A
SENT NOB AR K

N 27/12

PARA 4 LINE 2
INTIMATELY CONC ME R K FINI

TO ADDRESSEES INTIMATELY CONCERNED . THIS WARNING ORDER K
RECD CD 2218 KKK

564

TKU CUL OK PAL

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

AFSC Rome

[redacted] MMEDIATE-

[redacted]

FROM A.S.C.N. ITALY

TO AIR FORCES SUB-COMMISSION ROME

GR-- BT AF169 — 50A

REF YOUR A.151 9TH JAN (.)

WE HOPE TO CARRY OUT EXERCISES WITH LA SPEZIA AFTER LIAISON VISIT THERE TO CHECK RADIO EQUIPMENT AND BRIEF ON PROCEDURE TO BE USED (.) AT PRESENT DIFFICULTY WITH ONLY ONE CONTROL OFFICER AVAILABLE HERE (.)

RE VENICE DETACHMENT LAST EXERCISE WAS DEC 5TH 1945 (.) RESULTS SPOILED BY POOR W/T COMMUNICATION (.)

DEC 12TH 1945 FURTHER AIR TO GROUND COMMUNICATION TESTS CARRIED OUT WITH POOR RESULTS AGAIN (.)

ON DEC 22ND SENIOR CONTROLLER AND SIGNALS OFFICER VISITED VENICE BASE (.) RADIO APPARATUS FOUND INADEQUATE AND POOR (.) RECOMMENDATIONS FOR NEW EQUIPMENT SENT TO A.H.Q. ITALY WHO ARE ARRANGING DELIVERY OF THIS AS MATTER OF URGENCY (.)

BT 101150A

SENT A.T. AR TKU+

RD 1203 HWB AR K K

AIR FORCES SUB-COMMISSION ALLIED ... ORDERLY ROOM

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

A.H.Q. signalled asking us to expedite reply to their A.780, which we had not received. With our A.142 we asked that a copy of their original message be forwarded and this is the reply.

Registry.

1567

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

AIR 51A

N 4619

150A on 303/1/05

LINK V LDIL NR 189 ROUTINE T ADB

FROM AIR HEADQUARTERS ITALY .

TO AIR FORCES SUB- COMMISSION AC ROME

A804 9 JANUARY . UNCLASSIFIED . REFERENCE YOUR A142 HERWITH OUR

A780 . QUOTE . YOUR A12 DECEMBER . PLEASE SIGNAL ADDRESS AND LOCATION OF SITE FOR IAF ASR DETACHMENT AT SPEZIA IN ORDER THAT ~~LOCATION OF SITE FOR IAF ASR DETACHMENT AT SPEZIA~~

TELEPHONE COMMUNICATIONS CAN BE INSTALLED . UNQUOTE .

TOO 091430A

SENT EJP ER K

AIR FORCES SUB-COMMISSION C. 35 10/1 ORDERLY ROOM 4 8/1/AIF

REPEAT FROM SIGNAL ADDRESS ..... TO TELEPHONE COMMUNICATION RUAI...
PLEASE SIGNAL ADDRESS AND LOCATION OF SITE FOR IAF ASR DETACHMENT AT

SPEZIA IN ORDER THAT TELEPHONE COMMUNICATIONS CAN BE INSTALLED .

TERKKK

AD 091515A FB AR KK

SNAFU
Telephone comms are installed and in operation. JF 1/10

562

89.1630 .

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

50A

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMMISSION, ROME.

TO : A.S.C.N.I. (BOLOGNA)
(R) A.H.Q. Italy
(R) A.F.C.C., TARANTO

UNCLASSIFIED A.151 T.O.O. 091000 JANUARY 1946. (.)
PRESUME YOU WILL CARRY OUT EXERCISES WITH SEAPLANE DETACHMENT LA SPEZIA (.) REQUEST YOU REPORT RESULTS TO ALL ADDRESSEES ABOVE (.) HAVE VENICE DETACHMENT BEEN CALLED OUT OR EXERCISED SINCE PRE-OPERATIONAL TRIAL EXERCISES (?) (.)

PRIORITY : ROUTINE

W.M. HISDEE, W/CDR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

361

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

49 A
(x)

From : I.A.F. Stato Maggiore.
To : A.F.S.C., Rome.
Date : 5th January, 1946.
Ref : Op/100030/3/2/600a11.

AIR SEA RESCUE UNIT LA SPEZIA - CADIMARE -

Instructions have been given that on the 5th January a small unit of seaplanes composed of 2 Cant Z. 506 and one R.S. 14 be transferred to La Spezia.

2. This small unit will carry out air sea rescue in liaison with the Aircraft Safety Centre of Bologna for air sea rescue.

Col. Pil. A. Remondino.

translated by J. Devecque.

ALLIED AIR FORCES SUB-COMMISSION
L.561
9/1 5/1
ORDERLY ROOM

360

B/g

Roma lì 5 GEN 1946

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

ALL'AIR FORCES SUB COMMISSION 1
ALLIED COMMISSION
= R O M A =

Prot.n° Op/100030/3/E/60 Cad.

O G G E T T O : Sezione Idro Soccorso La Spezia - Cadimare.-

E' stato disposto che per il giorno 5 gennaio si trasferisca a La Spezia una sezione di velivoli idro composta di due Cant.Z.506 e uno R.S.14.

Detta sezione svolgerà servizio di soccorso in collegamento con l'Air Craft Safety Center di Bologna per il salvataggio aero-marittimo.-

STATO MAGGIORE DELLA R. AERONAUTICA

IL CAPO DI STATO MAGGIORE
IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA

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

O G G E T T O : Sezione Idro Soccorso La Spezia - Cadimare.-

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Detta sezione svolgerà servizio di soccorso in collegamento con l'Air Craft Safety Center di Bologna per il Salvataggio aero-marittimo.-

IL CAPO DI STATO MAGGIORE
di Sua
IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Sob. Ill. A. Bernardini)

559

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

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

USA

OUTGOING SIGNAL

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

TO : AIR H.Q. ITALY.
(R) A.F.S.C., TARANTO.

UNCLASSIFIED A.128 T.O.O. 031230 JANUARY 1946 (.)
I.A.F. AIR SEA RESCUE DETACHMENT AT SPEZIA WILL BECOME OPERATIONAL APPROXIMATELY 6 JAN. 1946.

(See note on 44A for information)

PRIORITY : ROUTINE

EJ.
E.J. SASS
Major, AIR CORPS,
AIR VOCE-MARSHAL,
AIR OFFICER COMMANDING.

WAR 1/5

AFSC/48/1/AIR2

55c

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

1573

1

PROMEMORIA PER IL SIG. SEGRETARIO GENERALE.

SITUAZIONE VELIVOLI DA BOMBARDAMENTO IDROVOLANTI

1° - VELIVOLI CENT. A.306

L'attuale situazione è la seguente :

Idrovolanti in servizio	16
" " lavorazione	8
" " attesa di lavorazione	12

Concentrando tutte le possibilità di produzione della attuale S.I.A.A. sul Cent. A.306 e purchè sia assicurata la continuità del rifornimento dei materiali, entro il mese di marzo si potrà avere la seguente situazione :

Idrovolanti in servizio	20
" " lavorazione	7
" " attesa di lavorazione	9

Se una fabbrica di costruzioni aeronautiche potrà iniziare le riparazioni di idrovolanti entro marzo, si potrà raggiungere alla fine dell'anno 1946 (mettendo in conto perdite per cause varie di tre idrovolanti) la seguente situazione :

Idrovolanti in servizio	23
" " lavorazione	10

Successivamente si dovrà considerare un aumento delle perdite annuali per vecchiaia ed incidenti vari. Tali perdite, per il 1947 si può prevedere che raggiungeranno un totale di 5 o 6 aerei.-

2° - IDROVOLANTI CANT. A.306

L'attuale situazione è la seguente :

Idrovolanti in servizio	14
" " attesa di lavorazione	11

Per il momento, essendo tutte le possibilità tecniche, concentrate sul Cent. A.306, non si prevede di aumentare il numero degli idrovolanti in servizio.

Se una fabbrica di costruzioni aeronautiche potrà iniziare sollecitamente riparazioni di idrovolanti si [illegible] alla fine dell'anno 1946 (mettendo

1574

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l'attuale situazione è la seguente :

Idrovolanti in servizio	15
" " lavorazione	0
" " attesa di lavorazione	12

Concentrando tutte le possibilità di produzione della attuale O.A.A. sul Cant.Z.506 e purchè sia assicurata la continuità del rifornimento dei materiali, entro il mese di marzo si potrà avere la seguente situazione :

Idrovolanti in servizio	20
" " lavorazione	7
" " attesa di lavorazione	5

Se una fabbrica di costruzioni aeronautiche potrà iniziare le riparazioni di idrovolanti entro marzo,si potrà raggiungere alla fine dell'anno 1946 (ammettendo perdite per cause varie di tre idrovolanti) la seguente situazione :

Idrovolanti in servizio	22
" " lavorazione	10

Successivamente si dovrà considerare un aumento delle perdite annuali per vecchiaia ed incidenti varii.Pili perdite, per il 1947 si può prevedere che raggiungeranno un totale di 5 o 6 aerei.-

2° - IDROVOLANTI CANT.Z.506

L'attuale situazione è la seguente :

Idrovolanti in servizio	12
" " attesa di lavorazione	11

Per il momento, essendo tutte le possibilità tecniche, concentrate sul Cant.Z.506, non si prevede di aumentare il numero degli idrovolanti in servizio.

Se una fabbrica di costruzioni aeronautiche potrà iniziare sollecitamente riparazioni di idrovolanti si potrà raggiungere alla fine dell'anno 1946 (ammettendo perdite per cause varie di tre idrovolanti) la seguente situazione :

557

Idrovolanti in servizio	13
" " lavorazione	7

Successivamente si potrà considerare un aumento delle perdite annuali per vecchiaia e incidenti vari. Tali perdite, per il 1947, si può prevedere che ammonteranno a quattro o cinque aerei.-

3° - VELIVOLI R.S.14

La situazione attuale è la seguente :

Idrovolanti	in servizio	7
"	" lavorazione	2
"	" attesa di lavorazione	0

Dato :

- il tipo di costruzione del velivolo interamente metallico, soggetto a facile corrosione a contatto con l'acqua marina,
- la mancanza allo stato attuale di qualsiasi attrezzatura per la esecuzione di grandi riparazioni,
- la non convenienza (dipendente dal piccolo numero di idrovolanti disponibili) di attrezzare o la S.A. A.M. o una Ditta per l'esecuzione di tali riparazioni,
- lo stato d'uso attuale degli aerei,

è da prevedere che entro la metà dell'anno 1947 non vi saranno più in servizio velivoli R.S.14.-

4° - In conseguenza di quanto sopra si può prevedere che alla fine dell'anno 1947 la situazione degli idrovolanti del Raggruppamento idro sarà la seguente :

Idrovolanti	in servizio	in riparazione	Totale
Cant.Z.506	19	9	28
Cant.Z.501	10	5	15
R.S.14	==	=	==
Totali:	29	14	43

15755

Declassified E.O. 12356 Section 3.3/NNO No. 78507/7

La situazione attuale è la seguente :

Idrovolanti in servizio	7
" " lavorazione	2
" " attesa di lavorazione	0

Dato :

- il tipo di costruzione del velivolo interamente metallico, soggetto a facile corrosione a contatto con l'acqua marina,
- la mancanza allo stato attuale di qualsiasi attrezzatura per la esecuzione di grandi riparazioni,
- la non convenienza (dipendente dal piccolo numero di idrovolanti disponibili) di attrezzare o la S.N. A.M. o una Ditta per l'esecuzione di tali riparazioni,
- lo stato d'uso attuale degli aerei,

è da prevedere che entro la metà dell'anno 1947 non vi saranno più in servizio velivoli R.S.14.-

4° - In conseguenza di quanto sopra si può prevedere che alla fine dell'anno 1947 la situazione degli idrovolanti del Raggruppamento idro sarà la seguente :

Idrovolanti	In servizio	In riparazione	Totale
Cant.Z.506	19	9	28
Cant.Z.501	10	5	15
R.S.14	==	=	==
Totali:	29	14	43

Declassified E.O. 12356 Section 3.3/NND No. 789017

1577

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

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

TO : AFSC, TARANTO.

DATE : 11 DECEMBER 1945.

REF : AFSC/48/1/Air.

SPEZIA ASR DET. & VIGNA DI VALLI

A copy of a letter to the Italian Air Ministry regarding Spezia is enclosed.

2. Air Hq. Italy will be notified when the bases at Spezia & Vigna Di Valli are operational.

3. Phone connections between Spezia and Vigna Di Valli are: Spezia, Alabaster, Gladiator, Italian Air Ministry, Vigna Di Valli.

4. Orbitello will be used for a deversionary base.

5. The Italian ASR detachment at Elmas will remain there to cover the central part of the Tyrrherian Sea.

6. The seaplane courier between Bracchiano and Elmas will be taken off as soon as the necessary arrangements have been completed to replace this service with land planes.

7. All of the above points were discussed by S.A.S.O. (at Air Hq. Italy) and the A.O.C.

E.J.SASS
Major, Air Corps
for Air Vice Marshal
Air Officer Commanding

1578

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

OUTGOING SIGNAL

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

TO : AIR HQ. ITALY
(R) AIR FORCES SUB COMMISSION, TARANTO.

DATE : 11 December 1945.

REF : AFSC/48/1/Air

Reference your 301515, A. 30 November. IAF Air Sea Rescue Detachment will be based at Spezia. Vigne Di Valle will be Sqdn Hq for Rescue detachment and Rome-Genoa Seaplane courier. Dates these bases will be operational will be sent as soon as available.

PRIORITY-ROUTINE

E.J. SASS
Major, air corps
for Air Vice Marshal
Air Officer Commanding

1579

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

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

TO : ITALIAN AIR MINISTRY, "STATO MAGGIORE"

DATE : 7 DECEMBER 1945.

REF : AFSC/48/T/Air.

ASR DETACHMENT AT SPEZIA

It is requested that the Air Sea Rescue detachment be moved to Spezia as soon as possible.

2. Establishment of communications between Aircraft Safety Center Northern Italy, Bologna, and Spezia is under way and should be ready by the time the Detachment is established and ready to operate.

3. May we be given the tentative date the Air Sea Rescue detachment will be operational at Spezia, apart from the telephone link with Bologna?

E.J.SASS
MAJOR, AIR CORPS
AIR VICE MARSHALL
AIR OFFICER COMMANDING

Copy to :- AFSC, Caserta

Passed to D.O.II for action 6/12

43A

TO: ~~S.A.S.O.~~ THROUGH ~~S.D.~~ 6/12

Sigs O.

On the 4th December I discussed Air Sea Rescue with S.A.S.O. at A.H.Q. Italy - (Air Commodore Hallings Pett), and we decided that the Air Sea Rescue for the Gulf of Genoa and North Tyrrhenian Sea shall be taken over by a detachment of approximately 3 Seaplanes based on Spezia. I also informed S.A.S.O. that I consider it best to have the H.Q. of the Seaplane Squadron dealing with A.S.R. and Courier Services towards Genoa at Vigna-di-Valle, as soon as we can open up that base. Telephone communications will be laid on between the Aircraft Safety Centre, Northern Italy (Bologna) and Spezia forthwith, but Sigs Officer should check that this is being done as a matter of urgency with Sigs A.H.Q. (possibly G/C. Paine); presumably communications with Vigna-di-Valle will be through the Italian Air Ministry - please confirm.

Send below.

2. Will S.S.O. please take action to have a detachment of seaplanes based on Spezia for A.S.R. forthwith, and inform A.H.Q. Italy, S.A.S.O, when it is hoped that the detachment will be operational at Spezia, apart from telephone link with Bologna.

3. The Italian A.S.R. detachment at Elmas will remain there to cover the central part of the Tyrrhenian Sea. The Seaplane Courier Service between Elmas and Bracciano will be taken off as soon as arrangements are made to substitute land aircraft on that service.

