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

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10000/135/122

FLYING CONTROL
MAY 1945 – SEPT. 1946

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

BEST COPY POSSIBLE

FILMED AS FOUND

IN COLLECTION

Loose Minute

927.

VISIT BY AIRCRAFT SAFETY OFFICER TO AIRFIELD OF SAN NICOLO AT VENICE ON 14TH SEPTEMBER 1946.

During this visit, it was noted that a SM82 landed downwind in the same direction as denoted by the landing "T", and further, was parked on the port side of the upwind end of the runway with its wing-tip a few feet over the actual landing strip, thereby constituting an obstruction. This was pointed out to Major Bertotto, the O.C. Aircraft Safety Centre, who tried to contact the Officer-in-Charge, S.A.T.A. Within five minutes, a second courier aircraft, a Fiat G12 from Rome, landed also downwind over the parked SM82. This aircraft taxied back down the airfield and parked in the centre of the landing strip at the upwind end of the airfield. Theneengines stopped and refuelling and unloading begun.

The Flying Control Officer then said that no Flying Control was functioning on the airfields as he had no personnel and no equipment. Further, he understood that as the airfield was handed over to civilian control on the nineteenth of August and the civilian manager had assumed full responsibility in all aspects of airfield management.

Dr. De Nora, the civilian airfield manager asserted that Flying Control was the responsibility of either the Flying Control Officer, the Garrison C.O., or the representative of the Courier Group. As none of these parties would accept responsibility, it was suggested to Major Bertotto that the airfield should be placed on an emergency landing only basis and as senior A.F. officer present, he agreed entirely and transmitted the instructions to the Civilian Manager. In addition, he ordered that the two aircraft concerned should be taxied a safe distance from the runway and parked in the proper dispersal.

A conference was then called and it was decided that a Flying Control Watch should be instituted immediately, staffed with civilian personnel with the Flying Control Officer acting in an instructional capacity. Facilities available for use in the Flying Control tower being MF/DF, two Verey pistols, and a large green flag which will normally be used to give visual instructions to aircraft in the air and on the ground.

This scheme was instituted immediately and the airfield was reopened for traffic.

1347

Due to the fact that the Lido airfield is an emergency landing ground for D.A.F. aircraft, the details of the scheme were passed to A.H.Q. (Adv) Operations for distribution.

At this juncture an American L5 taxied out in front of a Fiat G12, took up position half-way down the runway and took-off. As this aircraft came from the dispersals used by 654 A.).P. Squadron Detachment, Captain Vigor, the O.C. detachment was contacted, with a view to discussing airfield discipline. He explained that as

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parked SM82. This aircraft taxied back down the airfield and parked in the centre of the landing strip at the upwind end of the airfield. Thenengines stopped and refuelling and unloading began.

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On an ispection at Safety Centre of Venice on the 14th of September I remerked that:

a) The Military Courier that landed from Rome had been parked on the Airport in a dangerous position regarding the landing of other aircrafts.

b) An other Military Courier, arriving few minutes after from Rome landed backwind. The "T" had not been turned according to the direction of the wind.

c) The above mentioned courier was parked at the end of the runway and there it stopped engines and begun to refuel.

d) Considering that the positions where the aircrafts had been taxied was not according to common sense, I gave instructions that those aircrafts should be removed immediately. I close the airport to traffic untill these aircrafts reached to proper position. I have asked the Italian Air Force Senior Officer — Who was responsible of this. I have been told that:

a) The Airport on 25.6.46 has been handed over from Military I.A.F. to Civilian I.A.F. and the management of the Airport has been taken up by doctor De Nora.

b) On this Airport "S.A.T.A." has not started yet. About 15 days ago a Captain appointed to "S.A.T.A." has arrived. He had not yet been given personnel.

c) They did not know who ar responsible for the discipline of traffic Until to-day this service has been carried out by the personnel of the "Military Courier Office" [redacted]. Doctor De Nora has been asked why this happened. He answered that he let things go as they were before the handing of the Airport to him, waiting "S.A.T.A." to start work.

d) On the Airport is based 654 Flight, that has arranged an extra runway with its own "T" whose indications are often different from that of the Airport.

Such Situation needed Handling immediately, therefore I assembled:

a) C.C. 654 Flight Captain D.D. Vigore
b) Civil Manager of the Airport doctor De Nora.
c) C.O. of "S.A.T.A.", Captain De Cesa.
d) C.O. of Garrison, Captain Taverniti.
e) C.O. of W/T services, Captain Terenzan.

It has been made clear that:

1°) Responsibility of airial traffic is to be taken over by Civil Manager of Airport who also look after to:
a) Signals From ground to air.
b) Direction of landing.
c) Parking of aircrafts on the Airport.

1346

Doctor De Nora from to-day on will give ordens so that capable personnel be appointed on the tower of the Airport, with pistols Very, banners and megaphones. Clearence of taking off to aircraft will be given by green banner instead of pistol because easier to be seen from the end of the runway.

2°) 654 Flight will use only the Airport runway. The extra "T" will be dismantled.

3°) From to-day 654 Fl. will report any movements of its a.c. to Safety Centre.

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91A

HEADQUARTERS
1419th AAF BASE UNIT, ROME-ITALY
EUROPEAN DIVISION, AIR TRANSPORT COMMAND
APO 512, U.S. ARMY

300.6

OPNS/PBS/adf
5 September 1946

SUBJECT: Air Traffic Control for Ciampino, Centocelle, and Urbe (Littorio).

TO : Air Forces Sub-Commission,
Allied Commission,
Rome, Italy.

1. The following Air Traffic Control Procedures were formulated as a result of a meeting held between representatives of the three Airfields noted and representatives from the Air Forces Sub-Commission. It is intended that with the concurrence of the Air Advisor, MTOUSA, that these procedures be distributed to all organizations concerned by the Allied Commission.

2. AIR TRAFFIC CONTROL PROCEDURES:

a. Inbound Aircraft.

(1) Planes incoming will call their respective "air to ground" stations when approximately 75 miles from Rome (120 KM), reporting their altitude and route.

(2) Air ground will notify the TRAFFIC CENTER BY DIRECT WIRE, and traffic control will either advise the Air/Ground station to clear the ship on course, or tell them to have the aircraft change to a specific altitude, or give them any other pertinent instructions.

(3) The Air Traffic Center will maintain a record of each aircraft's position and separate them by time, altitude and headings.

12/9 P3141 48/2/AM

(4) All aircraft, using the range, will be cleared in to the zone of control, 25 mile radius (40 KM), by contacting air to ground when 25 miles (40 KM) from Rome and when cleared by traffic control.

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(5) Aircraft letting down at sea will contact the Italian Direction Findings station on 333 KC and will get a heading and distance to one of the two areas authorized for letdown (off of airways legs). The two zones will be numbered one and two, the northern zone lying midway between the NW-SW legs, and 25 miles (40 KM) from Rome, will be designated zone one, and the southern zone, lying midway between the SW and SE legs, and 25 miles (40 KM) from Rome, will be designated zone two.

(6) When an aircraft is arriving from Istres, Porette or Paris, or from that general direction, it may be necessary for traffic control to send any ship reported by the Italian D.F. station to be heading for zone one on to zone two.

(7) The ships letting down at sea will proceed at their altitude until they receive a "FIX" at their assigned letdown zone. They will report to Air/Ground when ready to letdown, and traffic control will issue such clearance. The aircraft will letdown to contact conditions and fly to their airfield on visual flight rules below the ceiling, flying north of Centocelle and staying below 1000 feet (390 meters) when possible. Ships using range procedures will follow directions set forth in 1419th Base Unit Letter-Operations 300.6, dated 12 August 1946, inclosed.

b. Outbound Aircraft.

(1) Base Operations at Urbe (Littorio), Centocelle, and RAF and ATC Operations at Ciampino will phone approach control and give them clearances on all departing aircraft as soon as they are filed, giving:

1. Aircraft call sign,

2. Destination,

3. Altitude desired,

4. Time of intended departure.

(2) Traffic control will issue such clearance which will be void 15 minutes before or after the esti-

0016

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

ated time of departure. After 15 minutes, a new clearance will be obtained with a new estimated time departure.

(3) When the ship has cleared the ground, the take-off time and aircraft call sign will be called in to traffic control.

(4) No aircraft will leave the ground to fly instruments within 25 mile (40 KM) radius of Rome unless they receive a clearance from the tower, originated in the traffic center.

(5) When 25 miles (40 KM) from the station, the ship will call Air/Ground, give their position, estimated time of arrival at destination and altitude, which will be sent to the traffic center.

FOR THE COMMANDING OFFICER:

Robert B. Edwards
ROBERT B. EDWARDS,
Captain, Air Corps,
Adjutant.

Copy 5
14th AAF HQ
Central Files

Inclosures:

No. 1 - Letter-Operations, dated 12 Aug.1946, No. 300.6

0017

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

91B.

OPERATIONS
141 ?n AAF BASE UNIT, ROME-ITAL
EUROPEAN WING - EURD-ATC
APO 512, U.S. ARMY

300.6

OPNS/PBS/cl
12 August 1946

SUBJECT: Instrument Approach and Radio Procedure.

TO : All Airlines Operating through Ciampino Airfield, Rome-Italy.

In order to insure the maximum degree of safety for all passengers and planes flying in and out of Ciampino Airfield under instrument conditions, the following Standard Operating Procedure are hereby set forth.

INSTRUMENT APPROACH

The plane will fly into the Ciampino area at one of the specified altitudes for the quadrant containing his magnetic heading. The quadrants and their altitudes are: N. to E., odd thousands of feet; E. to S., odd thousands plus 500 feet; S. to W. Even thousands; and W. to N. Even thousands plus 500 feet. These standard altitude quadrants are in usage throughout all of Europe.

As soon as possible the ship will make contact with "Ciampino Airways" on 4220 kcs. and give his position, altitude and ETA. The airways operator will clear the ship in to the range station at clear altitude, and the aircraft will remain at this altitude until cleared to letdown. After passing the cone of silence at his cruising altitude, the pilot will call and give his position, and the airways operator will clear him to "Let down on the North-West leg of the range, to 3500 feet, between the range station and a point five minutes out. "The pilot will letdown back and forth on this leg until he has reached 3500 feet, when he will immediately turn and fly in to the station. At the highcone, he will do a 180 degree procedure turn and fly out the North-West leg (heading 339) for a timed 5 minutes. During this time the pilot will complete his cockpit check, drop his gear and prepare for landing. The airways operator may clear the pilot to the tower at this time if the ceiling is very low at the field. After flying out for 5 minutes, the pilot will make a procedure turn and commence letting down 500 feet, per minute,(range heading 159), until he reaches 1500 feet, where he will level out and proceed to the low cone. When he passes the low cone, he will start a letdown to 800 feet, covering the 3 miles from station to field in one minute and 30 seconds at 120 miles per hour. This altitude, 800 feet, is the absolute minimum altitude for instruments at the field, and if the ship is not flying contact when he hits this altitude, he shall immediately climb on course to 6000 feet and proceed to his alternate airport.

0018

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STANDARD RADIO CALLS

Ships inbound to Ciampino will call "Airways" when 75 and 25 miles out, whether they are contact or on instruments and give a position report. When the ship has completed his 25 mile report, he will be cleared to the tower frequency when the field is in sight. (Airways frequencies are 4220 kcs., and 128.16 megs.). When the pilot sights the field he will call the tower on one of the four frequencies, 6440 kcs., 116.1 megs., 126.18 megs., or 131.4 megs., and will ask for landing instructions. The tower will give him the landing direction, runway heading, direction of pattern, wind velocity and direction, the altimeter setting, and instructions to "call tower on base leg". On the base leg, the tower operator will respond by visually checking the landing gears, and clearing the ship to land.

At all times the ship will maintain contact with the tower until its engines are stopped. At no time will a ship taxi without clearance from the tower, unless radio contact has failed. When preparing to take-off, the ship will call for "Taxi and Take-off" instructions. The tower will give the direction of take-off, the runway heading, wind information and altimeter setting.

No aircraft will be cleared inbound or outbound from this station under instrument conditions if Pilots are not familiar with the above procedures for traffic control.

If an aircraft arrives at Ciampino flying CFR and has no radio contact, it will fly over the field at an altitude of at least 1500 fett and check the directional wind "Tee", which is located just south of the tetrahedron. The direction of landing can be determined in this way. Not only does the wind "Tee" indicate the direction of landing but it also indicates whether the traffic pattern is to the left or the right. Under no circumstances will an airplane fly a traffic pattern over the town of Ciampino, as there is a radio tower approximately, two miles north east of this town. This tower is 1125 feet M.L. Attached are diagrams of the traffic patterns at Ciampino.

It should be remembered that Ciampino Airfield is a controled airport, therefore the movement of all aircraft within a twenty five (25) mile radius is controled by the tower. In addition to controling the movement of aircraft in the air, the tower controles the movement of all aircraft on the ground. For this reason no aircraft will be taxied until cleared by the tower.

PETER B. STEL, JR.,
Captain, Air Corps
Dir. of Operations

0019

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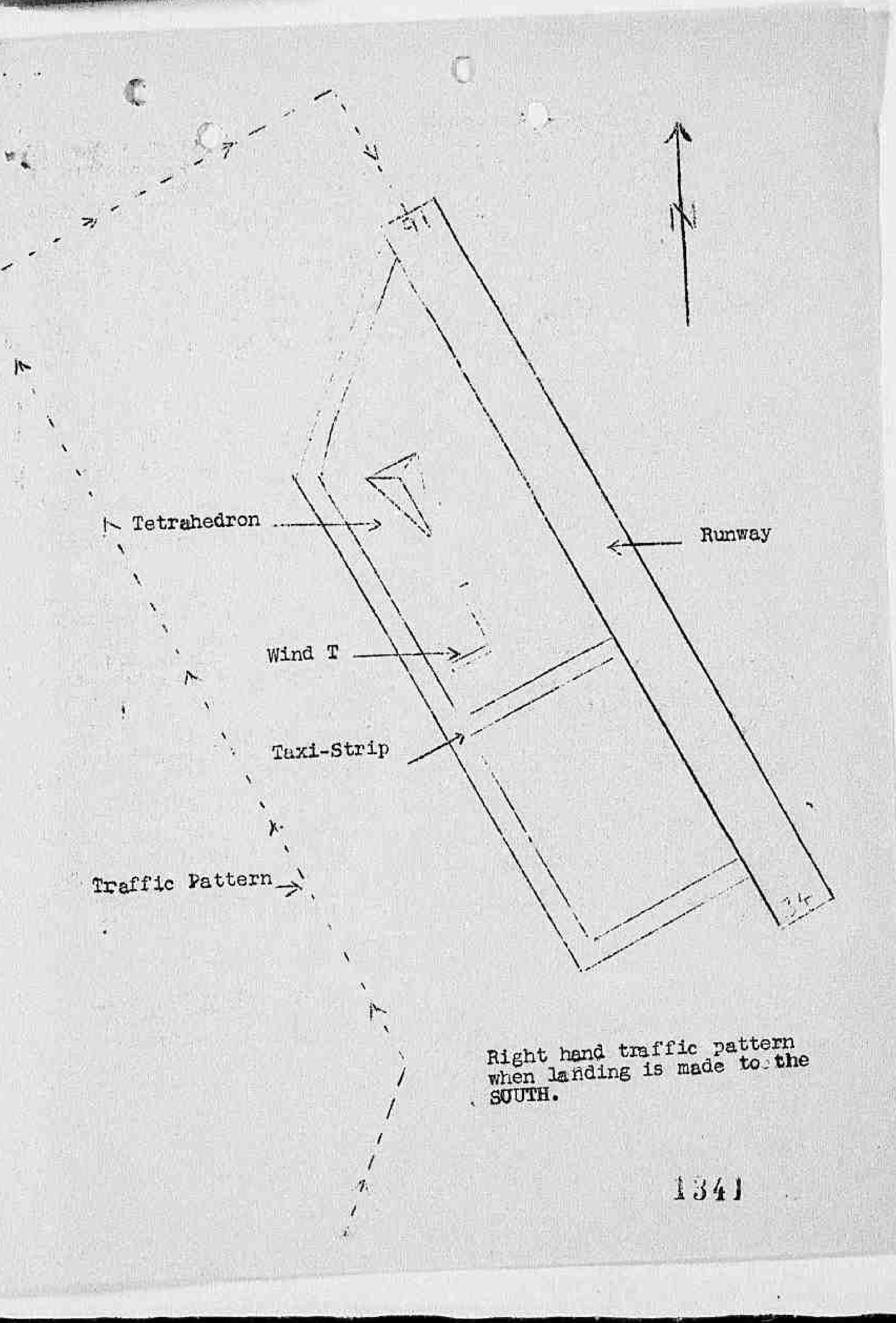

Right hand traffic pattern when landing is made to the SOUTH.

0020

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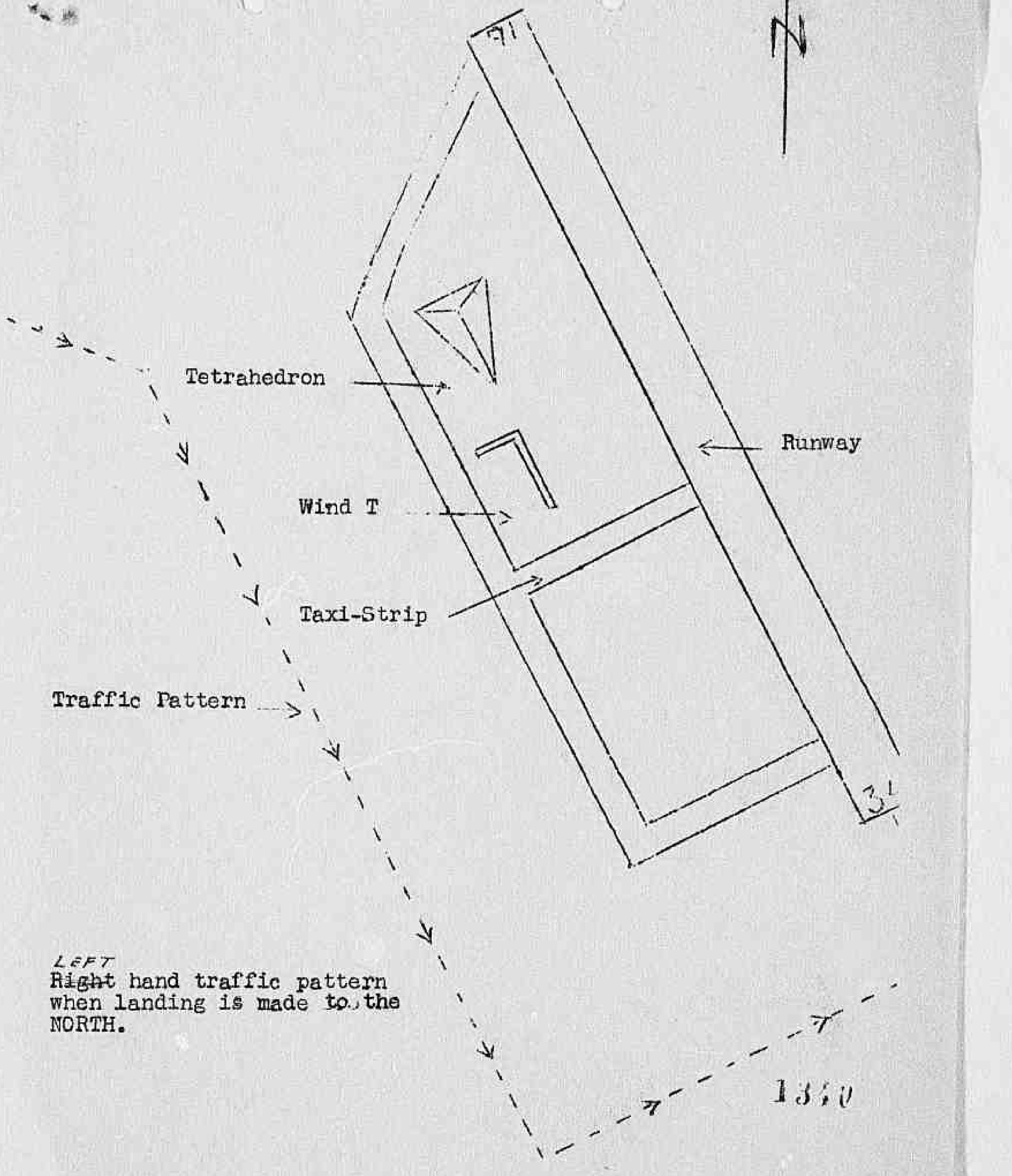

LEFT
~~Right~~ hand traffic pattern when landing is made to the NORTH.

0021

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

904
(C)

From : I.A.F. "Stato Maggiore"
2nd Section, Rome.

To : A.F.S.C. A.C. Rome.

Date : 31st August 1946.

Ref : 203752/od.13/3067 Coll.

IDENTIFICATION MARKINGS ON AIRCRAFT

876

Reference your AFSC/48/2/AIR dated 11th July 1946.

Please find hereunder a list of aircraft identification letters for I.A.F Wings, Autonomous Squadrons, Flying Schools and Autonomous Flying Squadrons:

4th Fighter and Transport Wing .....H
5th " " " " .....K
51st " " " " ...../.....J
Baltimore Wing.....B
Transport Wing.....T
Night Flying Wing.....N
82nd Seaplane Squadron.....L
83rd " " .....M
84th " " .....P
85th " " .....Z
Pilot School ....S
Training School .....R
Autonomous Flying Squadron of "Stato Maggiore"A
Autonomous Flying Flight of"Unità Aerea"Command U
Autonomous Flying Squadron of 1st Z.A.T. Command X
" " " " 2nd " " Y
" " " " 3rd " " W
" " " " 4th " " O
Autonomous Wing Squadron of I.A.F. Sicily Command V
" " " " " Serdinia " C

7226
4/9. TJ.
48/2/Air
Cwk 5/9
Jkt 7/9

(Col.REMONDINO)

1339

Translated by Sgt;Cumbo

B/W.

STATO MAGGIORE DELL'AERONAUTICA
2° REPARTO - ORDINAMENTO
-==0==-

Roma, li 31 AGO. 1946

ALL' A.T.S.C. = A.C.
(Tramite Ufficio Collegamento)

Sezione Ordinamento

Prot.N° 203752/ord/3 3041 C.M.

S E D E

OGGETTO: Distintivi di riconoscimento sugli aerei.-

Riferimento foglio n° AMSC/48/2/Air in data 11 luglio 1946 di codesta Sottocommissione.-

Si comunica l'elenco delle lettere distintive per il riconoscimento degli aerei assegnate agli Stormi, Gruppi Autonomi, Scuole di Volo e Reparti Autonomi di Volo dell'Aeronautica Militare:

- 4° Stormo C.T. - H
- 5° Stormo C.T. - K
- 51° Stormo C.T. - J
- Stormo Baltimora - B
- Stormo Trasporti - T
- Stormo Notturno - N
- 82° Gruppo Idro - L
- 83° Gruppo Idro - M
- 84° Gruppo Idro - P
- 85° Gruppo Idro - Z
- Scuola di Pilotaggio - S
- Scuola Addestramento - R
- Reparto Autonomo Volo dello Stato Magg.- A
- Squadriglia Autonoma Volo Comando U.A.- U
- Reparto Autonomo Volo Comando 1^ Z.A.T.- X
- Reparto Autonomo Volo Comando 2^ Z.A.T.- Y
- Reparto Autonomo Volo Comando 3^ Z.A.T.- W
- Reparto Autonomo Volo Comando 4^ Z.A.T.- O
- Reparto Auton.Volo Comando Aer.Sicilia - V
- Reparto Auton.Volo Comando Aer.Sardegna- C

1338 -

IL CAPO DI STATO MAGGIORE
d'ordine
IL SOTTOCAPO DI STATO MAGGIORE

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

Prot.N° 203752/443 3067 C.Q. S E D E

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- Stormo Trasporti	- T
- Stormo Notturno	- N
- 82° Gruppo Idro	- L
- 83° Gruppo Idro	- M
- 84° Gruppo Idro	- P
- 85° Gruppo Idro	- Z
- Scuola di Pilotaggio	- S
-Scuola Addestramento	- R
- Reparto Autonomo Volo dello Stato Magg.-	A
- Squadriglia Autonoma Volo Comando U.A.-	U
- Reparto Autonomo Volo Comando 1^ Z.A.T.-	X
- Reparto Autonomo Volo Comando 2^ Z.A.T.-	Y
- Reparto Autonomo Volo Comando 3^ Z.A.T.-	W
- Reparto Autonomo Volo Comando 4^ Z.A.T.-	O
- Reparto Auton.Volo Comando Aer.Sicilia -	V
- Reparto Auton.Volo Comando Aer.Sardegna-	C

1332 -

IL CAPO DI STATO MAGGIORE
d'ordine
IL SOTTOCAPO DI STATO MAGGIORE
DELLA AERONAUTICA
(Col. Pil. A. Remondino)

STATO MAGGIORE R. AERONAUTICA

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

0024

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

897

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

To : Italian Air Ministry.

Date: 16th August 1945.

Ref : AFSC/48/2/Air.

ITALIAN CONTROLLED AIRFIELDS.

So that information may be passed to interested Allied authorities, it is requested that a list of airfields in current use by the Italian Air Forces together with the undermentioned relevant information, may be forwarded to this Headquarters in the following form:

Airfield Position Landing Surface D/F Facilities Frequencies

Flying Control Frequencies Language Ambulance Crane Fire Tender

2. It is further requested that all future amendments in facilities available are also forwarded to this Commission so that the above information may be kept up to date.

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

1537

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

88A

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

To : M.A.A.C. Secretariat.

Date: 18th July 1946.

Ref : AFSC/49/2/Air.

FLYING CONTROL ON ITALIAN AIRFIELDS.

There is a flying control organisation called S.A.T.A. on every Italian controlled airfield.

2. Allied pilots are continually neglecting to book in at this organisation after landing and before taking off.

3. It is requested that all pilots are informed that it is essential to book in after landing on and clear before taking off from Italian airfields.

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

0026

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

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

To : Italian Air Ministry.

Date: 11th July 1946.

Ref : AFSC/43/2/Air.

IDENTIFICATION MARKINGS ON AIRCRAFT.

Reference is made to your letter 202697/od/13/2352/Coll. dated 26 June 1946.

2. Since marking of aircraft is a definite policy on Allied aircraft, it is suggested that the IAF obtain regular paint where they are unable to obtain dope and that they comply with the regulations of marking aircraft detailed in our letter to IAM, Reference AFSC/43/2/Air dated 15 March 1946.

A. C. KEPPLINGER MAJOR
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

0027

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

A.M.Os. A.746–A.773/1945

RESTRICTED

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

AIR MINISTRY ORDERS

Section A.—Standing Orders

AIR MINISTRY,
26th July, 1945

The following Orders are hereby promulgated for information and guidance and necessary action.

By Command of the Air Council,

CONTENTS

A.746.—Allowances—Provision in respect of Officers' and Airmen's Families residing outside the Sterling Area or in Enemy or Enemy-Occupied Countries.
A.747.—Allowances for Officers' and Airmen's Families residing outside the Sterling Area—Alternative Arrangements.
A.748.—Remittances of Funds for the Maintenance of Families and Dependants Residing outside the Sterling Area.
A.749.—Airmen Enlisting for Regular Service, Extending their Service or Re-engaging—Grant of 28 Days' Leave.
A.750.—Re-engagements, Extensions of Service and Enlistments in the Regular Air Force.
A.751.—Selection of Redundant Air Crew and Air Crew Trainees and their Re-allocation to Ground Employment.
A.752.—Airman Air Crew Personnel—Promotion.
A.753.—Interpreter (Technical)—Introduction of New Group II Trade.
A.754.—Interpreter, Group IV—Introduction of New Trade.
A.755.—Wearing of Life-saving Waistcoats.
A.756.—Promulgation of Class "A" Releases—Release Group Order, No. 3.
A.757.—Overseas Drafting Policy for R.A.F. Personnel.
A.758.—Reconstitution of the Auxiliary Air Force.
A.759.—Control of Employment (Notice of Termination of Employment Order, 1943).
A.760.—R.A.F. Station, Eastchurch—Air Crew Reselection Board.
A.761.—Withdrawal of Flying Instructor Categories and Certificates of Proficiency.
A.762.—Preparing of Personnel Posted or Attached for Courses of Instruction.
A.763.—Advanced Cookery Courses.
A.764.—R.A.F. Unit and Formation War Memorials.
A.765.—Centralisation and Custody of Records of Issues to, and Receipts from, United States Forces.
A.766.—Marking of Registration Numbers of Aircraft.
A.767.—Instructions on the Transmission of Signals in Plain Language.
A.768.—Rendering of Claims for Losses and/or Damage to Stores in Transit on Vehicles Operated by the Ministry of War Transport.
A.769.—Special Facilities for the Supply of Entertainment Films by N.A.A.F.I. (E.N.S.A.).
A.770.—Military Band Services.
A.771.—Encouragement of Voluntary Bands.
A.772.—Issues of Barrack, Clothing and Ground Equipment to Air Ministry Repair Contractors.
A.773.—Demands for Stationery.

1334

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

PERSONNEL

A.746.—Allowances—Provision in respect of Officers' and Airmen's Families Resi[illegible] outside the Sterling Area or in Enemy or Enemy-Occupied Countries

(S.68769/F.2.—26.7.45.)

(This order affects para. 1006 of A.P. 837.)

1. The object of this order is to set out, for the convenience and guidance of all concerned, the arrangements which have been made in respect of those officers and airmen whose families have been residing in enemy or enemy-occupied countries or other countries outside the sterling area and whose normal allowances, *i.e.*, consolidated (separated families) allowance and family allowance, have been inadmissible under the existing regulations.

2. The provisions of paras. 4 to 8 below are *not* applicable to personnel of the Allied air forces, including personnel of the Belgian, Czechoslovak, Polish and Netherlands Air Forces, who are ineligible for participation in the alternative arrangements (known as the "Debts of Honour" Scheme) set out in A.M.O. A.687/43. (*See* para. 8 of that order.)

Special separation grant scheme

3. Under the special separation grant scheme introduced by A.M.O. A.226/41, as amended, officers and airmen have been enabled to accumulate credits, made up of contributions from R.A.F. funds and from their own pay, which are normally withdrawable, subject to the sanction of the Air Ministry in each case, when the family returns to the sterling area or when restrictions on remittances to places outside that area are removed. As from the date of this order, this scheme will be closed, except to—

(i) personnel who were already participating in it at that date and who do not withdraw from it; and

(ii) personnel who have hitherto had no opportunity of entering the scheme (*e.g.*, prisoners of war) and who are given specific authority by the Air Ministry to enter it. Application for such authority should be made to the Air Ministry (Accts. 2(a) for officers and Accts. 7(c) for airmen).

4. The "Debts of Honour" scheme is an alternative to the special separation grant scheme and officers and airmen who participate in the latter will *not* be eligible for a grant under the "Debts of Honour" scheme. Officers and airmen *at present* participating in the special separation grant scheme are accordingly required to elect either to remain in it or to withdraw from it. Those who withdraw will become eligible for consideration for a grant under the "Debts of Honour" scheme.

5. A form of election will be sent by the Air Ministry to each officer and airman participating in the special separation grant scheme: no action should be taken by the personnel concerned until the receipt of the form of election. The various considerations which should be taken into account before a decision is made will be set out in the form of election. Personnel who elect to withdraw from the special separation grant scheme will receive immediately the full amount of contributions already made from their pay, but *not* the contributions from public funds.

"Debts of Honour" scheme

6. The "Debts of Honour" scheme is the alternative scheme announced by A.M.O. A.687/43, under which officers and airmen may qualify for a grant from R.A.F. funds in respect of any payments made by them for the past maintenance of their families during any period when they were serving and were prevented from remitting sums for the maintenance of their families.

7. It is important that personnel who wish to be considered under this scheme for a grant towards debts incurred for the past maintenance of their families should immediately complete and forward an application in the form set out in the Appendix to this order. Such forms will be forwarded through the usual channels to the Air Ministry (Accts. 2(a) in the case of officers, and Accts. 7(c) in the case of airmen). If this is not done at once, it may be difficult, if not impossible, for personnel to establish that the conditions under which a grant is admissible have been fulfilled. In the case of personnel who elect to withdraw from the special separation grant scheme (*see* para. 4 above), the form of application should be completed and forwarded immediately after such election has been made. The three months' time limit laid down for such elections in para. 4 of A.M.O. A.687/43 has been cancelled.

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8. Personnel who apply to be considered for a grant under the "Debts of Honour" scheme should inform the Air Ministry when they are able to remit and propose to do so. They will be advised in due course when it is proposed to implement the scheme and of the procedure to be followed. If an officer or airman who has applied to be considered for a grant under the scheme dies before the scheme is implemented, his next-of-kin will be eligible for consideration for a grant and will be advised accordingly.

Liability for distress relief payments to families

9. In certain cases, the families of officers and airmen have received distress relief payments or cash advances for maintenance under official arrangements while in countries referred to in para. 1 above. The arrangements which have been made for the refund of such distress relief payments or cash advances in the case of officers or airmen are set out below.

10. *Personnel who are participants in the special separation grant scheme.*—Claims against officers or airmen in respect of distress relief payments or cash advances to their families in countries referred to in para. 1 above, but not claims in respect of steamship or other fares on the repatriation of their families, will be set off against their total credits in their special separation grant accounts before any amounts in the accounts are released to them. In the event of the claims in respect of distress relief payments or cash advances (excluding steamship or other fares on repatriation) exceeding their credits in their special separation grant accounts for the periods to which such claims relate, the surrender of their full credits in their special separation grant accounts for the relevant period will be taken in full satisfaction of such claims. Claims in respect of steamship or other fares on the repatriation of the families are not affected by this scheme and officers and airmen should make their own arrangements to meet them.

11. *Personnel who are not participants in the special separation grant scheme.*—(i) Subject to normal entitlement, the consolidated (separated families) allowance or family allowance that would ordinarily have been issued for the period or periods covered by distress relief payments or cash advances to families in countries referred to in para. 1 above will be regarded as available to meet claims against officers or airmen in respect of such payments (but not to meet claims in respect of steamship or other fares on the repatriation of the families).

(ii) Where the amount of consolidated (separated families) allowance or family allowance equals or exceeds the amount of distress relief payments or cash advances, the officer or airman will have no further liability in respect of such payments or advances, but where the amount of the allowance exceeds the amount of the payments or advances, the balance will *not* be issuable.

(iii) Where the amount of distress relief payments or cash advances exceeds the amount of consolidated (separated families) allowance or family allowance for the period in question, the officer's or airman's liability for the excess will be limited to an amount equivalent to two-sevenths of pay, in the case of officers, and the amount of the qualifying allotment, in the case of airmen, for the period covered by the payments, provided that the officer or airman was then serving.

(iv) Claims in respect of steamship or other fares on the repatriation of the families are not affected by the above and officers and airmen should make their own arrangements to meet them.

12. *All personnel.*—Cases in which personnel are asked to meet their obligations for distress relief payments to their families will be referred through normal channels to the Air Ministry (Accts. 2(a) for officers and Accts. 7(c) for airmen).

13. Off-prints of this order are being distributed and should be displayed on each unit notice board.

14. The consequential amendment to A.M.O. A.687/43 is contained in A.M.O. A.747/45.

APPENDIX

Particulars to be furnished by an officer or airman who may desire to make an application under para. 3 of A.MO. A.687/43 (Allowances for Officers' and Airmen's Families residing outside the Sterling Area—Alternative arrangements)

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PART I.—PARTICULARS

(i) Name of officer or airman.....

Rank ..... Unit.....

Personal or R.A.F. number.....

(ii) Wife's full name.....

Date and place of marriage.....

Present address.....

Children: (*a*) First or only child

Name .....

Date and place of birth.....

Present address .....
(If not with wife)

(*b*) Other children.

Repeat separately as (*a*) for each other child.....

Marriage certificate, and birth certificates of any children mentioned should, if possible, be produced for inspection unless at some time consolidated (separated families) allowance or family allowance has been in issue. The birth certificates of any children born or adopted subsequent to the last issue of consolidated (separated families) allowance or family allowance should in any case be produced for inspection if possible.

(*Note for C.O. of unit.*—If certificates are produced insert "Marriage verified from marriage certificate" or "Birth verified from birth certificate" on the right of the appropriate remark above and add your signature, rank and appointment. The certificate(s) should then be returned to the applicant.)

(iii) Name and address of person (*e.g.*, host).....
outside the sterling area to whom it is anticipated.....
that a remittance may be made at such time as.....
remittances again become permissible. .....

(iv) (*a*) Date on which family last left the United Kingdom, or .....

(*b*) Last became resident outside the sterling area. .....

(v) Date on which family returned to the United Kingdom (if applicable). .....

(vi) Has consolidated (separated families) allowance or family allowance been in issue? .....

If so, state date on which it ceased .....

(vii) Have you applied for credit of special separation grant under the provisions of A.M.O. A.226/41? .....

If so, have you elected to have your account in the scheme closed? .....

PART II.—DECLARATION

(i) *Officers only.*—I declare that the particulars entered above are correct, and that but for the prohibition of payments to persons outside the sterling area, I should be providing financially for the above-mentioned members of my family.

(ii) *Airmen only.*—I declare that the particulars entered above are correct. (Where an airman is separated from his wife owing to estrangement, full particulars must be given.)

(iii) I understand that the above order does not constitute a claim, and that the particulars are furnished now in order to facilitate consideration of any claim that may be made at the appropriate time under para. 3 of A.M.O. A.687/43.

Signature of officer or airman.....

Date.....

Counter-signature of C.O. of unit as evidence of genuineness of signature of the above-named..... Date.....

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A.747.—Allowances to Officers' and Airmen's Families residing outside the Sterling Area—Alternative Arrangements

(S.68769/F.2.—26.7.45.)

(Amends A.M.O. A.687/45—See Supplement.)

A.748.—Remittances of Funds for the Maintenance of Families and Dependants Residing outside the Sterling Area

(S.75420/F.2(d).—26.7.45.)

(Amends A.M.O. A.363/44—See Supplement.)

A.749.—Airmen Enlisting for Regular Service, Extending their Service or Re-engaging—Grant of 28 Days' Leave

(A.779415/45/S.10(m).—26.7.45.)

(This order affects para. 1313 of A.P. 837.)

1. Para. 1403 of K.R. & A.C.I. provides for the grant of 28 days' leave to airmen extending their service or re-engaging to complete 24 years' service reckonable towards pension.

2. It has been decided that leave may be granted under the general conditions of that paragraph to all airmen whose applications for enlistment in the regular air force, extension of service or re-engagement are approved under the provisions of A.M.O. A.605/44, as amended.

3. The consequential amendment to A.M.O. A.605/44 is contained in A.M.O. A.750/45.

A.750.—Re-engagements, Extensions of Service and Enlistments in the Regular Air Force

(A.779415/45/S.10(b).—26.7.45.)

(Amends A.M.O. A.605/44—See Supplement.)

A.751.—Selection of Redundant Air Crew and Air Crew Trainees and their Re-allocation to Ground Employment

(S.103064/S.10(m).—26.7.45.)

(Amends A.M.O. A.552/45—See Supplement.)

A.752.—Airman Air Crew Personnel—Promotion

(S.73210/II/S.10(m).—26.7.45.)

(Amends A.M.O. A.3/45—See Supplement.)

A.753.—Interpreter (Technical)—Introduction of New Group II Trade

(S.5422/S.10(m).—26.7.45.)

(Amends A.M.O. A.574/42—See Supplement.)

A.754.—Interpreter, Group IV—Introduction of New Trade

(S.5422/S.10(m).—26.7.45.)

(Amends A.M.O. A.514/44—See Supplement.)

FLYING AND OPERATIONAL

A.755.—Wearing of Life-saving Waistcoats

(S.70847/D.D.Resolve 3.—26.7.45.)

1. Except as provided in para. 2 below, all personnel are to wear life-saving waistcoats on all flights.

2. Exceptions to para. 1 above may be made only in the case of—

(i) *Aircraft of operational and training commands:*

(a) personnel wearing flotation clothing of an approved pattern, *e.g.*, suits, flying, buoyant type;

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(*b*) the captain and ball turret gunner of a Fortress aircraft ;

(*c*) personnel on flights restricted to local circuits not routed within five miles of the coast ;

(*d*) personnel on cross-country flights not routed within ten miles of the coast ;

(ii) *aircraft of Transport Command :*

air crews and passengers are required to wear their life-saving waistcoats on flights over water only when warned by the captain of the aircraft that the likelihood of an emergency exists.

Note.—When, however, the risk of enemy attack in an area warrants such a precaution, the local transport group commander may order life-saving waistcoats to be worn continuously whilst flying over water.

3. The term coast is defined for the purpose of this order as " The sea coast proper, together with the shores of estuaries, firths and lochs of a width in excess of five miles at high water ".

(*A.M.O. A.695/45 cancelled.*)

ORGANISATION AND ADMINISTRATION OF UNITS

A.756.—Promulgation of Class " A " Releases—Release Group Order, No. 3

(A.805422/45/D.D.M.1.—26.7.45.)

1. The undermentioned release groups are promulgated in accordance with the Regulations for the Release of R.A.F. Personnel (A.P. 3003) and A.M.O. A.503/45 as action release groups during the period 1st August, 1945, to 30th September, 1945, namely :—

	Sub-branches, air crew categories and mustered trades	*Age and service groups*
(i) *R.A.F. officers*		
General duties branch	All air crew categories	9–18 (inclusive)
Technical branch ...	Armament	7–18 ,,
,, ...	Engineer	3– 5 ,,
,, ...	Electrical engineer	3–15 ,,
,, ...	Signals G.	6– 8 ,,
,, ...	Signals radar	3–10 ,,
,, ...	Airfield construction	6–12 ,,
Balloon branch ...	—	7–18 ,,
Administrative and special duties branch	Administrative and miscellaneous duties	6–15 ,,
,,	Code and cypher	6–15 ,,
,,	Works	6–12 ,,
,,	Balloons	6–18 ,,
,,	Catering	6– 9 ,,
,,	Physical fitness	6–15 ,,
,,	Provost and security	6–12 ,,
,,	Flying control	6–17 ,,
,,	Operations room	7–15 ,,
,,	Intelligence	6–15 ,,
,,	Photographic intergn.	6–18 ,,
,,	Link trainer instr.	7–18 ,,
,,	Special duties—Armament ...	6–18 ,,
,,	,, ,, —Engineer ...	6–10 ,,
,,	,, ,, —Elect. engr. ...	6–15 ,,
,,	,, ,, —Marine craft ...	7–15 ,,
,,	,, ,, —Mech. transport	3–10 ,,
,,	,, ,, —Photography ...	7– 9 ,,
,,	,, ,, —Signals ...	6– 8 ,,
,,	,, ,, —Signals radar ...	6–10 ,,

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	Sub-branches, air crew categories and mustered trades	*Age and service groups*
(i) *R.A.F. officers*—contd.		
Equipment branch ...	—	6 only
Accountant branch ...	—	6 only
Medical branch ...	—	7– 8 inclusive
Medical quartermasters	—	6– 8 ,,
Dental branch ...	—	7–13 ,,
Meteorological branch	—	7– 8 ,,
R.A.F. Regiment ...	—	7–18 ,,
Legal branch	—	6–15 ,,
Women medical officers	—	All *married* officers who have not already been offered release by individual notification.
Women dental officers	—	
(ii) *W.A.A.F. officers*		
Accountant branch ...	—	*Married* women in age and service groups 31 and 32.
Meteorological branch	—	*Married* women in age and service groups not included in previous release group orders. (A.M.Os. A.551/45 and A.646/45.)
All other branches ...	All sub-branches	*Married* women in age and service groups not included in previous release group orders (A.M.Os. A.551/45 and A.646/45) and all women in age and service groups 1 to 6 (inclusive).
(iii) *Airman air crew* ...	All mustered air crew categories	9–18 (inclusive)
(iv) *Other airmen* ...	A.C.H./G.D.	9–14 ,,
	Clerks accounting	6 and 7
	,, equipment accounting ...	
	,, pay accounting	
	,, provisioning	7–14 (inclusive)
	,, G.D.	6–14 ,,
	,, ,, (bomb census) ...	
	,, ,, (compositor) ...	
	,, ,, (cypher)	9–14 ,,
	,, ,, (maps)	
	,, ,, (movement control)	6–14 ,,
	,, ,, (postal)	9–14 ,,
	,, ,, (printer)	6–14 ,,
	,, ,, (S.T.)	
	,, ,, (T.)	
	,, ,, (technical) ...	
	,, S.D.	9–14 ,,
	,, ,, (O)	
	,, ,, (F)	
	,, ,, (B)	
	,, ,, (C)	
Cooks		6–14 ,,
Hospital cooks		
Equipment asst.		7–14 ,,
Radar mechanics		6–14 ,,
,, ,, (A)		
,, ,, (B)		
,, ,, (F)		
,, ,, (G)		
,, ,, (R)		

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	Sub-branches, air crew categories and mustered trades	*Age and service groups*	
(iv) *Other airmen*—contd.	Teleprinter optr.	9–14	..
	Medical chiropodist		
	.. dispenser		
	.. laboratory asst. ...		
	.. masseur		
	.. mental nursing orderly		
	.. nursing orderly ...	6–14	..
	.. optrg. room asst. ...	9–14	..
	.. optician orderly ...		
	.. radiographer		
	.. sanitary asst.		
	.. special treatment orderly		
	.. trained nurse		
	Dental clerk orderly		
	.. mechanic		
	All mustered trades not mentioned above	9–18	..
(v) *Airwomen*	Clerks, accounting	*Married* women in age and service groups 31 and 32.	
	.. equipment accounting ...		
	.. pay accounting		
	All other mustered trades ...	*Married* women in age and service groups not included in previous release group orders (A.M.Os. A.551/45 and A.646/45) and all women in age and service groups 1–6 (inclusive).	

2. The expression "married women" as used above means those married women who apply for and establish claims to priority of release under para. 78 of A.P. 3093. Married women who do not wish immediate release may claim priority of release later (*see* A.M.O. A.503/45, para. 9, sub-para. (iv)).

3. All women in age and service groups 1 to 6 (inclusive), whether married or not, who are in the branches, sub-branches and mustered trades which are promulgated for release in those age and service groups, will be released under this promulgation unless they apply for postponement of release.

4. Officers of the meteorological and dental branches, including women dental officers, are to be released under this order only on receipt from the Air Ministry of individual instructions for their release. In the case of officers of the medical branch, including women medical officers, individual instructions will not be issued in respect of the officers released under this order.

5. This order does not apply to any officers of the Chaplaincy Service, members of Princess Mary's Royal Air Force Nursing Service, and women nursing members of the Voluntary Aid Detachment (Mobile), for whom separate instructions are being issued.

6. *Postponement of release.*—Personnel are to be reminded that they may apply for postponement of release for 6, 12 or 18 months or until general demobilisation, in accordance with chapter V of A.P. 3093. The date from which postponement for one of the periods specified in A.P. 3093, para. 150, sub-para. (ii), will take effect, in the cases of personnel in the age and service groups referred to in para. 1 above, will be 1st August, 1945.

7. *Accountant personnel.*—The position of accountant personnel is under review and it may later be possible to authorise the release of further age and service groups, under a supplementary release group order effective during the period 1st August, 1945, to 30th September, 1945.

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8. *Non-regular army officers commissioned in the Royal Air Force for flying duties.*—Attention is directed to A.P. 3993, para. 521, sub-para. (i). Non-regular army officers, commissioned in the Royal Air Force for flying duties, who have retained their army commissions, are subject to the normal release procedure but, *before release action is proceeded with*, units are to notify to the Air Ministry (M.11 and D.P.10) the number, rank, name, corps or regiment and age and service group number of officers who are eligible for release under this promulgation.

9. This order is to be read in conjunction with paras. 5, 6 and 7 of A.M.O. A.503/45, and has effect subject to the directions contained therein. Action is to be taken in accordance with para. 8 of that order.

10. Off-prints of this order are being distributed and should be displayed on each unit notice board.

A.757.—Overseas Drafting Policy for R.A.F. Personnel

(A.788694/45/S.10(g).—26.7.45.)

(*This order affects paras. 1238 and 1278 of A.P. 837.*)

1. As from the date of this order, overseas drafting of R.A.F. personnel will be regulated in accordance with the terms of the following paragraphs. It is hoped that by the promulgation of this order any misunderstandings that may have arisen on this subject will now be removed. This order is, therefore, to be brought to the attention of all ranks.

2. *Commencement and termination of tour.*—A tour of duty abroad commences with effect from the date of embarkation in the United Kingdom and terminates on the day of embarkation abroad for return to the United Kingdom. The periods at home referred to in para. 4 below will, however, commence on the day of disembarkation in the United Kingdom.

3. *Maximum age limits.*—The maximum age limits for posting overseas are as follows:—

	Corporals and below	*Sergeants and above*	*Officers**
N.W. Europe	48	50	50
Air Command, South-East Asia, and Far East	42	50	50
Mediterranean and Middle East	42	50	50
West Africa	42	50	50
Gibraltar	48	50	50
South Africa, Southern Rhodesia, Canada, U.S.A., West Indies	48	50	50
Australia	42	50	50
New Zealand	42	50	50
Azores	48	50	50
Iceland	48	50	50

* *Applicable to non-regular officers only*

Nothing in this paragraph will, however, curtail the tour of duty overseas of personnel who attain the above ages during the tour.

For the purposes of this paragraph, personnel posted to the Orkneys, Shetlands, Hebrides, the Western Islands of Scotland and the Faroes will be regarded as serving in the United Kingdom.

4. *Periods at home between completed tours.*—(i) The period spent at home between completed tours will normally be not less than eighteen months.

(ii) Where the exigencies of the service demand it, the above period may be reduced to one of six months for personnel who have returned from the commands or areas mentioned in para. 3 above, except Air Command, South-East Asia (including the Far East), Mediterranean and Middle East, and West Africa. For personnel who have returned from Air Command, South-East Asia, Mediterranean and Middle East or West Africa, the period may be reduced to one of twelve months, except insofar as posting to N.W. Europe is concerned, when the period may be further reduced.

(iii) The provisions of this paragraph apply only to personnel who have completed half or more than half of a normal tour abroad.

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5. *Uncompleted tours.*—(i) When personnel who have not completed a tour are transferred from one overseas command to another they will be regarded as having completed the same proportion of the full tour for the command to which they are transferred as that completed towards the tour for the command from which they are transferred. The provisions of this sub-paragraph do not apply to West Africa, where each month of service will count as two months towards the completion of a tour in the command to which personnel are transferred.

(ii) Personnel who are returned to the United Kingdom as surplus to requirements or on compassionate grounds, and who have completed less than half the overseas tour will be regarded as eligible for immediate re-posting overseas. If so re-posted, the service they have completed overseas will be counted towards their new tour, provided the period spent in the United Kingdom is less than six months. If the period spent in the United Kingdom is more than six months, they will be regarded as liable for a full tour.

(iii) Personnel who return to the United Kingdom as in sub-para. (ii) above and who have completed more than half a tour will be regarded as having completed a full tour and treated in accordance with para. 4 above.

6. *Limitation on commands to which personnel may be posted.*—While every endeavour will be made to avoid re-posting personnel who return from Air Command, South-East Asia, Mediterranean and Middle East or West Africa to any of those commands, overseas requirements during stage II of the war may well make this necessary.

7. *Volunteers for further service abroad.*—The procedure laid down in paras. 4, 5 and 6 above does not apply to personnel who volunteer for further service abroad. Officers will, in special circumstances, be permitted to extend their normal overseas tour, but such extensions will be limited to one extra year. Volunteers to remain abroad for a further period after their normal tour has expired will be permitted to do so only after medical examination and certification that their health and efficiency will not be impaired thereby.

8. *Release considerations.*—Nothing in this order affects the right of personnel to release under the Government's plan of release or transfer from the forces unless they have volunteered to extend their service under A.M.O. A.114/45. Personnel in early release groups will not normally be posted to a distant command. The release groups affected cannot be stated as they are determined from time to time in the light of varying factors.

A.758.—Reconstitution of the Auxiliary Air Force

(A.800661/45/D. of O.—26.7.45.)

1. With the end of the war against Germany and the reduction in the front-line strength of the Royal Air Force, it is intended to withdraw from active service all the auxiliary squadrons which have for over five years operated with such distinction in many parts of the world. They will revert to their auxiliary status and renew their former affiliations with their parent cities or counties.

2. During the war, the auxiliary squadrons have inevitably lost much of their local colour through casualties, expiry of overseas tours and normal postings. Since, after the war, they will form an even more vital element of the air force organisation for the defence of the country, it is desirable that they should begin again to build themselves up with local members as soon as possible. Before the veteran members of this war have become too old to play a lively part in the squadrons' activities, they can be counted on to induce sufficient numbers of the rising generation to join the squadrons and carry on their splendid traditions.

3. It may not be possible to provide the squadrons with combat aircraft immediately on their return home. Meanwhile, the *esprit de corps* and the enthusiasm of the squadrons will be sustained by club activities, light aircraft flying and ground instruction.

4. A press announcement in similar terms will shortly be made.

5. This order is to be brought to the notice of all auxiliary officers.

A.759.—Control of Employment (Notice of Termination of Employment Order, 1943)

(L.13816/43/S.3(c).—26.7.45.)

The above-mentioned Order has now been cancelled and notification of termination of employment in accordance with A.M.O. A.940/43 is no longer necessary, except in the case of employees in respect of whom a certificate of scheduling under the Essential Work (General Provisions) Orders, 1942 and 1944, is in operation.

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A.760.—R.A.F. Station, Eastchurch—Air Crew Reselection Board

(S.78622/S.10(m).—26.7.45.)

(Amends A.M.O. A.1182/44—See Supplement.)

A.761.—Withdrawal of Flying Instructor Categories and Certificates of Proficiency

(A.729493/45/T.F.1.—26.7.45.)

1. The system of awarding categories to flying instructors, and the principles underlying this system, are described in A.M.O. A.156/45, as amended by A.265/45.

2. The purpose of this order is to clarify the procedure to be adopted when, for any reason, a flying instructor becomes unable to perform the duties that his category indicates.

Flying instructor categories

3. Flying instructor categories A.1, A.2, and B will be reduced or withdrawn by the Director-General of Training, Air Ministry, on the recommendation of the Commandant of the Empire Central Flying School. They will not be reduced or withdrawn unless the reasons for a flying instructor's inability to perform his duties efficiently are blameworthy and within his control.

4. The reasons for which reduction or withdrawal of the flying instructor category may be considered will include—

(i) deterioration of ability not attributable to lack of practice;

(ii) serious or frequent breaches of discipline incompatible with the efficient performance of a flying instructor's duties;

(iii) contributory carelessness or negligence in serious or frequent flying accidents.

5. When a C.O. has reason to believe that a flying instructor's category should be reduced or withdrawn, he is to refer the case to the Commandant of the Empire Central Flying School; the latter will consider the case and, if necessary, arrange a test under the provisions of A.M.O. A.156/45. Pending a decision by the Director-General of Training, Air Ministry, a C.O. may, at his discretion, withhold permission to instruct from a flying instructor.

Certificates of proficiency

6. A certificate of proficiency granted under the provisions of paras. 15 and 18 of A.M.O. A.156/45 will be valid for a period of twelve calendar months from the date of issue.

7. No instructor may give flying instruction or administer a flying test in an aircraft for which he does not hold a valid certificate of proficiency.

8. The renewal of certificates of proficiency will be done under the terms of para. 15 of A.M.O. A.156/45; the issuing authority may, however, at his discretion, dispense with the flying and other tests laid down if he has satisfactory evidence that the pilot's proficiency on the aircraft concerned has been maintained.

9. The holder of an A.1, A.2 or B category may retain his category even if his certificates of proficiency have expired, or have been cancelled, provided that the reasons for the loss of such certificates do not come within the terms of para. 4 above. He will not, however, be permitted to give flying instruction or to administer a flying test until the appropriate certificate of proficiency has been issued or renewed.

10. When a C.O. has reason to believe that an instructor's proficiency on a particular aircraft type has fallen below the required standard, he may arrange for him to be tested as laid down in para. 15 of A.M.O. A.156/45. As a result of this test, the certificate of proficiency may be confirmed or cancelled.

Withdrawal of certificates of proficiency on medical grounds

11. When the holder of an A.1, A.2, B or C category is unable, for medical reasons, to carry out, in full, the duties of a flying instructor, the following action is to be taken.

12. *Temporary disability.*—(i) When the disability results in a temporary downgrading of the medical category, a letter stating the nature of the disability and its probable duration is to be sent to those named in para. 14 of A.M.O. A.156/45, as amended by A.265/45; notification is to be given to the same authorities when the necessary medical category has been restored.