4. Orbitello should, I think, be opened up with a small detachment of Italians as a diversion base.

5. Will S.S.O. please inform A.F.S.C. Taranto what is happening as above, and reply to A.H.Q's signal A. dated 30/11.

A base exists Vigna di Valle — Italian 19.17.
Med recce do reckon therefore the seaplanes.
Telephonic communication should not be possible —
La Spezia — Montecatini — Gluccitor
Italian Air — Vigna. That must also
be direct W/T comm between Spezia & Vigna

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

① Air Ministry notified to move detachment to Spezia immediately & inform — when it will be operational. gs.
② IAF told to expedite mov. 7/12 gs.

Sigs O Will there be a direct W/T link

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

soon as we can open up that base. Telephone communications will be laid on between the Aircraft Safety Centre, Northern Italy (Bologna) and Spezia forthwith, but Sigs Officer should check that this is being done as a matter of urgency with Sigs A.H.Q. (possibly G/C. Paine); presumably communications with Vigna-di-Valle will be through the Italian Air Ministry - please confirm.

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4. Orbitello should, I think, be opened up with a small detachment of Italians as a diversion base.

5. Will S.S.O. please inform A.F.S.C. Taranto what is happening as above, and reply to A.H.Q's signal A. dated 30/11.

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

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 6th December, 1945.
Ref: AFSC/48/1/AIR.

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

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

??
T

42A
1664

T4AS/30 LROF V LDIL NR 544 QVR1
FROM AIR HEADQUARTERS6 301515
TO AFSC - AC ROME
(R) ASC N. ITALY - HQ RAF MEDME
GR--BT
A . 30 NOVEMBER .

41A

CONFIDENTIAL . REFERENCE YOUR A.964 NOV .
WE CONSIDER THAT SPEZIA IS A MORE FAVOURABLE

LOCATION FOR ITALIAN SEAPLANE DETACHMENT THAN VIGNA DI VALLE .
TELEPHONE COMMUNICATIONS BETWEEN SPEZIA AND [redacted] ASC N. ITALY ARE
GOOD .

SPEZIA IS ALSO MORE FAVOURABLY PLACED TO COVER TROOPING ROUTES
FOR ASR WORK . REQUEST YOU CONSIDER PROPOSAL TO ESTABLISH SEAPLANE
BASE [redacted] PERMANENTLY AT SPEZIA AND SIGNAL THIS HQ YOUR VIEWS
AT EARLIEST POSSIBLE DATE . ALSO REQUEST YOU STATE WHEN
VIGNA DI [redacted]
VALLE WOULD BECOME OPEATIONAL [redacted] SHOULD IT BE IMPOSSIBLE TO
BASE DETACHMENT AT SPEZIA . PROVISION OF TELEPHONE COMMUNICATION
BEING TEMPORARILY SUSPENDED PENDING YOUR [redacted] REPLY .

551

DT 301515
SENT AJC AR
N
RD 0130025A NTH VA / AR

Avtl Action to have minute (to carry to you).

1583

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

41 A.

OUTGOING SIGNAL

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

TO : R.A.F. MED/ME (R) AHQ ITALY (R) ASCNI BOLOGNA R HISC DET TORONTO

38 A.

UNCLASSIFIED A 964 1100 27 NOV 1945

YOUR S.206207/ASR 5 NOVEMBER PROPOSE BASING DETACHMENT 3 SEAPLANES SPEZIA FORTHWITH PENDING FULL OCCUPATION VIGNA DI VALLE /./ DETACHMENT TO BECOME OPERATIONAL WHEN TELEPHONE LINK ESTABLISHED WITH BOLOGNA /./

ROUTINE

W.M. Bidee W/C

W.M. BISDEE, W/C
SENIOR STAFF OFFICER
A.F.S.C. ROME

S.S.O. Do you think this fully covers reply to 24 A
We spoke of Recommendations being made by Air II, making for a conf.

28/11

Recommendations made and see 75A of 48 Circs.
SSO See Penciled reply attached. CJB 29/11

29/11

conference on aircraft Safety and

A 964 1100 27 NOV 1945

1584

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

40 A

From :- Mediterranean Allied Air Committee Secretariat,
Air Headquarters, R.A.F., Italy.

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

Date :- 10th November, 1945.

Ref. :- MAAC/4214/1/ALS.

1378.

Please refer to your letter AFSC/48/1/AIR dated 23rd October, 1945.

The Air Staff here have stated that there is no operational necessity for the handing over to the Italians of the WALRUS aircraft which will become surplus on the disbandment of No. 624 Squadron, as there are, at present, sufficient CANT aircraft available for Air Sea Rescue Units.

Yes, but how long will there be sufficient Cants available?
W49 29/11

Maxwell Fisher

(MAXWELL FISHER)
Wing Commander,
Secretary to The,
Mediterranean Allied Air Committee.

I 462
15/11/44.
48/1/Air

540

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

394

From : Air Headquarters, ITALY.

To : Air Forces Sub-Commission, A.C. RCMC.(copy to A.L.S. Caserta).

Date : 9th November, 1945.

Ref : AHQI/4/Air

AIR SEA RESCUE COMMITTEES - I.A.F.

Headquarters MED/ME have forwarded a copy of their letter reference S.206207/ASR dated 5th November, and have requested details regarding the number of aircraft it is intended to place at VIGNA DI VALLE and the method of operational control etc.

2. It would be appreciated if you will inform us of the number of aircraft that are intended to be based on LAKE BRACCIANO and the date on which this detachment will be available to begin their training.

3. The method of operational control depends on lines of communication. This is being investigated by this headquarters, but it can be said with reasonable certainty that they will come under the control of Aircraft Safety Centre, Northern ITALY.

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

I. 402
ORDERLY ROOM
43/1/Air

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

3 88

From:- Headquarters, Royal Air Force, MED.M.E. M.E.F.

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

Date:- 5th November, 1945.

Ref:- S.20620/ASR.

31A

Air Sea Rescue Commitments - I.A.F.

1. Reference is made to your AFSC/48/1/Air dated 20th October, 1945, addressed to H.Q. M.A.A.C. Secretariat Caserta which has been forwarded to this Headquarters for action.

2. It is noted that facilities now exist for the establishment of a Cant Air Sea Rescue detachment at Lake Bracciano and approval is hereby given for its formation.

3. Owing to the fact that the R.A.F. Air Sea Rescue Squadron now based in this area is due to disband in two months time, every effort is to be made to ensure that the Italian Unit is formed and becomes fully operational prior to this date.

4. Your remarks in para.3 are fully appreciated. However no definite policy ruling can be given on this matter at the moment and for the present all Air Sea Rescue Marine Craft will continue to be manned by R.A.F. personnel.

(S.A.M. Morrison),
Squadron Leader,

for Air Vice-Marshal,
Senior Air Staff Officer,
HEADQUARTERS, RAF MEDME MEF.

Copy to A.H.Q. Italy.
" " A.F.S.C. Taranto.

WAAF

DD. It is likely that some further action on para 3 is required - will you please investigate. When we get Wilcox Cliffe Report it might be as well to get the ASR officer up from Caserta to confer & make decision. HBS 9/11

I.382 8/11/45

48/1/Air

347

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

37A

From :- Mediterranean Allied Air Committee Secretariat,
Air Headquarters, R.A.F., Italy.

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

Date :- 30th October, 1945.

Ref :- MAAC/4214/1/ALS

34 A

Reference is made to your letter AFSC/48/1/AIR dated 24th October, 1945.

B

2. Forwarded herewith copy of your letter to this Headquarters, reference as in para. 1 above, dated 23rd October, 1945.

Maxwell Fisher.

(MAXWELL FISHER),
Wing Commander,
Secretary to The
Mediterranean Allied Air Committee

I 115
1/11 SM.

48/1/Air

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

37B

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : HQ. M.A.A.C. SECRETARIAT CASERTA
DATE : 23RD OCTOBER 1945
REF. : AFSC/48/1/AIR

WALRUS AIRCRAFT AT LITTORIO.

31A

Reference is made to our letter AFSC/48/1/AIR dated 20th October 1945, and to HQ.RAF Signal 0872 dated 13th October concerning the impending arrival of 624 Squadron Walruses at Littorio.

See 22/air

2. As there appears to be a project afoot for disbanding part or all of 624 Squadron may consideration be given to allowing surplus a/c to remain at Littorio in consideration of the possibility of there being used by the Italian Air Force to fulfil their Air Sea Rescue commitment in this theatre.

3. May a proposal to dispose of these a/c in this manner be submitted to higher authority.

W.D. 29/11

W.M. Bisdee W/CDR.

W.M.BISDEE W/C
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

545

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

AIR HQ N37/57

LRKB V METO NR 182 P F
QVR 1

FROM AIR FORCES SUB COMMISSION C/O AMG VENEZIE REGION PADOVA 27/10
TO AIR FORCES SUB COMMISSION HEADQUARTERS ALLIED COMMISSION ROME
INFO AFSC TARANTO C/O 54 PTC
BT
GR 35
AFSC/32 REFERENCE YOUR A 339 DATED 23RD OCTOBER.
NO SHORTAGE OF PETROL FOR VENICE CANTS. UNDERSTAND INCIDENT
REFERRED TO WAS OCCASION WHEN ONE ENGINE NOT WORKING EFFICIENTLY.
HAVE IMPRESSED IMPORTANCE OF IMMEDIATE TAKE OFFS WHEN EMERGENCY
ARISES
BT
SENT 1555 EDP B 1 K
RD 2715Z8A FB BB

32.A

544

D-847
29/10

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

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : AIR FORCES SUB COMMISSION A.C. PADUA
ITALIAN AIR MINISTRY

DATE : 29TH OCTOBER 1945

R F. : AFSC/48/1/AIR

ITALIAN AIR/SEA RESCUE DETACHMENT - VENICE

Attached hereto copy of A.F.H. Italy Air Staff Instructions No. 1 on the above subject.

W.M.B

W.M.BISDEE W/C
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

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

File 34P

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : HQ. M.A.A.C. SECRETARIAT CASERTA
DATE : 24TH OCTOBER 1945
REF. : AFSC/48/1/AIR

It is requested that a copy of our letter of even reference dated 23rd October 1945 be forwarded to this Sub Commission as the file copy has been inadvertently mislaid.

2. Any inconvenience caused is regretted.

J.C. WHITE F/LT
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

33A

AIR HEADQUARTERS ITALY RESTRICTED

AIR STAFF INSTRUCTION NO. 1

ITALIAN AIR/SEA RESCUE DETACHMENT - VENICE

INFORMATION

1. A detachment of Italian Air Force Cant Seaplanes has been established at Treporti near Venice to assist in the Air/Sea Rescue commitment in the Northern Adriatic.

H.985
5/0 51.
48/1/Air

INTENTION

2. To define the method of operating the Italian Air Force Seaplane Detachment at Venice.

EXECUTION

3. Operational control of the detachment rests with the A.O.C. Air Headquarters R.A.F. Italy and will be exercised through the Aircraft Safety Centre (A.S.C) Northern Italy at Bologna.

4. The Italian aircraft are to be used for Air Sea Rescue operations and exercises only and are not to be ordered into the air for any other purpose.

5. An English speaking Italian Air Force Liaison Officer has been attached to the Staff of the A.S.C. Northern Italy. He is to act as an intermediary between the Officers Commanding the Detachment and the A.S.C. He is to obtain daily by 0800 hours for the Duty Controller A.S.C. Northern Italy the aircraft state and callsigns in force. He is to be responsible for ensuring that all information concerning movements of Italian aircraft in Northern Italy is readily available in the Operations Room at the A.S.C. Northern Italy. The liaison Officer is also to keep the Italian Aircraft Safety Centre at the Lido Venice (C.A.V.) fully informed of all orders passed by the A.S.C. Northern Italy to the Italian Seaplane Detachment at Venice.

COMMUNICATIONS

Ground

6. Aircraft Safety Centre, Northern Italy, can communicate with the Seaplane Detachment at Triporti by the following methods :-

(a) Direct Telephone Line - This to be tested once hourly.

(b) Aircraft Safety Flash Frequency (4370 k/cs).

The seaplane detachment are to open up on 4370 k/cs (packsets provided) in the event of failure in the direct land line. The receiver is to be correctly tuned to ensure that A.S.C. broadcasts are picked up even if two-way contact cannot be established owing to heavy traffic.

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

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48/1/Air

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(c) Alternative Landline - Alabaster to Bologna long distance to Mestre from which Venice Civil Auto Exchange can be rung (60, 185 and 60311) to contact C.A.V. Lido - C.A.V. have a direct line to Treporti. In practice, communication by this route is very difficult and it can only be used as a last resort.

541

Aircraft

7. W/T frequencies to be used on A.S.R. operations are as follows :-

(a) A.S.C., Northern Italy is to control Italian Seaplanes on 3805 k/cs.

Cont. over...

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

Aircraft (Cont.)

(b) When the Seaplanes reach the search area, they are to change frequency to 500 k/cs. returning to 3805 k/cs for periods of five minutes at the hour and half hour.

(c) Inter-communication between Seaplanes and H.S.Ls. or other co-operating British or Allied units, is to be on 3805 k/cs or on 500 k/cs according to the time.

(d) The Seaplanes are to home H.S.Ls. on 500 k/cs.

8. Italian manned Guard watches and Navigational Aids available to Italian seaplanes are listed at Appendix 'A' to A.H.Q. Italy Signal Instruction No. 15.

Wireless Codes

9. The whole of the 'Q' code and those portions of A.P. 1927 to be found in Codice R.T. 'MAS', section Codice Aeronavale Inglese (copy held by liaison officer A.S.C. Northern Italy), are available to aircraft of the Italian Seaplane Wing.

ACKNOWLEDGE

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

22nd October, 1945.
AHQI/35/2/AIR.

Distribution:

External.

A.C.S. N.I. (3)
Italian Air Force Cant Seaplane Detachment, Treporti.

Information

H.Q. R.A.F. MED/AE, Cairo.
A.H.Q. Malta.
H.Q. D.A.F.
A.H.Q. Austria.
A.H.Q. Greece.
H.Q. No. 205 Group.
Air Forces Sub-Commission, A.C. Rome, (4)
Air Forces Sub-Commission Detachment, Taranto.
A.S.C., Western Italy.
A.S.C. Eastern Italy (2).
No. 302 A.S.R.C.U.
B.C.F.I. Foggia.

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

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AHQI/35/2/AIR.

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Italian Air Force Cant Seaplane Detachment, Treporti.

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Internal.

A.O.C.
S.A.S.O.
G.C. Ops.
C.S.O.
Air Form. Sigs.
Nav. A/C.S.
Ops. Rec. Book (2).
File.

540

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

1596

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

32A

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMM.(HOME)

TO : A.F.S.C. TARANTO C/O 54 PTC RAF (R)
A.F.S.C. PADUA (R) A.S.C.M.I. BOLOGNA

UNCLASSIFIED A 839 /./ 231600 OCT. 1945 /./

UNDERSTAND FROM A.H.Q. ITALY THAT VENICE CANTS ARE TAKING TOO LONG TO GET OFF ON A COUNT OF AVOIDING RUN UPS TO CONSERVE PETROL /./ REQUEST FIRST AND SECOND ADDRESSEES INVESTIGATE AND REPORT /./

W.E. Bisdee W/C

W.E.BISDEE W/C
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

PRIORITY : IMPORTANT

539

1597

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

31A

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : HQ. M.A.A.C. SECRETARIAT CASERTA

DATE : 20TH OCT.1945

REF. : AFSC/48/1/AIR

15A

AIR SEA RESCUE COMMITMENTS, I.A.F.

17A

Reference is made to para 10 of MEDME Memorandum under Ref. HQ.MAAF/3551/AIR dated 9th July 1945 and to this Sub Commission's comments in letter to HQ. MAAF under Ref.AFSC/48/1/AIR dated 20th July 1945. Reference is also made to HQ. RAF MEDME signal A 59 dated 6th August proposing to establish a Cent Air Sea Rescue Detachment at lake Bracciano.