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(ii) Form 414 (Flying Instructor's Certificate), part II, is to be annotated below the last entry in columns 1 and 2 "Not permitted to instruct for medical reasons". When the necessary medical category has been restored, the annotation is to be cancelled by inserting beneath it the words "Fit to instruct". Both the annotation and cancellation are to be signed by an officer not below the rank of wing commander.

13. *Permanent disability.*—(i) When the disability is classified as permanent, Form 364 (c) (Examination Report Form for Flying Instructors) is to be completed, omitting pars. 2, 4 and 5, and distributed as directed in para. 14 of A.M.O. A.156/45. The form will be annotated in para. 6 "Permanently unfit to instruct for medical reasons", and signed by an officer not below the rank of wing commander.

(ii) Form 414 (Flying Instructor's Certificate), part II, is similarly to be annotated and signed.

A.762.—Preparation of Personnel Posted or Attached for Courses of Instruction

(A.583836/43/S.16(d).—26.7.45.)

(Amends A.M.O. A.1146/43—See Supplement.)

A.763.—Advanced Cookery Courses

(A.642310/44/D.D.T.T.—26.7.45.)

(Amends A.M.O. A.1085/44—See Supplement.)

A.764.—R.A.F. Unit and Formation War Memorials

(C.26338/45/S.4(C.S.).—26.7.45.)

1. A number of proposals for unit and formation war memorials have been brought to the notice of the Air Council Committee on War Memorials, the appointment of which was announced in A.M.O. A.657/45, and it is understood that some such memorials have already been put in hand.

2. The Air Council Committee do not wish to discourage war memorials of this nature. They are, however, anxious that all C.Os. should be aware that the Imperial War Graves Commission will commemorate by name all the fallen, either in cemeteries where graves are known or, in the case of the missing where no known graves exist, by other suitable memorials.

3. The Committee are also anxious that all concerned with proposals for war memorials should have regard to the fact that difficulties may arise in connection with their maintenance and upkeep, particularly at stations which are not retained as permanent R.A.F. establishments. It is clearly desirable that memorials should not be allowed to fall into disrepair; but neither the Air Ministry nor the Imperial War Graves Commission can undertake financial or other responsibility in connection with the maintenance of memorials erected by units or formations on their own initiative.

4. In future, units should, therefore, refer to the Air Ministry any proposals for unit memorials, so that they can be considered in the first instance by the Air Council Committee or by the sub-committee referred to in para. 5 of A.M.O. A.657/45.

5. Similarly, units should refer to the Air Ministry any invitations received from local bodies or civic authorities to participate in local war memorial projects and any appeals for funds in connection with projects associated with the Royal Air Force. Such local schemes may run counter to, or prejudice the success of, a more general plan for commemorating those who have fallen in the course of the war or in any particular phase of it. Local authorities should be discouraged from initiating schemes for memorials in connection with the Royal Air Force until reference has been made to the Air Ministry.

A.765.—Centralisation and Custody of Records of Issues to, and Receipts from, United States Forces

(C.26303/45/F.1.—26.7.45.)

I.—Procedure in the United Kingdom.

1. Instructions were given in A.M.O. A.937/42 (as amended) regarding the records to be maintained of equipment issued to, and received from, units of the United States forces in the United Kingdom. In addition, separate instructions were issued by the Air Ministry to all R.A.F. commands in the United Kingdom regarding records to be maintained when stations are handed over to United States forces by the Royal Air Force,

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or handed back by the United States forces to the Royal Air Force. It is now necessary that all such records held by R.A.F. commands and units in the United Kingdom be centralised, and action should, therefore, be taken in accordance with paras. 2 to 4 below. It is emphasised that the terms of A.M.O. A.903/42, as amended by A.1007/43, dealing with the disposal of records, documents and correspondence which have passed out of current use do not apply to records of issues to, and receipts from, United States forces.

2. (i) With the exception indicated in para. 3 below, all vouchers for issues to, or receipts from, units of the United States forces in the United Kingdom, which have been segregated after audit and retained by units in accordance with A.M.O. A.937/42 (as amended), should now be sent to the Under-Secretary of State, Air Ministry Archives, Vivenah Close, Nestles Avenue, Hayes, Middlesex (*Railway Station*—Hayes and Harlington, G.W.R. *Telephone No.* :—Hayes 1571/3).

(ii) Vouchers forwarded to Air Ministry Archives should be suitably bundled for storage purposes and as far as possible should be in calendar quarters. Vouchers covering issues to United States Forces should be bundled separately from those covering receipts from United States forces. Each bundle should be clearly labelled as follows :—

(*a*) Vouchers for issues to/receipts from United States forces forwarded in accordance with A.M.O. A.765/45.

(*b*) Name of sending unit.

(*c*) Unit's serial number of bundle.

(*d*) Period covered.

(iii) As further vouchers are segregated at R.A.F. units after audit in accordance with A.M.O. A.937/42 (as amended) they should be forwarded to Air Ministry Archives in accordance with the instructions in sub-paras. (i) and (ii) above.

(iv) Each consignment of vouchers sent to the Air Ministry Archives should be accompanied by a list, prepared in triplicate, detailing the bundles forwarded in serial number order, distinguishing between issues and receipts and showing the period covered by each bundle. Air Ministry Archives will retain one copy of each list, will receipt and return one copy to the sending unit and will forward one copy to the Air Ministry (F.6(d)), Harrogate. The lists forwarded by Air Ministry Archives to the sending units and to the Air Ministry (F.6(d)) should be suitably marked with Archives' references to facilitate withdrawal of any particular bundle required for reference purposes.

3. Records of issues and receipts of aviation petrol, and aero-engine lubricating oil will continue to be held by Headquarters, No. 42 Group, in accordance with A.M.O. A.937/42, Appendix, para. 6, sub-para. (a) (i) (1), as amended by A.513/43.

4. (i) The records of barrack and technical equipment handed over (or returned) on transfer of stations to or from United States forces in the United Kingdom are in the form of inventories or lists forwarded to R.A.F. command headquarters for retention in accordance with Air Ministry letters S.84469/S.9, dated 16th November, 1942, 9th June, 1943, and 13th September, 1943. The inventories and lists prepared when a station is transferred to the United States forces should be retained by the appropriate R.A.F. command headquarters until the receipt of similar lists and inventories prepared when the station is handed back to the Royal Air Force. The two sets of documents for the same station should be linked and sent by the appropriate R.A.F. command headquarters to Air Ministry Archives (*see* para. 2, sub-para. (i), above) clearly labelled "Records of equipment transferred to and from United States forces on handing over and handing back R.A.F. Station,....., forwarded in accordance with A.M.O. A.765/45". The inventories and lists should be accompanied by a statement, prepared in triplicate, detailing the documents forwarded. Archives will return one copy, will receipt and return one copy to the appropriate R.A.F. command headquarters and will forward one copy to the Air Ministry (F.6 (d)), Harrogate.

(ii) When a station is handed back to a R.A.F. command other than the command which handed over the station to the United States forces, it will be the responsibility of the command receiving back the station to forward the inventories and lists of equipment returned by the United States forces to the command which originally handed over the station to the United States forces. The original command will link these documents with those prepared when the station was first handed over and will forward both sets to Air Ministry Archives in accordance with sub-para. (i) above.

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II.—Procedure in Overseas Commands

5. (i) The provisions of A.M.O. A.937/42 (as amended) regarding the financial and accounting procedure for services and supplies for the United States forces, apply both to home and overseas commands but the detailed procedure to be followed in overseas commands varies in accordance with instructions issued locally. It is essential that all vouchers and other documents covering issues to, and receipts from, United States forces, which have been segregated and retained in accordance with such local instructions, should be carefully preserved and special instructions will be issued regarding any necessary centralisation.

(ii) In the event of overseas command headquarters closing down, application for disposal instructions for the records concerned should be made to the Air Ministry (F.1).

A.766.—Marking of Registration Numbers on Aircraft

(C.27129/D.O.R.—26.7.45.)

1. To facilitate the identification of low-flying aircraft, the practice of painting registration numbers on the undersides of the main planes is to be reintroduced for all R.A.F. aircraft in the inactive theatres.

2. All units at home and overseas, other than those engaged in active operations against the enemy, are therefore to arrange immediately for the marking of aircraft in accordance with the instructions detailed in paras. 3, 4 and 5 of this order.

Dimensions of markings

3. The dimensions of the markings to be painted under each main plane are as follows:—

(i) The height of each letter or figure is to be equal to half the cord of the main-plane, measured at a third of the span from the centre line of the aircraft. The maximum height of lettering on any aircraft need not exceed 5 ft. 0 in.

(ii) The width of each letter or figure is to be five-eighths of the height.

(iii) The thickness of the lines forming the letter and figures is to be one-eighth of the height.

Colours to be employed

4. Markings are to be coloured—

(i) night when main-plane under surfaces are already painted either yellow, medium sea-grey, white, azure blue, sky, p.r. blue, p.r. mauve, or in any other light colours;

(ii) white when main-plane under surfaces are already painted night, dark green and dark earth or in any other dark colours.

5. To ensure distinction on target towing aircraft, prototype gliders, and certain glider trainers, which already carry black stripe markings on yellow under surfaces, the black stripes are to be curtailed short of the area which will be taken up by the registration markings when these are applied. The registration markings are then to be painted in night on the remaining yellow background.

Position of markings

6. Sufficient space is to be left, between the wing tips and the registration figures, for painting roundels, should these be required at a later date, on the under surfaces of the main-planes.

Authority to suspend registration markings

7. A.Os. C.-in-C. are authorised to suspend the use of these markings temporarily in respect of any of their squadrons should operations so require.

A.767.—Instructions on the Transmission of Signals in Plain Language

(S.39284/Sigs.5.—26.7.45.)

(*Amends A.M.O. A.395/45—See Supplement.*)

A.768.—Rendering of Claims for Losses and/or Damage to Stores in Transit on Vehicles Operated by the Ministry of War Transport

(L.19495/44/F.3(c).—26.7.45.)

(*Amends A.M.O. A.23/45—See Supplement.*)

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A.769.—Special Facilities for the Supply of Entertainment Films by N.A.A.F.I. (E.N.S.A.)

(S.1151/D.D.Films 8.—26.7.45.)

1. With reference to A.M.O. N.587/41, regarding facilities offered by N.A.A.F.I. (E.N.S.A.) for the provision of a regular supply of entertainment films to R.A.F. stations, the attention of C.Os. is drawn to the following paragraphs.

35 mm. films

2. By arrangement with the film industry, E.N.S.A. will supply weekly two full-length feature programmes of up-to-date films and newsreels. Hire charges will be at the standard rates (at present approximately 33⅓ per cent. of gross takings) but no booking or agency charges will be made by E.N.S.A. for this service.

3. E.N.S.A. has recently agreed to waive the restriction hitherto imposed limiting admission charges to station cinemas for which it books films to 3*d*., 6*d*. and 1*s*. Henceforth, admission charges may be fixed at the discretion of the station commander.

16 mm. films

4. Stations requiring a supply of 16 mm. entertainment films can obtain them from E.N.S.A. at the following rates:—

£2 5*s*. 0*d*. a programme (one feature and one short) for one day's showing, plus 7*s*. 6*d*. a day thereafter,

or

£4 10*s*. 0*d*. a programme a week.

In addition, stations are responsible for paying return carriage on the films.

5. All applications for film programmes should be addressed to—

The Manager,
E.N.S.A. Cinema Division,
184, The Strand,
London, W.C.2.

A.770.—Military Band Services

(A.753130/45/P.1.—26.7.45.)

(Amends A.M.O. A.401/42—See Supplement.)

A.771.—Encouragement of Voluntary Bands

(A.401499/42/P.1.—25.7.45.)

(This order affects paras. 1538, 1716 and 3018 of A.P. 837.)

1. It is desired to encourage the formation of voluntary bands, both military and orchestral, and attention is directed to K.R. & A.C.I., para. 2060, clause 2.

2. All airmen who can play a band instrument are to be invited forthwith to submit particulars to their C.O. Returns are to be submitted to the Organising Director of Music and to the Air Officer i/c Records from all airmen who are able and willing to play in a voluntary band, together with information as to whether their services are already being utilised in this capacity.

3. Entries regarding airmen's musical abilities are to be made in pencil on the Form 1580 under the heading "Special Qualifications". At each station where a qualified band instructor is stationed, under the provisions of K.R. & A.C.I., para. 2060, clause 3, these airmen are to be tested and if the instructor reports any airman as a competent instrumentalist, the pencil entry on his Form 1580 is to be confirmed in ink. At stations where there is no band instructor, arrangements are to be made by the Organising Director of Music for a proficiency test to be carried out at Uxbridge or at a convenient near-by station and for the entries on Form 1580 to be confirmed, where applicable.

4. Inquiries as to musical qualifications are to be made when recruits report at recruiting centres and the procedure outlined in para. 3 above is to be followed.

5. There is a demand for military band instruments and these have at present an inflated scarcity value in the open market: all stations having such instruments being the property of non-public funds, and wishing to dispose of them or unable to make proper use of them, are to forward details of the instruments to the Organising Director of Music, R.A.F. Central Band, Penn Lodge, Cowley Road, Uxbridge. The instruments themselves are not to be sent.

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6. The attention of units wishing to form voluntary *military* bands is directed to the provisions of K.R. & A.C.I., para. 2060, clause 3, and para. 2065, as regards financial assistance. For the time being, however, applications may be submitted at any time.

7. Stations requiring instruments should apply to the Organising Director of Music, R.A.F. Central Band, who, as a result of action taken in accordance with para. 5 above, will be in a position to assist units with instruments.

(A.M.O. A.1530/42 cancelled.)

A.772.—Issues of Barrack, Clothing and Ground Equipment to Air Ministry Repair Contractors

(F.845083/43/E.31.—26.7.45.)

(Amends A.M.O. A.338/45—See Supplement.)

A.773.—Demands for Stationery

(A.806182/45/8.5 (b).—26.7.45.)

(This order affects para. 229 of A.P. 837.)

1. So many demands for stationery are being marked "Urgent", etc., that it has become impossible for either the Air Ministry (8.5 (b)) or H.M. Stationery Office to pay any attention to the marking.

2. In future, therefore, demands which seek priority must be accompanied by a covering note, giving reasons for the urgency, signed by an officer not below the rank of wing commander or by the C.O. of the unit if of lower rank.

3. Requests by signal must be followed immediately by covering letters or postgrams.

(21791-4) Wt. 8187/N.974 17,500 7/45 Hw. (Gp. 577)2

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AMENDMENT SUPPLEMENT

A.747.—Allowances for Officers' and Airmen's Families residing outside the Sterling Area—Alternative Arrangements

A.M.O. A.687/43 is further amended as follows :—

Para. 4, lines 8 to 10. *Delete* from ", within" to end of paragraph. *(A.M.O. A.747/45.)*

(A.M.O. A.687/43, as amended by A.363/44, amended.)

A.748.—Remittances of Funds for the Maintenance of Families and Dependants Residing outside the Sterling Area

A.M.O. A.363/44 is further amended as follows :—

Para. 3, sub-para. (i) (*c*). *Add* at end :—

"Applications under this category will not be admitted when the departure from the United Kingdom takes place on or after 8th May, 1945, except where the officer or airman has obtained the prior approval of the appropriate immigration authorities to settle in the country outside the sterling area to which the family is proceeding." *(A.M.O. A.748/45.)*

(A.M.O. A.363/44, as amended by A.1013/44 and A.478/45, amended.)

A.750.—Re-engagements, Extensions of Service and Enlistments in the Regular Air Force

A.M.O. A.605/44 is further amended as follows :—

Insert the following new paragraph :—

"14A. Airmen whose applications for enlistment, extension of service or re-engagement are approved, may be granted 28 days' leave under the general conditions of para. 1403 of K.R. & A.C.I." *(A.M.O. A.750/45.)*

(A.M.O. A.605/44, as amended by A.671/44, A.691/44, A.57/45, A.378/45 and A.629/45, amended.)

A.751.—Selection of Redundant Air Crew and Air Crew Trainees and their Re-allocation to Ground Employment

A.M.O. A.552/45 is further amended as follows :—

Para. 22. *Delete* this paragraph and *substitute* :—

"22. Detailed information as to the branches and trades in which there are current requirements for which redundant personnel may be recommended will be supplied direct to allocation boards through the relevant headquarters by the Air Ministry (D.D.M.1)." *(A.M.O. A.751/45.)*

Appendix B. *Delete* this Appendix. *(A.M.O. A.751/45.)*

(A.M.O. A.552/45, as amended by A.592/45 and A.660/45, amended.)

A.752.—Airman Air Crew Personnel—Promotion

A.M.O. A.3/45 is amended as follows :—

Appendix, para. 1, sub-para. (v), line 2. *Delete* "A.497/43" and *substitute* "A.630/45". *(A.M.O. A.752/45.)*

(A.M.O. A.3/45 amended.)

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A.753.—Interpreter (Technical)—Introduction of New Group II Trade

A.M.O. A.574/42 is amended as follows :—

Para. 2, line 1. After "Airmen" *insert* "and airwomen".

(*A.M.O. A.753/45.*)

Paras. 3 to 5. *Delete* these paragraphs and *substitute* :—

"3. Serving airmen and airwomen selected to fill posts established as interpreter (technical) will be remustered after passing a trade test under arrangements made in conjunction with the Air Ministry (D.T.T.), to whom all recommendations should be submitted.

4. (i) Direct entrants who are able to pass the prescribed trade test will be entered as interpreters (technical), group II, in the classification of aircraftman or aircraftwoman, 2nd class, and will be reclassified leading aircraftman or leading aircraftwoman on the following day.

(ii) Direct entrants who are considered likely to attain the requisite standard after a short refresher course in the appropriate language will be entered as interpreter (technical) under training interpreter (technical), group II, in the classification of aircraftman or aircraftwoman, 2nd class. On successful completion of the appropriate course, they will be remustered to interpreter (technical), group II, and reclassified leading aircraftman or leading aircraftwoman.

5. The promotion of interpreters (technical) to the rank of corporal or sergeant, even when filling an establishment vacancy, will not be effected until the C.O. is satisfied that the airman or airwoman is up to the standard in language and technical qualification necessary to enable him or her to discharge the duties satisfactorily.

6. Airmen and airwomen mustered in the new trade will not be eligible for duty pay or for any other form of extra pay in respect of their duties as interpreters."

(*A.M.O. A.753/45.*)

(*A.M.O. A.574/42 amended.*)

A.754.—Interpreter, Group IV—Introduction of New Trade

A.M.O. A.514/44 is amended as follows :—

Paras. 3 and 4. *Delete* these paragraphs and *substitute* :—

"3. Serving airmen and airwomen selected to fill posts established as interpreter, group IV, will be remustered after passing a trade test under arrangements made in conjunction with the Air Ministry (D.T.T.), to whom all recommendations should be submitted.

4. (i) Direct entrants who are able to pass the prescribed trade test will be entered as interpreters, group IV, in the classification of aircraftman or aircraftwoman, 2nd class, and will be reclassified leading aircraftman or leading aircraftwoman on the following day.

(ii) Direct entrants who are considered likely to attain the requisite standard after a short refresher course in the appropriate language will be entered as interpreters under training interpreter, group IV, in the classification of aircraftman or aircraftwoman, 2nd class. On successful completion of the appropriate course, they will be remustered to interpreter, group IV, and reclassified leading aircraftman or leading aircraftwoman.

4A. The promotion of interpreters to the rank of corporal or sergeant, even when filling an establishment vacancy, will not be effected until the C.O. is satisfied that the airman or airwoman is up to the standard in language necessary to enable him or her to discharge the duties satisfactorily."

(*A.M.O. A.754/45.*)

(*A.M.O. A.514/44 amended.*)

A.760.—R.A.F. Station, Eastchurch—Air Crew Reselection Board

A.M.O. A.1182/44 is further amended as follows :—

Para. 15, sub-para. (i).

Renumber as sub-para. (i) (*a*).

Line 2. After "and" *insert* :—

", with the exception of those cases mentioned in sub-para. (*b*) below,".

(*A.M.O. A.760/45.*)

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Add following new sub-paragraph :—

"(*b*) As regards R.A.A.F. personnel who are permanently medically unfit for air crew duties, the only recommendation possible is for repatriation and such personnel will therefore be dealt with by No. 11 (R.A.A.F.) Personnel Despatch and Reception Centre. It is not, therefore, necessary for the signals or documents mentioned in sub-para. (*a*) above to be sent or made available to R.A.F. Station, Eastchurch, in these cases. Both signals and documents will be sent to No. 11 (R.A.A.F.) Personnel Despatch and Reception Centre."

(*A.M.O. A.760/45.*)

(*A.M.O. A.1182/44, as amended by A.19/45, A.233/45, A.361/45 and A.658/45, amended.*)

A.762.—Preparation of Personnel Posted or Attached for Courses of Instruction

A.M.O. A.1116/43 is further amended as follows :—

Para. 5, as amended by A.M.O. A.1212/44. *Delete* this paragraph and *substitute* :—

"5. Personnel proceeding to courses of instruction are to be kitted as follows :—

For courses of more than fourteen days' duration—Airmen and airwomen are to be kitted to the home scale in accordance with A.P. 830, Vol. III.

For courses not exceeding fourteen days' duration—Airmen and airwomen must be in possession of such kit as is necessary to enable them to maintain a good standard of personal appearance and hygiene throughout the course.

If the course of instruction is one for which trainees are required to take any special items of equipment, care must be taken that they are in possession of these, that they are instructed to take such items with them, and that the following accounting action is taken :—

On attachment	...	Issued on loan on Form 668.
On posting ...	...	Issued to training unit or establishment on Form 600, a copy of a receipt obtained from the airman or airwoman concerned being attached.

A kit inspection is to be held not more than 24 hours before departure, to ensure that the airman or airwoman has been kitted in accordance with this order, and that all items are in a clean and serviceable condition. The kits of airmen or airwomen who are unable to recover items sent to the laundry and dry cleaning contractors, or footwear sent to the repairers are to be dealt with in accordance with paras. 3 and 4 of A.M.O. A.1209/44. Subject to the above provisions regarding items with the footwear repairers, laundry and dry cleaning contractors, if it is not possible to kit an airman or airwoman posted to a course of more than fourteen days' duration to the appropriate scale, Form 1383 (Deficiency List) is to be completed by the equipment officer in accordance with A.M.O. A.1090/42 and handed to the airman or airwoman at the time."

(*A.M.O. A.762/45.*)

(*A.M.O. A.1116/43, as amended by A.350/44, A.1212/44 and A.71/45, amended.*)

A.763.—Advanced Cookery Courses

A.M.O. A.1085/44 is amended as follows :—

Para. 3, lines 1 to 9. *Delete* from "Examination" to "collected" and *substitute* :—

"Examination fees for the City and Guilds of London Institute diplomas, normally payable by candidates wishing to avail themselves of these arrangements, *viz.* :—

Advanced Courses (A) ...	...	...	£1
" " (B) ...	...	...	10s.

may, at the discretion of the C.O. of the unit, be charged against stations' by-products funds.

Fees in respect of candidates are to be paid on or before reporting for training to the Officer Commanding, School of Cookery, Halton, for Advanced Course (A) and to the Officer Commanding stations at each of the selected officers' messes for Advanced Courses (B). The total sums payable".

(*A.M.O. A.763/45.*)

(*A.M.O. A.1085/44 amended.*)

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A.767.—Instructions on the Transmission of Signals in Plain Language

A.M.O. A.395/45 is further amended as follows :—

Para. 4.

Lines 1 to 3. *Delete* from "certain" to "New Zealand." and *substitute* : "a certain 'restricted area' which is at present defined as the area east of longitude 90° east and thence east to the western coast of America."

(A.M.O. A.767/45.)

Sub-para. (ii), lines 4 and 5. *Delete* from "India" to "Asia ;" and *substitute* :—
"Burma ; forward area of Air Command, South-East Asia ;".

(A.M.O. A.767/45.)

Para. 4, sub-para. (i) and sub-para. (ii), lines 1 and 2 ; and para. 5, sub-para. (i), line 4, and sub-para. (ii), line 3. *Delete* "areas" and *substitute* "area" in each case.

(A.M.O. A.395/45, as amended by A.670/45, amended.)

A.768.—Rendering of Claims for Losses and/or Damage to Stores in Transit on Vehicles Operated by the Ministry of War Transport

A.M.O. A.23/45 is amended as follows :—

Para. 8. *Delete* the first sentence and *substitute* :—

"8. Certificates in the terms of para. 7, sub-para. (i) or (ii), above are to be regarded in the same light as a cash settlement for the amount stated thereon. Where a certificate in the terms of para. 7, sub-para. (ii), above is received, the balance of loss is to be submitted for write-off, the basis for deciding the relative powers of write-off being the full amount of the claim. The relevant vouchers are to be cleared by cross reference to the certificate furnished by the Ministry of War Transport and to the Form 34 where applicable. The certificate is to be filed with the action copies of the relevant vouchers."

(A.M.O. A.768/45.)

(A.M.O. A.23/45 amended.)

A.770.—Military Band Services

A.M.O. A.101/42 is further amended as follows :—

Para. 1, as amended by A.M.O. A.578/45.

Line 10. *Delete* "Turnberry" and *substitute* "Edinburgh".
Line 16. Before "Air" *insert* "Deputy".
Line 17. *Delete* "Commander" and *substitute* "Commander-in-Chief".

(A.M.O. A.770/45.)

(A.M.O. A.101/42, as amended by A.578/45, amended.)

A.772.—Issues of Barrack, Clothing and Ground Equipment to Air Ministry Repair Contractors

A.M.O. A.398/45 is amended as follows :—

Title. *Delete* ", Clothing".

(A.M.O. A.772/45.)

Para. 1.

Line 3. *Delete* ", clothing".

Add at end :—
"excluding local contracts."

(A.M.O. A.772/45.)

Para. 2. *Add* at end :—
"Containers used in connection with such issues are to be accounted for in accordance with A.M.O. A.944/43, as amended."

(A.M.O. A.772/45.)

(A.M.O. A.398/45 amended.)

(71701–4) Wt. 8497/8.971 17,500 7/45 Hw. (Gp. 377/2)

0047

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

86A
(4)

From : Stato Maggiore I.A.F.

To : A.F.S.O., A.C., Rome.

Date : 26th June, 1946.

Ref : 202697/ca/13/2352/coll.

79A

IDENTIFICATION MARKINGS ON AIRCRAFT

Further to letter 201582/ca 13 dated 3rd May 1946, from this State Maggiore.

Before notifying you the list of the identification marks to be used by the Flying Units of the Italian Air Force we would like to point out that:

1) As the Wing is the most important Unit in the Air Force, we think it more opportune to use the identification marks for the Wings more than for the Groups, as you suggested. In this manner the identification marks would be used by the following Units :

3 Fighter Wings.
3 Bomber and Transport Wings.
4 Seaplane Autonomous Groups.
2 Flying Schools.
2 Flying Autonomous Units.

2) Due to the fact that a great quantity of dop is required to paint the identification markings on the aircraft, while a small quantities are at present available, we think it would be more opportune to paint only one identification marking in the middle of the wing in order that it may be noted from a head on view.

Before relative instructions to the Units' Area Command are issued we are awaiting to know your opinion on the above matter.

The Chief of Staff.

3/7
0.117.
48/2/Air

Translated by J. Navagna.

133.1

0048

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

B/VV.

STATO MAGGIORE R.AERONAUTICA
2° REPARTO - ORDI[illegible]MENTO
--===O===--

Roma, li 26 GIU 1946

Sezione Ordinamento

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

Prot.N° 20697/Ord.13/2352 Ris.

OGGETTO: Distintivi di riconoscimento sugli aerei.-

Seguito foglio N° 201582/Od.13 in data 3 maggio 1946 di questo Stato Maggiore.-

Prima di comunicare l'elenco delle lettere distintive assegnate ai Reparti di Volo dell'Aeronautica Militare si rappresenta quanto segue:

1°) - considerato che lo Stormo è il Reparto base dell'Arma, si reputa più opportuno assegnare le lettere distintive agli Stormi anzichè ai Gruppi, come proposto da codesta Sottocommissione. In tal modo le lettere distintive verrebbero assegnate ai seguenti Reparti:

3 Stormi da Caccia
3 Stormi da B. e T.
4 Gruppi Autonomi Idro
2 Scuole di Volo
2 Reparti Autonomi di Volo

2°) - considerata la notevole quantità di vernice occorrente per apporre sugli aerei i segni distintivi come proposto da codesta Sottocommissione, stante invece la scarsa disponibilità delle vernici stesse, sarebbe più opportuno apporre un solo segno distintivo sul ventre dell'ala in maniera da potersi leggere dal davanti.-

Prima di emanare le relative disposizioni esecutive al Comando Unità Aerea si rimane in attesa di conoscere il parere di codesta Sottocommissione in merito a quanto sopra.-

STATO MAGGIORE R. AERONAUTICA

IL CAPO DI STATO MAGGIORE
p.ordine
IL CAPO DEL II REPARTO
(Col. A.A.r.n. Mingiani Amedeo)

1332

0049

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

85-B

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

TO : I.A.M. (Attn. Major Guza) (for distribution to CAV, Centocell

DATE : 14TH JUNE 1946

REF : AFSC/43/2/AIR

82-A

Enclosed is the reply received to our letter of AFSC/43/2/A. dated 8th June 1946 authorising all diversion arrivals signals to be passed to C.A.V. ROME.