2. Now that the Seaplane Base at Vigna di Valle is being handed back to the Italian Air Force, it will shortly be possible to base an Air Sea Rescue Detachment at that base and assume responsibility for Air Sea Rescue in the Gulf of Genoa and Tyrrhenian Sea.

3. It is also felt that Allied Air Sea Rescue commitment could be further lightened by allowing Italian crews to man some of the High Speed launches in this theatre.

4. Policy direction in these matters is awaited.

W N Birdée w/cdr

W.N.BIRDEE W/CDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

K A 25/10.

Copy to : A.F.S.C. TARANTO

33A

1598

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

2478 3011

LROF V LDIL NR350/T715/28 ROUTINE

T AFSC ROME

TO HQ MIDDLE EAST- HQ MCAF - HAQ MALTA - HQ DAF - AHQ GREECE -

AHQ AUSTRIA - HQ 205 GROUP - HQ 216 GROUP ADV - AND REAR -

HQ 214 GROUP - HQ 218 GROUP READ MED /ME CAIRO - AFSC ROME

FROM MED/ME CASERTA

GR-- BT

A640 28TH SEPTEMBER 1945 . CONFIDENTIAL .

ALLIED FORCES SUB-COMMISSION B.625 1110 rank ORDERLY ROOM 48/1/as. ALLIED CONTROL COMMISSION

SUBJECT IS TRANSFER OF MED/ME COMMAND AIR RESCUE AND MARINE CRAFT ADMINISTRATION FROM MED/ME CASERTA TO REAR MED/ME CAIRO .

PARA 2 . WITH EFFECT FROM OCTOBER 1ST 1945 ,ALL ADMINISTRATIVE MATTERS IN CONNECTION WITH AIR RESCUE AND MARINE CRAFT , EXCEPTING POLICY DIRECTION ,WILL BE TRANSFERRED TO REAR MED/ME CAIRO . POLICY DIRECTION WILL BE RETAINED AT CASERTA UNTIL OCTOBER 15TH , WHEN IT ALSO WILL BE TRANSFERRED TO CAIRO .

PARA 3. THE FOLLOWING AIR RESCUE RETURNS WILL BE FORWARDED TO CAIRO W.E.F. 1/10/45 . ALL RETURNS AND SIGNALS REQUIRED UNDER LETTER ~~S.554~~ S.567/AI DATED JULY 7, NOTE : MONTHLY RETURNS FOR SEPTEMBER WILL BE PASSEDTO CAIRO , DAILY INCIDENTS REPORTS , AIRBORNE LIFEBOAT QUESTIONAIRES ,SUMMARIES OF AIRBORNE LIFEBOAT DROPS AS REQUIRED UNDER S.554/3/AIR DATED JUNE 14.

THE FOLLOWING MARINE CRAFT RETURNS WILL BE SUBMITTED TO CAIRO W.E.F. 1/10/45 . CASUALTY SIGNALS , MONTHLY SERVICEABILITY RETURNS AND PERSONNEL RETURNS . ALL SERVICEABILITY ,LOCATION AND MOVEMENT SIGNALS TO BE PASSED TO CAIRO , AND REPEATED CASERTA UNTIL 15/10/45 .

BT 281300

SENT NCG AR K

RD 2255 GAA B2

537

19A

AIR FORCES SUB-COMMISSION,

ALLIED COMMISSION, ROME.

Reference: AFSC/48/1/Air

13th September, 1945.

REPORT ON STAFF TOUR BY AIR IN CONNECTION WITH OPERATING CANT SEAPLANE DETACHMENT AT VENICE.

Inform: or Action.

BOLOGNA AIRPORT.

A.O.C. Org 1. 1. Courier Service. Manifests on planes to and from Rome were checked on the 7th September, 1945. The plane from Rome contained one Italian Woman duly listed on Dispatch Office Manifest. The plane to Rome contained an Italian Woman given a seat by O.C. Italian Detachment at the airfield. He stated that he was authorised to give any unoccupied seats away on any courier aircraft passing through and without regard to the sex of the passenger. On this occasion only one of the two seats reserved for A.C. Bologna were taken up.

S.S.O. 2. Units at Bologna Airfield. The R.A.F. Staging Post was withdrawn at the beginning of the month of August. The R.A.F. Unit there now is a Care and Maintenance Party charged also with enabling Bologna to act as a main diversionary base for North Italy. The R.A.F. contingent occupy the bulk of the accommodation on the airfield. The Italian Staging Post consists of a Captain (Campognano) 1 Sgt. and 4 airmen, all of whom belong to the Transport Stormo at Centocelle. They are there as a detachment and have no designation as a unit (Staging Post). In addition, there are eighteen men running the radio installations there. As the airfield is diversionary only for R.A.F. but a Staging Post for the I.A.F. it would appear rational for the latter to be given more accommodation. Bologna is under the jurisdiction of M.C.A.F.

Org 1. 3. Accommodation - Italian Passengers. There is at present no drill laid down for dealing with accommodation for Italian passengers on aircraft stopping at Bologna. The Hotel accommodation not requisitioned by the Allies is very limited. A.C. Bologna disclaim responsibility for initiating any action in this connection. In view of the probability of increased frequency of night stops at Bologna due to winter weather, it seems essential that something be done about this.

4. Runways. The existing runway requires Works Servicing. A second runway of 2200 yards across the existing one is planned.

S.Eq.O. 5. Scrapped Aircraft. There are several scrapped American aircraft on Bologna airfield. O.C., A.S.C.N.I. (Tel: ALABASTER) wished to know whether the scrap could be sold or if not what procedure for disposal should be adopted.

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AIR SAFETY CENTRE - NORTHERN ITALY.

S.S.O. 6. Units under Control of A.S.C.N.I. This consists as far as the Adriatic is concerned of some Walruses at Udine and two A.S.R. boats at Ancona. When the I.A.F. Detachment at Venice becomes operational, it is proposed to move the Walruses to Iesi near Ancona or possibly to withdraw them from North Italy altogether.

Air 1. 7. Italian Liaison Officers. It is essential that a Liaison Officer

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

Inform or Action.

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

C.A.V. - VENICE LIDO.

S.S.O. 8. This is situated at the Lido airport. As the Americans and British are withdrawing during September it looks as though the I.A.F. could take over all the accommodation here. The C.A.V. consists of a Met Office and radio installations including D/F. All radio signals from Treporti are sent or received via the C.A.V. There is a telephone line between Treporti and the C.A.V. The C.A.V. exchange numbers are Venice 60185 and 60311. It is now possible however, to reach Treporti direct from 5 Base Area.

SEAPLANE DETACHMENT - TREPORTI.

S.S.O. C.S.O. 9. Communication. A line from 5 Base Area (near Venice) had just been installed. There is a line from 5 Base Area direct to ALABASTER, (the A.S.C.N.I. Exchange). Communication from Treporti to Bologna is speedy but not very distinct. Air Formation Signals have been asked to remedy this. Communication is at present practicable between speakers of the same nationality.

S.S.O. AIR II 10. Code. The detachment possesses several copies of a translation of AP 1927 plus the Q Code.

S.S.O. 11. Scrambling Delay. The detachment claim they can scramble their strike aircraft in thirty minutes from receiving a phone message.

12. Wireless. The Italian Control frequency is different from that used by the A.S.C.N.I. A successful test was carried out on the latter frequency, one of the Cants working Bologna without difficulty on 3805kcs.

S.Eq.O. AIR I 13. Sea Markers. The Cants at present have no Markers Marine. These should be supplied forthwith to improve operational efficiency. How many? 100

S.S.O. Org 1. 14. Composition of Detachment. This consists of three Cants and about 50 Officers and men. The detachment is under the Command at present of a Captain Chiuderi.

S.S.O. 15. Maintenance. There is no slipway available near Venice and Seaplanes will therefore have to return to Brindisi after fifteen days detachment.

S.Eq.O. 16. Petrol. Difficulty is being experienced owing to there being inadequate means of storing petrol at Triporti. Atpresent they have only 25 petrol drums. It is essential for operations that this situation be remedied.

Air 1. S.H.T.O. 17. Transportation. There appears to be a case for providing a third boat and a second motor vehicle for the detachment. They are at present living in somewhat hand to mouth fashion.

Org 1. 18. Feeding. Rations at present have to be collected from Padova although

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Venice 60185 and 60911. [illegible] now possible however, to reach Treporti direct from 5 Base Area.

SEAPLANE DETACHMENT - TREPORTI.

S.S.O. C.S.O. 9. Communication. A line from 5 Base Area (near Venice) had just been installed. There is a line from 5 Base Area direct to ALABASTER, (the A.S.C.N.I. Exchange). Communication from Treporti to Bologna is speedy but not very distinct. Air Formation Signals have been asked to remedy this. Communication is at present practicable between speakers of the same nationality.

S.S.O. 10. Code. The detachment possesses several copies of a translation of AP 1927 plus the Q Code.

S.S.O. 11. Scrambling Delay. The detachment claim they can scramble their strike aircraft in thirty minutes from receiving a phone message.

12. Wireless. The Italian Control frequency is different from that used by the A.S.C.N.I. A successful test was carried out on the latter frequency, one of the Cants working Bologna without difficulty on 3805kcs.

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Org 1. 18. Feeding. Rations at present have to be collected from Padova although they originate from Mestre which is nearer to Triporti. Requests for modification of this arrangement have been made to the II Z.A.T. at Padova and to Unit Area but without success.

Air 1. 19. Operational Performance. The following are the figures that should be worked on for operating these aircraft: Endurance - 5 hrs. Cruising Speed - 135 knots.

S.S.O. 20. Commencement of Operations. This depends on petrol supplies. O.C. Detachment stated that he expected to have enough petrol for operation by September 11th. It was agreed that he should nitify A.S.C.N.I. when the detachment was considered operational, and thereafter pass to Bologna at 0830 hours every morning state of serviceability together with call signs of the air craft which vary periodically.

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Inform or Action,

A.H.Q., D.A.F.

S.S.O. agreed

21. At a discussion between G/C Ops and C.S.O. of D.A.F. and Air 1, A.F.S.C., it was decided that one headquarters ought to control the Cants and that as regards time delay, there was nothing to choose between ASCNI and DAF Ops, as in either case a relay of emergency call-out would be required when a distressed aircraft was in the other headquarter's territory. In view of the fact that D.A.F. Ops are only equipped for VHF Control, G/C Ops decided that he would signal MED/ME recommending Bologna assumes sole operational control provided that in practice the system for calling out the Cants under this arrangement did not cause unacceptable delay.

BOLOGNA - ACSNI.

22. The above decision was communicated to O.C., ASNCI and it was agreed that he would commence A.S.R. exercises with the Cants as soon as possible.

W. M. Bisdée W.C.

(W.M.BISDEE, W/C),
AIR 1.
AFSC. ROME.

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(W.M.BISDEE, W/C),
AIR 1.
AFSC. ROME.

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28A

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

To:- Headquarters No. 334 Wing, Royal Air Force, CMF.

Date:- 5th September, 1945.

Ref:- AFSC/43/1/Air.

18A

Final Report on Italian Air-Sea-Rescue.

The above-mentioned report under cover of letter reference 334/94/2/Air has now been studied and is being forwarded for action to the various Units on the distribution list.

2. The report should be very valuable in improving Italian Air-Sea Rescue, and displays commendable diligence on the part of Flight Lieutenant LUCY while he was attached to this Sub-Commission. It is requested that the Sub-Commission's appreciation may be conveyed to this officer.

(I.E. JANMAN, G/CAPT),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

jwc

533

1606

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

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

To:- Headquarters RAF MED/ME, Caserta, CMF
(A.L.S. & Aircraft Safety Centre).

Date:- 5th September, 1945.

Ref:- AFSC/48/1/Air.

Final Report on Italian Air-Sea Rescue.

The above report by an officer of Aircraft Safety Section of M.A.A.F. attached to this Sub Commission, is forwarded to you for information.

2. Necessary action is being taken by this Sub Commission and being requested from other units of the distribution list of the report.

532 -

W.M. Bindée W.C.

(W.M.BINDEE, W/CDR),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

JWC

1607

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

250

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

To:- Headquartors Mediterranean Coastal Air Force.

Date:- 6th September, 1945.

Ref:- AFSC/48/1/Air.

Final Report on Italian Air-Sea Rescue.

The above mentioned report by an officer of Aircraft Safety Section of M.A.A.F. attached to this Sub Commission is forwarded to you for information and action.

2. Your attention as drawn to the following paragraphs requiring action by you:

Paras. 28 and 31 and 38.
Recommendation. 8.

W.M Bisdée W.C.

W.M.BISDEE, Wg.Cdr.
Air I.
for AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Jwc

531

1608

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

24A-4A
(1)

TRANSLATION

From : I.A.F. "Stato Maggiore" Rome.

To : A.F.S.C., A.C. Rome.
(Copy to "Unita' Aerea" H.Q. Bari.

Date : 29th August, 1945.

Ref. : 27076/C.1.All/4821 Coll.

1608 2/A

48/1/1

SEAPLANE BASE - VENICE

19A
19B.

1. In reply to your AFSC 349/AIR dated 14.8.45.

2. We have taken into consideration the arrangements made between your Sub-Commission and the Authorities concerned on the organization of the Seaplane Base in question and further to Air Vice Marshal Brodie's visit to Venice.

3. The telephone communication lines available at the Seaplane Base are:

a) Field telephone tie-line between Operations Room and C.A.V. Receiving Centre.

b) Automatic telephone between Seaplane Base and C.A.V. telephone exchange, through which Venice town exchange and Treviso Airport can be directly obtained.

4. The teleprinter service between Forte Treporti and C.A.V. is being made available.

5. An R.T. (I.M.C.A.) Station is also being built for direct contact with Forte Treporti - C.A.V. Venice - Nucleus 2nd Z.A.T. Command Padua.

6. The Venice C.A.V. will re-open its activities on the 20th September 1945.

7. R.T. Communication will be resumed on 5th September 1945 between Services 1 and 2 and the Aircraft Safety Centre in Bologna.

8. Will you please inform us if we may issue instructions for the transfer of the Seaplane Section to Venice.

534

CHIEF OF STAFF
(Col. Remondino)

Translated by J.Cumbo.

STATO MAGGIORE R.AERONAUTICA
1° Reparto

Roma li, 29 AGO 1945

All'Air Forces Sub Commission - A.C.
= R O M A =

e, p.c.
Al Comando Unità Aerea
= B A R I =

Prot.n° 27076 / C.1 All. /4821628.

OGGETTO: Base Idro a Venezia.-

1) - Si risponde al foglio AFSC/49/AIR del 14/8/1945.

2) - Si è preso atto di quanto concordato da codesta A.F.S.C. e gli Enti interessati sull'organizzazione della Base in oggetto, a seguito della visita sul posto dell'Air Vice Marshall Brodie.

3) - I collegamenti filo già in funzione a servizio della base sono:
   a) telefono da campo che collega la Sala Operazioni della Base con il centro ricevente della C.A.V.
   b) telefono automatico che collega la Base con il Centralino Telefonico della C.A.V. attraverso il quale si ottiene la comunicazione sulla rete urbana di Venezia e direttamente l'Aeroporto di Treviso.

4) - Il servizio telescrivente fra Forte Treporti e la C.A.V. è in corso d'approntamento.

5) - E' anche in corso d'approntamento l'istallazione di una stazione radiotelefonica I.M.C.A. per il collegamento diretto Forte Treporti - C.A.V. Venezia - Nucleo Comando 2^ Z.A.T. Padova.

6) - Per il 20 di Settembre si prevede la ripresa di funzionamento della C.A.V. di Venezia.