2. It is hoped that this new procedure will obviate any unnecessary overdue action.

F. Reid

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

20/6

0050

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

84 A

From: Air H 'quarters, Italy.

To: Headquarters, D.A.F.,
249 Wing.
A.H.Q., Italy Communication Squadron.
A.F.S.C., Rome.

Date: 12th June, 1946.

Ref: AHQI/450/9/Air.

DIVERSION ARRIVAL SIGNALS.

1. The Italian aircraft safety system has found that considerable overdue action has been made necessary at the C.A.Vs by the length of time taken for diversion arrival signals to reach the original airfield of destination. This is especially true of all airfields which have no night telephone watch in Flying Control.

2. In future, all airfields are to ensure that diversion arrival signals for aircraft landing at their field are repeated to "R.A.F., Ciampino for C.A.V., Rome."

Squadron Leader,
Senior Air Staff Officer,
Air Headquarters, Italy.

Internal Distribution: M.A.A.C. Sec.
G.4. Air MTOUSA (Col. Quinn).

0051

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

83B

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

TO : ITALIAN AIR MINISTRY

DATE : 11TH JUNE 1946

REF : AFSC/48/2/AIR

ALLIED AIRCRAFT FLYING OVER ITALY

Reference is made to your 410952/1-2/2108 Coll.

To pass all Allied aircraft movements over Italy to C.A.V. Rome would necessitate at least one additional signals watch at 149 S.P. Cimapino. This would also mean that an already very busy signals channel would very likely become overloaded raising delay in normal traffic.

Assurance is given by the C.S.O. here thd by the Aircraft Safety Officer at AHQ Italy that the system as suggested by you would be impracticable.

It is thought however that if all diversion arrivals were signalled to C.A.V. Rome there should be no repetition of such instances as quoted by you. Authority for institution of this procedure has already been requested (See A.F.S.C./48/2/Air dated 8th June 1946).

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

1329

0052

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

831
(E)

From : Italian Air Ministry.

To : A.F.S.C., Rome.

Date : 5th June, 1946.

Ref : 410952/1-2/2108/Coll.

ALLIED AIRCRAFT FLYING OVER ITALY

On the 23rd May, 1946, the Allied Aircraft Avro 287 called Manor of Pomigliano for R.C.H. which did not give any further news.

2. At 16,30 hours the Rescue Centre of Centocelle airfield went into operation and carried out the instructions, until the Air Rescue Centre of Venice communicated, at 9,30, that the above mentioned aircraft had landed at Horsching (Austria).

3. In order to prevent the repetition of the above, you are requested to issue instructions so that all English, American, French and generally foreign aircraft also get into touch during flight with the Italian Air Rescue Centres.

4. Such procedure will assure the R.D.G. and Meteorological assistance and enable the Rescue Service to control their flight and to intervene as quick as possible when necessary.

The Director of Communications,
Col. A. DE VINCENTI.

translated by J. Bevacqua.

6/6
N753
WP
48/2/Air Sigs

1324

83A Mod 126

Roma 5 GIU. 1946 19 A

Ministero della Difesa Aeronautica
GABINETTO DEL MINISTRO
UFFICIO LEGGI E DECRETI
Uff. Organiz. ed Esercizio

Prot. N. 410952/1-2 Allegati 2 109 Cdl

Risposta al f. N. del

Al L' A.F.S.C.-A.C. TRAMITE
UFFICIO COLLEGAMENTO
= S E D E =

OGGETTO Velivoli Alleati sorvolanti l'Italia.

Il giorno 28 maggio c.a. il velivolo Alleato Armi 287 ha chiamato Homer di Pomigliano per QDM, che non dette poi più notizie.

Alle ore 16,30 entrò allora in funzione la Centrale di Soccorso dell'Aeroporto di Centocelle che agì secondo le disposizioni vigenti sino a quando il Centro Soccorso di Venezia inviò alle ore 19,30 comunicazione che il velivolo in oggetto aveva atterrato a Horshing (Austria).

Al fine di evitare il ripetersi di quanto sopra, si prega codesta Commissione Alleata di dare disposizioni affinchè tutti i velivoli inglesi, americani, francesi e stranieri in genere, si appoggino durante la fase del volo anche alle C.A.V. italiane.

Tale procedimento, oltre ad assicurare l'assistenza RDG e Meteo ai velivoli suddetti, consentirà al Servizio Soccorso di controllare il loro volo ed intervenire con la sollecitudine del caso quando la sua opera necessitasse.

IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. Pil. A. DE VINCENTI)

De Vincenti

Si prega indicare per cortesia il numero e la data della lettera a cui si risponde nella risposta

ISTITUTO POLIGRAFICO DELLO STATO

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

0053

0054

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

82A

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

To: M.A.A.C. Secretariat, A.H.Q. Italy, C.M.F.

Date: 8th June, 1946.

Ref: AFSC/48/2/Air.

DIVERSION ARRIVAL SIGNALS.

Experience has shown that unnecessary overdue action has been made necessary at C.A.V.s because of the length of time taken for diversion arrival signals to reach the original airfield of destination. This is especially true of all fields which have no night telephone watch in Flying Control. It is thought that much of the unnecessary work in the C.A.V.s could be obviated if all Diversion Arrival signals were repeated to CAV Rome, Via 149 S.P. and it is requested that this procedure is instituted as soon as possible.

F. REID,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

Copy to: A.H.Q. Italy. (Att. S/L. Derrett)
" " Italian Air Ministry (att. Lt.Col. De Vincenti, Major Guzza) (for information)

1326

0055

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

81A

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

TO : MAAC SECRETARIAT, AFHQ ITALY, GSP.

DATE : 2 JUNE 1946

REF : A363/763/P1

INFRACTIONS OF AIR TRAFFIC REGULATIONS AT MILAN/ LINATE AIRFIELD

The undermentioned infractions of Air Traffic Regulations were reported from Milan / Linate Airfield.

2. At 0920 hours on May 29 1946, an RAF Dakota from Marselaise, callsign OFX, took off against two red flares. In addition, the pilot did not file either an arrival or clearance form with the flying control office on the airfield.

3. At 1010 hours on May 27, 1946, an RAF C-47 from Udine, No. 723, took off against three red flares. This pilot also did not file an arrival or a clearance.

4. It is requested that all Allied Airfields be notified that the Italian Air Force has a flying control office on all airfields to handle clearances and arrivals. Also that, even though the tower operator may not understand English, regular international signals are used with flares and aldis lamps to control traffic.

5. For the safety of our own personnel, it is only logical that Allied planes use the same precautions on IAF controlled airfields as they do on Allied airfields.

1320

gs
M.J. BASS
MAJOR A.C.
FOR DIRECTOR
A.F.S.C.

COPY TO : AIR FORCE S/C, MILAN.

0056

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

80A

From : Air Forces Sub Commission, A.C., Rome.
To : Mediterranean Allied Air Committee Secretariat.
Date : 6th May, 1946.
Ref : AFSC/4/6/2/Air.

IDENTIFICATION MARKINGS ON AIRCRAFT. 71A

Reference your MAAC/4214/2/AFAIR dated 25th April, 1946.

2. The latest information given by the Italian Air Ministry is dated 3rd May, 1946. This states that instructions have been given to their United Aeren H.Q. to issue identification markings for all aircraft in units under its command.

3. The character of these identification letters is not yet known, but we will inform you immediately the information is available.

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

3 copies to M.A.A.C.

1324

note - clearance for allied acft on IAF airfields

0057

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

79A
(t)

From : I.A.F. Stato Maggiore.
To : A.F.S.C., Rome.
Date : 3rd May, 1946.
Ref : 201582/od13/1706/Coll.

73A 69A

IDENTIFICATION MARKINGS ON AIRCRAFT.

With reference to your letters AFSC/48/2/Air dated 16th March and 1st April 1946.

2. Instructions have been issued to the Unità Aerea H.Q. in order that the aircraft of the Units under its command be given identification markings, as said in your first letter referred to.

3. We shall inform you of the identification letters adopted for the Groups, Schools and Autonomous Squadrons.

The Chief of Staff.

translated by J. Bevacqua.

HEADQUARTERS AIR FORCES SERVICE COMMAND
Hyp. N 216
HISTORICAL DIVISION
28/2/46
ENTERED

1323

B/VV

STATO MAGGIORE R.AERONAUTICA
II° REPARTO - ORDINAMENTO
--===0===--

I.B.

79 A

Roma, li 3 MAG 1946

Sezione Ordinamento

Prot.N° 201582/cd 13/1706 Gab

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

R O M A

Markings of a/c

OGGETTO: Distintivi di riconoscimento sugli aerei.-

Riferimento fogli n° A.F.S.C.48/2/AIr del 15 marzo e del 1° aprile 1946.-

Sono state emanate disposizioni al Comando Unità Aerea perchè provveda a munire gli aerei dei Reparti alle proprie dipendenze dei segni distintivi, come rappresentato da codesta Sottocommissione col primo foglio a riferimento.-

Si fa riserva di comunicare l'elenco delle lettere distintive assegnate ai Gruppi, Scuole e Reparti Autonomi di Volo.-

IL CAPO DI STATO MAGGIORE

1322

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

0059

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

78A.

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

To : Italian Air Ministry.

Date : 30th April 1946.

Ref : AFSC/48/2/AIR.

IDENTIFICATION MARKINGS ON AIRCRAFT.

Reference is made to this Headquarters letter of even reference dated 15th March, 1946.

2. Information is now requested on the present position concerning the adoption of aircraft identification markings.

3. It would be appreciated if you will treat this matter as urgent.

WAF 30/4
f/c m 1/5

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

1321

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

7/7A

From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 25th April, 1946.

Ref :- MAAC/4214/2/AFAIS.

7/7A

IDENTIFICATION MARKINGS ON AIRCRAFT

Reference is made to this Secretariat's letter of even reference dated 27th March, 1946:

2. May this Secretariat be informed of the present position, please ?

W4L 27/4

N851
1.L. 26/4
48/2/air

P Wadham Sqn Ldr.
for (MAXWELL FISHER)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

3277
15
550/ Ask after the J.A.M.C. and get their answer as we have advised MAAC

NOTE OF ACTION:-
Sqn Ldr Wadham advised 29/4
AC in charging this up.
29/4

W&L 27/4
AIRS 27/4

0061

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

76/A

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

To : Aircraft Safety Centre, Northern Italy, R.A.F. CMF.

Date : 23rd April 1946.

Ref. : AFSC/AC/2/AIR

FLYING CONTROL, PONTEDERA-BOLOGNA AIRFIELD

75A

In reply to your letter 1013/Ops. dated 17th April, 1946, attached herewith Forms 603 as requested.

for Air Vice Marshal
Director
Air Forces Sub-Commission.

R. CARTNER F/LT.

1314

0062

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

75 A.

From:- Aircraft Safety Centre, Northern Italy. R. A.F. C.M.F.

To:- Accounts Section, Headquarters Allied Commission,
Air Forces Sub-Commission, ROME. R.A.F. C.M.F.

Date . 17th April 1946.

Ref:- 1013/EQ.

FLYING CONTROL EQUIPMENT - BOLOGNA AIRFIELD.

Reference Forms 603 forwarded to you 13.4.46. for Equipment to be supplied on loan to the Italian Air Force Echelon - Bologna, it is requested that the Forms 603 be now returned to this Unit as the Equipment is no longer required by the Italians.

F/LT.

for Wing Commander, Commanding,
Aircraft Safety Centre,
Northern Italy, R.A.F. C.M.F.

23/4
MP N759
48/2/A.F.

13 A.F.

0063

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

YES HONEY
UHM

SUB-COMMISSION C.T.S. 314 ONLY COPY 49/2/AIR

7H A

1147/01

LRKE V LAEE NR 12 ROUTINE CAFR 2 -
FROM AMG ITALY
TO NC 5 BASE AREA (R) AIR FORCES SUBCOMMISSION ALLIED COMMISSION
ROME

OSH ET
Q 535 . UNCLASSFD . 1 ST APRIL 1946 .
~~YYYYYYY~~ YOUR 5 BA/1013/EC MARCH 22 ND . ISSUE ALL ITEMS ENUMERATRED
ON FORM 805 ON LOAN . FORWARD RECEIPTED COPIES TO SECOND ADDRESSEE
Y AND THIS HEADQUARTERS
ET
SENT 2320KJC BB
RECD CB 2321 KK DEAR

TO A

1317

0064

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

73A

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

To : Italian Air Ministry.

Date: 1st. April, 1946.

Ref : AFSC/48/2/AIR.

IDENTIFICATION MARKINGS ON AIRCRAFT. 69A

Our letter of even reference, dated 15th. March, 1946 refers.

2. Concerning the adoption of the proposed identification markings, it would be appreciated if you will keep us informed of any progress in this matter.

A. Hart. F/Lt.

A. HART. F/Lt.
for Air Vice-Marshall,
Director,
Air Forces Sub-Commission.

1316

0065

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

7211

From :- S.T.C.O. R.A.F. Station Bari, C.M.F.

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

Date :- 20th February, 1946.

Ref :- BAR/13/AIR.

A.P. 3024 - FLYING CONTROL

Receipt is acknowledged of the return of the above manual.

AIR FORCES SUB-COMMISSION HQ. G3 al. M746

for (A. LEWIS) F/LT
Squadron Leader Commanding
R.A.F. Station Bari, C.M.F.

1315

0 0 6 6

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

711 A

From : Mediterranean Allied Air
Committee Secretariat.

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

Date : 27th March, 1946.

Ref : MAAC/421/4/2/AFALS.

Identification Markings on
Aircraft.

6917

Reference is made to your letter AFSC/48/2/Air dated 15th March, 1946, addressed to the Italian Air Ministry, copy to this Secretariat.

2. It will be appreciated if this Secretariat can be informed when the work in question has been completed.

99/3.
N2hA 02
48/2/Air

(MAXWELL FISHER)
Wing Commander,
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE.

0067

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

70 A

From :- Headquarters, No.5 Base Area, R.A.F. C.M.F.

To :- Air Headquarters, R.A.F. I[illegible]W, C.M.F.
c/o Sub-Commission, Allied Commission, R o m e.

Date :- 22 March 1946.

Ref. :- 5BA/1013/EQ.

FLYING CONTROL EQUIPMENT - BOLOGNA AIRFIELD

Authority is requested for the transfer of the undermentioned equipment to the Italian Air Force Echelon at Bologna Airfield:-

Lamps, Aldis, Signalling	2.
Lense, Lamp, Aldis, Signalling (red)	1.
" " " " (green)	1.
" " " " (clear)	2.
"	2.
Pistols, Verey, Signalling.	As many as possible.
Cartridges, Signal (red)	" " " "
" " (green)	" " " "
" " (yellow)	4.
Batteries, Electric (wet) 6 Volt.	2.
" " " 12 "	

or

2. This equipment is essential to maintain the minimum requirements of the British Flying Control Code.

3. The Italian Air Force Detachment has been instructed on the procedure for dealing with British Aircraft, and the R.A.F. Officer Commanding the Airfield is satisfied with their efficiency.

4. In view of the approaching disbandment of this Headquarters may this matter be treated as urgent.

N. S. Harvey W/Cdr.
Commanding,
H.Q. No. 5 Base Area,
R.A.F. APO. 3:482 CMF.

ALLIED COMMISSION FOR ITALY SUB-COMMISSION 26/3 Ab N 141 DIRECTORATE 48/2/air

1314

From:- Forces sub-Commission.
Rome

To:- Italian Air Ministry

Date:-
15th March 1945

Ref:- A.F.S.C.0/2/Misc ✓ FILE.

69A

IDENTIFICATION MARKINGS ON AIRCRAFT

Following Allied practice and in order to facilitate the identification of aircraft, especially those which may be being manoeuvred for flying, it is suggested that identification letters be painted on the undersides of main planes. The LEFT side to be readable from the front, and the RIGHT side to be readable from the rear.

2. In the interests of economy in the use of paint it is suggested that the following method of identification be adopted.
Squadrons be given an identification letter and their aircraft identification numbers. Squads that have larger numbers of aircraft might be given more than one identification letter so that double figures have not to be painted on their aircraft.

3. The dimensions of the markings to be painted under each main plane are:

(i) The height of each letter or figure is to equal half of the cord of the main plane, measured at a third of the span from the centre line of the aircraft.
(ii) The width of each letter or figure is to be five eighths of the height.
(iii) The thickness of the lines forming the letters and figures to be one eighth of the height.

4. The colours to be used are:
(i) markings in black when the aircraft is painted in light colours.
(ii) markings in white when the aircraft is painted in dark colours.

I. M. Smith
Air Vice Marshal
Director
Air Forces Sub-Commission

Copies to [illegible]

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

Following allied practice and in order to facilitate the identification of aircraft, especially those which may be doing unauthorised low flying, it is suggested that identification letters be painted on the undersides of main planes. The LEFT side to be readable from the front, and the RIGHT side to be readable from the rear.

2. In the interests of economy in the use of paint it is suggested that the following method of identification be adopted.
Squadrons be given an identification letter and their aircraft identification numbers. Schools that have large numbers of aircraft might be given more than one identification letter so that double figures have not to be painted on their aircraft.

3. The dimensions of the markings to be painted under each main plane are:

(i) The height of each letter or figure is to equal half of the chord of the main plane, measured at a third of the span from the centre line of the aircraft.
(ii) The width of each letter or figure is to be five eighths of the height.
(iii) The thickness of the lines forming the letters and figures to be one eighth of the height.

4. The colours to be used are:
(i) markings in black when the aircraft is painted in light colours.
(ii) markings in white when the aircraft is painted in dark colours.

[signature]

A. G. MOBBS
Air Vice Marshal
Director
Air Forces Sub-Commission

Copies to [illegible]

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

I.A.T.
AFSC

Identification by Air of Aircraft

698

DRAFT:

To facilitate the identification of low-flying aircraft it is suggested that identification letters be painted on the undersides of main planes. The LEFT side to be readable from the front, and the RIGHT side to be readable from the rear.

2. In the interests of economy in the use of paint it is suggested that the following method of identification be adopted.

Squadrons be given an identification letter and their aircraft identification numbers. Schools that have larger numbers of aircraft should be given more than one identification letter so that double figures have not to be painted on their aircraft.

3. The dimensions of the markings to be painted under each main plane are:

(1) The height of each letter or figure is to equal half of the cord of themain plane, measured at a third of the span from the centre line of the aircraft.

(11) The width of each letter or figure is to be five eigths of the height.

(111) The thickness of the lines forming the letters and figures to be one eigth of the height.

4. The colours to be used are:

(1) Markings in black when the aircraft is painted in light colours.

(11) Markings in white when the aircraft is painted in dark colours.

F E BRODIE
Air Vice Marshal
Director

3-45

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

Squadrons be given an identification letter and their aircraft identification numbers. Schools that have larger numbers of aircraft should be given more than one identification letter so that double figures have not to be painted on their aircraft.

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(1) The height of each letter or figure is to equal half of the cord of themain plane, measured at a third of the span from the centre line of the aircraft.

(11) The width of each letter or figure is to be five eigths of the height.

(111) The thickness of the lines forming the letters and figures to be one eigth of the height.

4. The colours to be used are:

(1) Markings in black when the aircraft is painted in light colours.

(11) Markings in white when the aircraft is painted in dark colours.

I G BROOKE
Air Vice MARSHAL CB
~~A/C Stanton wg Cdr~~
Director

K/16

Copies to MAAC's (3) 3-45

AOC I don't think we need MAAC's approval on this. Am sure that AVM Bogart will go along with me and approve.
I 31/3 DD

DD

Before/after letter attached, I think you should

Any matter you think we should get MAAC's concurrence first (we are almost R.Ae.C. to them on our own initiative) - perhaps you should clear this on the telephone with W/C Fisher or DL Ward.
AB 15/3

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

5. The Commands and Units in addressee, if they tink necessary, can informe the writter of this letter of any eventual propesitions of modifications of the orders in suject.

6. It is attached to this letter a scheme of distribution of the mentioned circular, Flight Clearance sheets,A/C movement regstry rough sheets for movement of A/C. For the other registers metioned in the publication,and for whom a particular mentione is not necessary,will be supplied to the S.A.T.A. by the competent Units,, following request by the Directors of the S.A.T.A.S.

CAPO DI STATO MAGGIORE
(AIMONE CAT)

Translated by Sgt. Albertini.M.

1311

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

0073

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

DISTRIBUTION SCHEME OF CIRCULARS :
" TEMPORARY REGULATIONS OF THE AIR FLYING ASSISTANCE SERVICE - S.A.T.A."

TO the	SERVICES DIRECTION	= 2	Copies
"	" PERSONNEL "	2	"
"	" AIR CONSTR. "	2	"
"	" WORK BRICKS "	4	"
"	" COMUNICATION "	4	"
"	" COMMISSARIAT "	1	Copy
"	" ARMAMENT "	2	Copies
Command UNITA AEREA		8	"

30 Copies for distribution to all the dependent Commands up to group Command included 10 copies for distribution to the S.A.A.T. dependent Units.

R.A. Command A.I.	= 2	Copies
1.Z.A.T. Command	4	"
2.Z.A.T. Command	4	"
3.Z.A.T. Command	4	"
4.Z.A.T. Command	4	"
R.A. CAMPANIA Command	4	"
R.A. SICILY Command	4	"
R.A. SARDINIA Command	4	"

3 distribution to the dependent S.A.A.T. Units.
2 for distribution to the dependent S.A.A.T. Units.

2 copies for distribution to dependent Units.

TO the A.F.S.C. A.C. 1 Copy

Scheme of distribution of the Flying Clearance sheets,and rough sheets for movements of A/C, and registry for movement of A/C,to be distrbuted by the S.A.T.A. to the dependent Units.

UNITA' AEREA	Command	20	Copies	of every type
1. Z.A.T.	Command	6	"	" " "
2. Z.A.T.	Command	4	"	" " "
R.A. Command	Sardinia	4	"	" " "

The above mentioned material will be forwarded directly to the S.A.T.A of Centocelle,Rome Urbe, Guidonia, Frosinone, by this Stato Maggiore.

Translated by Sgt. Albertini.M.

1310

0074

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

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

Prot. 10033/2b/Cal

Roma, 28 OTT. 1960

6/7 P

ALLA DIREZIONE GENERALE — ROMA
" " PERSONALE " "
" " OGGETT. ARMAM. " "
" " DEMANIO " "
" " COMMISSARIATO " "
" " COSTRUZIONI " "
" " ARMAMENTO " "
AL COMANDO ZONA AEREA — BARI
" " AERONAUTICA A.I. — MILANO
" " 1ª " A.T. " "
" " 2ª " " " PADOVA
" " 3ª " " " ROMA
" " 4ª " " " BARI
" " AERONAUTICA CAMPANIA — NAPOLI
" " " SICILIA — PALERMO
" " " SARDEGNA — CAGLIARI
" " ALLA A. T. S. C. / A. C. — ROMA

O g g e t t o: Norme provvisorie per il servizio di assistenza al traffico aereo

R. A.T.A.

1) L'assistenza ed il controllo del volo vengono regolate dalle allegate "Norme provvisorie per il servizio di assistenza al Traffico Aereo - R.A.T.A.". Tali norme riguardano l'assistenza ed il controllo del volo diurno ed notturno portati terrestri in condizioni normali di visibilità. Successivamente saranno integrate dalle norme per l'assistenza in caso di cattiva visibilità, assistenza al volo notturno e da disposizioni particolari per gli idrocalli. In attesa dell'emanazione di tali norme, l'assistenza del volo in caso di cattiva visibilità sarà assicurata applicando le norme emanate dalla Direzione delle Comunicazioni. Pertanto i R.A.T.A. dovranno tenersi in contatto con la C.A.V. nella cui giurisdizione si trovano.

2) I Comandi e gli Enti in indirizzo provvedano perchè tutto il personale di * volo o in servizio a terra interessato prenda visione delle norme citate e vi si attenga scrupolosamente.

3) Agli aeroporti aperti al traffico aereo e sui quali non sia stato costituito il R.A.T.A. i Comandi competenti, prima di provvedere alla relativa costituzione, dovranno chiederne autorizzazione a questo Stato Maggiore.

4) Per gli aeroporti aperti al traffico aereo, sui quali non si ritenga opportuno la costituzione del R.A.T.A., per l'assistenza ed eventuali voli che dovessero atterrarvi dovranno essere impartite, dai Comandi competenti, disposizioni in armonia con quelle contenute nella circolare allegata.

5) I Comandi e gli Enti in indirizzo, qualora lo ritengano necessario, comunichino allo Scrivente eventuali proposte di modifiche alle norme in oggetto.

6) Si allega uno schema di distribuzione della circolare predetta, dei bloccchi "comunicazione di volo" e "foglietto movimento volivoli" 1300 registri "movimento volivoli". Gli altri registri elementi nella pubblicazione, per i quali non è necessaria una fornitura particolare, saranno forniti ai Reparti a cura degli Enti competenti, a richiesta dei Direttori dei Servizi.

PER COPIA CONFORME
IL CAPO DEL 1° REPARTO
(Ten. Col. pil. Ercole Savi)

IL CAPO DI STATO MAGGIORE
F.to. Rimaudo

0075

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

LISTA DI DISTRIBUZIONE DELLA CIRCOLARE "NORME PROVVISORIE PER IL SERVIZIO DI ASSISTENZA AL TRAFFICO AEREO - S.A.T.A."

ALLA DIREZIONE SERVIZI	=	n° 2	copie	
" " PERSONALE	=	" 2	"	
" " COSTR. AER.	=	" 2	"	
" " DEMANIO	=	" 4	"	
" " COMUNICAZIONI	=	" 4	"	
" " COMMISSARIATO	=	" 1	"	
" " ARMAMENTO	=	" 2	"	
AL COMANDO UNITA' AEREA	=	" 8	"	+ n° 30 copie per la distribuzione a tutti i Comandi dipendenti fino al Comando di Gruppo compreso + n° 10 copie per la distribuzione ai S.A.T.A. dipendenti.
AL COMANDO AERONAUTICA A.I.	=	" 2	"	
" " 1^ S.A.T.	=	" 4	"	+ n° 3 copie per la distr. ai SATA dipendenti.
" " 2^ " " "	=	" 4	"	+ " 2 " " " " " " " "
" " 3^ " " "	=	" 3	"	
" " 4^ " " "	=	" 4	"	
" " AER. SARDEGNA	=	" 4	"	
" " " SICILIA	=	" 4	"	
" " " SARDEGNA	=	" 4	"	+ n° 2 " " " " " " " "
ALLA R.T.A.G./A.C.	=	" 1	"	

LISTA DI DISTRIBUZIONE DEI BLOCCHI "COMUNICAZIONE di VOLO" E "BRIGLIARIO MOVIMENTO VELIVOLI" E DEI BIGLIETTI "MOVIMENTO VELIVOLI". DA COMPILARSI AI C.A.T.A. DIPENDENTI.

AL COMANDO UNITA' AEREA	= n° 20	copie di ogni tipo
" " 1^ Z.A.T.	= " 6	" " " "
" " 2^ " "	= " 4	" " " "
" " AERON. SARDEGNA	= " 4	" " " "

(Il materiale di cui sopra viene inviato direttamente da questo S.M. ai C.A.T.A. di Centocelle, Roma Urbe, Guidonia e Frosinone)

UFFICIO STRALCIO R. AERONAUTICA 1 3 LUG. 1

0076

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

6817

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

To : Senior Flying Control Officer,
R.A.F. Station, Bari.

Date : 16th February 1946.

Ref : AFSC/48/2/AIR.

A.P. 3024 - FLYING CONTROL
IN THE ROYAL AIR FORCE.

We return with thanks the enclosed copy of the above manual, on loan to this Headquarters from R.A.F. Bari.
Will you please acknowledge receipt?