7) - Per il 5 Settembre inizierà il radiocollegamento sui servizi 1 è 2 con l'AIR CRAFT SAFETY CENTER di Bologna.=

8) - Si prega comunicare se possono essere diramati gli ordini per il trasferimento della Sezione Idro a Venezia.-

IL CAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Tedeschini)

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1610

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23A

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3317
21 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission. 19C
To : Naval Officer-in-Charge, Venice.

Subject: Notes on Visit to Venice by AOC, Air Forces Sub-Commission.

Enclosure: (A) One copy of subject report, AFSC/48/1/AIR, dated 14 August 1945.

1. Enclosure (A) is forwarded herewith for the information of Commander Backhouse at the request of Air Vice-Marshal Brodie, Air Officer Commanding, Air Forces Sub-Commission, A.C.

H. St. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

cc Air Force Sub, AC

23B
630

48/1/Air
48/1/AIR.

52A

22A

FINAL REPORT ON ITALIAN AIR - SEA - RESCUE

20th July 1945.

C O N T E N T S

PART I - Safety of Passengers and Crews

PART II - Italian Air-Sea- Rescue Methods

PART III - Italian Air-Sea-Rescue in Sardinia and N. Italy.

PART IV - Recommendations

APPENDICES "A" - Equipment requirements

" "B" - Ditching drill for S.M.79

" "C" - Pilots flying hours

Avia / Very good Report - please thank Brig.

A/DD for comments - I doubt necessity of conference (see Para 2) until future policy of expansion of a/c & marine craft is crystalised. Refer to Air 1 to forward Reports & write to AIR - Wing Birdie & ROC spoke.

HB 24/8

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PART II - Italian Air-Sea- Rescue Methods

PART III - Italian Air-Sea-Rescue in Sardinia and N.Italy.

PART IV - Recommendations

APPENDICES "A" - Equipment requirements

" "B" - Ditching drill for S.M.79

" "C" - Pilots flying hours

April
Very good Report - please thank Brig.

A/DD for comments - I doubt necessity of conference (see Para 2) until future policy of employment of Sea Rescue aircraft is crystalised
Report to work HQ MAAF - Wing Comds Rescue & HQ Operations
Part A to be forwarded
HQ 27/8

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FINAL REPORT ON ITALIAN AIR - SEA - RESCUE

AFSC/48/1/AIR 20th July 1945

PART I

SAFETY OF PASSENGERS & CREWS

DINGHIES

The largest Italian dinghy that is carried aboard passenger aircraft, can officially hold 12 people, and is large enough for all the passengers and crew, except on the S.M. 82, and C.12, which can carry up to 30 and 22 passengers respectively, and 5 crew.

2. The dinghies are only put aboard the aircraft on the routes to Cagliari, and Palermo, and it often happens that aircraft on nominally inland routes have to cross areas of sea and carry nothing that will float. For example, on our return trip to Rome from Turin, we crossed more than 100 miles of sea in the Gulf of Genoa, and were at times about 25 miles from the coast, with nothing aboard the aircraft that would float.

X *Ofc on Inland & Milan-Rome Routs carry dinghies enough & hold all passengers & crew*

LIFE-SAVING WAISTCOATS (MAE-WESTS)

3. Italian - made mae-wests, sufficient for the crew only, are carried in land-planes routed over the sea, and in sea-planes.

X *Yes: and on all occasions when within 15 miles of coast, passengers required to wear them.*

4. It is considered that mae-wests for the passengers should be put aboard the aircraft on the above routes, and that for nominally inland routes, it would be sufficient at this stage, to provide dingly accomodation for the passengers and crew. If sufficient mae-wests are available, they could also be allotted to all transport aircraft.

SUPPLIES & INSPECTION OF SAFETY EQUIPMENT

5. The Italians hold sufficient dinghies to supply one in each transport aircraft. The stocks and other requirements are set out in Appendix "A".

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X Are the Islands & Pilots-Room Rumble carry dinghies enough to hold all passengers & crew?

LIFE-SAVING WAISTCOATS (MAE-WESTS)

3. Italian - made mae-wests, sufficient for the crew only, are carried in land-planes routed over the sea, and in sea-planes.

Yes: and on all occasions when within 10 miles of coast, passengers & crew to wear them.

X 4. It is considered that mae-wests for the passengers should be put aboard the aircraft on the above routes, and that for nominally inland routes, it would be sufficient at this stage, to provide dingly accomodation for the passengers and crew. If sufficient mae-wests are available, they could also be allotted to all transport aircraft.

SUPPLIES & INSPECTION OF SAFETY EQUIPMENT

5. The Italians hold sufficient dinghies to supply one in each transport aircraft. The stocks and other requirements are set out in Appendix "A".

6. The Italian dinghies are several years old, but still pass their periodical inspections, and the safety-equipment worker signs for having made his inspection.

7. No maintenance schedule could be found for the dinghy inspections, but most of the safety-equipment workers have done a course which included dinghies.

X Ask I.A.D. to make up a schedule

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SEAPLANES

8. The seeplanes used for air-sea-rescue carry a dinghy and sufficient mae-wests for the crew. The seeplanes on the transport service carry sufficient dinghies, and the additional 40 mae-wests required for the passengers, are included in the 100 mee-wests shown on Appdx:"A".

SAFETY BELTS

LANDPLANES

9. The first safety-belts for passengers were fitted this month, and will lessen the risk of passengers being injured in a forced-landing, 200 of these belts have now been issued to Centocelle, and 40 to Lecce. The belts should be attached to a part of the aircraft which is strong enough to withstand the great strain sustained in a forced-landing.

C.T.O. C.T.O. to implement Report to AOC.

SEAPLANES

10. The Italians have a strong opposition to the fitting of safety-belts on seaplanes, due to the fear of being trapped and drowned. It is unlikely that they would be used if they were fitted, and the fitting of safety-belts to seaplanes is not being recommended. Agreed for Italians.

BALTIMORES

11. The R.A.F. "H" type dinghy carried in the Baltimores will hold the 5 passengers and 3 crew, and the crew also carry their one-man dinghies. Safety-belts are not shown on the conversion schedule, but it is considered that they should be fitted.

C.T.O. C.T.O to implement & report to AOC

C.T.O

DITCHING - DRILL

12. No ditching drills, or emergency landing drills are practiced, and although it is impracticable for the passengers to do this, the crews themselves should carry out a practice every month on the airfield. The actions of the different members of the crew have been detailed, and set out in Appendix

Agreed

X Para 6 I.P.H.

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C.T.O. C.T.O. to inquire Report to A.O.C.

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C.T.O. C.T.O to inquire & report to A.O.C.

DITCHING - DRILL

Agreed

X Para 5 I.A.P.

12. No ditching drills, or emergency landing drills are practised, and although it is impracticable for the passengers to do this, the crews themselves should carry out a practice every month on the airfield. The actions of the different members of the crew have been detailed, and set out in Appendix "B", and copies of this Appendix should be made, and distributed to the Italian transport Squadrons. Appdx: "B" is designed primarily for the ditching of the Savoia Marchetti 79. (transport version), but Flight-commanders will be able to modify it to suit other transport aircraft. It will be seen from Appdx "B" that there is no need for written emergency instructions to passengers.

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They should be trained to do so on the ground first & then in the air. Para 8 I.A.M.

13. The Italian crew-members do not use R./T., for inter-communication in transport aircraft, but shout instructions to each other.

EXPERIENCE OF PILOTS & CREWS

14. The pilots now flying as captain of aircraft, and the crews on the Italian transport services are all very experienced, as can be seen from Appdx. "C". The pilot's flying hours range from 4,000 to 17,000 hours. A new pilot has to go through a long period as 2nd pilot before becoming captain. The 2nd pilot does the navigation. ↑ ist ?

15. The seaplane pilots and crews are also very experienced. Specially trained Naval officers are the navigators.

FIRE PRECAUTIONS

16. Adequate fire precautions in the air appear to be taken. A cockpit indicator informs the pilot of a carburettor fire, and he then shuts off petrol and operates extinguisher. Except for some Cant 1007's, the propellers cannot be feathered, which makes a recurrence of an outbreak of an engine fire, possible.

CTC Presumably not applicable?

17. The small petrol engine used inside the aircraft for starting up; and for brake pressure, has its own portable extinguisher, and there is another hand-extinguisher in the cockpit.

DITCHING CHARACTERISTICS OF ITALIAN AIRCRAFT

18. From reports received, Italian aircraft have good ditching characteristics. They are buoyant, and the average period for which they will float has been found to be about half an hour.

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PART II

ITALIAN AIR - SEA - RESCUE METHODS

AIR - NAVIGATION

19. The past policy of the I.A.F. has been to employ Naval officers as air-navigators, after they had completed an air-navigators course.

20. Navigation tables are being fitted to the remaining air-sea-rescue seaplanes. When bomb-sites were fitted in the seaplanes they could be used to find the drift when flying over the sea, but now there is no drift-recording instrument, which makes accurate wind-finding difficult. A suitable position exists for fitting drift-sights, if it is decided to fit them. They would have to be supplied from Allied sources.

21. D./F. bearings, and fixes are obtained, but should be a supplement to good dead-reckoning navigation on air-sea-rescue searches.

CENTRALE ASSISTENZA VOLO (C.A.V.)

22. These centres provide radio facilities for Italian aircraft, and among their other functions, the M/F D/F Station of a C.A.V. will contain a fixer plotting-board, and fixes can be either passed to the aircraft asking for them, or used for the initiation of Air-sea-rescue action.

RADIO - TELEPHONY (R/T)

23. It is not considered that the fitting of R/T to air-sea-rescue seaplanes is a necessary requirement to increased rescue work efficiency, or to flying safety.

AIR - SEA - RESCUE PROCEDURE

24. The Italian seaplane squadrons are very keen, and have made some good rescues during their period of working with the Allies. The states of readiness kept by Italian crews, and their methods of searching are referred to in the interim air-sea-rescue report of 15th June.

MARINE CRAFT

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MARINE CRAFT

25. Air Ministry have stated that it is not their policy to supply the Italians with high-speed launches, but that the necessary launches should be found from Italian resources. As a number of the R.A.F. launches are going to be broken up, it is hoped that the policy will be modified, and at least will allow the Italians to have some pinnaces. These launches, fully manned by Italians, would be operationally controlled by the R.A.F. Aircraft safety organisation.

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PART III

ITALIAN AIR - SEA - RESCUE IN SARDINIA, NORTHERN ITALY

SARDINIA

26. The air-sea-rescue cover from Elmas is large, consisting of (a) 4 Warwicks of 284 Sqdn (shortly to be replaced by 283 Sqdn Warwicks)
(b) 4 Italian Cant 506 Seaplanes
(c) 2 High speed launches (at Cagliari)

27. The Aircraft Safety Centre at Elmas has organised the fitting of a set [redacted] of Lindholme rescue gear to a Cant 506. The equipment fits well into the bomb-bays, and is released by the original aircraft mannual release. The dropping of Lindholme gear will be of value to seaplanes when it is too rough to alight.

28. It would assist the officer in charge of the aircraft safety centre, if he was given a directive to the effect that he could make as much use as possible of the Italian air-sea-rescue aircraft.

29. Various exercises, involving the homing of the Cant to the Warwick by loop have been tried. [redacted] achieved, the Cant reporting the Warwick's signals were too weak. The same difficulties have been found between one Warwick homing onto another.

30. The equipment required for maintenance work, is similar to that which the Italian Commanding Officer at the main Taranto base requested, with the addition of: -
(a) Aluminium rivets
(b) Perspex
(c) Acetone for the dope.

31. It is considered that if the Italian methods of navigation, and navigation equipment was brought up to the standard of the R.A.F., they could adequately cope with the amount of Air-Sea-Rescue in this area. It is not considered that the basing of both air-sea-rescue Cants, and air-sea-rescue Warwicks, at Elmas, is justified, and that one of the detachments could be moved.

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(b) 4 Italian Cant 506 Seeplanes
(c) 2 High speed launches (at Paglieri)

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VENICE.

32. The Venice Seaplane-base was at the Island of S. Andrea, and it was from here that Britain won the Schneider Trophy.

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33. The area of the former base has been requisitioned by the Royal Navy, but it is hoped to have it ready for sea-planes about the middle of August. We inspected the landing area by boat, and it appears unobstructed. The hangers and radio installations have been demolished, and there is no crane, but the living quarters are intact.

34. The three seaplane tenders have been requisitioned for mining-sweeping. There is a fourth tender on Lake Garda.

35. The surrounding seas over which the air-sea-rescue cover is required still contain "Mined Areas".

36. To carry out Air-sea-rescue, the following radio facilities are required:-

(a) The refitting of the Italian radio centre (C.A.V.) at Venice.

(b) A satellite M/F, D/F Station situated at Bologna, which reports bearings to Venice.

37. All this radio work is in hand, and a provisional date for its completion is the 1st August 1945.

GULF OF GENOA

38. If a considerable amount of traffic is going to pass between the peninsula of Italy, and north-west Italy, or southern France, an air-sea-rescue cover should be provided in the Gulf of Genoa.

39. There are at present R.A.F. rescue Walmas, ~~[illegible]~~, and mine-spotting Walms, at Rosignano.

GENOA SEA - PLANE BASE

40. The base is situated in the dock-area, and consists of four slipways, and a partly intact, but unoccupied two storey administration building. The seaplanes landed along a narrow strip protected by a sea-wall, which is now made narrower by sunken ships.

41. All the slipways are obstructed by damaged ships, and the work of breaking them up is continuing slowly. There are no other facilities. The mines have only partially been cleened in the surrounding sea.

42. Torre del Lago, the lake 12 miles N.N.W. of Pisa, and Spezia, have both been seaplane bases. The former is more isolated, but will not be suffering from the same, obstructions as Spezia.

RADIO REQUIREMENTS

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RADIO REQUIREMENTS

43. Our Signals staff have under consideration the following radio installations, which will provide the necessary requirements for Italian air-sea-rescue:- an M/F, D/F Station and plotting-board at Genoa, together with an M/F, D/F Satellite Station at Pisa, reporting bearings to both Genoa and Rome.

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PART IV

RECOMMENDATIONS

1. That orders be issued that sufficient dinghies must be carried in all transport aircraft. For example: the S.M. 82 will require 2 large and one medium dinghy per aircraft, and the S.M. 79 will only require 1 large dinghy.

2. That safety-belts be provided for passengers on Italian land-planes, including Baltimores.

3. That instructions for ditching-drills as detailed in Appdx "B", be issued to transport squadrons, with orders that each crew is to do a drill at least once a month.

4. (a) That it be considered whether we are to supply R.A.F. drift-sights to the Italians.

(b) If this policy is approved, it is suggested that a technical inspection of the Cant 506, and R.S. 14 be made, with a view to supplying 25 sights to the Seaplane Wing, Taranto.

5. That the methods of searching as set out in the M.A.C.A.F. and Malta Standing orders, should be more closely followed by the sea-plane squadrons.

6. That 10 sets of Lindholme rescue equipment be made available to the Italian Seaplane Wing, Taranto, and that at least one aircraft be fitted to carry this equipment, at each detachment.

7. That a further request should be made to Air Ministry, to authorise transfer of certain rescue launches to the Italians, if necessary on a civilian basis.

8. (a) That one of the two air-sea-rescue detachments based at Elmas be withdrawn for duty elsewhere.

(b) If the Italian rescue aircraft remain, a directive be given to the Aircraft Safety Centre, Elmas, to explain that as much use as possible is to be made of the Italian aircraft.

A.G. Lucey, F/Lt.

A.G. LUCEY, F/Lt.
Asst: Air-Sea-Rescue Office,
H.Q. M.A.A.F.
attached : Air Forces Sub-Comm.

Reference to other papers:-
(1) Interim Air-sea-rescue report of 15th June 1945 and amendments of 22nd June 1945.

(2) Briefing instructions of 31st May 1945.

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Yes Appdx "B", be issued to transport squadrons, with orders that each crew is to do a drill at least once a month.

Ask RAF 4. (a) That it be considered whether we are to supply R.A.F. drift-sights to the Italians.

(b) If this policy is approved, it is suggested that a technical inspection of the Cant 506, and R.S. 14 be made, with a view to supplying 25 sights to the Seaplane Wing, Taranto.

AASC Taranto to investigate & Report 5. That the methods of searching as set out in the M.A.C.A.F. and Malta Standing orders, should be more closely followed by the sea-plane squadrons.

Yes if technically OK. 6. That 10 sets of Lindholme rescue equipment be made available to the Italian Seaplane Wing, Taranto, and that at least one aircraft be fitted to carry this equipment, at each detachment.

Awaiting action on our letter 7. That a further request should be made to Air Ministry, to authorise transfer of certain rescue launches to the Italians, if necessary on a civilian basis.

8. (a) That one of the two air-sea-rescue detachments based at Elmas be withdrawn for duty elsewhere.

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Reference to other papers:-

(1) Interim Air-sea-rescue report of 15th June 1945 and amendments of 22nd June 1945.

(2) Briefing instructions of 31st May 1945.

DISTRIBUTION: -

Agreed	H.Q. M.A.A.F.	(1 copy to A.L.S. & 1 copy to Aircraft Safety)
	H.Q. M.A.C.A.F.	1 copy
	A.F.S.C. Taranto	1 copy
	File	1 copy
	F/Lt Lucey	1 copy

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APPENDIX "A"

ITALIAN DINGHY STOCKS

TYPE OF DINGHY.	SERVICEABLE STOCKS.	UNSERVICEABLE STOCKS.	ADDITIONAL REQUIREMENTS TO EQUIP EXISTING AIRCRAFT.
LARGE DINGHY (12 MEN)	85.	25.	NIL
MEDIUM DINGHY (8 MEN)	25.	8.	NIL
SMALL DINGHY (1 MAN)	1 carried for each crew member of Baltimores.		

MAE - WESTS

100 additional Mae-Wests required to supply passengers on existing overseas routes. They can be obtained from Italian Sources.

LINDHOLME RESCUE EQUIPMENT

10 Sets recommended for issue from British stocks to Seaplane Wing, Taranto.

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

LARGE DINGHY (12 MEN)	85.	25.	NIL
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Declassified E.O. 12356 Section 3.3/NND No. 785017

DITCHING DRILL FOR SAVOIA MARCHETTI 79. TRANSPORT

	CAPTAIN	SECOND PILOT	ENGINEER
(1)	Warns 2nd Pilot "prepare for ditching"	Warns wireless-operator to send S.O.S. Warns Enginier.	Warns passengers to put, on Mae-Wests, (if available), Slightly inflate mae-vest. Fasten safety-belts.
(2)	Fasten Sutton Harness	Calculates position of aircraft, and passes to Wireless-operator.	Brings large dinghy into position near the door. Takes up crash position against dinghy.
(3)	Gives final warning. Switches off.	Warns passengers to brace, and takes up crash position with shoulders against forward end of cabin.	
(4)	AIRCRAFT DITCHES		
!	Organises orderly exit of passengers into dinghy, and is the last person to leave aircraft. Cuts painter between dinghy and aircraft.	Helps enginier to throw out dinghy, and then helps organise orderly exit of passengers, and collects articles to help survival.	Launches dinghy, gets in, and helps passengers into dinghy.

N.C.

1629

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APPENDIX "B"

DITCHING DRILL FOR SAVOIA MARCHETTI 79. TRANSPORT

SECOND PILOT	ENGINEER	WIRELESS - OPERATOR
Warns wireless-operator to send S.O.S. Warns Engineer. Calculates position of aircraft, and passes to Wireless-operator. Warns passengers to brace, and takes up crash position with shoulders against forward end of cabin.	Warns passengers to put on Mae-Wests,(if available), slightly inflate mae-west. Fasten safety-belts. Brings large dinghy into position near the door. Takes up crash position against dinghy.	Sends out S.O.S. Transmits position and details of emergency. Clamps down key of transmitter.
Helps engineer to throw out dinghy, and then helps organise orderly exit of passengers, and collects articles to help survival.	Launches dinghy, gets in, and helps passengers into dinghy.	Collects articles of value for survival, and helps passengers leave aircraft.

17A

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

TO: HEADQUARTERS, M.A.A.F. C.M.F.
ATTENTION A.L.S.

DATE: 20TH JUNE, 1945.

REF: AFSC/48/1/AIR.

SECRET.

NEDME MARINE CRAFT POLICY.

With reference to your letter HQMAAF/S.551/AIR of the 9th July, 15A it is noted in paragraph 10 (ii) that "The transfer of R.A.F. launches to the Italian Government is improbable, therefore, steps will be taken to increase the scale of Italian marine craft effort by building up their existing marine craft strength from local resources".

2. I have spoken with S/LDR. STURGESS on this matter and wish to confirm briefly what I said to him.

3. I asked S/LDR. STURGESS, subject to your approval, that the Officer whom it is understood is going to the U.K. to discuss A.S.R. matters, should be briefed to the effect that:

(i) There are, at present, no known local resources from which the existing marine craft strength can be built up in Italy.

(ii) Particularly as it is probable that existing R.A.F. marine craft may be broken down, it is not understood why it would be the intention of higher authority not to transfer R.A.F. launches to the Italian Government. This appears to be another case of not taking an opportunity of releasing British manpower by using Italian manpower to do a job of which the Italians are quite capable, as has been proved in a small way already. I again strongly recommend the R.A.F. launches be turned over to the Italians who can provide at least two crews at once, and with some training, as many crews as would be necessary to provide sufficient cover in the areas immediately around ITALY, SARDINIA and SICILY.

(iii) A well worth saving in British manpower would also be effected by turning over Walruses to the Italians who have sufficient aircrews and maintenance crews to meet the needs around Italy. This suggestion has already been made but was turned down by your Headquarters. So far as at present can be foreseen, there will be no replacement Seaplanes being built by the Italians, who seem to have given up building Seaplanes in the North and elsewhere during the war.

(iv) In connection with sub-para (iii) a plan is now being produced whereby wireless aids to cover the whole of the Mainland of ITALY, SARDINIA and SICILY for W/T Navigation aids by means of CAV's has been prepared, and should be taken into consideration. This organisation was functioning efficiently before the entry of Italy into the war, and no doubt would again function even more satisfactorily by the proposal which is believed would give better coverage.

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With reference to your letter HQMAAF/S.551/AIR of the 9th July, it is noted in paragraph 10 (ii) that "The transfer of R.A.F. launches to the Italian Government is improbable, therefore, steps will be taken to increase the scale of Italian marine craft effort by building up their existing marine craft strength from local resources".

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3. I asked S/LDR. STRINGER, subject to your approval, that the Officer whom it is understood is going to the U.K. to discuss A.S.R. matters, should be briefed to the effect that:

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(v) It is agreed that Marine Craft (and A.S.R. aircraft) should operate under the control of the R.A.F. Aircraft Safety Organisation in Italy, so long as that organisation is in being, and it is suggested that English speaking Italian personnel should be attached to Aircraft Safety Centres so that the Italians may ultimately be able to take over the organisation for the benefit of International Civil Air Services, and, if necessary, Refer ~~Briefing.~~

DD — sgd 23/7
330 — " 24/7
Sir Neil Cook 24/7.

I.E. RHODES,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.
24/7

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

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

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From : Headquarters Mediterranean Allied Air Forces.

To : See distribution below.

Date : 16th July, 1945

Ref : HQMAAF/S.551/Air

Memorandum on MEDME Marine Craft Policy During Stage II

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1. The following amendment should be made to the above memorandum forwarded under cover of this Headquarters letter of even reference dated 9th July, 1945 :-

Para. 7 - 1st Sub-Heading:

DELETE the word "EASTERN" and amend to read "Western and Central Mediterranean".

Air Marshal,
Commander-in-Chief,
R.A.F. MEDME

Distribution:

As per HQMAAF/S.551/Air dated 9th July, 1945.

E249/48/1/AIR 19/7/45

1

516

15A

SECRET

From : Headquarters Mediterranean Allied Air Forces

To : See distribution below

Date : 9th July, 1945

Ref : HQMAAF/S.551/Air

Memorandum on MEDME Marine Craft Policy
During Stage II

1. The attached copies of the above memorandum are hereby forwarded for your information.

2. Executive action to implement the policy outlined will be taken by Headquarters M.A.A.F. and Headquarters R.A.F., Middle East, respectively.

J.H. EDWARDES-JONES,
Air Commodore,
for Air Marshal,
Commander-in-Chief,
R.A.F. MEDME.

Distribution:

EXTERNAL:

Air Ministry, King Charles Street, Whitehall. W.C.1.
HQ RAF ME
HQ ACSEA
HQ MACAF
HQ MAAF REAR
AHQ ITALY
HQ DAF
AHQ GREECE
AIR FORCES SUB COMMISSION, ACIE

INTERNAL:

C-in-C.
C. of S.
A.O.A.

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

Date : 9th July, 1945

Ref : HQ/RAF/S.551/Air

Memorandum on MEDME Marine Craft Policy
During Stage II

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J.H. EDWARDES-JONES,
Air Commodore,
for Air Marshal,
Commander-in-Chief,
R.A.F. MEDME.

Distribution:

EXTERNAL:

Air Ministry, King Charles Street, Whitehall. W.C.1.
HQ RAF ME
HQ ACSEA
HQ MEAF
HQ MAAF REAR
AHQ MALTA
HQ DAF
AHQ GREECE
AIR FORCES SUB COMMISSION, RCHE

INTERNAL:

C-in-C.
C. of S.
A.O.A.
G/C Org
G/C Admin Plans
G/C Org
Allied Liaison
C.M.S.O.
C.M.C.C.
S.P.S.O.

AIR FORCES SUB-COMMISSION ALLIED FORCE HQ
ORDERLY ROOM
E15 14/7/45
48/1/10

Copy passed to Wadi Cliff Taranto.
14/7/1945

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SECRET

Memorandum On A.S.R. Marine Craft Requirements in MEDME During Initial and Subsequent Phases of Stage II

Introduction

1. Considerable discussion has taken place in recent weeks upon the degree of marine craft cover that should be provided within the MEDME Command during Stage II. When extensive operational flying was being carried out in the Mediterranean numerous small A.S.R. HSL detachments were established at distances of from 150 to 200 miles apart for the purpose of providing speedy assistance to crews forced down in the sea as a result of enemy action, or other circumstances. Launches operated at a radius of action of approximately 100 miles, and an HSL was kept at immediate readiness at each base, with a second duty boat at half an hour's notice to take the place of the first boat in the event of a call out occurring.

2. In the past six months the main regions of activity in the Mediterranean, Middle East and Persian Gulf areas have been confined to the undermentioned areas :-

(i) Adriatic, Ligurian and Tyrrhenian Seas where the degree of activity has often approached that of the United Kingdom between the East coast of England and the Continent.

(ii) Eastern Mediterranean - sporadic activity in connection with missing aircraft from OTU's in Cyprus, Palestine and Egypt.

Elsewhere in the Command incidents have been few and far between, many detachments have neither been called out or made rescues over periods of 4 to 5 months.

3. The present cover obviously had to be maintained so long as operational flying prevailed and aircraft damaged by enemy action continued to arrive back over their Italian and Corsican bases from raids on enemy territory. However, with the cessation of hostilities in Europe, the whole aspect of our present marine craft coverage can be reviewed with the object of making certain reductions in some areas and added provision for an increased transport and refers flow in other regions.

4. Earlier estimates and plans were based on several unknown factors, the chief of which were uncertainty of Fairmile allocation, availability of manpower, volume of transport and refers traffic along various routes through the Mediterranean and Middle East areas.

Certain figures were produced as a result of these earlier estimates by H.Q. N.A.A.F. and Middle East and were quoted in HQ MLAF signal A.517 dated April 25th, 1945; at that time our requirements were estimated as :-

16 Fairmiles plus 30 HSL's - or 54 HSL's

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

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Certain figures were produced as a result of these earlier estimates by H.Q. M.A.A.F. and Middle East and were quoted in HQ MAAF signal A.517 dated April 25th, 1945; at that time our requirements were estimated as :-

16 Fairmiles plus 30 HSL's - or 54 HSL's

The whole position has now been thoroughly reviewed in collaboration with HQ RAF Middle East, HQ Mediterranean Allied Coastal Air Force and Air Headquarters, Malta. An Air Ministry representative visited HQ MAAF and HQ RAF M.E. to acquaint and advise the Command on certain aspects of Air Ministry marine craft policy for Stage II. This has enabled a clear policy to be determined.

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Stage II Marine Craft Policy

5. Dispositions and requirements have been based on the undermentioned policy -

(i) 24 hour cover is required in all areas except the Gulf of Aden. The cover will be provided by maintaining one launch at immediate readiness with the second or third launch, as the case may be, released for a specific period. The latter launch or launches need not necessarily be brought to immediate readiness when the first one is called out, as it is considered improbable that simultaneous incidents will occur requiring the immediate despatch of two launches. When the second launch is serviceable, the degree of readiness to be maintained will be at the discretion of the controlling A.O.C. It is understood a similar policy has been introduced in the U.K.

(ii) In the Gulf of Aden, the main commitment is most likely to be the landing of search and rescue parties on the beaches for the purpose of covering a forced landing. Air Sea Rescue operations are not likely to be required at long distances from the coast, due to the close proximity of the route to the coast; never theless, should an aircraft ditch in this area, rescue craft will be available at short notice.

(iii) The main regions where the greatest volume of air traffic will pass will be covered by Fairmiles in detachments of 2 craft and HSL detachments of 3 craft. In areas where the volume of traffic will not be as heavy, HSL cover of 2 craft only plus reserves at main base will be established.

(iv) Policy decision under para. 5(i) above allows for the operation of certain two-boat bases established with a number of extra personnel against leave and sickness. It is not considered possible to operate a two-boat base with only the crews of the two launches, it is, therefore, a requirement of this theatre that marine craft bases operate under one or other of the following circumstances :-

A - 2 launches plus additional
1 F/O Master
1 Sgt MEC Coxswain
1 Cpl Fitter Marine
1 AC Cook
2 AC MEC
1 AC W/Op

B - 3 launches and 3 crews

C - 2 launches and 3 crews

A compromise has been made by designating certain bases in

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(iii) The main regions where the greatest volume of air traffic will pass will be covered by Fairmiles in detachments of 2 craft and HSL detachments of 3 craft. In areas where the volume of traffic will not be as heavy, HSL cover of 2 craft only plus reserves at main base will be established.

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1 P/O Master
1 Sgt MEC Coxswain
1 Cpl Fitter Marine
1 AC Cook
2 AC MEC
1 AC W/Op

B - 3 launches and 3 crews

C - 2 launches and 3 crews

A compromise has been made by designating certain bases in the area removed from main refers routes as 2 launch bases, with 2 crews and additional personnel, under (A) above, and other bases in busier areas. 3 launch bases, with 3 launches and crews, but no extra base personnel. Fairmiles are not affected in this matter as their larger crews enables one vessel to maintain a 24 hour watch and half the crew can, in an emergency, take the craft to sea for short range calls.

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(v) A unit of ten Fairmiles will be based at Malta to cover the Western and Central Mediterranean, the main areas where long range and good sea going qualities are required. The only other area with a Fairmile commitment is the Arabian Sea between Aden and Masirah and Karachi. It is obviously more economical to cover Masirah area with craft maintained in Karachi than to sail them down to Aden for slipping and maintenance. The M.E. requirement for 2 Fairmiles at Aden may present minor maintenance difficulties, but it is more economical from the marine craft manpower and operational aspect, if the 2 latter craft can be based at Aden instead of 6 launches required in the absence of Fairmiles.

(vi) All the routes through the MEDITN Theatre are covered by air rescue aircraft, a large number of which carry an airborne lifeboat. It is therefore considered that marine craft will mainly perform a secondary role in the majority of incidents. Their primary function will be the pick-up of survivors after they have been initially sighted and succoured by aircraft. Standing patrols are not likely to be required except in the case of occasional special flights.