A. Hart F/Lt.
A.HART F/LT
for Air Vice Marshal
Director
Air Forces Sub Commission.

1307

67 A
(t)

From : Stato Maggiore (Operations Section)

Date : 28,January 1946

Ref : 100339/Op./C4/1.

To : The Services Direction = Rome
" Personnel " "
" Air Constructions Direction "
" Works and Bricks " "
" Comunications " "
" Commissariat " "
" Armament " "
" Unita' Aerea Command Bari
" R.A. Command A.I. Milan
" 1.Z.A.T. Command "
" 2.Z.A.T. Command Padova
" 3; Z.A.T. Command Bari
" 4. Z.A.T. Command Bari
" R.A. Campania Command Naples
" R.A. Command Sicily Palermo
" R.A. Command Sardinia Cagliari
And for information to the A.F.S.C. A.C. Rome

M49 31/12/46

OK. SJS 4/1

Air 2

Enclosed for Air Report pl. 908 5/2

Done SJS 6/2

TEMPORARY REGULATIONS FOR THE AIR FLYING ASSISTANCE SERVICE
.S.A.T.A.

The assistance,and control of the flying are pointed out by the attached " Temporary regulations for Air Flying Assistance Service S.A.T.A.
These regulations apply only to the assistance and control of day flying over airports in normal visibility conditions. Successively orders will be issue regarding in case of bad weather,night flying assistance and special dispositions for seaplane bases.
Awaiting the issue of these mentioned orders,in case of bad weather and visibility the assistance will be assured by carrying out the orders issued by the Direction of Comunications.Meanwhile the S.A.T.A. have to keep in contact with the C.A.V. which jurisdiction they will be under.
2. The Command and Units in addressee must informe all interrested

1301

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

" Air Constructions Direction " "
" Works and Bricks " " "
" Comunications " " "
" Commissariat " " "
" Armament " " "
" Unita' Aerea Command Bari
" R.A. Command A.I. Milan
" 1.Z.A.T. Command "
" 2.Z.A.T. Command Padova
" 3; Z.A.T. Command Bari
" 4. Z.A.T. Command Bari
" R.A. Campania Command Naples
" R.A. Command Sicily Palermo
" R.A. Command Sardinia Cagliari

And for information to the A.F.S.C. A.C. Rome

TEMPORARY REGULATIONS FOR THE AIR FLYING ASSISTANCE SERVICE .S.A.T.A.

The assistance,and control of the flying are pointed out by the attached " Temporary regulations for Air Flying Assistance Service S.A.T.A.

These regulations apply only to the assistance and control of day flying over airports in normal visibility conditions. Successively orders will be issue regarding in case of bad weather,night flying assistance and special dispositions for seaplane bases.

Awaiting the issue of these mentioned orders,in case of bad weather and visibility the assistance will be assured by carrying out the orders issued by the Direction of Comunications.Meanwhile the S.A.T.A. have to keep in contact with the C.A.V. which jurisdiction they will be under.

2. The Command and Units in addressee must informe all interrested Flying, and ground personnel,to read and study very carefully the above mentioned orders.
3. For the airport open to air traffic,on which the installation of a S.A.T.A. is not taken place the competent Commands, before carrying out the installation,must ask authority from this Stato Maggiore.
4. For the airport open to air traffic, and on which it is tought opportune the installation of a S.A.T.A.,for the assistance,and any eventual A/C which may land it must be issue, by the competent Commands orders on the same bases to the ones in the attached circular.

Cont. pag; 2

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

0019

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

66A
(t)

From : I.A.F. STATO MAGGIORE.
To : A.F.S.C., Rome.
Date : 22nd January, 1946.
Ref : 100262/A6/267/Coll.

FLYING CONTROL

— 66A

With reference to your letter AFSC/43/2/AIR dated 18/1/46 receipt is acknowledged of copy of the book on Flying Control in U.S.A.F.

by order,
the Chief of Staff.

Compiled by J. Bevercar.

AIR FORCES SUB-COMMISSION
1844
221
RESTRICTED
48 Pairs

1303

P/g STATO MAGGIORE AERONAUTICA
1° REPARTO
1ª Sezione Operaz. e Addestramento

Roma lì 4 GEN 1946

664

ALL'AIR FORCES SUB COMMISSION
ALLIED COMMISSION
R O M A

Prot.n° 100262/Ao/267 Coll.

O G G E T T O : Controllo del volo.-

In riferimento al foglio AFSC/48/2/AIR in data 18/1/46 di codesto Ufficio si accusa ricevuta della copia del libro sul Controllo del Volo nella R.A.F.-

d'ordine
IL CAPO DI STATO MAGGIORE
IL CAPO DEL 1° REPARTO

STATO MAGGIORE R. AERONAUTICA

1304

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

0081

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

1 C C C 63A

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

To : M.A.A.C. SECRETARIAT.

Date : 21st January, 1945.

Ref. : AFSC/48/2/AIR.

ENGLISH SPEAKING I.A.F. OFFICERS IN CONTROL TOWNS

63A

Reference your Signal U 841 of 16th January, 1945, English speaking I.A.F. officers for Flying Control have now been posted to all Allied airfields used regularly by the Italian Air Force with the exception of Bologna.

As soon as a course in English is completed, an officer will be sent to Bologna also.

Good.

841-241

E. J. SAGS
MAJOR, AIR CORPS,
FOR AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

150.

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

File

64A.

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

To : Italian Air Ministry,
(Attention of Col. SAVI.)

Date : 18th January, 1946.

Ref. : AFSC/49/2/AIR.

FLYING CONTROL

Further to our telephone communication of this morning, enclosed herewith is one (1) copy of "Flying Control in the Royal Air Force", for use in the Flying Control school at Lecce.

2. As this manual is only on loan to this Sub-Commission, it will be appreciated if it is returned at your earliest convenience. Will you please acknowledge receipt.

A. Hart S/Ldr.
A. HART F/LT.
Air Vice-Marshal
Air Officer Commanding.

130.

0085

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

63B

From :- R.A.F. Station Bari, U.M.F.

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

Date :- 12th January, 1946.

Ref :- BAR/12/AIR.

R.A.F. FLYING CONTROL MANUAL

A.P. 3024.

79A

Ref. your AFSC/48/2/AIR, dated 7th January, 1946.
The above manual was despatched on the 7th January, 1946.

(A. LEWIS) F/LT
for Wing Commander Commanding
R.A.F. Station Bari, U.M.F.

ALLIED FORCES SUB-COMMISSION
13 JAN
DIARY ROOM
48/2/Air

04 3rd Div. 16.1.46.

0084

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

LRKB V LDIL NR? R/R
FROM AIR HEADQ..ARTERS ITALY
TO AIR FORCES SUB COMMISSION GOME
BT
UB41 UNCLASS 16TH JAN
PERSONAL FOR B R O D I E KRON F I S H E R .
SUBJECT IS ITALIAN LIAISON OFFICERS FOR STAGING POSTS .
REFERENCE OUR TELEPHONE CONVERSATION NOBODY HERE KNOWS
ABOUT THIS WOULD THEREFORE BE GRATEFUL YOU OBTAIN
THESE BODIES SOONEST AS A.V.M. DARVELL STATES
''QUOTE I CONSIDER IT IMPORTANT FOR THEM TO BE OBTAINED
IN THE NEAR FUTURE TO HELP IN TRAINING THE
REQUISITE ITALIAN PERSONNEL '' UNQUOTE .
BT
SENT RM B1
RD 161300A FB KK

AIR 62/4
N 37/16

AIR FORCES SUB-COMMISSION ... RLY ROOM

1300.

16.1.44.

0085

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

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

To : Senior Flying Control Officer
R.A.F. Station, BARI.

Date : 14th January 1946.

Ref : AFSC/48/2/AIR.

A.P. 3024.

Receipt is hereby acknowledged of one (1) copy of Air Publication 3024, - "Flying Control in the Royal Air Force", - on loan from R.A.F. Bari.

A. Hart F/LT.
A. HART F/LT.
for Air Vice Marshal,
Air Officer Commanding.

1299

0086

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

From :- R.A.F. Station Bari, C.M.F.

To :- F/LT HART, Air Forces Sub-Commission, Allied Commission, ROME

Date :- 7th January, 1946.

Ref :- BAR/12/AIR.

FLYING CONTROL - AP 3024.

As requested by you on telephone this morning, we have pleasure in enclosing herewith the above publication on loan.

As this is the only copy this station possesses, it would be appreciated if it is returned as soon as possible.

Kindly acknowledge receipt.

for (A. LEWIS) F/LT
Wing Commander Commanding
R.A.F. Station Bari, C.M.F.

AIR FORCES SUB-COMMISSION ALLIED L.650 12/1 M.

0087

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

FILE

From : Air Forces Sub Commission
Allied Commission, Rome.

To : F/LT. LEWIS,
Senior Flying Control Officer
R.A.F. BARI.

Date : 7th January 1946.

Ref : AFSC/48/2/AIR.

R.A.F. FLYING CONTROL MANUAL
A.P. 3024.

Herewith confirmation of our telephone communication of the above date, requesting the loan of one (1) copy of the above manual, for use by this sub-commission.

2. Will you please notify us of the date of dispatch of same.

A. Hart F/LT.
A. HART F/LT.
for Air Vice Marshal,
Air Officer Commanding.

129

0083

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

From : Air Forces Sub Commission, Rome.
To : I.A.F. Stato Maggiore.
Date : 4th January 1946.
Ref : AFSC/48/2/Air.

FLYING CONTROL

Your letter 28412/c3/2/6699/Coll. of 19th December 1945 refers.

2. Your reasons for retaining the Sottufficiale ai Voli at the end of the runway are sufficient. You stress the fact that this person will give directions to aircraft "always on instructions received from the control tower". As long as this is properly carried out, confusion in signals will be eliminated. This was our greatest objection.

3. The directive, as it now stands, is approved and should be placed in operation as soon as possible.

EJ. BASS
Major, Air Corps,
Air Vice-Marshal,
Air Officer Commanding.

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

From : Air Forces Sub Commission, Rome.

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

Date : 3rd January 1946.

Ref : AFSC/48/2/Air.

ENGLISH SPEAKING I.A.F. OFFICERS
FOR FLYING CONTROL DUTIES

Your letter, reference 28333/C3/2/6590/Coll., of 13th December 1945 refers.

2. Establishment of Italian speaking flying control officers at certain Allied airfields in Italy is authorized under para 5, App. "A" of MED/ME Signals Instruction No 17 (Revised) dated 4th September 1945.

3. The instructions are herewith quoted for your information : -

"Where Italian aircraft operate from airfields where Station Flying Control is operated by the Allied Air Force, local arrangements are to be made for English speaking Italians to be available to assist the Allied Flying Control officer."

4. This information has been sent to all R.A.F. units in Italy, so arrangements may now be made to place English speaking Italian officers at both Bari and Pomigliano airfields as you had requested.

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

129.

0090

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

From : Air Headqua rters, ITALY.

To : Officer Commanding, No.249 Wing.
Headquarters, Desert Air Force.
Aircraft Safety Centre Northern Italy.
" " " Wes tern Italy.
" " " Eastern Italy.
Officer Commanding, No.216 Group.
A.F.S.C. ROME.

Date : 21st December, 1945.

Ref : AHQI/4/Air

ENGLISH SPEAKING ITALIAN OFFICERS FOR FLYING CONTROL DUTIES

Reference first addressees signal A.560 dated 12th December, 1945. repeated No.216 Group only.

2. Establishment of Italian speaking flying control officers at certain Allied airfields in ITALY is authorised under Para.6 App. 'A' of MED/ME signals Instruction No.17 (Revised) dated 4th September, 1945.

3. Herewith quoted for your information:-

"Where Italian aircraft operate from airfields where Station Flying Control is operated by the Allied Air Force, local arrangements are to be made for English Speaking Italians to be available to assist the Allied Flying Control Officer.

Air 2 / Italian 1A 17 pt
31/12

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

Copy to Org.

21/12 31/12

251/P.2 Charged to 48/2 Air

1294

0091

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

554 (c)

FROM : I.A.F. ST[illegible] O MAGGIORE
TO : A.F.S.C. A.C.
DATE : 19/12/45
REF. : 28412/C 3/2/6699 COLL

517

FLIGHT CONTROL

Re., your AFSC/48/2/AIR dated 3/12/45.

2. We are in agreement with the contents of your abovementioned letter and have made arrangements to alter the circular on points A),B),C),E),F),G).

3. Regarding D) however, we think it necessary to keep a S. N.C.O. of the Aircraft Flying Control Section at the beginning of the runway, for the following reasons:

a) The S. N.C.O. of the Aircraft Flying Control Section, linked with the Tower Control by telephone, will carry out the signals solely as instructed by the T.C.

b) Many Italian a/c have not yet been fitted with wireless sets, and other a/c (training and communication a/c, etc.) will never be fitted with the sets, as it is impossible to install them.
For these a/c the signals (verey signals) made by the S. N.C.O. of the A/C Flying Control Section (always on instructions received from the T.C.) will be more visible than the ones made by the T.C.

c) The S. N.C.O. of the A/C Flying Control Section, who is the only one to be very near to the taxying strip, will therefore be in a very good position to check and control the traffic of vehicles and persons on the taxying strip itself.

4. We are awaiting to hear from you for an eventual meeting with Air II and your Sub Commission, to discuss the matter in question.

IL CAPO DI STATO MAGGIORE
COL. REMONDINO

Translated by SGT.CUMBO

[illegible] 48/2/Air

[illegible]

129

V°/g

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

Roma li 19 DIC. 1945

ALL'AIR FORCES SUB COMMISSION
ALLIED COMMISSION
= R O M A =

Prot.n° 2212 C.2/6699 Rif.

O G G E T T O : Controllo del volo.-

1. Ricevuta la Vostra lettera AFSC/48/2/AIR del 3/12.

2. Siamo d'accordo con Voi, e abbiamo già provveduto a modificare la circolare sui punti A), B), C), E), F), G).

3. Circa il punto B), invece, si ritiene necessaria la presenza, all'inizio della pista, del Sottufficiale ai voli per i seguenti motivi:

a) - Il Sottufficiale ai voli, ✗ collegato per mezzo di telefono diretto con la T.C., effettua le sue segnalazioni solo su ordine della T.C.

b) - Molti velivoli italiani non sono stati ancora muniti di Radio, ed altri (velivoli scuola, turismo, ect.) non lo saranno mai, perchè non vi è la possibilità d'installarlo.

Per questi velivoli le segnalazioni (a mezzo razzi) fatte dal Sottufficiale ai voli (sempre su ordine della T.C.) saranno meglio visibili di quelle fatte dalla T.C.

c) - Il Sottufficiale ai voli, solo in prossimità del raccordo può meglio ordinare e controllare il traffico dei veicoli e delle persone sul raccordo stesso.

4. Siamo a Vostra disposizione per una eventuale riunione col Air 2° o con codesta Sub Commission, per discutere la

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

Prot.n° 2/AIC 0/2/6044 Ris.

O G G E T T O : Controllo del volo.-

1. Ricevuta la Vostra lettera AFSC/48/2/AIR del 3/12.

2. Siamo d'accordo con Voi, e abbiamo già provveduto a modificare la circolare sui punti A), B), C), E), F), G).

3. Circa il punto D), invece, si ritiene necessaria la presenza, all'inizio della pista, del Sottufficiale di volo per i seguenti motivi:

a) - Il Sottufficiale di volo, collegato per mezzo di telefono diretto con la T.C., effettua le sue segnalazioni solo su ordine della T.C.

b) - Molti velivoli italiani non sono stati ancora muniti di Radio, ed altri (velivoli scuola, turismo, ect.) non lo saranno mai, perchè non vi è la possibilità d'installarlo.

Per questi velivoli le segnalazioni (a mezzo razzi) fatte dal Sottufficiale di volo (sempre su ordine della T.C.) saranno meglio visibili di quelle fatte dalla T.C.

c) - Il Sottufficiale di volo, solo in prossimità del raccordo può meglio ordinare e controllare il traffico dei veicoli e delle persone sul raccordo stesso.

4. Siamo a Vostra disposizione per una eventuale riunione col Air 2° o con codesta Sub Commission, per discutere la questione.-

STATO MAGGIORE R. AERONAUTICA

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

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

0 0 9 4

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

54 A
(t)

FROM : I.A.F."STATO MAGGIORE ",
1st Section, ROME.

TO : A.F.S.C., A.C., ROME.

DATE : 13/12/45.

REF. : 28333/C3/2/6590 Coll.

FLIGHT CONTROL.

49 A

1. Reference your AFSC/48/2/Air dated 15th November 1945, Lt. A.A.r.n.Pilot FIERO VODRET reported to Pomigliano Airport to contact the Allied Airport H.Q.

2. The Airport Adjudant, a Major, on instructions received by his Commanding Officer, informed Lt. VODRET on presentating your above mentioned letter, that it was not sufficient authority to allow an A/C Flying Control Italian Officer Interpreter to enter the Control Towar. An authority from General Headquarters Caserta is necessary.

3. Will you kindly inform us of the necessary steps to be taken.

(Lt. Col. AMEDEO)

Translated by Sgt. CUMBO.

21/12 - Called 7/Sr Hatrill at AHQ. He will send - letter to Pomigliano requesting for Italian Tower Control officer and call us back when all cleared. cfm AIRTEL

Thanks - chase Ward if necessary after Xmas. 48/2/Air

9CB 21/12 -

Vd/g.

Roma lì 13. dicembre 1945 54A

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

ALL'AIR FORCES SUB COMMISSION
ALLIED COMMISSION
= R O M A =

Prot.n° 28333/c 3/2/6590 GAB

O G G E T T O : Controllo del volo.-

1. A seguito della Vostra lettera AFSC/48/2/Air del 15 novembre 1945 il Tenente A.A.r.n. Pilota Piero VODRET si è recato sull'Aeroporto di Pomigliano per prendere accordi col locale Comando Aeroporto Alleato.

2. L'Aiutante Maggiore del Comando Aeroporto, presi ordini dal Comandante, ha fatto noto al Tenente Vodret (che gli ha esibito la Vostra citata lettera) che tale lettera non era sufficente per autorizzarli.ad accogliere nella T. C. un Ufficiale Italiano interprete per l'Assistenza al Traffico Aereo Italiano, e che per loro era necessario che l'ordine fosse dato dal Quartier Generale di Caserta.

3. Si resta pertanto in attesa di sapere come bisognerà regolarsi in merito.-

STATO MAGGIORE DELL'AERONAUTICA

d'ordine
IL CAPO DI STATO MAGGIORE
IL CAPO DEL II REPARTO
(Ten. Col. A.A.r.n. Micciani Amedeo)

120

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

Prot.n° 28333/03/2/6590 G.22 = R O M A =

O G G E T T O : Controllo del volo.-

1. A seguito della Vostra lettera AFSC/48/2/Air del 15 novembre 1945 il Tenente A.A.r.n. Pilota Piero VODRET si è recato sull'Aeroporto di Pomigliano per prendere accordi col locale Comando Aeroporto Alleato.

2. L'Aiutante Maggiore del Comando Aeroporto, presi ordini dal Comandante, ha fatto noto al Tenente Vodret (che gli ha esibito la Vostra citata lettera) che tale lettera non era sufficente per autorizzarli.ad accogliere nella T. C. un Ufficiale Italiano interprete per l'Assistenza al Traffico Aereo Italiano, e che per loro era necessario che l'ordine fosse dato dal Quartier Generale di Caserta.

3. Si resta pertanto in attesa di sapere come bisognerà regolarsi in merito.-

STATO MAGGIORE DELLA AERONAUTICA

d'ordine

IL CAPO DI STATO MAGGIORE

IL CAPO DEL II REPARTO

(Ten. Col. A.A.r.n. Micciani Amedeo)

1291

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0097

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AIR FORCES S/C

53A

LRKB V LGJP NR 53/15 - ROUTINE
T - COLONEL DEVINCENTI , DIRECTOR OF TELECOMMUNICATIONS
ITALIAN AIR MINISTRY
FROM R.F.C. NAPLES
TO ALL FLYING UNITS MEDME
GR --- ET
AF266 15/12 UNCLASS (.) PISA SAN GUISTO NO NIGHT LANDING
FACILITIES AVAILABLE (.) SAFE DAY-LIGHT LANDING CAN BE
MADE BEFORE 1630Z
BT 151235A
SENT UF KKKKKK
RECD 152145A JLS AR K

15

1284

CJS 18/12

16 1800

AIR FORCES SUB-COMMISSION
C/194
15/2/44

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

LRKB V LJJP (8/13 OF
T COLONEL DEVINCENTI DIRECTOR OF TELECOMS
ITALIAN AIR MINISTRY
FROM AMS BROADCAST
T ALL AFU'S TED HE
KK--- ET
QK 256 14 12 UNCLASS PONTS AIRFIELD ONLY ACCEPT
NIGHT LANDINGS ON REQUEST AT 30 MINS NOTICE
ET 141455A.
SENT KGG AR
MECU 15 0300 RA KK AR TNX

AIR 52A1

ARMED FORCES SUB-COMMISSION
11/12/45
C.193
V.L
FEDERAL FUND
48/2/Nov
CONTROL

QK 12/12

N 24/15.

0099

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

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

TO : "STATO MAGGIORE" REGIA AERONAUTICA.

DATE : 3 DECEMBER 1945.

REF : AFSC/48/2/AIR.

FLYING CONTROL REGULATIONS

Acknowlegement is made of the receipt of your Flying Control Regulations accompanying your letter 27907/C3/2/6140 Coll. of 12 November 1945.

2. This Regulation covers the Flying Control organization adequately. We agree with all but a few points which are listed below:

A. Page 4, paragraph (d) states that the flying control officer will give each pilot a weather briefing. It is suggested that the met. officer give this weather briefing in all cases leaving the Flying Control officer as a final check to determine whether the weather is good enough to make the flight.

B. Page 6, under the diagram of the tower, the regulation states, "The tower will have windows on all four sides (minus the back side). Delete the last part, "minus the back side)".

C. Page 15, lists the equipment needed in each control tower. In this list is included a blackboard to record all flying movements. It is pointed out that in the case of a busy airfield the blackboard might have to be quite large to hold all the aircraft movements and there would be no room in the tower to hang the board without obstructing visibility. It might be advisable to use a mimeographed form to keep this record.

D. Page 8, paragraph 22 gives the duties of the Sott Ufficiale ai Voli. It is thought that this is an unnecessary duty, in fact it could even be confusing for a pilot to look for directions from either the tower or the airfield near the runway. The Control tower should be the only place giving directions to aircraft, with the exception of taxying when the personnel at the signal post may assist. There may be an exception to this when the control tower is a great distance from the runway and the signals could not be readily seen, but, if this exception does exist (possibly Lecce), a special order to this airfield would cover the situation.

W.H.Q. 8/12

W.H.Q. 7/12

1284

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E. Page 12, paragraph 39 states that names of officers (VIP's) who need not file clearances and arrivals will be furnished to each Flying Control office. It is recommended that in cases like this, the co-pilot be detailed for this duty, rather than eliminating the clearance and arrival entirely.

F. Page 16, paragraph (b) gives the rules for pilots on local clearances landing at other airfields. This will be abused by pilots who are in a hurry and do not wish to file a clearance unless a good reason is demanded each time this happens.

G. Under the radio dialogue given on pages 16,17, and 18, the landing and take-off directions are given as North to South, etc. In cases of extreme radio interference, the pilot may hear only part of the directions and try landing or taxying out the wrong way. It is recommended that directions be given using only one direction, that is, landing to the South, or landing to the West, etc. It might also be well to consider using compass headings for landing landing directions. Landing to the South would then be, land on runway 18 (instead of 180) and to the West would become land on runway 27 (instead of 270). Headings given would be to the nearest 10 degrees if this system is used.

3. It is requested that we be informed whether you are in agreement with our views or the above listed points. If there is any question or any of these points, a meeting with Air II of this Sub Commission is suggested to discuss the matter.

for
T.J. CASS
MAJOR, AIR CORPS
AIR VICE MARSHALL
AIR OFFICER COMMANDING

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

TRANSLATION

From : "Stato Maggiore" Regia Aeronautica.

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

Date : 12 November, 1945.

Ref. : 27907/C3/2/6140 Coll.

A/C FLYING CONTROL REGULATIONS

Reference your AFSC/48-2-Air, dated 6th October, we enclose herewith copy of the regulations compiled and issued by this "Stato Maggiore" for the organisation of the A/C Flying Control Service.

These printed regulations have been forwarded to the Commands Unita' Aerea, Wing H.Q. and certain airfields HQs. These regulations will be printed and forwarded to all the Commands and Squadrons of the "Regia Aeronautica" as soon as possible.

THE CHIEF OF STAFF

Air II Please let me know the translated copy (if any). If none, I draft covering for Justice B.F. 17/12. I 20/12

See MIN 12 CJS

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

Roma 12 Novembre 1945

Alla AIR FORCES SUB COMMISSION
ALLIED COMMISSION

R O M A

Prot 27907/C.3/5140 Bott.

Oggetto: Norme S.A.T.A. (Servizio Assistenza Traffico Aereo).

Con riferimento alla lettera A.F.S.C./48-2-Air del 6 Ottobre u.s. si trasmette in allegato una copia delle norme elaborate ed emanate da questo Stato Maggiore per l'organizzazione del Servizio;Assistenza Traffico Aereo.

Tali norme, sotto questa veste tipografica, sono state inviate al Comando Unità Aerea, ai Comandi Raggruppamento e ad alcuni Comandi Aereoporto; esse saranno quanto prima stampate ed inviate a tutti i Comandi ed Enti della Regia Aereonautica.

STATO MAGGIORE R.AERONAUTICA

IL CAPO DI STATO MAGGIORE

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

Notes on the verbal translation of the SATA directive. JSam.

MINUTE ON PAPER

Directive for the Servizio Di Assistenza al Traffico Aereo. (SATA)

Page 1. Hq. in Air ministry called SATA

SATA Divided — 1. airfield - Assistenza Compo

2. Flying
   a. CAV
   b. Telecommunications

Assistenza Compo — controls all movements for 5 Km. around field to a height of 600 meters.

Assistenza Regionale — CAV + Telecom.

SATA is a central organization in the ~~State~~ maggiore. Flying officer at each airfield or base Commander is responsible.

Page 2. On airfield SATA consists of:—

a. Direzione (Flying control office for clearances etc)
b. Control Tower
c. Warehouse

Charts showing line of command - also arrangement of field.

Page 3. Personnel authorized in each SATA

1. Captain (Pilot)
2. Lieut. (Pilot)
3. Enlisted pilot
4. Typist clerk
5. Office boy, enlisted.

9. See pgs. 13 + 14 for list of equipment in each SATA office.

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6. Telecommunications

Assistenza Compo - controls all movements for 5 km. around field to a height of 600 meters.

Assistenza Regionale - CAV + Telecom.

SATA is a central organization in the Stato maggiore. Parking officer at each airfield or base Commander is responsible.

Page 2. On airfield SATA consists of:-
a. Direzione (Flying control office for clearances etc)
b. Control Tower
c. Warehouse

Charts showing chain of command - also arrangement of field.

Page 3. Personnel authorized in each SATA
1. Captain (Pilot)
2. Lieut. (Pilot)
3. Enlisted Pilot
4. Typist clerk
5. Office boy, enlisted.

9. See pgs. 13 + 14 for list of equipment in each SATA office.

10. See page 14. (2) for maps available.

11. Duties of Director of SATA (Flying Control officer)

Page 4. Duties (cont) c. notify tower of departure + ETA's
d. Fly. Control officer gives weather unless bad weather - then met officer gives it.
* l. Search for lost acft - max 1 hr. overdue.

* Page 5. Duties (cont) -
Tower Control -

[76819] 41449/88 20m 1/40 M&C Ltd. 706

1284

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Page 6. (under descript - of tower) Windows on all four sides (minus
* ——— back side)?
Tower on right side near beginning of runway (with regard to
predominating wind)
Painted Black + white Squares.

Page 15 - agnig. in tower.
* ——— f- orologic. (spelled wrong)
* ——— h - blackboard showing movement, all fly control records.
to much duplication of flying control work.

Page 7. 18 Tower officer in control of ambulance etc.

Page 8 Tower officer in charge of field repair.

Page 9 Substitute air Veh - enlisted pilot on opposite side of field from
* ——— runway.
25. must have flags, telephone to tower, flares etc.
26. Helps tower control planes without radio, or radio out of order. Receive
orders from tower before signalling planes. May prohibit landing or
take off in case of danger.