(vii) Provision of long range surface rescue craft of the Fairmile type has enabled the Central and Western Mediterranean to be covered with fewer bases spaced correspondingly further apart. The provisional bases are approximately 250 - 300 miles apart. This disposition will enable the disbandment of 4 to 5 bases once the Fairmiles are on station.

Existing MEDITN Marine Craft Dispositions

6. The present marine craft bases and dispositions are as under :-

Western Mediterranean

St Tropez	2 HSL	254 ASRU	H.Q.
Calvi	2 HSL	"	Detachment
Bastia	2 HSL	"	"
Leghorn	2 HSL	"	"
Algiers	2 pinnaces	251 ASRU	"
Bone	1 HSL	"	H.Q.
	1 pinnace		
Bizerte	1 HSL	"	Detachment
	1 pinnace		
Cagliari	2 HSL	"	"
	1 pinnace		

Central Mediterranean

Ischia	3 HSL	253 ASRU	Detachment
	1 HSL under repair		
Manfredonia	4 HSL	253 ASRU	H.Q.
	2 HSL ex Cassini		

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(vi) All the routes through the MEDME Theatre are covered by air rescue aircraft, a large number of which carry an airborne lifeboat. It is therefore considered that marine craft will mainly perform a secondary role in the majority of incidents. Their primary function will be the pick-up of survivors after they have been initially sighted and succoured by aircraft. Standing patrols are not likely to be required except in the case of occasional special flights.

(vii) Provision of long range sur face rescue craft of the Fairmile type has enabled the Central and Western Mediterranean to be covered with fewer bases spaced correspondingly further apart. The provisional bases are approximately 250 - 300 miles apart. This disposition will enable the disbandment of 4 to 5 bases once the Fairmiles are on station.

Existing MEDME Marine Craft Dispositions

6. The present marine craft bases and dispositions are as under :-

Western Mediterranean

St Tropez	2 MSL	254 ASRU	H.Q.
Calvi	2 MSL	"	Detachment
Bastia	2 MSL	"	"
Leghorn	2 MSL	"	"
Algiers	2 pinnaces	251 ASRU	
Bone	1 MSL	"	H.Q.
	1 pinnace		
Bizerte	1 MSL	"	Detachment
	1 pinnace		
Cagliari	2 MSL	"	"
	1 pinnace		

Central Mediterranean

Ischia	3 MSL	253 ASRU	Detachment
	1 MSL under repair		
Manfredonia	4 MSL	253 ASRU	H.Q.
	2 MSL en Corsini		
Ancona	4 MSL	253 ASRU	Detachment
Brindisi	2 MSL	"	"
Malta	3 MSL	204 ASRU	H.Q.
	1 pinnace		
Palermo	2 pinnaces	"	Detachment
Augusta	2 pinnaces	"	"

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Greek Waters

Piraeus	2 MSL	252 ASRU	H.Q.
Heraklion	2 pinnaces	"	Detachment

TOTAL Marine Craft under direct control of M.L.A.F. :-

MSL's	33
Pinnaces	12
TOTAL:	45 A.S.R. Marine Craft

Eastern Mediterranean

Alexandria	3 MSL	247 ASRU	H.Q.
Benghasi	3 MSL	"	Detachment
Tobruk	3 MSL	"	"
Haifa	3 MSL	"	"
Paphos	3 MSL	"	"

Gulf of Aden

Aden	2 MSL	Unit H.Q.
Mukulla	2 MSL	"
Bardar Risut	2 MSL	"
Masirah	2 MSL	"

Persian Gulf

Kuwait	2 Seaplane Tenders
Bahrein	2 MSL
Khor Kuwait (near Sharjah)	2 MSL

TOTAL Marine Craft in M.E. Command :-

MSL's	27
S.T's	2

+ approximately 6 MSL's at Marine Craft Repair Unit, Port Said.

Stage II Requirements

7. The proposed A.S.R. marine craft requirements based on the policy laid down in para. 5 above are as follows :-

Western
~~Eastern~~ and Central Mediterranean

St Tropez	2 Fairmiles	
Cagliari	2 Fairmiles	
Malta	4 Fairmiles	H.Q. Unit & main base for

So IIA

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Eastern Mediterranean

Alexandria	3 HSL	207 ASRU	H.Q.
Benghasi	3 HSL	"	Detachment
Tobruk	3 HSL	"	"
Haifa	3 HSL	"	"
Paphos	3 HSL	"	"

Gulf of Aden

Aden	2 HSL	Unit H.Q.
Mukalla	2 HSL	"
Bardar Risut	2 HSL	"
Masirah	2 HSL	"

Persian Gulf

Kuwait	2 Seaplane Tenders
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TOTAL Marine Craft in M.E. Command :-

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+ approximately 6 HSL's at Marine Craft Repair Unit, Port Said.

Stage II Requirements

7. The proposed A.S.R. marine craft requirements based on the policy laid down in para. 5 above are as follows :-

See 11A

Western and Central Mediterranean

St Tropez	2 Fairmiles	
Cagliari	2 Fairmiles	
Malta	4 Fairmiles	H.Q. Unit & main base for Fairmiles
Benghazi	2 Fairmiles	Administered by Malta but under operational control of M.E.
Calvi	2 HSL + base party	
Algiers	2 HSL + base party	
Naples	3 HSL	Unit H.Q.
Brindisi	2 HSL + base party	

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Greek Waters

Piraeus	2 HSL	Unit H.Q.
Heraklion	2 pinnaces	Detachment

This Unit will be manned by Greek personnel and will operate under the control of A.O.C., Greece, whilst the R.A.F. are established in Athens.

Eastern Mediterranean

Benghasi	already covered in Central Med. dispositio	
Tobruk	3 HSL	Detachment
Alexandria	3 HSL	Unit H.Q.
Paphos	3 HSL	Detachment
Haifa	2 HSL + base party	

Persian Gulf

Kuwait	2 seaplane tenders + extra crew	
Bahrein	3 HSL	Unit H.Q.
Khor Kuwait	2 HSL + base party	

Gulf of Aden - Arabian Sea

Aden	2 HSL	may be covered
Border Risut	2 HSL	by 2 Fairmiles
Mukulla	2 HSL	maintained in Aden.
Masirah	2 Fairmiles under operational control of HQ R/F ME but administered by Unit based Karachi.	

The provision of 6 HSL's at the above bases has been made in response to Middle East requirements for marine craft on this coast for the undermentioned purposes :-

(i) conveying landing parties to the scene of a crash or forced landing along the Arabian Coast. No overland routes exist and the terrain is most inhospitable and unaccessible which precludes the employment of land rescue parties.

(ii) air sea rescue pick-ups and searches in the case of aircraft forced landing off this coast.

The S.W. Monsoon blows from June to September and the heavy ground swell renders Border Risut and Mukulla untenable for marine craft during the above months. Even if these launches could be kept in these bases during the Monsoons, a launch could not operate in the conditions prevailing in the Gulf of Aden and Arabian Sea during the months in question.

Consequently, it is desired to dispose 2 Fairmiles at Aden for duty along the Arabian Coast as far as the radius of action of the Masirah Fairmiles. The only objection to this expedient is the difficulty of maintaining the 2 craft at Aden as it is obviously necessary to take

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Penghasi	already covered in Central Med. dispositio.	
Tobruk	3 HSL	Detachment
Alexandria	3 HSL	Unit H.Q.
Paphos	3 HSL	Detachment
Haifa	2 HSL + base party	

Persian Gulf

Kuwait	2 seaplane tenders + extra crew	
Bahrein	3 HSL	Unit H.Q.
Khor Kuwait	2 HSL + base party	

Gulf of Aden - Arabian Sea

Aden	2 HSL	may be covered
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Consequently, it is desired to dispose 2 Fairmiles at Aden for duty along the Arabian Coast as far as the radius of action of the Masirah Fairmiles. The only objection to this expedient is the difficulty of maintaining the 2 craft at Aden as it is obviously uneconomical to take these vessels to Karachi for slipping etc.

Air Ministry has agreed that the 2 Fairmiles for Masirah would be specially annotated as such on the establishment of the Karachi Unit. Furthermore, instructions would be issued by Air Ministry to ACSEA to the effect that these craft would not be moved or redeployed without prior consent of H.Q. R.A.F. Middle East.

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Summary of Total Requirements

8. (i) 1 Unit of 10 Fairmiles based at Malta, plus HQ R.F ME operational control of 2 ACSEA Fairmiles.

(ii) 35 MSL's - 2 pinnaces and 2 seaplane tenders to be established with crews - including reserve.

(iii) Base parties of

1 F/O Master
1 Sgt MEC Coxswain
1 Cpl Fitter Marine
1 AC W/Op
1 AC Cook
2 AC MEC

at Calvi - Algiers - Brindisi - Haifa and Aden Kuwait.

(iv) Spare crews for S.T's at Kuwait.

NOTE: Base parties are not required in Gulf of Aden as certain of these launches will only be on station for 8 months of a year and, in any case, these craft will be at one hour's notice when on station. The combination of the above factors should considerably ameliorate the working conditions at these bases.

Reduction of Marine Craft Personnel and Launches

9. Air Sea Rescue commitments in the Adriatic and Gulf of Genoa areas have fallen off since VE Day, and the only incidents likely to occur in the former area will be those incidents in connection with training programmes now being carried out by Desert Air Force, 205 Group R.A.F., XII and XV Air Forces, USAAF, and occasional transit flights.

The new marine craft states of readiness referred to in para. 5(i) above will be introduced on July 30th, 1945, and the existing marine craft detachments reduced to the following :-

Ancona	2 MSL	Detachment
Manfredonia	3 MSL	Unit H.Q.
Brindisi	2 MSL	Detachment

This will release approximately 5 launches and crews from 253 ASRU.

Further reductions can also be made in the case of Gulf of Genoa and the detachment of 2 launches at Bastia can be thrown up, but, the craft released will be required to reinforce St Tropez and Calvi. This strengthening is to make provision for UK refers and troopings, and the USAAF homeward bound troopings from Northern Italy to Casablanca.

Therefore, the only immediate reduction possible will be 5 MSL

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1 AC Cook
2 AC MEC

at Calvi - Algiers - Brindisi - Haifa and Ther Kuwait.

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Therefore, the only immediate reduction possible will be 5 HSL and crews from the Adriatic.

Further reductions will again be possible when the undermentione events have taken place :-

(i) cessation of all training flying over the Adriatic, thereby permitting the withdrawal of marine craft from Ancona and Manfredonia. This will amount to a further 5 craft and crew and the disbandment of 253 ASRU. It will not be possible to effect this second reduction until redeployment and fold-u of AAAF units has been effected.

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(ii) arrival of Fairmiles in theatre will permit the final reductions to the Stage II figures to be effected. Present indications are that Fairmiles will be arriving in the MEDME Command in September and subject to their satisfactory operation in these waters further reduction will be possible approximately one month after the respective units arrive.

(iii) MLM marine craft can then be released as indicated below :-

St Tropez	3 MSL	replaced by Fairmiles includes one ex Bastia
Leghorn	3 MSL	base relinquished includes one ex Bastia
Bizerte	1 MSL	base relinquished
	1 pinnace	
Cagliari	2 MSL	replaced by Fairmiles
	1 pinnace	
Bone	1 MSL	base relinquished
	1 pinnace	
Malta	3 MSL	replaced by Fairmiles
	1 pinnace	
Augusta	2 pinnaces	base relinquished
Palermo	2 pinnaces	base relinquished
TOTAL:	13 MSL	
	8 pinnaces	

NOTE: 2 pinnaces at Algiers to be relieved by 2 MSL which changes total figures to 11 MSL and 10 pinnaces.

(iv) Middle East will be able to release following craft and crews when Fairmiles are on station :-

Benghasi	3 MSL
Haifa	1 MSL
Nasirah	2 MSL

less 1 additional launch and crew for Bahrein to bring existing detachment of 2 up to 3.

TOTAL: 5 MSL or 11 MSL if Fairmiles are sent to Aden in addition. Appendix 'A' attached summarises the reductions into Phases.

Plan for Stage III

10. Certain Allied Governments have already been approached with a view to enlisting their co-operation in the development of ASR marine craft units around the waters adjacent to their countries, with the ultimate object of relieving the RN of certain commitments when the Allied countries in question have organised efficient units. Up to the present, the following action has been initiated in connection with the above proposal :-

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Leghorn	3 HSL	base relinquished
	includes one ex Bastia	
Bizerte	1 HSL	base relinquished
	1 pinnace	
Cagliari	2 HSL	replaced by Fairmiles
	1 pinnace	
Bone	1 HSL	base relinquished
	1 pinnace	
Malta	3 HSL	replaced by Fairmiles
	1 pinnace	
Augusta	2 pinnaces	base relinquished
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Plan for Stage III

10. Certain Allied Governments have already been approached with a view to enlisting their co-operation in the development of ASR marine craft units around the waters adjacent to their countries, with the ultimate object of relieving the RAF of certain commitments when the Allied countries in question have organised efficient units. Up to the present, the following action has been initiated in connection with the above proposal :-

(i) Greek Government: Arrangements are in hand for the transfer of 2 RAF HSL's and 2 pinnaces to the R.H.N.F. for the purpose of forming a Greek ASR Marine Craft Unit. Greek crews are double banking with RAF crews on the 2 Piraeus launches and it is anticipated that the RAF crews can be withdrawn in approximately 2 month's time.

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(ii) Italian Government: Certain Italian launches have been operating in support of the RAF and the extent of this support could be increased considerably if the Italians had more suitable craft available. The transfer of RAF launches to the Italian Government is improbable . . therefore, steps will be taken to increase the scale of Italian marine craft effort by building up their existing marine craft strength from local resources. If sufficient Italian marine craft can be raised on this basis, it is proposed to dispose them at the following bases :-

Venice - Ancona - Brindisi

with the ultimate aim of relieving the RAF detachment at the latter base. These craft will operate under the control of the RAF Aircraft Safety organisation in Italy so long as RAF or USAAF commitments last.

(iii) French Government: A similar arrangement in connection with the French is also under development. The French Air Ministry have been approached and are keen to develop an ASR Service in the Western Mediterranean utilising approximately 8 RAF launches manned by French crews. These craft would augment the RAF cover during Stage II, whilst the French are in the process of organising their services and would probably take over entirely during Stage III.

11. This memorandum has been prepared by H.Q. N...A.F. in order to clarify the marine craft situation in MEDME and provide a guide to future planning in connection with ASR Unit bases and their attendant manning problems. The proposed dispositions outlined in para.7 above have been drawn up after full appreciation of the commitments involved and no reduction on the figures quoted can be accepted without a deterioration in the efficiency of the cover provided.

HQ/MAP/S.551/Air
7th July, 1945.

Headquarters,
Mediterranean Allied Air Forces.

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APPE

SUMMARY OF A.S.R. MARINE CRAFT
REDUCTION IN MEDME DURING STAGE II

Phase	Approx Date of Effect	Launches Thrown Up		Remarks
No:1 Cessation of Operational Flying In Adriatic.	August 1st	5 launches and crews		All, ex 253 M
No.2 Withdrawal of RAF Crews from launches transferred to Greece	September 1st	4 crews		Subject to sa completion of
No: 3 Arrival of Fairmiles in Theatre.	Sept/Oct. 1945	11 HSL's 10 pinnaces	MAAF	
		5 or 11 HSL's	M.E.	
No:4 Completion of redeployment of MAAF Units.	Unknown	5 launches and crews		Remaining lau Adriatic with Brindisi.

Total Operational Strength of marine craft in MEDME on June 30th, 1945 (does not include eight launches under/repair at MAAF and M.E. MCRS's) (extensive)	MAAF	32	HSL's	12 pin
	M.E.	27		
	TOTAL:	59		12
Phase I Reduction	MAAF	5		
Phase 3 Reduction	MAAF	11		10
	M.E.	5		
Phase 4 Reduction	MAAF	5		
	TOTAL:	33	HSL's	2 pinn

These figures reflect our Stage II requirements of HSL's, pinnaces and S.T's when above phases have been completed.

plus 10 + 2 Fair
Total number of launches thrown up on comple
26 + 6 HSL's and 10 pinnaces.

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APPENDIX 'A'

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SUMMARY OF A.S.R. MARINE CRAFT
REDUCTION IN MEDME DURING STAGE II

	Approx Date of Effect	Launches Thrown Up	Remarks
	August 1st	5 launches and crews	All, ex 253 ASRU
	September 1st	4 crews	Subject to satisfactory completion of transfer.
rred			
Hles	Sept/Oct. 1945	11 HSL's } MAAF 10 pinnaces }	
		5 or 11 HSL's M.E.	
	Unknown	5 launches and crews	Remaining launches from Adriatic with exception of Brindisi.

ngth of marine craft in MEDME on June 30th, 1945
nt launches under/repair at MAAF and M.E. ACRS's)
(extensive)

MAAF	32	HSL's	12 pinnaces	
M.E.	27			2 S.T's
TOTAL:	59		12	2
MAAF	5			
MAAF	11		10	
M.E.	5			
MAAF	5			
TOTAL:	33	HSL's	2 pinnaces	2 S.T's

plus 10 + 2 Fairmiles.

our Stage II requirements of HSL's,
en above phases have been completed.

Total number of launches thrown up on completion of Stage II dispositions :-
26 + 6 HSL's and 10 pinnaces.

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AIRGRAM.

FROM : AIR FORCES SUB COMMISSION ROME

TO : HQ. M.A.C.A.F.

Q.411 /./ T.O.O.121430 JULY 1945 /./

AIRCRAFT SAFETY /./ PLEASE SUPPLY ONE RUBBER DINGEY INSPECTION CARD (CARDS HELD BY MEDME COMM SQDN) AND A PRECIS COPIED FROM A.P. 1182 FOR THE INSPECTION SCHEDULE OF A "J" DINGHY /./ INFORMATION REQUIRED AS GUIDE FOR IEALIAN DINGHY INSPECTIONS /./

A.G. Lucey F/Lt

A.C. LUCEY F/LT
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

AFSC/48/1/AIR

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

1311

OUTGOING MESSAGE.

FROM - A.F. SUB-COMM (ROME)

TO :- AIRCRAFT SAFETY CENTRE, ELMAS.

UNCLASSIFIED (.) P. 326 (.) TOO. 061200A. JULY. (.)

S/LDR. RUFFELL, F/LT. LUCEY AIRCRAFT SAFETY OFFICERS AND TWO ITALIAN OFFICERS ARRIVING SEAPLANE CAGLIARI 18.15 HOURS 9TH. JULY VISITING ELMAS 16TH. JULY (.) COULD TRANSPORT AND ACCOMMODATION FOR R.A.F. OFFICERS BE PROVIDED ON 9TH. JULY (.)

A.W. Ruffell Sqn Ldr.

A.G. LUCEY F/LT.,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

PRIORITY - ROUTINE.

D.G. Watson

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12A

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

TO:- HEADQUARTERS, MEDITERRANEAN ALLIED AIR FORCES.

DATE:- 3rd. JULY, 1945.

REF:- AFSC/48/1/AIR.

STANDING ORDERS FOR AIR RESCUE.

Receipt is hereby acknowledged for Copy No.2 Malta Standing Orders and Instructions forwarded under cover of your letter HQMAAF/S.561/1/Air dated 19th. June, 1945.

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

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

1117

From : Headquarters Mediterranean Allied Air Forces.

To : Air Forces Sub Commission MAAF. ✓

Date : 15th June, 1945

Ref : MAAF/S.561.3/Adv

Standing Orders for Advance

1. Copy No. 2 of the standing orders and instructions in force governing for your information and action in connection with the development of air personnel with the Italian Air Force.

2. It is requested that the receipt of this document is acknowledged.

for Lt. Col. W/C
A.A. Vermiel,
Commander-in-Chief,
M.A.A.F.

In Connection Copy No: H.Q. M.A.C.A.F.

Copy authenticated and handed to Air I.

W/Cdr.

AIR FORCES SUB COMMISSION
P.271
MAAF 20/6
AFHQ/G-5 Air
CSM/Air

10A

1 Copy.
358/19

MINUTES OF CONFERENCE HELD AT HEADQUARTERS MAAF ON 8 JUNE, 1945, on USE OF ITALIAN AIR FORCE FOR AIR/SEA RESCUE.

Present:

Air Vice-Marshal I. E. Brodie.	A.O.C., AFSC, Rome.
Air Commodore J. Rhys-Jones.	S.A.S.O., MACAF.
Air Commodore J. H. Edwardes-Jones.	D.D.Ops, HQ MAAF.
Wing Commander Clift.	Italian Liaison Officer, Taranto.
Squadron Leader P. D. Whitting.	Aircraft Safety Section, MAAF.

A/SR Aircraft.

1. Figures of available aircraft were given by Wing Commander Clift as follows:

Cant 506	17
Cant 501	15
RS.14	8

It is expected to maintain an average of 60% serviceability on these aircraft. Twelve Cant 506s are already employed on A/SR work.

Aircrews.

2. There are 50 crews available for the above aircraft. They are all competent to undertake A/SR work.

Disposition of aircraft.

3. It was decided that the A/SR detachments now operating from Taranto and Brindisi should remain. The detachment at Lake Varano is to move to Venice when the lake is cleared of mines. AOC AFSC pointed out that unless this detachment was moved from Lake Varano by the middle of July they were certain to suffer heavy casualties from Malaria. It was agreed that the move should take place if possible by the 10th July.

Control Stations.

4. It was agreed that the I.A.F. will provide their own Control Stations, and these will come directly under the appropriate Aircraft Safety Centre.

A/SR Launches.

5. The question of the I.A.F. operating certain British HSLs was discussed. There are three Italian HSL crews available. It was suggested that three HSLs should be loaned to the I.A.F. immediately and a further three when crews became available. No action can be taken on this point until the matter has been cleared with Air Ministry. When cleared, it was suggested that these launches should be based at Brindisi, Ancona, and Venice, and that British launches could then be withdrawn from the Adriatic.

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4. It was agreed that the I.A.F. will provide their own Control Stations, and these will come directly under the appropriate Aircraft Safety Centre.

A/SR Launches.

5. The question of the I.A.F. operating certain British HSLs was discussed. There are three Italian HSL crews available. It was suggested that three HSLs should be loaned to the I.A.F. immediately and a further three when crews became available. No action can be taken on this point until the matter has been cleared with Air Ministry. When cleared, it was suggested that these launches should be based at Brindisi, Ancona, and Venice, and that British launches could then be withdrawn from the Adriatic.

J. H. EDWARDES-JONES,
Air Commodore,
D.D. of Ops.

HQ MAAF.
26 June 1945.
MAAF/S.551/Air.

Distribution:

AFSC, Allied Commission, Rome.	(3)	Internal.
Headquarters MACAF	(2)	Aircraft Safety.
W/Cdr. Clift, Italian Liaison Officer, Taranto.		D.D. of Ops.
		A.O.A.
		C.M.S.O.
		A.L.S.

506

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

1654

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

9A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : HQ. M.A.A.F. (Attention of AIS)
DATE : 27th June 1945
REF. : AFSC/48/1/AIR

AIR SEA RESCUE WING.

Confirmation is requested that the Italian Air Force Cant Detachment at Lake Varano may be withdrawn to Brindisi, or to Venice if that port is available, on the 10th July 1945 as agreed at the M.A.A.F. conference on 8th June.

Further details of the Italian participation in Air Sea Rescue in the Mediterranean would assist this Headquarters in planning the distribution of operating bases.

L.E.JARMAN G/CPT
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

1660

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

5A

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

TO : HQ. M.A.A.F. C.M.F. (Attention A.L.S.)

DATE: 26th June, 1945.

REF : AFSC/42/1/Air.

AIRCRAFT SAFETY I.A.F.

Reference is made to the Interim Report on Italian Air-Sea Rescue forwarded under cover of our AFSC/45/Air dated 16th June, 1945.

In this report, there are statements which are not quite accurate and the corrections are listed below.

Para. 3. Centrale Assistenza Volo (CAV) Brindisi.

The Flying assistance centre at Brindisi is not in full operation because it has no satellite MF. D/F station reporting to it. Investigations are proceeding at this moment in an endeavour to obtain the full C.A.V. organisation.

Para 6 (a) This is a dawn to dusk watch, not 24 hours.

Para 6 (c) (ii) Tests made with the I.A.F. BC5 and B30 were satisfactory. This equipment is suitable for flying control work.

Para 6 (f) Allied Radio Aids are used by Italian aircraft. Appendices E and F of the Regia Aeronautica Signals Instruction are devoted to Allied Aids.

Where possible, work on the recommendations given on Page 3 is in hand.

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

504

1661

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

Encl one hundred folio 1A.
23/6 H
1/B 23/6

AIR FORCES IN COMMISSION, A.C. ROME.

23 JUNE, 1945.

MEMO. TO A.V.M. I.G. PRICE.

43.

I would refer to the report on Italian Air Sea Rescue prepared by S/Ldr. A.C. LUCEY dated 15th June.

The statements in para 3 are quite incorrect. "The Flying Assistance" Centre at Brindisi is not in full operation because it has no satellite M.F. D/F station reporting to it. Investigations are proceeding at this moment in an endeavour to obtain the full G.A.V. organisation. The Italian D/F stations are permitted and do in fact operate on full power i.e. 1kW watts, this should give a range of some 400 to 600 miles. If however, these ranges are not being obtained from all stations, it is due to the technical inefficiency of the station. If this matter is reported to me I will take the necessary action.

Para 6 sub para (a) is not a 24 hour watch, but dawn to dusk. It is generally known that M.F. D/F loop systems are useless during the hours of darkness.

Para 6 sub para 2 (c). Tests have been made with the I.A.F. B25, & B26 and they have been found quite suitable for flying control purposes, and in fact I.A.F. aircraft are being fitted with these equipments.

Sub para (f). To do. Appendices E & F of the R.A.F. Signals instruction are devoted to allied aids.

Para 1 of Page 3 is already answered. Para 4. This matter has been in hand for some weeks.

I need hardly add that proper facts and figures could if the trouble had been taken, have been obtained from either this office and/or the Italian Air Ministry, thus avoiding the serious misstatements that have unfortunately been put into print.

C.W. Chapman

C.W. CHAPMAN, S/LDR.

Copy to S.S.O.

S.S.O. 2.

Please write to H.A.A.F corrobing 4 B in accordance with above — politely! Suggest C.S.O. initials agreeing on ϕ above.

KB Asc

25/6.

1662

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

Ltr from S/C 6A
N99/VK 6A
N99/VK 4292
E/6551

[redacted] CONFIDENTIAL

22 JUNE 1945

AT 22 CONFIDENTIAL
ONE AND ONE RESCUE COVER POLICY ON THE ATLANTIC DURING THE
NEXT 2 TO 3 MONTHS WILL BE AS FOLLOWS (.) (1) AIRCRAFT(.) 2ND EMBARKED
ATTACHMENT OF REPORTS OR ANY OTHER LOCATION AT DISCRETION OF FOURTH AIR
293 SQUADRON DETACHMENT LOCATED AT PORTA DELGADA A
WALDO SHIP CONTROLLED BY 2ND GROUP ON DISPATCH OF SEA
WEING, PORTA DELGADA WHO MOST SUITABLE LOCATION
FOR LATTER AIRCRAFT, BUT IF NECESSARY DETACHMENT
CAN BE LOCATED ELSEWHERE IN THIS AREA BY THE HOST
STRATEGIC POSITION HAVING REGARD LAND COMMUNICATIONS(.)
ITALIAN GAT GRADANIA OPERATING FROM LAKE VARANO AND GRADISCA (.)
(?) MONTE GRAPPA(.) 2 LAUNCHES WILL BE LOCATED AT GRADISCA TO SUPPORT
STATION II AS PART OF THE METEOR COVER(.) 2 LAUNCHES WILL
BE LOCATED AT ANCONA AND 2 AT MANFREDONIA WHICH PRESENT
COMMUNICATIONS LAST (.) LATTER TWO BASES WILL THUS BE
WITHDRAWN (.) IT DO NOT PROPOSE TO LOCATE A.S.R. LAUNCH CRAFT NORTH
OF ANCONA, BUT IF THERE IS A REQUIREMENT FOR
CRASH BOAT AT [redacted] CRAFT, BOMBING AND GUNNERY
RANGES SUCCESS FOURTH ADDRESSEES CONSIDERS
DISCONTINUANCE ACTION ON LOCAL CRAFT, IF NECESSARY
WARTIME CRAFT OFFICER WILL BE SENT TO VENICE AREA
TO SELECT SUITABLE CRAFT (.)
2. 293 SQUADRON DETACHMENT WILL BE WITHDRAWN FROM DIVOLTE SUB CU
AND PORTA DELGADA WHEN REPLACEMENT AND ROLL-UP DETACH AND
AIRFIELD HAVE BEEN COMPLETED (.)
3. AS SOON AS WITHDRAWAL FROM ANCONA AND
MANFREDONIA CONCURRENTLY WITH DETACHMENT
OF 293 SQUADRON (.)
(?) NEW PROPOSAL TO DEVELOP ITALIAN A.S.R. SERVICE
WITHOUT EXTRA AIRCRAFT DURING NEXT THREE MONTHS MENTIONED
SAVE 293 SEAPLANES AND A NUMBER OF EX-RAF WAIRS MANNED
BY ITALIAN CREWS (.) A DETACHMENT OF THESE SEAPLANES WILL
BE ACTIVATED VENICE AREA EARLY IN AUGUST AS PART OF
THIS POLICY (.) IT IS ANTICIPATED THAT ITALIAN SERVICE WILL BE IN
OPERATION NEXT A.S.R. AREAS
ARE FINALLY WITHDRAWN (.)
4. REQUEST CONFIRMATION THESE PROPOSALS MEET YOUR
ANTICIPATED REQUIREMENTS ? IF NOT PLEASE ADVISE(.)

A817 25/6/45
48/1/AIR

502

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ING AR
DECD HQ 1" GRP " 17GAF/2 AR EMB

1663

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

5A

R.A.F. Form 683

SECRET

CYPHER MESSAGE

Serial No. 3A / 173/19.

To:— Air Force Sub-Commission A.C. Rome

Repeated/- HQ MACAF A 796

From — HQ MAAF CMF 20/6/45

Date 19th June 1945.

	Receipt	Despatch
Time of	1945B	TOO. 1920008
System		

A 694 19th June ⊙ Secret ⊙ Your A 308 13th June refers ⊙ No objection to your amending original MACAF instructions for Italian Air Force except that these instructions are out of print and no further editions are being published in view of reduced MACAF commitments ⊙

(2) ⊙ Bulk of information in original MACAF orders has been incorporated in latest edition of Malta orders. Latter instructions will form basis for future Air Sea Rescue Operations in the Mediterranean ⊙ A copy of the Malta orders is being despatched forthwith ⊙ Amendments will also be forwarded ⊙ Therefore, recommend you utilise these orders as it is probable that Malta will control all A.S.R. Operations in Central Mediterranean in the future.

A/Sea Sec. Dept. AFSC Rome. TOO. 191610B.

501

1664

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

44

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

TO: H.Q. M.A.A.F. C.M.F. A.I.G.

DATE: 16TH JUNE, 1945.

REF: AFSC/48/AIR.

48/21

AIRCRAFT SAFETY - I.A.F.

Sec B

The enclosed interim reports by S/LDR. RUSSELL and F/LT. LUCY (attached to A.F.H.Q. from M.A.A.F.) are forwarded for information and such action as can immediately be taken. So far as practicable such action as is possible by A.F.H.Q. will be taken.