Page 10 Signal Post - two soldiers for landing planes in visit "follow me" vehicle.
50 meters from edge of runway at end of landing roll.

Page 11 31. SATA Warehouse, storing material.
32. general orders - left traffic at 300 meters or higher except in emergency.

Page 12 ——— 39. Names of officers will be given SATA who do not need to fill clearance
* ——— and arrival reports. (VIP's).

Page 16 Rules for Radio control.

* ——— 6. Local flight - no clearance, notify by phone from operations to SATA. If
land at another field see SATA then to give info.

* ——— Dialogue on Radio Nord - Sud or Nord a Sud?

Page 17. Radio dialogue continued.

Page 18. Radio Dialogue continued.
also for fourteen

Page 19 Tower control on taxiying also.
Instr. given by tower must be carried out fully -

Page 20. clearance + arrival report.

Page 21. Instructions for plane without radio.
Using Sub officials a Voli at end of runway, with
flags to take off and flags, light, or flares for
land - left side of field to permit non
stop. necessary.

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Page 7. 18. Tour officer in co

Page 8. Tower officer in charge of field repair.

Page 9. Suit officials in Veh - enlisted pilot on opposite side of field from runway.
25. would have flags, telephone & tower, flares etc.
26. Helps tower control planes without radio, or radio out of order. Receive orders from tower before signalling planes. May prohibit landing or take off in case of danger.

Page 10 Signal Post - two soldiers for landing planes in visit "follow me" vehicle. 50 meters from edge of runway & west of landing rdl.

Page 11 31. SATA Warehouse, storing material.
32. general orders - left traffic at 300 meters or higher except in emergency.

Page 12. 39. Names of officers will be given SATA who do not need to fill clearance and arrival reports (VIP's).

Page 16 Rules for Radio control.

6. Forced flight - no clearance, notify by phone from operation of SATA. If land at another field as SATA then to give info.

Dialogue on Radio Nord - Sud or Nord a Sud?

Page 17. Radio dialogue continued.

Page 18. Radio Dialogue continued also for functions

Page 19 Tower control on taxying also.

Instr. given by tower must be carried out fully-

Page 20. clearance + arrival report.

Page 21. Instructions for plane without radio.

Using Suit officials in Veh at end of runway, with flags to take off and flags, light or flares for landing. Land on left side of gun field to permit use for another aircraft if necessary.

~~(2) para. Should provide for use of other type~~

Page 22. Control on ground.

only by men on ground or in vehicle on very busy airfields.

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0107

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

Prot. 2407/e3/2 Roma, 12/11/1945

NORME PROVVISORIE SUL SERVIZIO DI ASSISTENZA AL TRAFFICO AEREO

1. Il Servizio di Assistenza Traffico Aereo (S.A.T.A.) provvede a disciplinare e ad assistere tutto il traffico Aereo che si svolge a terra e in volo.

2. Il servizio S.A.T.A. si esplica direttamente negli aeroporti con la "Assistenza Campo" e indirettamente, durante tutto il volo, tramite le due organizzazioni complementari delle C.A.V. e della rete delle telecomunicazioni.

" ASSISTENZA CAMPO"

3. Il servizio di assistenza campo, svolto dai S.A.T.A. di Stormo e di Aeroporto, provvede all'assistenza dei velivoli dal momento in cui si muovono dal decentramento fino a che escono dalla sua giurisdizione, e dal momento in cui vi rientrano fino a che giungono al decentramento.

4. Circoscrizione di traffico aeroportuale.

E' la zona entro la quale il S.A.T.A. effettua la "Assistenza Campo" ed è definita come segue:

a) - superficie compresa entro un perimetro parallelo ai limiti esterni dell'aeroporto e distante da questi di Km.5 (cinque).

b) - Quota di detta superficie: mt. 600 (seicento).

Fuori del volume così definito cessa la "Assistenza Campo" ed ha inizio la "Assistenza Regionale" tramite le C.A.V. e la rete delle telecomunicazioni.
(Pubblicazione: " Ordinamento e Regolamento dei Servizi delle Comunicazioni ed Assistenza al Volo della R.A.").

5. Dipendenze del S.A.T.A.

Il S.A.T.A. è una organizzazione centrale coordinata e diretta dallo Stato Maggiore R.A..

Su gli Aeroporti dipende:

a)-- Aeroporti Sede di Comando di Stormo: il S.A.T.A dipende dall'Ufficio Operazioni dello Stormo. Se sull'Aeroporto sono dislocati più Stormi, entra in funzione il S.A.T.A di uno degli Stormi alle dipendenze dell'Ufficio Operazioni dello Stormo comandato dal più anziano fra i Comandanti dei Reparti dislocati sull'Aeroporto. In tal caso il S.A.T.A si mantiene in collegamento con gli uffici operazioni di tutti gli Stormi.
L'efficienza dei mezzi tecnici è affidata alla cura del Reparto Tecnico di Stormo.

b)-- Aeroporti Sede di Comando di Gruppo, Squadriglia, Sezione: il S.A.T.A. è una emanazione del S.A.T.A. di Stormo ed è alle dipendenze del Comandante di Gruppo, Squadriglia, Sezione.

c)-- Aeroporti che non sono sede di Reparti: il S.A.T.A dipende dal Comandante dell'Aeroporto.

./.

0108

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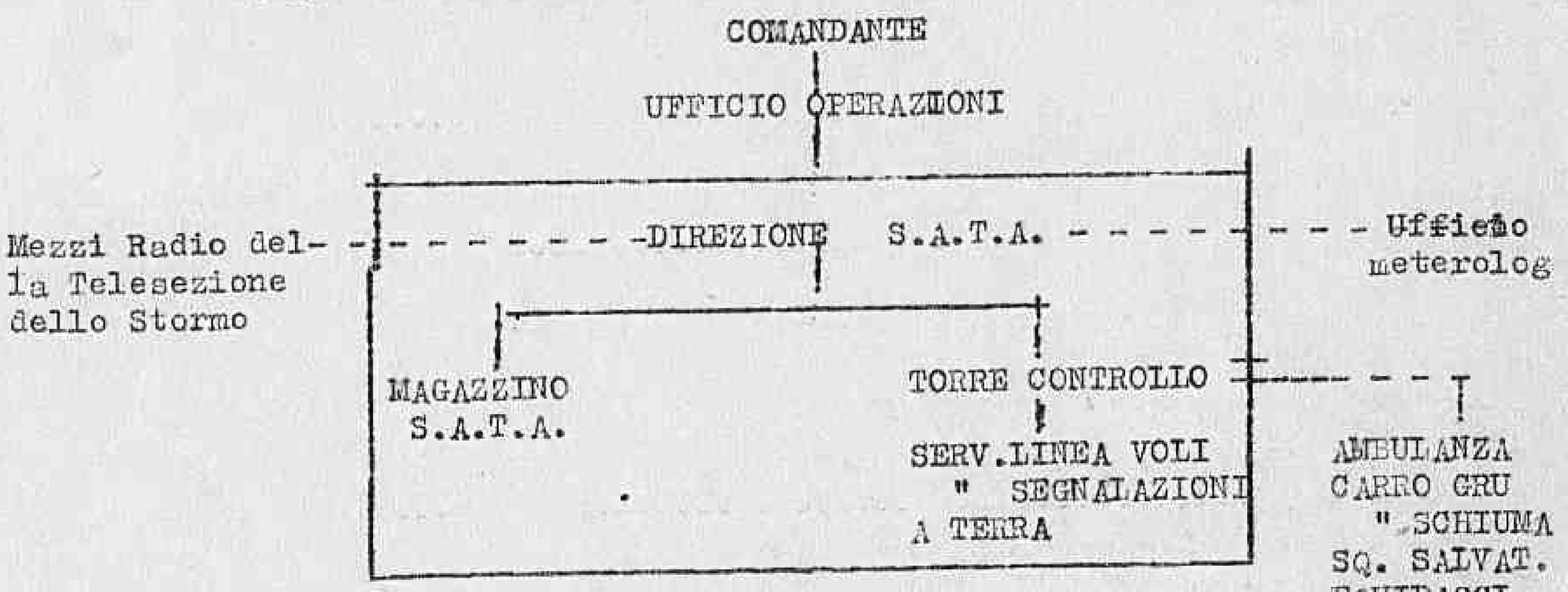
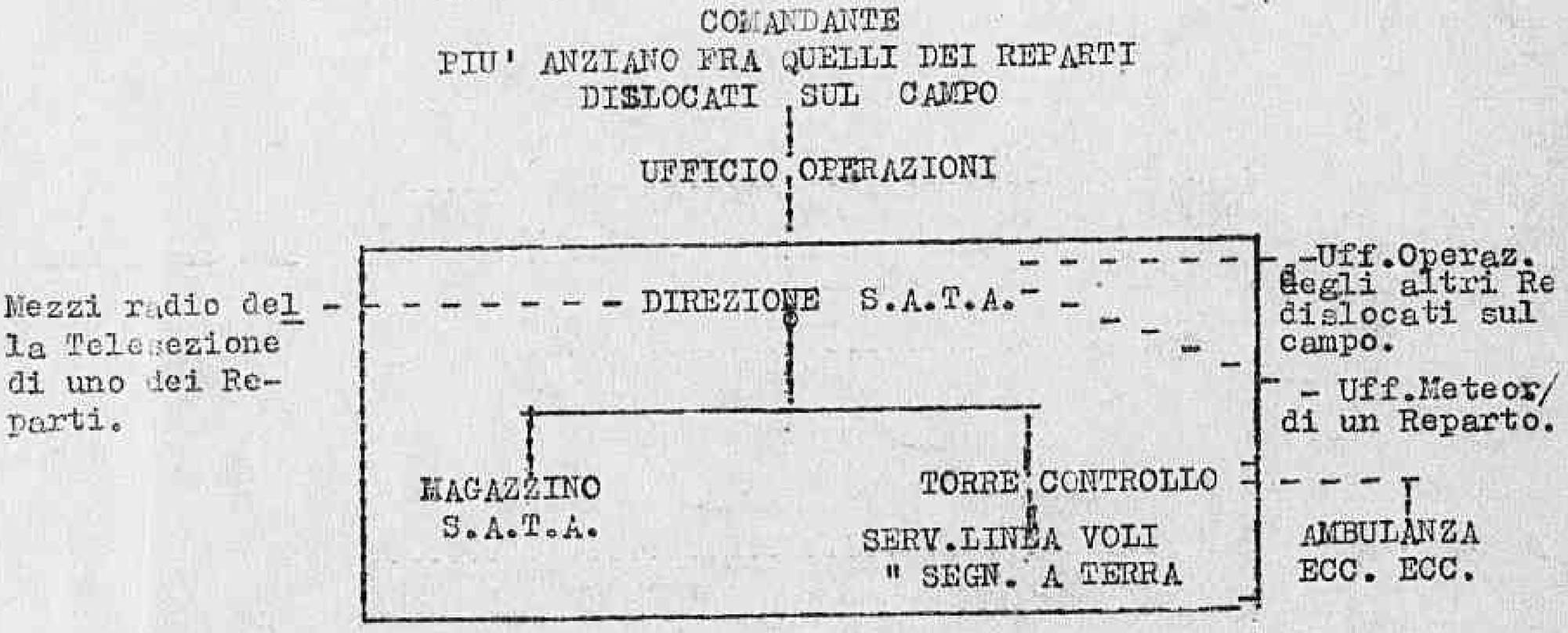
6) Il S.A.T.A. di Stormo e di Aereoporto, è costituito da:
a) Direzione S.A.T.A.
b) Torre di Controllo
c) Magazzino

7) Lo schema di un S.A.T.A. é quello contenuto nel rettangolo a linea piena della figura 1

(caso di uno Stormo)



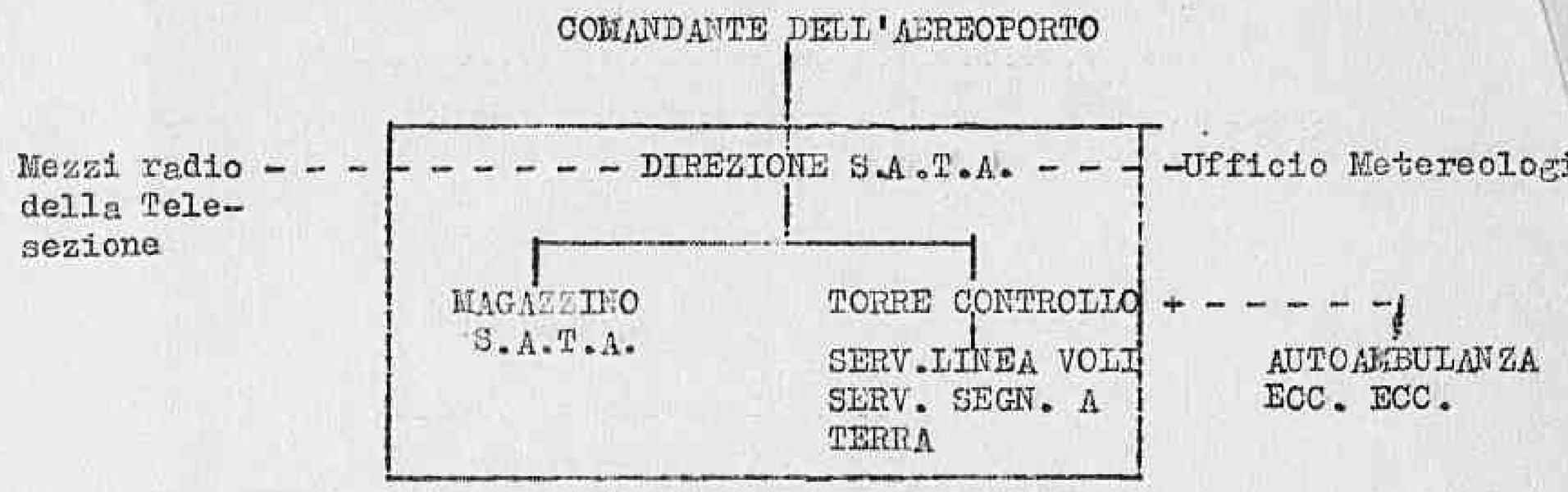
(caso di più Stormi)



0109

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

(caso di A eoporto non sede di Reparti)



(La linea piena indica la dipendenza diretta
La linea tratteggiata indica la dipendenza per l'impiego).

(Fig. 1)

8) Direzione S.A.T.A.

Il personale che, di massima, deve prestare servizio alla Direzione S.A.T.A. é il seguente:

- un Capitano ~~XXXXXX~~ A.A.r.n. Pilota	- Comandante
- un Ufficiale Pilota subalterno	- in serv. giornaliero
- un Sottufficiale Pilota	- " " "
- un dattilografo	- in servizio fisso
- un piantone	- " " "

(negli Aereoporti sede di Stormi di diverse specialità viene inoltre comandato di servizio giornaliero un Ufficiale per ogni specialità, per la sola durata dell'attività di volo della propria specialità).
(Il personale che presta servizio alla Direzione S.A.T.A. può esser re opportunamente ridotto nei campi di limitato traffico aereo).

9) L'equipaggiamento di un Ufficio della Direzione S.A.T.A. é quello elencato nell'allegato n° 1.

10) La dotazione cartografica di una Direzione S.A.T.A. é elencata nell'allegato n° 2 .

11) Compiti e doveri del Direttore del S.A.T.A.

a) Ha la completa responsabilità dell'"Assistenza Campo" per tutti i velivoli di sede o di passaggio sull'Aereoporto, e ne risponde personalmente al Comandante di Stormo o di Aereoporto.
La sua sede normale è alla Direzione S.A.T.A., ma nei momenti di grande attività, o nei casi di particolari difficoltà per l'assistenza ai velivoli, dirige personalmente dalla T.C. l'assistenza al traffico aereo.

b) Cura l'organizzazione alle sue dipendenze e l'affiatamento del personale.

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c) Informa l'Ufficiale di turno addetto alla Torre Controllo del movimento dei velivoli, orari di partenza e di arrivo previsti, nominativi e quanto può essere utile agli effetti del controllo dei traffico aereo.

d) Dà informazioni ai Piloti in partenza sulle condizioni del tempo, atterrabilità dei campi ed altre notizie di carattere metereologico che siano necessarie, compilando il "Cartello di rotta"; qualora siano necessarie più particolareggiate istruzioni e la visione diretta delle carte del tempo, indirizza il Pilota dal Geofisico di servizio.

e) Dà informazioni ai Piloti di passaggio in partenza, sulle norme che regolano il movimento dei velivoli sull'Aereoporto e nelle sue immediate vicinanze, segnala eventuali ostacoli, fornisce indicazioni riguardanti l'aereoporto di arrivo.

f) Dà informazioni ai radiotelegrafisti degli equipaggi in partenza per voli non operativi o in transito, circa i servizi radio da svolgere, cifrari da usare, nominativi radio ecc. e si assicura che il personale radiotelegrafista abbia ben compreso le particolarità del proprio servizio.

g) Dà comunicazione di partenza e di arrivo dei velivoli agli Enti interessati.

h) Dispone la trasmissione di eventuali avvisi agli aerei in volo riguardanti la sicurezza del velivolo, siano quando siano in volo entro la "Circoscrizione di Traffico Locale" che in fase di atterraggio.

i) Registra su apposito quaderno le partenze e gli arrivi dei velivoli su segnalazione:
- dei Comandi di Reparto per i velivoli di base sull'Aereoporto
- dei Piloti che si presentano alla Direzione S.A.T.A. per i velivoli di transito.

l) Avvia le operazioni di ricerca, tramite la C.A.V. interessata dei velivoli non arrivati o che siano in ritardo rispetto all'orario comunicato. In ogni caso le operazioni di ricerca devono cominciare non più tardi di un'ora dal previsto arrivo del velivolo. Per la comunicazione rapida alle C.A.V. si serve della locale Telesezione.
Informa del ritardo o del mancato arrivo del velivolo:
- il Comandante dell'Aereoporto
- l'Ufficio Operazioni del Reparto interessato, se il velivolo è di base sullo stesso Aereoporto
- il Comando di appartenenza del velivolo se questo previene da altra base.

m) Cura l'aggiornamento della situazione relativa all'atterrabilità dei campi, dislocazione di eventuali ostacoli e ostruzioni alla navigazione (palloni frenati, zone vietate ecc), zone dove il Pilota deve volare con particolare cautela (zone adibite al volo senza visibilità - volo a vela ecc.)

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n) Informa la telesezione del ~~xxxxxxxx~~ ominativo dei velivoli cui interessa l'assistenza radio fornendo le indicazioni necessarie al servizio (nominativi ecc.)

o) Riceve dalla Teledezione i messaggi di particolare interesse, i rilevamenti ed i punti forniti da velivoli diretti sull'aereoporto o comunicati dal velivolo stesso. Ciò allo scopo di seguire la navigazione del velivolo specie in condizioni di cattiva visibilità o quando il velivolo abbia bisogno di ~~xxx~~'assistenza particolare (per avaria ecc.), in modo da fornire con l'"Assistenza Campo"il massimo aiuto.

p) Esercita funzioni di controllo nei riguardi di tutti gli altri servizi alle dipendenze del S.A.T.A.

q) Controlla che tutto il materiale del S.A.T.A. necessario alle segnalazioni diurne e notturne sia efficiente e prontamente disponibile.

r) Controlla che i segnali diurni siano ~~xxxx~~ stati disposti secondo le norme vigenti in relazione alla particolare situazione dello Aereoporto e alla direzione del vento.

s) Comunica agli Enti interessati eventuali ostacoli pericolosi non appena questi si vengono a creare. Controlla che siano stati segnalati secondo le norme in vigore.

t) Qualora si verifichi un incidente di volo entro l'aerea di giurisdizione dell'"Assistenza Campo" deve provvedere a:
- informare il Comandante dell'Aereoporto
- fare sgombrare il velivolo che forma ostacolo sul campo
- controllare che dalla T.C. siano stati avvertiti l'Autoambulanza, il carro antincendi, l'Ufficiale Medico, la Squadra soccorso ecc.
- controllare che siano state impartite le istruzioni del caso ai velivoli in volo intorno al campo.

u) Trasmette all'Ufficiale Geofisico di servizio eventuali comunicazioni metereologiche ricevute da velivoli provenienti dal volo

v) Dispone che i velivoli di transito, qualora lo richiedano, abbiano una dovuta assistenza tecnica. A tal uopo orienta il velivolo presso il Servizio Tecnico dello Stormo.

z) Dispone che i velivoli di transito abbiano i rifornimenti, loro necessari, da parte del S.A.L.V. di servizio.

aa) Il Direttore del S.A.T.A. é esentato da qualsiasi servizio.

12) TORRE DI CONTROLLO

La Torre di Controllo é la sede del personale addetto al servizio di assistenza, disciplina e controllo del traffico aereo che si svolgeentro i limiti di giurisdizione dell'"Assistenza Campo".

13) E' rappresentata materialmente da uno o più ambienti situati in posizione sopraelevata e da dove si possa controllare liberamente tutto l'Aereoporto e la zona sotto il suo controllo.

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Sugli Aereoporti ove non vi siano fabbricati in posizione idonea con sopraelevazioni da sfruttare, la T.C. si costruisce sul campo di volo secondo la forma e le dimensioni di massima indicate nella figura n° 2.

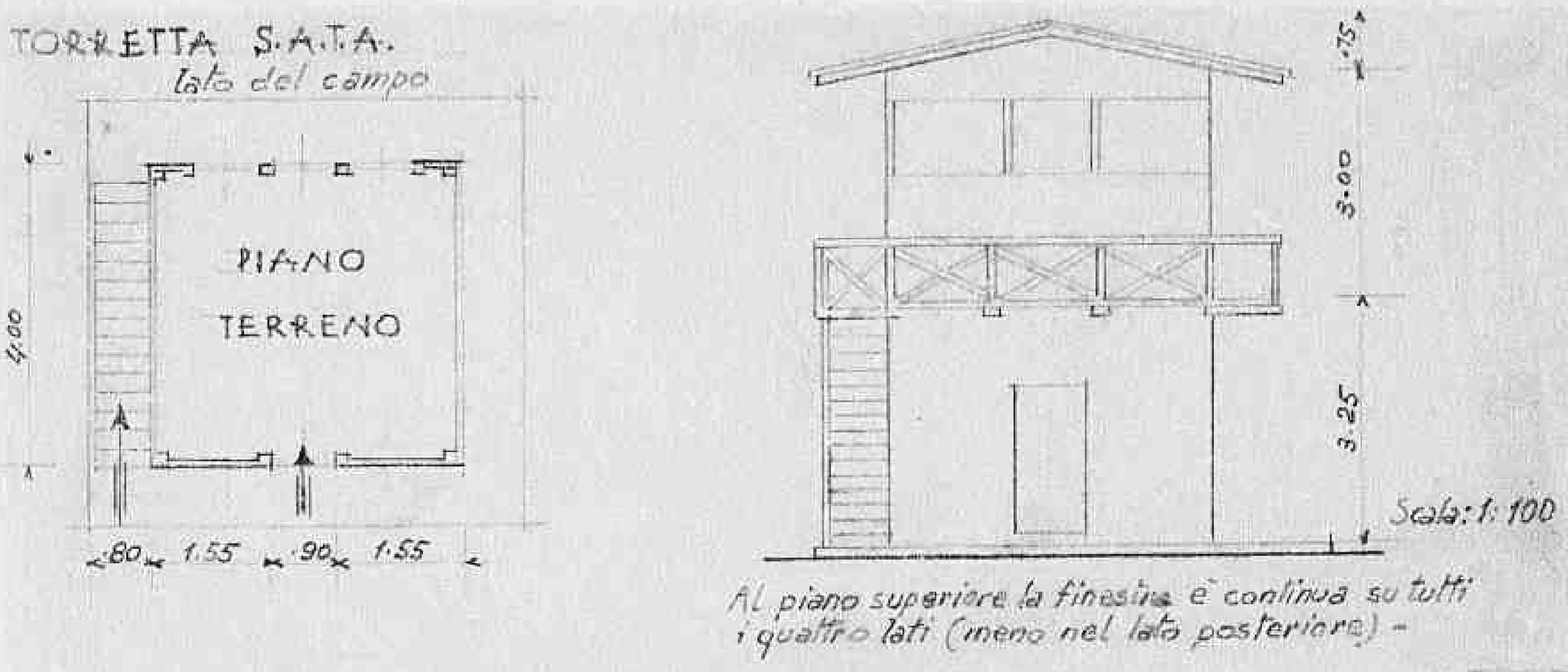

Figura 2

Sui campi muniti di pista o di striscia di atterraggio la T.C. non deve trovarsi a distanza inferiore a 50 metri dalla pista o striscia e deve essere situata sottovento rispetto alla direzione predominante del vento, e sulla destra rispetto alla direzione di atterraggio. (Fig. 3)

Figura 3

14) La T.C. deve essere ben visibile e riconoscibile dai velivoli a terra e in volo, e pertanto essa deve essere dipinta a scacchi bianchi e neri.

15) In prossimità della T.C. deve essere situato il "Recinto Segnali" descritto nella circolare n° 27154/C 2-2 dello Stato Maggiore R.A. - Rep. Operazioni - S.A.T.A.

16) Il materiale e l'equipaggiamento di una T.C. sono quelli elencati nell'allegato n° 3.

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17) ... personale che, di massima, presta servizio ad una T.C. è il seguente:

- un Ufficiale subalterno Pilota - in servizio giornaliero
- due graduati di truppa - " " "
- un telefonista - " " "
- un Sottuff. Marc. Meccanico - in servizio fisso
- due Marc. Meccanici di truppa - " " "
- un elettricista di truppa - " " "

(Il personale che presta servizio alla T.C. può essere ridotto opportunamente nei campi di limitato traffico aereo)

18) Ufficiale di servizio alla T.C.

E' alle dirette dipendenze del Direttore del S.A.T.A. a cui risponde di ogni disservizio della T.C.
Da lui dipendono:
- il servizio alla T.C.
- il servizio alla linea di volo
- il servizio di segnalazione a terra.;

ed ha alle sue dipendenze:
- Ambulanza
- carro antincendi con sezione salvataggio equipaggi e relativo equipaggiamento
- carro gru
- S.A.L.V. (Servizio Assistenza Linea di Volo).

19) Compiti e doveri dell'Ufficiale di Servizio alla T.C.

Sono i seguenti:

a) assistere, disciplinare e controllare il traffico di tutti i velivoli nella fase di rullaggio, partenza, volo entro i limiti della circoscrizione di traffico locale, ed atterraggio usando i mezzi a sua disposizione:
   - radio, secondo le norme di cui all'allegato n° 4
   - visivi, " " " " " " " 5

b) Osservare, registrare, riferire alla Direzione S.A.T.A. tutte le infrazioni alle norme di disciplina di volo.

c) Assicurare l'efficienza del collegamento telefonico della T.C. con gli Enti di cui all'allegato n° 3 comma "p", ed in particolar modo con il segnalatore alla linea di volo.

d) Osservare attentamente la direzione del vento ed assicurarsi che i cambiamenti di direzione siano segnalati rapidamente.

e) Assicurarsi che i segnali esposti nell'apposito recinto corrispondano alle norme di traffico esistenti al momento.

f) Assicurarsi che tutti gli ostacoli siano segnalati opportunamente e disporre che siano iniziati i lavori di riparazione.

g) Evitare che velivoli o autoveicoli stazionino, eccetto in caso di emergenza, entro 50 metri dalle piste di rullaggio o 100 metri dalle estremità della pista in uso.

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h) Fare rispettare le norme di disciplina particolari, ~~xxx~~ emanate dal Comandante dell'Aereoporto, riguardanti il movimento delle persone e dei veicoli sui campi di volo.

i) Controllare dal punto di vista della sicurezza dei velivoli e delle persone, l'attività degli operai che lavorano sul campo. Ogni giorno deve avere una nota dei lavori che devono essere effettuati i giorni successivi sul campo e segnarne la posizione sulla pianta del campo.

l) Prima dei voli notturni osservare ed assicurarsi che velivoli od ostacoli decentrati in posizione da costituire un pericolo per il rullaggio, siano opportunamente segnalati con luce.

m) Ispezionare il campo e la pista. Tale operazione deve essere effettuata sempre prima dei voli notturni.

n) Informare la Direzione S.A.T.A. della partenza e dell'atterraggio di tutti i velivoli.

o) Compilare gli appositi registri a disposizione della T.C.

p) Ricevere dalla Direzione S.A.T.A. le comunicazioni di rotta aerea per velivoli in partenza e le comunicazioni di mancato arrivo.

q) Evitare che personale non autorizzato si trattenga sulla T.C.

20) Il Sottufficiale Marconista Meccanico addetto alla T.C. ha la responsabilità della cura e dell'efficienza dei mezzi radio a disposizione del S.A.T.A. ;= In caso di avarie che non può personalmente riparare, si appoggia al laboratorio R.T. dello Stormo. L'Elettricista ha la responsabilità della conservazione ed efficienza del materiale elettrico e telefonico del S.A.T.A. Egli, coadiuvato dal personale della centrale elettrica, cura anche la manutenzione ed efficienza dell'impianto per i voli notturni.

21) Automezzi per la T.C.

Gli automezzi a disposizione della T.C. devono essere:
- autoambulanza
- idroschiuma
- carro attrezzi
- carro gru
- bicicletta

Sugli aereoporti dove il traffico aereo é molto intenso deve disporre anche di:
- vettura veloce con radiotelefono
- motocicletta portaordini

22) SOTTUFFICIALE AI VOLI

Il servizio di controllo ai voli sulle linee di partenza é disimpegnato da un Sottufficiale Pilota che assume la denominazione di "Sottufficiale ai voli".

23) La posizione del Sottufficiale ai voli é:
a) di giorno -sui campi muniti di piste- sulla sinistra ed alla

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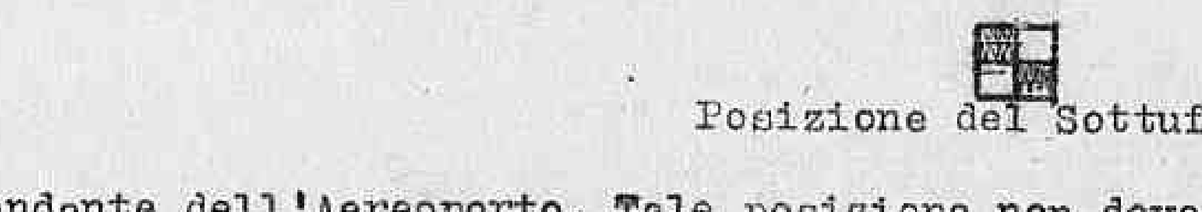
estremità sottovento della pista in uso, nel punto stabilito dal

Direzione vento →



Posizione del Sottuff. ai voli

Comandante dell'Aereoporto. Tale posizione non deve distare più di 50 metri dal bordo della pista.

b) di giorno -sui campi, senza pista-, generalmente sul lato di sottovento del Campo in posizione da lasciare sulla sua destra il maggior spazio possibile per l'atterraggio.

c) La posizione del Sottufficiale ai voli è indicata da un abitacolo quadrangolare (caso "a") o da una piramide (caso "b") dipinti a scacchi bianchi e neri.

24) Con il Sottuff. ai voli presta servizio il seguente personale:
- un telefonista
- un aviere

25) Il materiale a disposizione del Sott. ai voli è i: seguente:
- due bandierine per segnalazioni - una rossa ed una verde
- una pistola very a 2 canne con razzi rossi ed una a una canna con razzo verde
- Telefono portatite per collegamento con la T.C.

26) COMPITI E DOVERI DEL SOTTUFF. AI VOLI

Il Sottuff. ai voli coadiuva l'Uff. di servizio alla T.C. per ciò che riguarda la partenza, l'atterraggio e le fasi immediatamente precedenti e seguenti, dei velivoli non muniti di radio o che comunque non possono servirsene, secondo le norme elencate nell'allegato n° 5.

Egli è collegato con filo diretto colla T.C., da dove riceve ordini prima di fare qualunque segnalazione.

Può però fare, di sua iniziativa, le seguenti segnalazioni d'urgenza:

a) Divieto di atterraggio (razzo rosso) se vi è pericolo di collisione
b) Divieto di lasciare il posto di segnalazione e di decollare

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(bandiera rossa) se ciò può rappresentare un pericolo per un velivol in procinto di atterrare.

Il sottufficiale ai voli deve inoltre:

a) controllare il traffico dei veicoli che si svolge sul raccordo in prossimità della pista in uso, secondo le norme dell'all. 6

b) osservare e riferire a mezzo telefono alla T.C. tutte le indi scipline di volo o relative al traffico a terra riscontrate.

27) SEGNALATORI A TERRA

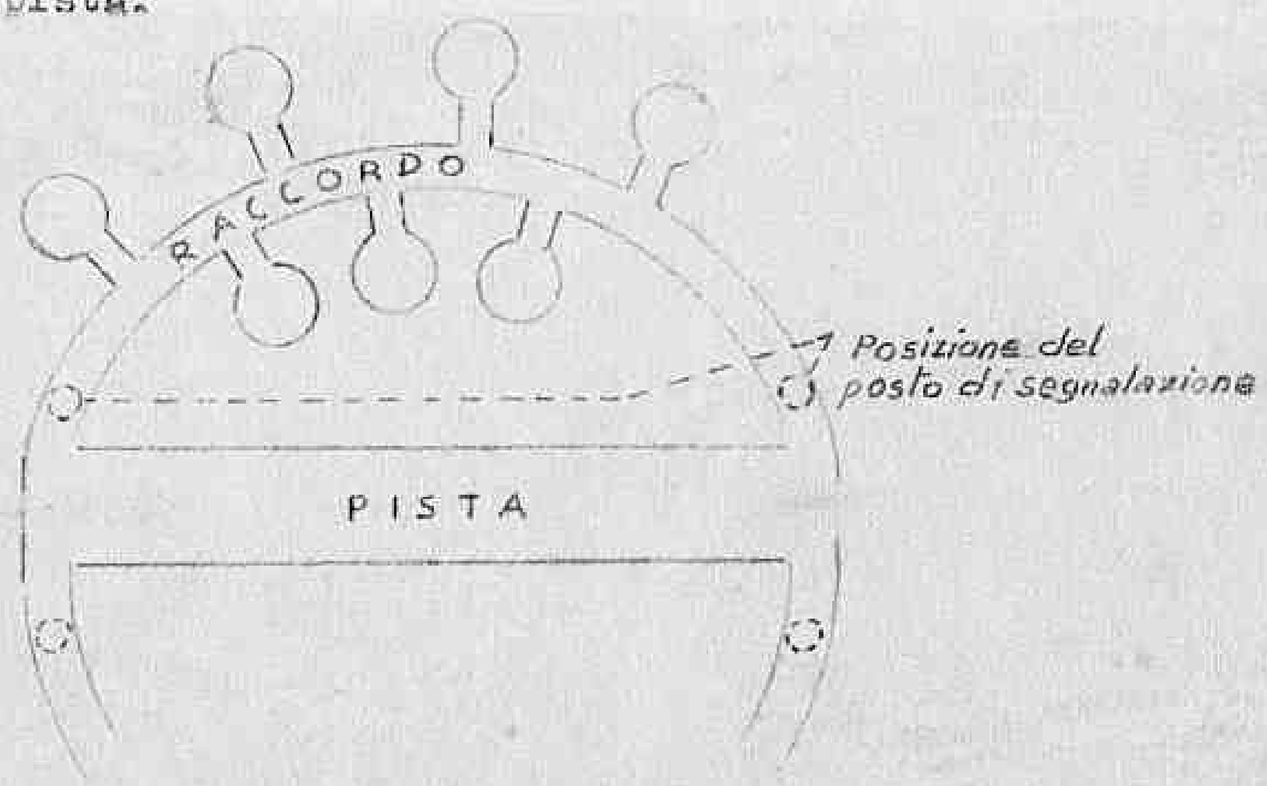
Il servizio di segnalazione a terra é svolto da due avieri di truppa uno dei quali ha a sua disposizione una bandiera a scacchi bianchi e neri. Sui campi ove si svolge un intenso traffico aereoil servizio di segnalazione a terra é integrato da un automezzo munito di stazione radiofonica per la guida dei velivoli ai posti di decentramento.

28) L'aviere munito di bandiera si deve portare in posizione tale da essere visto dal Pilota che ha atterrato, e deve richiamare la sua attenzione ed orientarlo sull'altro aviere situato in prossimità del punto dove il velivolo si deve arrestare.

Quest'ultimo, per le segnalazioni al Pilota eseguo i movimenti delle braccia e mani descritti nella circolare n° 27154/C 2-2

29) POSTO DI SEGNALAZIONE

Sui campi muniti di pista il "Posto si Segnalazione è la posizione sulla pista di raccordo, a distanza di 50 metri dai bordi della pista.



Nei campi senza pista - il posto di segnalazione è la posizione a 20 metri sulla sinistra della posizione del Sottufficiale ai voli.

30) SQUADRA SALVATAGGIO EQUIPAGGI

La Squadra salvataggio è composta da:

n° 1 graduato

n° 2 uomini di truppa

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La Squadra deve disporre di:
- tre maschere antigas
- tre combinazioni di amianto
- tre paia di guanti pirofughi
- attrezzi necessari per il tranciamento di fili, lamiere ecc. per ~~xxxxxxx~~ tagliare rapidamente legno ecc.

Il personale della Squadra deve cooperare con i mezzi a disposizione della T.C. per il salvataggio del personale di bordo rimasto nell'interno dei velivoli incendiatisi.

31) MAGAZZINO S.A.T.A.

Tutto il materiale del S.A.T.A. che non è direttamente impiegato deve essere conservato in un magazzino (in genere in prossimità della T.C.).

Della amministrazione, conservazione e manutenzione del materiale del S.A.T.A. risponde un Sottufficiale di Governo che ha le mansioni di consegnatario del materiale.

Per lo svolgimento delle sue funzioni il Sottufficiale predetto si avvale dell'opera del personale segnalatore, quando questo non sia impegnato sulla linea di volo .

DISPOSIZIONI DI CARATTERE GENERALE

32) I velivoli in volo attorno all'aereoporto devono girare a sinistra a meno che non esistano disposizioni particolari che dispongano diversamente. Salvo casi di emergenza i velivoli ~~xxxxxx~~ non devono girare attorno all'aereoporto nè sorvolarlo a quota inferiore ai 300 metri.

33) In rullaggio, tra un velivolo e l'altro, deve essere mantenuta una distanza di sicurezza che permetta, in caso di fermata brusca del primo velivolo, di evitare collisioni.

34) Osservatori, Motoristi, Armieri di bordo, devono attentamente osservare altri velivoli nelle vicinanze durante le manovre di rullaggio, partenza, atterraggio ed in volo attorno all'aereoporto, specie in condizioni di cattiva visibilità. Essi devono riferire al Pilota ogni movimento di altri velivoli che possa interferire con i movimenti del proprio.

35) Un velivolo in avvicinamento per l'atterraggio deve dare la precedenza all'atterraggio ad un velivolo che voli più basso, evitando di interferire con le sue manovre. Quest'ultimo però deve essere pronto a dare la precedenza in caso di pericolo di collisione.

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VELIVOLI DI TRANSITO
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36) Il Direttore del S.A.T.A. ha l'incarico di controllare che il Reparto si servizio, od altro personale destinato alla ricezione, parcheggio, rifornimento, assistenza tecnica ai velivoli in transito, si attenga alle disposizioni di servizio.
Le norme per lo svolgimento di tale servizio verranno diramate dal Comandante dell'Aereoporto.

37) L'area per il parcheggio dei velivoli in transito deve essere, di massima, situata in prossimità del Comando Aereoporto.

38) I Piloti dei velivoli in transito devono sempre recarsi alla Direzione S.A.T.A. per riferire dati e notizie, ricevere eventuali istruzioni e consegnare il "Cartello di Rotta" e la "Comunicazione di volo" ritirati alla Direzione S.A.T.A. dell'Aerepporto di partenza.

39) I nominativi degli Ufficiali che, per speciali compiti, sono esentati dall'obbligo di presentazione di cui al numero precedente, verranno segnalati dallo S.M. R.A. e comunicati a tutti i S.A.T.A. e agli Uffici competenti dei vari Comandi.

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ALLEGATO N° 1

EQUIPAGGIAMENTO DI UN UFFICIO DELLA DIREZIONE S.A.T.A.

L'equipaggiamento di un ufficio della Direzione S.A.T.A. é, di massima, il seguente:

a) una lavagna per "Movimento Velivoli" con il seguente tracciato:

Velivolo				Pilota	Partenza			Arrivo			Note
tipo	numero	nominativo	Reparto	nominativo del pilota o del capo equipaggio	prevvi. ora	part. ora	destinazione	prevvi ora	atterrato ora	provenienza	

b) una tabella con rotte e distanze dei principali Aereoporti;
c) busta da carteggiare completa di compasso, parallele, rapportatore, doppio decimetro, regolo calcolatore;
d) telefoni con i seguenti collegamenti diretti:
   - Torre Controllo
   - Sezione Telecomunicazioni
   - Ufficio Meteorologico
   - Centralino Telefonico
   - Organo della Difesa Controaerea (in tempo di guerra)
e) tavolo da carteggiare
f) Registro "Movimento Velivoli" con lo stesso tracciato della lavagna di cui al comma "a". Questo registro, su cui deve esse annotato tutto il movimento velivoli, deve essere chiuso e firmato giornalmente dal Direttore del S.A.T.A.
g) "Diario del S.A.T.A. : registro a pagine numerate compilato personalmente dal Direttore del S.A.T.A. e riguardante tutto quanto concerne il funzionamento dei servizi dipendenti dal S.A.T.A. e di quelli ai quali il S.A.T.A. è collegato per l'impiego. In particolar modo dovranno esservi annotate le deficienze riscontrate e i provvedimenti adottat per eliminarle.
h) Registro indisciplina-incidenti di volo : su cui devono essere annotate tutte le indiscipline di volo riscontrate e le eventuali comunicazioni fatte al riguardo, e tutti i casi di incidenti di volo o a terra e le relative comunicazioni.
i) Registro dell'Ufficiale in servizio giornaliero alla Direzione S.A.T.A. su cui devono essere annotate le seguenti notizie:
   -ora di inizio del servizio
   -notizie di carattere eccezionale non contenute negli altri registri;
   -passaggio di consegne;
   -ora di fine del servizio
   -firma degli Ufficiali montante e smontante
   -visto del direttore del S.A.T.A.
l) raccoglitore dei bollettini Metereologici. In evidenza quello del giorn
m) Raccoglitore delle previsioni meteo. In evidenza le ultime ricevute;
n) Notizie riguardanti pericoli per la navigazione aerea (esercitazioni di tiro,di lancio paracadutisti, palloni frenati ecc;);
o) pianta dell'Aereoporto con le indicazioni relative al decentramento velivoli e ai vari ostacoli;
p) copia delle vigenti disposizioni del S.A.T.A. e norme particolari di disciplina di volo sull'aereoporto.

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q) le seguenti pubblicazioni:
- Ordinamento e Regolamento dei Servizi delle Comunicazioni e assistenza al volo della R.A.
- A. 483 R.
-Norme da osservarsi in caso di incidenti
- Ad. 11
- Norme per le segnalazioni di volo diurne sugli Aereoporti Militari.
- Servizio Radioelettrico dell'Aereonautica Italiana;
- Codice Q
- Codice MAS

ALLEGATO N° 2

CARTE IN DOTAZIONE ALLA DIREZIONE S.A.T.A.

20 serie di carte al 2.000.000
5 serie di carte al 1.000.000
1 serie di carte al 500.000
1 serie di carte Topografiche della zona interessante la circoscrizione aereoportuale.

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ALLEGATO N° 3

EQUIPAGGIAMENTO DI UNA TORRE CONTROLLO

L'equipaggiamento di una T.C. é il seguente:

a) radiotelefoni per collegamenti in R.T.F. con tutti i tipi di velivoli in servizio:
   - Bendix Mc/s 1004
   - B.30 Kc/s 4715
   - B. 5 Kc/s 6440

b) Lampada rossa e verde con relativi accumulatori, per segnalazioni, di portata superiore a Km. 1

c) Due Pistole Very, di cui almeno una a due canne, cariche con razzi rossi e verdi.

d) Fumate rosse, verdi e bianche.

e) Comando sirena d'allarme (in periodo bellico)

f) orologlio a muro

g) misuratore a mulinello dell'intensità e direzione del vento.

h) una lavagna "movimento velivoli" del tipo di quella della Direzione S.A.T.A. (Allegato n° 1 - comma "a")

i) una pianta dell'aereoporto con sopra segnate le piazzuole di decentramento velivoli ed i vari, eventuali ostacoli.

l) Brogliaccio "Movimento velivoli". E' un brogliaccio a fogli volanti numerati e con lo stesso tracciato della lavagna di cui al comma "h" compilato e firmato dall'Ufficiale di servizio alla T.C. = I fogli staccati devono essere mandati ogni sera, al termine dell'attività di volo alla Direzione S.A.T.A. la quale, dopo averne controllato i dati li registra nel suo "Registro Movimento velivoli".

m) Registro "Indisciplina e incidenti di volo". E' un comune brogliaccio a vogli volanti numerati. L'Ufficiale di servizio alla T.C. annota su questo brogliaccio tutti i casi di indisciplina in volo o in rullaggio e le eventuali trasgressioni alle norme in vigore da parte di automezzi attraversanti la pista o circolanti nei raccordi. Annota pure tutti gli incidenti di volo e le eventuali cause che li hanno causati. I fogli firmati devono essere mandati ogni sera, al termine della attività di volo, alla Direzione S.A.T.A. che provvede alla trascrizione sul suo registro.

n) Registro passaggio consegne degli Ufficiali di servizio, con le annotazioni di novità non riportate sugli altri registri.

o) Copia delle vigenti disposizioni sul S.A.T.A.

p) Telefoni con i seguenti collegamenti diretti:
   - Direzione S.A.T.A.
   - Le due estremità della pista per il collegamento col personale di servizio alla linea voli.
   - Centralino

q) Un binocolo.

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ALLEGATO N 4

"NORME PER L'ASSISTENZA E IL CONTROLLO DEL TRAFFICO IN RADIOFONIA"

1°)

1°) PRIMA DELLA PARTENZA

a) Tutte le partenze di velivoli devono essere annunciate alla Direzione S.A.T.A., a cui devono essere fornite le seguenti indicazioni:
- Reparto di appartenenza del velivolo e numero distintivo;
- Nominativi R.T.F. e R.T.;
- Tipo della missione - destinazione ;
- Rotta e quota di navigazione previste;
- Notizie particolari interessanti l'assistenza al velivolo.

b) Per i velivoli di base sull'aereoporto le comunicazioni vengono fornite a mezzo telefono dall'Ufficio Operazioni del Reparto di appartenenza del velivolo. Quando però il volo comporta atterraggio su altri campi il Capo equipaggio deve presentarsi alla Direzione S.A.T.A. per ritirare la "Comunicazione di Volo" da compilarsi secondo l'allegato n° 4 Bis. e il "Cartello di Rotta"

c) Per i velivoli di transito le comunicazioni vengono fornite dal Capo equipaggio che deve presentarsi, assieme al Navigatore ed al Marconista, alla Direzione S.A.T.A. per ricevere istruzioni e per ritirare la "Comunicazione di Volo". e il "Cartello di Rotta"

d) Il preavviso di partenza deve essere dato:
- con un anticipo di 15 minuti per i voli sul campo o nelle vicinanze;
- con un anticipo di 30 minuti per i voli che comportino atterraggio su altro aereoporto.

e) La direzione S.A.T.A. trasmette i preavvisi di partenza all'Ufficiale di servizio alla Torre Controllo, che ne prende nota sull'apposita lavagna.

2°) FASE DI PARTENZA

Il dialogo che deve svolgersi fra velivolo e Torre Controllo ha inizio, da parte del Capo equipaggio, dopo aver avviato e scaldato i motori e prima di lasciare il proprio posto di decentramento, ed è, di massima, il seguente:
(Si presume che il dialogo abbia luogo fra un velivolo dello Stormo trasporti ed il S.A.T.A. di Lecce):
V) Lecce da Strega 1 - Lecce da Strega 1 : posso uscire ? passo.
T.C)Strega 1 da Lecce : uscite - partenza Nord-Sud - passo
oppure
T.C) Strega 1 da Lecce : no attendete mio ordine - passo.
oppure
T.C) Strega 1 da Lecce : no spegnete i motori - vietata la partenza passo.
Dopo aver ottenuto l'autorizzazione di uscire dal decentramento, il velivolo rulla, secondo le norme in vigore sull'aereoporto, fino al

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posto di segnalazione. Qui si ferma e:
V) Lecce da Strega 1 : sono pronto, posso decollare? passo.
T.C) Strega 1 da Lecce : O.K. potete decollare - passo.
oppure
T.C) Strega 1 da Lecce : no attendete - passo.
Tali frasi saranno seguite da ogni altra comunicazione che il personale di servizio alla T.C. riterrà opportuna.
Il velivolo, non appena ottenuta l'autorizzazione, si porta in pista e decolla immediatamente. Se, per qualsiasi ragione, non può farlo deve sgomberare la pista riportandosi al posto di segnalazione.
Dal momento in cui il velivolo inizia la corsa di rullaggio per il decollo è vietata nel modo più assoluto quaksiasi comunicazione da parte della T.C., salvo casi di assoluta, grave necessità.
Dopo che il velivolo, ritirati flaps e carrello, ha assunto il normale assetto di volo trasmette:
V) Lecce da Strega 1 : mi metto in rotta - termino.
T.C) Strega 1 da Lecce : O.K. termimo.
oppure le comunicazioni che riterrà necessarie.

FASE DI ARRIVO

Il capo equipaggio, appena in vista del Campo, comunica:
V) Lecce da Strega 1 - Lecce da Strega 1 : arrivo da Nord.-passo.
T.C.) Strega 1 da Lecce : O.K. entrate in circuito - atterraggio da Nord a Sud. - passo.

oppure
T.C.) Strega 1 da Lecce : attendete per entrare in circuito -passo.
oppure
T.C.) Strega 1 da Lecce : pista occupata - tornate fra 15 minuti - passo.

oppure
T.C.) Strega 1 da Lecce : Pista (o campo) inatterrabile - potete atterrare a ..... - passo.
V) Lecce da Strega 1 - O.K. - passo.
Se il velivolo ha urgenza di atterrare a causa di avaria o perchè si trova al limite dell'autonomia, lo comunica alla T.C. che provvede a dargli la precedenza.
Il velivolo, entrato in circuito attende la comunicazione della T.C.
T.C.) Strega 1 da Lecce : pista libera - portatevi all'atterraggio - passo.
V.) Lecce da Strega 1 : O.K. passo.
dopo di che il velivolo deve portarsi all'atterraggio nel tempo più breve possibile, compatibilmente con le prescritte norme di sicurezza.
Durante la manovra di atterraggio se, per qualsiasi ragione, sembra esservi pericolo per il velivolo che atterra o per altri al suolo, la T.C. comunica:
T.C.) Strega 1 da Lecce : riattaccate - riattaccate subito - passo.
V.) Lecce da Strega 1 : O.K. - passo.

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e il velivolo esegue l'ordine senza alcuna discussione, rimettendosi in circuito e scambiando poi le prescritte comunicazioni.
Dopo aver atterrato, e finita la corsa di rullaggio chiede:
V.) Lecce da Strega 1 : posso girare ? passo.
T.C.) Strega 1 da Lecce : O.K. girate a sinistra e lasciate libera la pista - passo.

oppure
T.C.) Strega 1 da Lecce : no, andate ancora avanti - passo.
oppure
T.C.) Strega 1 da Lecce : no, accostate a destra e attendete -passo.
La T.C. può dare, anche se non richieste dal velivolo, le comunicazioni di cui sopra quando sia evidente o urgente la manovra da effettuare.
Avuto l'ordine, il velivolo esce dalla pista e si porta al posto di decentramento rullando secondo le norme in vigore sull'aereoporto.

FORMAZIONI

Se la partenza avviene in formazione, le comunicazioni hanno luogo fra il Capo formazione e la T.C. nel modo seguente:
V.) Lecce da Picca 7 : Devo decollare con quattro gregari - Picca 10, Picca 16, Picca 23, Picca 24 - Possiamo uscire ? - passo.
T.C.) Picca 7 da Lecce ; (come nel caso di apparecchi isolati, fino al decollo. I gregari, in rullaggio, seguiranno il Capo formazione tenendosi alla distanza minima di sicurezza).

Fase di atterraggio
V.) Lecce da Picca 7 : arrivo da Sud Est con quattro gregari - Picca 10, Picca 16, Picca 23 e Picca 24 - passo.
T.C.) Picca 7 da Lecce : O.K. entrate in circuito - passo
oppure una delle comunicazioni previste per i velivoli isolati.
I velivoli della formazione si dispongono in fila indiana, nell'ordine comunicato dal Capo formazione ed attendono :
T.C.) Picca 7 da Lecce : Pista libera - potete atterrare - passo.
poi, distanziando opportunamente le comunicazioni:
T.C.) Picca 10 da Lecce : atterrate - passo.
T.C.) Picca 16 da Lecce : atterrate - passo.
T.C.) Picca 23 da Lecce : atterrate - passo.
T.C.) Picca 24 da Lecce : atterrate - passo.
Durante tutta la manovra la T.C. trasmetterà le comunicazioni che riterrà opportune, come:
T.C.) Picca 16 da Lecce : riattaccate, riattaccate subito - passo.
T.C.) Picca 10 da Lecce : rullate svelto, apparecchio dietro di voi,- passo.
T.C.) Picca 7 da Lecce : accostate sulla sinistra - passo.
Ecc. ecc.

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Quando tutti i velivoli hanno ultimato la corsa di rullaggio, la T.C. trasmette:
T.C.) Picca 7 e gragari da Lecce : Potete girare e uscire dalla pista, - passo.
V.) Lecce da Picca 7 : O.K. passo .

RULLAGGIO

Ogni velivolo dovrà chiedere ed attendere l'autorizzazione della T.C. anche per rullare da un punto all'altro del campo, quando tale rullaggio comporti l'attraversamento della pista o della zona di decollo e di atterraggio, dei raccordi e così via. Il dialogo ha inizio da parte del Pilota e si svolge analogamente a quelli sopra descritti.

IL VELIVOLO DEVE ATTENERSI RIGOROSAMENTE A QUALUNQUE ORDINE GLI SIA IMPARTITO DALLA TORRE DI CONTROLLO.
DATA INFATTI LA POSIZIONE DELLA TORRE DI COLTROLLO RISPETTO ALL'AEREOPORTO, IL PERSONALE DI SERVIZIO HA UNA CHIARA, IMMEDIATA VISIONE DEL TRAFFICO A TERRA E IN VOLO RELATIVO ALL'AEREOPORTO STESSO, COSA CHE, DAL VOLO, PUO' NON AVVENIRE.

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ALLEGATO N° 4 BIS

"COMUNICAZIONE DI VOLO"

Aereoporto _____

Velivolo tipo ..... Nominativo(M.M.) .....
Reparto ..... Nominativo R.T. .....
Tragitto aereo da ..... a ..... via .....
Partenza il ..... ore .....

Elenco Personale e merci di bordo

Equipaggio .....
.....
Passeggeri..... Merci (descrizione sommaria e
..... peso) .....
???..... .....
....
....
....

Dichiaro di aver ricevuto il "Cartello di rotta " n° ..... dalla Direzione del S.A.T.A.
Dichiaro di aver ricevuto tutto il materiale di istruzione relativo al mio volo (informazioni R.T. e R.T.F. , la giusta rotta, indicazioni di zone proibite o pericolose ecc.) e di essere in possesso di tutti i codici, tabelle e colori del giorno relativi al periodo del mio volo.

IL PILOTA

Notizie riguardanti il volo

.....
.....
.....

IL DIRETTORE DEL S.A.T.A.

Annotazioni del Pilota
sullo svolgimento del volo -

.....
.....
.....
.....

Arrivato alle ore .....

Servizio richiesto all'Aereoporto di arrivo .....
.....
Rifornimenti .....
Giorno e ora di partenza previsti .....
Segnalazioni di eventuali possibilità di carico .....

IL PILOTA

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ALLEGATO N° 5

NORME PER L'ASSISTENZA E IL CONTROLLO VISIVI DEL TRAFFICO AEROPORTUALE

1) Prima della partenza:

vigono le stesse norme elencate nell'allegato n° 4

2) Fase di partenza:

il velivolo che ha lasciato il decentramento o l'aviorimessa si dirige al posto di segnalazione ed aspetta il permesso del sottufficiale ai voli per entrare sulla linea di partenza. Il sottufficiale ai voli darà tale permesso a mezzo di bandiera verde esposta in alto.
Il rifiuto di permesso di portarsi sulla linea di partenza è dato con bandiera rossa esposta in alto.
Il rullaggio sui campi senza pista o striscia di atterraggio il pilota deve fare attenzione ad eventuali velivoli in atterraggio, mentre egli sta dirigendo al "posto di segnalazione".