2. The signals matters referred to in F/LT. LUCY's interim report on Italian Air Sea Rescue will be discussed with the Staff Signals Officer of this H.Q. as soon as practicable; meanwhile such action as is possible locally will be taken up by the A.F.H.Q. Liaison Officer at TARANTO (W/Cdr. CLIFT.)

E. L. Brodie

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

Distribution:
H.Q. M.A.C.A.F. (For information)
W/CDR CHEASON, A.F.S.C. Lecce.
W/CDR CLIFT, A.F.S.C. Taranto -

COPY: AFSC/48/1/AIR. ✓

500 -

4B

INTERIM REPORT ON ITALIAN AIR-SEA-RESCUE.

16th June, 1945.

Procedure in dealing with distress messages in S.E. ITALY.

Information concerning overdue aircraft, or aircraft in distress, is collected at the Aircraft Safety Centre, Foggia, or at No. 302 Air Sea Rescue Control Unit, Brindisi, and is passed by No.302 by telephone, to our Air Force Commission Liaison Officer in Navy House, Taranto. An interpreter then passes this information to the Operations Room of the Seaplane Base, Taranto.

2. The Commanding Officer of the base will detail aircraft he considers necessary to cover the area he has been ordered to search, from either the Taranto base, or the Brindisi detachment.

During the winter months incidents north of FOGGIA have been communicated to the seaplane base at Lake Varano direct.

3. Centrale Assistenza Volo (C.A.V.) Brindisi.

This "Flying Assistance centre" is in full operation, and among its other radio functions can give fixes to Italian aircraft. Bearings are taken from the D/F stations at Brindisi and Lecce on 333 Kc/s, but due to the Italian D/F stations only being permitted to use low power, the range at which bearings can be taken is very short.

4. The same procedure is followed as with No.302 A.S.R.C.U., except that the information is telephoned direct to the Operations Room of the Sea plane base, Taranto, and the Italian Commanding Officer will work out his own search area.

5. It is an extraordinary fact that neither the A.S.R.C.U. nor the C.A.V. knew anything about each other, although they are only half a mile apart.

Although the orders for the A.S.R.C.U., are to pass all information to Taranto, it would be better if they also warned the Brindisi sea-planes of an incident in their area. If an interpreter cannot be obtained for Brindisi, some form of standard written warning might suffice, carried to the Sea-plane base by runner.

The D/F station of No.302 A.S.R.C.U. at San Maria di Leuca is being folded up.

6. RADIO CONTROL OF AIRCRAFT.

(a) Service 1. H/F D/F on 333Kc/s, 24 hour watch.
The stations at Brindisi and Lecce are used. (See recommendations)

(b) Service 2. H/F Guard wave on 5622.5 Kc/s.
Taranto and Brindisi are worked on this frequency for general control of sea-planes, and for issue of recall instructions etc.

(c) Service 3. Radio-Telephony.
(i) No R/T equipment is fitted.
(ii) Tests have been made with the best Italian R/T equipment, namely their sets Nos. B.5. and B.30., but they have been found unsuitable other than in fighter aircraft.
(iii) It is considered that the fitting of R/T to sea-planes is not justified, and it is believed that the only times it would be used, would be between aircraft on a search, and possibly with an Italian launch.

(d) Service 6. H/F Low Power Beacons.

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necessary to cover the area [illegible]
Taranto base, or the Brindisi detachment.

During the winter months incidents north of FOGGIA have been communicated to the seaplane base at Lake Varano direct.

3. Centrale Assistenza Volo (C.A.V.) Brindisi.

This "Flying assistance centre" is in full operation, and among its other radio functions can give QDMs to Italian aircraft. Bearings are taken from the D/F stations at Brindisi and Lecce on 333 Kc/s, but due to the Italian D/F stations only being permitted to use low power, the range at which bearings can be taken is very short.

4. The same procedure is followed as with No.302 A.S.R.C.U., except that the information is telephoned direct to the Operations Room of the Sea plane base, Taranto, and the Italian Commanding Officer will work out his own search area.

5. It is an extraordinary fact that neither the A.S.R.C.U. nor the C.A.V. knew anything about each other, although they are only half a mile apart. Although the crews for the A.S.R.C.U., are to pass all information to Taranto, it would be better if they also warned the Brindisi sea-planes of an incident in their area. If an interpreter cannot be obtained for Brindisi, some form of standard written warning might suffice, carried to the Sea-plane base by runner.

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The stations at Brindisi and Lecce are used. (See recommendations)

(b) Service 2. H/F Guard wave on 5622.5 Kc/s.
Taranto and Brindisi are worked on this frequency for general control of sea-planes, and for issue of recall instructions etc.

(c) Service 5. Radio-Telephony.
(i) No R/T equipment is fitted.
(ii) Tests have been made with the best Italian R/T equipment, namely their sets Nos. R.5. and R.50., but they have been found unsuitable other than in fighter aircraft.
(iii) It is considered that the fitting of R/T to sea-planes is not justified, and it is believed that the only times it would be used, would be between aircraft on a search, and possibly with an Italian launch.

(d) Service 6. H/F Low Power Beacons.
Lecce and Taranto.

(e) Service 7. H/F High Power Beacons continuously operating.
Otranto.

(f) Allied Radio Aids.
Allied Radio Beacons can be used by the Italians if we keep them informed of characteristics. Our wireless-operator worked the Allied Beacon at Bari, on our trip to Bari.

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7. AIRCRAFT AND LAUNCHES ENGAGED IN AIR-SEA-RESCUE OPERATIONS.
See Appendix "A" attached for complete aircraft state.

Cant. 506 3 - engined sea-planes.

Italian policy is to use the Cant 506 as far as possible for picking up survivors, in preference to the actual searching. They can land in comparatively heavy seas.

Cant 506's are also used for a transport service from the Cagliari detachment, to Nesida near Naples, but in the event of unserviceability, aircraft required to standby for Air-sea-rescue duties, are given first preference; the same aircraft can be used for either purpose.

A 50 minute flight in a Cant 506 was made as part of the inspection.

8. Cant. 501. Single engined flying boat.

This aircraft is similar to our Walrus, and as will be seen from Appendix "A", 10 are permanently unserviceable awaiting spares. The chief items of equipment needed are:-

(a) Three-ply wood.
(b) Copper screws and nails.
(c) Fabric.
(d) Dope, paint, and glue.

The short supply of Walrus aircraft will make it impossible to allot them to the Italians.

9. R.S. 14. Twin-engined sea-planes.

This is the fastest of the three sea-planes and used chiefly for the actual searching. They tend to damage their floats in the open sea, but general serviceability is good.

10. LAUNCHES.

The Italian launches shown in Appendix "A" were designed for air-sea-rescue, and carry a crew of six.

The Commanding Officer of the Taranto Sea-plane base, confirmed that he had three spare crews who could take over R.A.F. Rescue-craft.

11. AIR-SEA-RESCUE PROCEDURE.

The Squadrons are working with an Italian translation of the original M.A.C.A.F. Air-sea-rescue instructions, and as this has not been amended for over a year, permission [illegible] from M.A.C.A.F. to bring these instructions into line with the present Italian organisation. I have asked

12. NAVIGATION.

Navigation is the weakest part of the Italian air-sea-rescue procedure. The Italian Air Force has practically no trained navigators, and they admittedly succeed in flying over land by knowing the country and map reading. However, over the sea, unsystematic navigation reduces the possibility of success of an Air-sea-rescue sortie, to a matter of chance, except for D.F bearings when obtainable.

13. SEARCHING.

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

8. Cant. 501. Single flying boat.

This aircraft is similar to our Walrus, and as will be seen from Appendix "A", 10 are permanently unserviceable awaiting spares. The chief items of equipment needed are:-

(a) Three-ply wood.
(b) Copper screws and nails.
(c) Fabric.
(d) Dope, paint, and glue.

The short supply of Walrus aircraft will make it impossible to allot them to the Italians.

9. R.S. 4. Twin-engined sea-planes.

This is the fastest of the three sea-planes and used chiefly for the actual searching. They tend to damage their floats in the open sea, but general serviceability is good.

10. LAUNCHES.

The Italian launches shown in Appendix "A" were designed for Air-sea-rescue, and carry a crew of six.

The Commanding Officer of the Taranto sea-plane base, confirmed that he had three spare crews who could take over R.A.F. rescue-craft.

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The Squadrons are working with an Italian translation of the original MACAF air-sea-rescue instructions, and as this has not been amended for over a year, I have asked [illegible] from H.Q.M.A.F. to bring these instructions into line with the present Italian organisation.

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13. SEARCHING.

It is considered that the difficulties of spotting a dinghy are not fully appreciated by the Italians. It is known from personal Air-sea-rescue experience in the Mediterranean, that the heights at which the Italians search, i.e. 900 - 1800 ft, are too great, and that the visibility distance when searching for a dinghy is not nearly as great as 1 - 1½ miles, which are the distances they are using. British type Smoke-floats are carried. (The heights should be about 500 ft, and the visibility distance about ½ mile.)

14. STATES OF READINESS.

The Commander of the duty Squadron, details the standby crews in writing, and the first crew should be airborne in half an hour from the receipt of a call, and the second within one hour.

Duty Ground Crews are also detailed.

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/3.

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

RECOMMENDATIONS.

1. It is recommended that an improved fixer and D/F system on 333 Kc/s, be allowed for Italian aircraft, by permitting the Italians to increase the power of their D/F stations.

2. That a watch be kept at Italian Radio Stations for Allied aircraft, using 4575 Kc/s by day, and 3105 Kc/s by night, and using full power.
The Commander of the CENTRALE ASSISTENZA VOLO (C.a.V.) Brindisi, said that he could provide this additional service, if he received more men and equipment, ~~which~~ would enable the remainder of ~~the~~ No.302 A.S.R.S.U to be withdrawn.

3. That MACAF keep Italian flying units informed of the characteristics, and periods of broadcast of Allied Beacons.

4. That the efficiency of the Italian telephone line between the Sea-plane bases at Taranto and Brindisi, be improved, so that briefing instructions can be easily passed.

5. That the C.A.V. Brindisi informs No.302 A.S.R.S.U. of incidents in the area, and 302 A.S.R.S.U. informs the Brindisi Sea-plane base direct, in addition to informing Taranto.

6. That the TARANTO detachment be increased in size, and moved to VENICE as per M.A.A.F. signal A 663 of 12th June, 1945, and that No.293 A.S.R. Squadron then be withdrawn from the Adriatic.

7. That the necessary equipment for making the CANT. 501's serviceable, be made available.

8. That efforts be made to find some of the few Italian navigators who are still available, and that they should be posted to Air-sea-rescue Squadrons. If any navigators can be obtained, it is suggested that wooden navigation-tables be fitted into Italian Sea-planes, and plotting charts and instruments be supplied, and the possibility of installing a drift-recorder be investigated.

9. That the first three R.A.F. Rescue launches be transferred to the Italian Air Force, to save British manpower.

10. That the possibility of Italian sea-planes covering the Gulf of Genoa for A.S.R. be considered, with a detachment at LAKE MOCCHIANO (north of ~~PISA~~ ROME) thus relieving 284 A.S.R. Squadron of their Italian commitment.
A further report will be issued on this matter, and also on safety equipment for passengers and crews.

A.G. Lucey, F/Lt.

A.G.LUCEY, F/LT.
AIR-SEA-RESCUE OFFICER, M.A.A.F.
Attached AIR FORCES SUB COMMISSION.
15/6/45.

A.F.S.C. File No: 48/1/AIR.
& date.

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

equipment, [illegible] would enable the remainder to be withdrawn.

3. That MACAF keep Italian flying units informed of the characteristics, and periods of broadcast of Allied Beacons.

4. That the efficiency of the Italian telephone line between the Sea-plane base at Taranto and Brindisi, be improved, so that briefing instructions can be easily passed.

5. That the C.A.V. Brindisi informs No.302 A.S.R.C.U. of incidents in the area, and 302 A.S.R.C.U. informs the Brindisi Sea-plane Base direct, in addition to informing Taranto.

6. That the VIESTE detachment be increased in size, and moved to VENICE as per M.A.A.F. signal A 663 of 12th June, 1945, and that No.293 A.S.R. Squadron then be withdrawn from the Adriatic.

7. That the necessary equipment for making the CANT. 501's serviceable, be made available.

8. That efforts be made to find some of the few Italian navigators who are still available, and that they should be posted to Air-sea-rescue Squadrons. If any navigators can be obtained, it is suggested than wooden navigation-tables be fitted into Italian Sea-planes, and plotting charts and instruments be supplied, and the possibility of installing a drift-recorder be investigated.

9. That the first three R.A.F. Rescue launches be transferred to the Italian Air Force, to save British manpower.

10. That the possibility of Italian sea-planes covering the Gulf of Genoa for A.S.R. be considered, with a detachment at LAKE BRACCHIANO (north of [illegible] ROME) thus relieving 284 A.S.R. Squadron of their Italian commitment.

A further report will be issued on this matter, and also on safety equipment for passengers and crews.

A.G. Lucey, F/Lt.

A.G.LUCEY, F/LT.
AIR-SEA-RESCUE OFFICER, M.A.A.F.
Attached AIR FORCES SUB COMMISSION.
15/6/45.

A.F.S.C. File No: 48/1/AIR.
& date.

References: (1) Briefing Instructions to Headquarters, M.A.A.F. Aircraft Safety Section Officers, dated 31st May 1945.
(2) Interim report by Squadron Leader A.W. Ruffell dated 15th June 45.

Distribution.
File.
Headquarters, M.A.A.F. (for information)
" M.A.C.A.F.(" ")
Aircraft Safety Office.
Spare.
W/Cdr Cliff (AFSC, Taranto) from ADC. AFSC for any action he can take locally & Report to AFSC Rome

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APPENDIX "A"

SEAPLANE & LAUNCH DISPOSITIONS & SERVICEABILITY.

		SERVICEABLE		WAITING SPARES	
		A/C	LAUNCHES	A/C	LAUNCHES
TARANTO	CANT 506 (3 engined float-planes)	12		15	
	CANT 501 (1 engined flying boat)	4		10	
	R.S. 14 (2 engined float-planes)	8		NIL	
	RESCUE LAUNCHES		1		1
BRINDISI					
	CANT 506	2		NIL	
	CANT 501	9		NIL	
	LAUNCH		NIL		1
LAKE VARANO					
	CANT 506	2		NIL	
	CANT 501	1		NIL	
ELMAS					
	CANT 506	4		NIL	
	LAUNCH		1		NIL
TERMOLI					
	LAUNCH		1		NIL
	TOTALS	42	3	25	2

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

CANT 501 (1 engined flying boat)	4		10	
R.S. 14 (2 engined float-planes)	8		NIL	
RESCUE LAUNCHES		1		1
BRINDISI				
CANT 506	2		NIL	
CANT 501	0		NIL	
LAUNCH		NIL		1
LAKE VARANNO				
CANT 506	2		NIL	
CANT 501	1		NIL	
ELMAS				
CANT 506	4		NIL	
LAUNCH		1		NIL
TERMOLI				
LAUNCH		1		NIL
TOTALS	42	3	25	2

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

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

Addressed.

FROM : ALLIED CROSS SUB COMMISSION, A.C. ROME.

TO : M.A.A.F. (R) M.A.A.F.

A.568 TOO. 1311/53 JUNE.

The Air Sea Rescue Squadrons in the Italian Air Force are using an Italian translation of the original MACAF A.S.R. instructions.

(2) May I have the authority to amend these instructions for the Italian Air Force, and bring them into line with the present organisation.

(3) Can you send to the Sub Commission the latest copy of MACAF Air Sea Rescue instructions, and keep us on your distribution list for any amendments and information on Air Sea Rescue.

A.G. Lucy.

A.G.LUCEY, F/LT.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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

AIR SIC

A 742 13/6/45
27/Air
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