3) Fase di atterraggio:

I piloti rivevono direttamente dalla Torre di Controllo l'autorizzazione di portarsi all'atterraggio. Tale autorizzazione viene data con emissione di luce verde fissa a mezzo lampada per segnalazioni.

Il rifiuto di permesso per l'atterraggio è dato dalla Torre di Controllo:
- un segnale a lampada rosso fisso in caso di rifiuto temporaneo
- un segnale rosso intermittente in caso di rifiuto permanente.
- (da parte del sottufficiale ai voli) un segnale Very rosso, sparato verticalmente in caso di emergenza.

Se ad uun pilota è stato rifiutato l'atterraggio questo deve riattaccare e rifare il giro del campo salvo in casi di emergenza in cui egli ritenga tale procedura pericolosa, in questo caso può completare l'avvicinamento ad atterrare.

Dopo effettuato l'atterraggio, il pilota deve rullare ad una moderata velocità di sicurezza, fino al perimetro del campo nella stessa direzione di atterraggio, od al raccordo che lo porta più rapidamente al decentramento od al posto di segnalazione se deve ripartire.

Quando la partenza o l'atterraggio si effettuino su un campo erboso ogni velivolo in partenza od in atterraggio deve lasciare sulla sua destra lo spazio per permettere ad un altro velivolo di atterrare e partire.

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ALLEGATO N° 6

CONTROLLO DEL TRAFFICO SUL RACCORDO = CONTROLLO VEICOLI

1) Le regole della disciplina del volo di giorno non si applicano ai velivoli da caccia in partenza "allarme" o per altre necessità di carattere operativo.
In tale eventualità il Comandante del S.A.T.A. deve sospendere tutti i movimenti non operativi dei velivoli sino a quando il campo non sia nuovamente libero.
Sugli aeroporti ove si svolge intenso traffico, il Comandante dell'aeroporto può distaccare, se lo ritiene necessario un aviere alla fine della pista (sopravento) per avviare il velivolo sui raccordi e decentramento stabilito e controllare il traffico dei velivoli.
Tale aviere dipende dall'ufficiale di servizio alla Torre di Controllo.

2) I velivoli che si muovono sui raccordi ed attraverso la pista, oppure si muovono sul terreno di atterragio dei campi erbosi, sono sotto il controllo dell'ufficiale di servizio alla Torre di Controllo.
Pertanto i conducenti debbono ubbidire ai segnali che ~~a~~ vengono loro rivolti dalla Torre di Controllo o dal sottufficiale di servizio ai voli.

3) Tutti gli autisti debbono essere istruiti sul significato dei segnali a lampada e a razzi, o con bandiera usati dal S.A.T.A.

4) I conducenti dei veicoli, prima di portarsi su di un raccordo si debbono sincerare che nessun velivolo si muova nelle vicinanze. Essi non debbono mai entrare sul raccordo con la retromarcia.

5) I veicoli non possono recarsi sulla pista a meno che non abbiano avuta autorizzazione dall'ufficiale di servizio alla Torre di Controllo.
Tale disposizione non si applica all'autoambulanza e carro antincendi quando vi si rechino per servizio di emergenza.

6) I veicoli non si devono fermare o parcheggiare o muovere a marcia indietro sui raccordi. Essi devono muoversi sui bordi esterni dei raccordi stessi.

7) I veicoli devono lasciare il passo ai velivoli in qualsiasi occasione.

8) La velocità dei veicoli sui campi di aviazione non deve essere superiore ai 30 Km/h .
Tale disposizione non si applica all'autoambulanza e carro antiincendi quando si muovono per servizio di emergenza.

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

TO : ITALIAN AIR MINISTRY.

DATE : 13TH NOVEMBER 1945.

REF : AFSC/46/2/AIR.

FLYING CONTROL

Your letter 27862/c/6088 Coll, of 8th November 1945, refers.

2. Authority is hereby granted to send Lt. Pil Piers Vodret, of the Italian Air Force, to visit all Allied airfields used by the IAF Courier Service to make arrangements with the various airfield commanders concerning the placing of English speaking Italian officers in the control towers to assist in the Flying Control of Italian aircraft using these fields.

3. This officer is also authorized to use the IAF Courier Service for his transportation on these trips.

L.J. BASS,
MAJOR, AIR CORPS,
AIR VICE MARSHAL
AIR OFFICER COMMANDING

Copy to MAAC Secretariat.

W.O. 21/12.

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USA (E)

FROM : ITALIAN AIR MINISTRY, (1ST SECTION)

TO : AFSC/A.C., ROME.

DATE : 8TH NOVEMBER, 1945.

REF. : 27862/e/ 6086 Coll.

37A

USA

S.A.T.A. ORGANIZATION (FLYING TRAFFIC ASSISTANCE)

Reference letter AFSC/AC-2-Air dated 6th of October, and letter AFSC/AC-2-Air dated 27th of October, 1945.

1. The fields which at present make use of the Italian Flying Traffic, are: Turin (Aeritalia), Milan (Linate), Treviso, Bologna, Rome (Centocelle), Rome (Urbe), Guidonia, Frosinone, Pomigliano, Bari, Lecce, Palermo, Elmas and Alghero.

2. The Italian S.A.T.A. of Rome Centocelle, Rome Urbe, Frosinone, and Lecce have been organised and are functioning. That of Guidonia is being installed. On the Milan, Treviso, Pomigliano, Bari, Palermo and Elmas airfields', the Allied Control Towers are in use.

3. We have decided to construct the Italian S.A.T.A. on the Turin, Bologna and Alghero airfield. We also think it would be advisable, that is if you have no objections, to issue to the above mentioned Allied Control Towers, an Italian Officer, interpreter, to assist in the Italian Flying Traffic.

4. Lt. Pil. Piero Vedret of this Air Ministry, is in charge of the organisation of this particular service on the above mentioned air bases.

5. Furthermore, we beg the AFSC/A.C., to grant this Ministry, if they think it opportune, the following :

a) authority to Lt. Vedret to make a trip on the Military Air Courier Service Planes, on the line Rome-Milan-Turin and return, and Rome-Milan-Treviso and return.

b) authority to this Air Ministry to send an officer interpreter to each of the above mentioned Allied Control Towers.

c) authority to Lt. Vedret to make arrangements with the respective Air Force Commands for the participation of the interpreters in Allied Control Towers.

We would appreciate it if Lt. Vedret would leave during the following week.

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

37A

USA

S.A.T.A. ORGANIZATION (FLYING TRAFFIC ASSISTANCE)

Reference letter AFSC/A.C.-2-Air dated 6th of October, and letter AFSC/A.C-2-Air dated 27th of October, 1945.

1. The fields which at present make use of the Italian Flying Traffic, are: Turin (Aeritalia), Milan (Linate), Treviso, Bologna, Rome (Centocelle), Rome (Urbe), Guidonia, Frosinone, Pomigliano, Bari, Lecce, Palermo, Elmas and Alghero.

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3. We have decided to construct the Italian S.A.T.A. on the Turin, Bologna and Alghero airfield. We also think it would be advisable, that is if you have no objections, to issue to the above mentioned Allied Control Towers, an Italian Officer, interpreter, to assist in the Italian Flying Traffic.

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b) authority to this Air Ministry to send an officer interpreter to each of the above mentioned Allied Control Towers.

c) authority to Lt. Vedret to make arrangements with the respective Air Force Commands for the participation of the interpreters in Allied Control Towers.

We would appreciate it if Lt. Vedret would leave during the following week.

IL CAPO DI STATO MAGGIORE,
(Rerondino)

126)

Translated by : Virginia Lombo

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

STATO MAGGIORE R. AERONAUTICA
1° REPARTO
2ª Sezione Assist. Traffico Aereo
Prot. 27862/c 3/2 / 6088 Calf

Roma 8 Novembre 1945

Alla A. F. S. C. / A. C.

R O M A

Oggetto: Organizzazione S.A.T.A.(Servizio Assistenza Traffico Aereo)

Riferimento lettera AFSC/48-2-Air del 6/10 e lettera AFSC/48-2-Air del 27/10

1) I campi su cui si appoggia attualmente il traffico aereo Italiano sino : Torino (Aeritalia), Milano (Linate), Treviso, Bologna, Roma (Centocelle), Roma (Urbe), Guidonia, Frosinone, Pomigliano, Bari, Lecce, Palermo, Elmas e Alghero.

2) Sono stati organizzati e funzionano i S.A.T.A. Italiani di Roma Centocelle, Roma Urbe, Frosinone e Lecce. E' in via di approntamento quello di Guidonia.
Sui Campi di Milano, Treviso, Pomigliano, Bari, Palermo e Elmas funzionano le Torri Controllo Alleate.

3) Questo Stato Maggiore ha deciso di costituire i S.A.T.A. Italiani sui campi di Torino, Bologna ed Alghero.
Si ritiene inoltre opportuno, salvo il parere di codesta A.F.S.C./A.C., aggregare alle Torri Controllo Alleate suddette un Ufficiale Italiano Interprete per l'assistenza al traffico Aereo Italiano.

4) Il Ten. Pil. Piero VODRET, di questo S. M. é incaricato della organizzazione di questo particolare servizio sulle basi predette.

5) Pertanto si prega l'A.F.S.C./A.C. di voler far avere, se lo riterrà opportuno, a questo S.M. :
a) autorizzazione al Ten. Vodret di effettuare un viaggio sugli Aerei del Servizio Corrieri Aerei Militari sui tratti Roma-Milano-Torino e ritorno e Roma-Bologna-Treviso e ritorno.
b) autorizzazione a questo S.M. di inviare un Ufficiale Interprete presso ognuna delle suelencate Torri Controllo Alleate.
c) autorizzazione al Ten. Vodret di prendere accordi con i rispettivi Comandi Aereoporto Alleati per l'insediamento degli interpreti presso le Torri Controllo Alleate.

6) Si gradirebbe che la partenza del Ten. Vodret avvenisse entro la prossima settimana.

p. ordine
IL CAPO DI STATO MAGGIORE
SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA

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

Aereo)

Riferimento lettera AFSC/48-2-Air del 6/10 e lettera AFSC/48-2-Air del 27/10

1) I campi su cui si appoggia attualmente il traffico aereo Italiano sino : Torino (Aeritalia), Milano (Linate), Treviso, Bologna, Roma (Centocelle), Roma (Urbe), Guidonia, Frosinone, Pomigliano, Bari, Lecce, Palermo, Elmas e Alghero.

2) Sono stati organizzati e funzionano i S.A.T.A. Italiani di Roma Centocelle, Roma Urbe, Frosinone e Lecce. E' in via di approntamento quello di Guidonia.
Sui Campi di Milano, Treviso, Pomigliano, Bari, Palermo e Elmas funzionano le Torri Controllo Alleate.

3) Questo Stato Maggiore ha deciso di costituire i S.A.T.A. Italiani sui campi di Torino, Bologna ed Alghero.
Si ritiene inoltre opportuno, salvo il parere di codesta A.F.S.C./A.C., aggregare alle Torri Controllo Alleate suddette un Ufficiale Italiano Interprete per l'assistenza al traffico Aereo Italiano.

4) Il Ten. Pil. Piero VODRET, di questo S. M. é incaricato della organizzazione di questo particolare servizio sulle basi predette.

5) Pertanto si prega l'A.F.S.C./A.C. di voler far avere, se lo riterrà opportuno, a questo S.M. :
a) autorizzazione al Ten. Vodret di effettuare un viaggio sugli Aerei del Servizio Corrieri Aerei Militari sui tratti Roma-Milano-Torino e ritorno e Roma-Bologna-Treviso e ritorno.
b) autorizzazione a questo S.M. di inviare un Ufficiale Interprete presso ognuna delle suelencate Torri Controllo Alleate.
c) autorizzazione al Ten. Vodret di prendere accordi con i rispettivi Comandi Aereoporto Alleati per l'insediamento degli interpreti presso le Torri Controllo Alleate.

6) Si gradirebbe che la partenza del Ten. Vodret avvenisse entro la prossima settimana.

STATO MAGGIORE AERONAUTICA

d'ordine
IL CAPO DI STATO MAGGIORE
SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA

I 2 1

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

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air 24/477

From:- H.Q. A.A.F. MED/ME (CAIRO) MEF.

To:- Headquarters, Allied Commission, A.P.O.394, ITALY. 377

Date:- 8th November, 1945.

Ref:- S.53084/60/FC.

No.60 Middle East Flying Control Course.

1. Attached please find Forms 292 (in triplicate) in respect of the undermentioned officers who attended the above mentioned Flying Control Course.

Capt. GUZA. I.A.F.

Lieut. VITUCCI. "

13 NOV 1945

(L.H. Shaw),
Section Officer,
for Air Vice-Marshal,
Senior Air Staff Officer,
H.Q. A.A.F. MED/ME (CAIRO) MEF.

Enc.

14408 14/11

CADENLY 6008

48/2/Air

15/11

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

Form 292

ROYAL AIR FORCE

Report on Officer, W.O., or Airman passing out from or leaving Courses of Instruction

Surname (In block capitals) VITUCCI, Christian Name — Rank or Classification LIEUT. Official Number -

Parent Unit Italien Air Force. Trade of W.O. or Airman -

Nature of Course Flying Control. Place Held Middle East Flying Control School, RAF Period of Course from 8/10/45 to 3/11/45.

Subjects	% marks obtained in each subject	Is he suitable as an Instructor (Write "Yes" or "No" opposite subject)	Remarks and Disposal	Flying Times During Course				
1	2	3	4	5				
				Type of Aircraft	Dual	Solo or 1st Pilot	2nd Pilot	Other Duty
Airfield Control	78							
Aircraft Safety	64							
Navigation	76		Return to Headquarters, Allied Commission, APO 394, Italy.					
Meteorology	48	N/A		-	-	N/A	-	-
Morse	100							
Signals	61							
Oral	57							

% marks obtained Aggregated 67 % Result (See Instruction No. 3) N/A.

6. Special Qualifications

7. Remarks by Commandant Has made good progress. Is keen and intelligent but requires practical experience.

Signature J. Stacey

Rank Squadron Leader. Date 4th November, 1945.

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

ROYAL AIR FORCE

Form 292

Report on Officer, W.O., or Airman passing out from or leaving Courses of Instruction

Surname (In block capitals) GUZA, Christian Name — Rank or Classification CAPT. — Official Number 1252

Parent Unit Italian Air Force. Trade of W.O. or Airman -

Nature of Course Flying Control. Place Held Middle East Flying Control School. Period of Course from 8/10/45 to 3/11/45.

Subjects	% marks obtained in each subject	Is he suitable as an Instructor (Write "Yes" or "No" opposite subject)	Remarks and Disposal	Flying Times During Course				
1	2	3	4	Type of Aircraft	Dual	Solo or 1st Pilot	2nd Pilot	Other Duty
Airfield Control	68							
Aircraft Safety	65		Return to					
Navigation	69		Headquarters,					
Meteorology	64	N/A	Allied Commission,	-	-	N/A	-	-
Morse	80		APO 394, Italy.					
Signals	61							
Oral	60							

% marks obtained 65 % Result (See Instruction No. 3) N/A.

6. Special Qualifications

7. Remarks by Commandant Has made good progress. Is keen and intelligent but requires practical experience.

Signature C. J. Wright.

Rank Squadron Leader. Date 4th November, 1945.

0137

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

IMPORTANT

83/05

TO ALL UNITS AHQ ITALY

FROM AHQ RAF ITALY

A713 NOVEMBER FIFTH

STOP UNCLASSIFIED STOP SUBJENT WEATHER BRIEFING

FOR CROSS COUNTRY FLIGHTS STOP IN VIEW OF

CONFUSION WHICH HAS ARISEN IN PAST CONCERNING INTERPRETATION

OF CERTAIN SYMBOLS USED IN AMERICAN SYSTEM OF MET

BRIEFING TO DENOTE ICING COMMA CAPTAINS OF AIRCRAFT

ARE IN FUTURE TO ENSURE THAT THE FREEZING LEVEL

AND TYPES OF ICING LIKELY TO BE ENCOUNTERED EN ROUTE ARE

ENTERED IN WRITING ON ALL ROUTE FORECASTS WHETHER OBTAINED FROM

BRITISH OR AMERICAN SOURCES

STOP PARA TWO STOP

THIS ORDER IS TO BE BROUGHT TO THE NOTICE OF

ALL PILOTS STOP

ET 051600A

B.910 6/11 ORDERLY ROOM

CP 8/11

45A

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

TO : Italian Air Ministry

DATE : 27th October 1945

REF. : AFSC/42/2/Air

FLYING CONTROL AND DISCIPLINE

At the present time the Italian Air Force does not have an adequate Flying Control Organization.

2. To successfully control each flight and insure that each pilot has all the necessary information to complete his flight with the maximum of safety, an efficient Flying Control and briefing organization must be established at each airfield.

3. Flight clearances and arrival reports, of which Col. Savi has samples, should also be instituted.

4. The Flying Control and Briefing system used by the R.A.F., based on its experience in Italy, is given:

a. The primary necessity for safe flying is an airfield which does not present undue hazards & which is efficiently organized. Airfields in this Command are often little better than emergency landing strips and due allowance must be made for this. However, there is much that can be done to improve them and make the best out of the existing facilities. Where airfields are shared by two or more Units, it is the duty of the officer nominated Airfield Commander to institute an unified system of flying services:-

(1) There must be one Flying Control Section at all airfields to which is entrusted the control of flying.

(2) Adjacent to the Flying Control Section there must be a Navigation and Briefing Section.

(3) Where it is possible the Wing or Station Operations Room should also be established in this group of services for the purpose of

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

FLYING CONTROL AND DISCIPLINE

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2. To successfully control each flight and insure that each pilot has all the necessary information to complete his flight with the maximum of safety, an efficient Flying Control and Briefing organization must be established at each airfield.

3. Flight clearances and arrival reports, of which Col. Savi has samples, should also be instituted.

4. The Flying Control and Briefing system used by the R.A.F., based on its experience in Italy, is given:

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(1) There must be one Flying Control Section at all airfields to which is entrusted the control of flying.

(2) Adjacent to the Flying Control Section there must be a Navigation and Briefing Section.

(3) Where it is possible the Wing or Station Operations Room should also be established in this group of services for the purposes of liaison.

(4) Where Staging Posts are lodger units, their services dealing with aircraft briefing should also be amalgamated.

b. The object must be to provide in an accessable position a group of buildings, whether they be

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

permanent edifices or tentage, to which all pilots and their crews must report, both before the take-off and on landing. The combined section thus formed is to be directly responsible to the Air-field Commander, who is to demand the highest possible standard in control & briefing.

c. No aircraft is to be allowed to take-off from the airfield unless Flying Control has been informed by the Briefing or Operations Section that it has been fully prepared for its flight & that its captain is in possession of all necessary information. Conversely, Flying Control must direct the pilots of all aircraft landing at the airfield to the Navigation or Briefing Section for debriefing.

5. It is recommended that this plan, or one similar to it, be established in the I.A.F. Comments on concurrence to this plan are requested.

95.

E. J. SASS
MAJOR A.C.
for Air Vice Marshal
Air officer Commanding.

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

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

44 A

From:- Mediterreanean Allied Air Committee.

To:- Air Forces Sub-Commission, Rome. (attention Major Sass).

Date:- 18th October 1945.

Ref:- MAAC/4214/ALS.

ITALIAN FLYING CONTROL SCHOOL - LECCE.

314 A

Reference is made to your letter AFSC/48/2/AIR dated 25th September 1945, and to the telephone conversation between Major Sass and the undersigned of this date.

2. It is confirmed that there is still a grave shortage of Flying Control Officers.

3. Should the manning position improve, your request will receive early attention.

for MAXWELL FISHER)
Wing Commander,
for The Secretaries,
Mediterranean Allied Air Committee.

ALLIED AIR FORCES SUB-COMMISSION ITALY
H 912
22/10 44.
H S/Plans

H 25/10.

22/10

0142

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

43 A
(L)

T R A N S L A T I O N

From : I.A.F. "Stato Maggiore" ROME.

To : A.F.S.C., A.C. ROME.
(Copy to Communications Section, Rome).

Date : 18th October, 1945.

Ref. : 27576/c2/5694 Coll.

K. 877
20/10
48/2/Air
COMM.

AIR TRAFFIC CONTROL AND DISCIPLINE

37 A

Reference your AFSC/48/2/Air, dated 6/10/45.

1. Italian Air Force aircraft are at present being equipped with R/T. We hope to fit all courier transport A/C, bombers and transports, by the end of this year.

2. The main I.A.F. airports (Lecce, Frosinone, Roma Urbe and Roma Centocelle), are already equipped with towers for R/T control. The Guidonia airport R/T tower is being prepared and will be working presumably next month. English speaking Italian Air Force Officers will be attached to the Allied R/T Control towers on Milan, Treviso, Pomigliano and Bari airports, where Italian air traffic is also received.

3. We have already prepared a number of regulations on the control and discipline of air traffic.

These regulations will come into effect as soon as possible, and will be issued to all the appropriate Units and Squadrons.

4. A copy will be forwarded to you for information.

SSO
Prees in Air Ref. Mpl
KCS 23/10

SJS 22/10

I.C.O.

Translated by Sgt. Cumbo.

(CCL. REMONDINO)

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

BEST COPY POSSIBLE

Vo/a

Romm, li 15 OTT 1945 423/7

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

ALL'AIR FORCES SUB COMMISSION/AC

= R O M A =

e, per conoscenza:

ALLA DIREZIONE COMUNICAZIONI = S E D E =

Prot.n° 27576/c 2 15694 Rif.

OGGETTO: Assistenza e disciplina traffico aereo.-

\- Riferimento al foglio AFSC/48/2/AIR del 6/10/1945.-

1 - La sistemazione degli impianti R.T.F. sugli aeroplani utilizzabili dell'Aeronautica Italiana è in corso di attuazione. Si prevede che potrà essere estesa a tutti gli aeroplani dei Reparti C.T., B e T., entro la fine dell'anno in corso.-

2 - Sugli aeroporti su i quali si svolge la maggior parte del traffico aereo Italiano (Lecce - Frosinone - Roma Urbe e Roma Centocelle) sono in funzione le torri di controllo R.T. Quella dell'Aeroporto di Guidonia è in via di approntamento e funzionerà presumibilmente entro il mese corrente.
Alle torri di controllo Alleate dei campi di Milano, Treviso, Pomigliano e Bari, su cui si appoggia pure il traffico aereo Italiano verranno assegnati Ufficiali Italiani che parlino Inglese.

3 - Questo Stato Maggiore ha già elaborato una serie norme sull'assistenza e sulla disciplina del traffico aereo.
Tali norme saranno quanto prima rese esecutive ramate a tutti gli Enti e Reparti dipendenti.-

4 - Una copia sarà trasmessa per conoscenza a codesto A.F.S.C..-

p. ordine

IL CAPO DI STATO MAGGIORE
IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA

0144
Declassified E.O. 12356 Section 3.3/NND No. 785017

e, per conoscenza:

= R O M A =

ALLA DIREZIONE COMUNICAZIONI = S E D E =

Prot.n° 27576/e 2 /5694 Segr.

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- Riferimento al foglio AFSC/48/2/AIR del 6/10/1945.-

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STATO MAGGIORE R. AERONAUTICA

Il grolino

IL CAPO DI STATO MAGGIORE
IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Gen. A. Rentondino)

120.

Declassified E.O. 12356 Section 3.3/NND No. 785011

0146

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

42A

file

360.112 3rd Ind. EJS/jar

AIR FORCES SUB-COMMISSION, A.C, ROME, 19 October 1945.

TO: MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT.

Assurance has been given by the Deputy Chief of Staff of the Italian Air Force that Tenente ERIO MARANI has been appropriately reprimanded, also that pilots have been warned that they must obey flying regulations.

E.J. SABS,
MAJOR, AIR CORPS
for AIR VICE MARSHAL
AIR OFFICER COMMANDING.

E.155

Rec'd
48/E/Air
G MAAC Sec.
19/10.

1252

0147

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

R E S T R I C T E D

411.

HEADQUARTERS
ARMY AIR FORCES SERVICE COMMAND
MEDITERRANEAN THEATER OF OPERATIONS
APO 528

AG 360.1 (OP-1-2)

SUBJECT: Combined Air Traffic Regulations Europe. 17 October 1945

TO: See Distribution.

1. Inclosed herewith is publication entitled "Combined Air Traffic Regulations Europe".

2. This publication is provided for the guidance and compliance of all concerned.

3. The procedures outlined therein are standards provided for the guidance of US AAF pilots flying in the Air ways and Control Zones and for US AAF Airway Traffic Center and Unit personnel in connection with the Control of Air Traffic over European Air Routes.

BY COMMAND OF BRIGADIER GENERAL FRITCH:

Edmund H. Dean

EDMUND H. DEAN
Capt., AGD
Asst Adjutant General

Incl:
Incl #1-Combined Air Traffic Regulations Europe

DISTRIBUTION:

2 - Military Air Attache, American Embassy, Rome
2 - Air Forces Sub-Commission, AC Rome
1 - Air Advisory Section, MTOUSA
3 - Marcianise Air Field
3 - AAF Camps Marcianise
2 - MATS
12- 62nd Troop Carrier Gp
10- 5th Bomb Wing
1 - 515th ASC
2 - 549th ASC
4 - AFCD #3
2 - ATC Capodichino
3 - ATC Reme/Ciampino

H 8 77
20/10 CM
48/2/a

AAFSC/MTO
18459

gf 22/10

R E S T R I C T E D

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

40A

From : T.A.F. ~to to Maggiore

To : A.T.~.C., Rome

Date : 12th October 1945

Ref : 27505/Op11/4/556, Coll

Protocollo foglio con Rapporto Ufficiale in Partenza

BREAK OF DISCIPLINE FOR THE FLIGHT ~ARDEY

We answer to your letter 360/12 dated 2nd July, in order to inform you that appropriate disciplinary measures have been taken against Lt. Erio Morani.

AFSC/48/2/A.2
Sd 1/8/45 ?

Col.Pil. F. Remondino

See 38A

translated by J. Newcomer?

ITALIAN ARMISTICE SUB-COMMISSION
H 697
ORDERLY ROOM
COMMISSION

48/2/av

Ital

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

AIR FORCE SUB-COMMISSION
ALLIED COMMISSION - ROME

Report on Staff Visit to Centocelle Airfield 5th October 45

MAJ. E. J. SASS - AIR II

Ref.: AFSC/48/2/Air.

A visit was made to the airfield to check on various aircraft safety and flying control installations.

The courier planes were just departing, so the check was made while the field was in use.

Ambulance

The ambulance was standing by with the full crew present and the motor running.

Fire Tender

This vehicle is very old and does not appear to be of much value, however, the crew was standing by and the motor was running. SMTO is trying to get parts for a better vehicle.

Crane

There is a crane present mounted on the rear of a truck, but it is only of 13 ~~tons~~ cwt capacity and would do very little good. The crew was standing by and the motor was running. SMTO has a 5 ton crane on order.

Control Tower

The tower is not yet completed, lacking windows and a suitable roof. The Aldis lamps have just arrived and were not in use. The radio is installed, but covered with a box and not in use. The tower should be completed and in use in approximately ten days. The aircraft were being controlled from the field with flags.

Safety Belts

Safety belts are installed in all of the aircraft. Signs have been put in each plane warning all passengers to wear safety belts on take-offs, landings, and in rough air, but a check with passengers reveals that they are not being used. A request was

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

made to have orders issued to the pilots making them responsible for the enforcing of these orders.

Paper Bags

Paper bags are now in stock, but the Italian Air Ministry will not issue them until it is settled as to who will pay for them. SSO is taking this up with Col. Remondino.

E. J. SASS
MAJOR, AIR CORPS

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

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : I.A.F. STATO MAGGIORE
DATE : 6th OCTOBER 1945
REF. : AFSC/48/2/AIR

BREACHES OF FLYING DISCIPLINE

On 24th July of this year, a letter under above reference number, was sent to your office requesting that action be taken on a breach of discipline inclosed with that letter.

2. An answer to this letter cannot be found in our files.

3. Will a check be made to determine what has happened to this letter.

gs

E.C. SAYS
MAJOR AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

124

0152

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

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

TO : ITALIAN AIR MINISTRY.

DATE : 6TH OCTOBER 1945.

REF. : AFSC/48/E/AIR.

TOWER CONTROL AT I.A.F. AIRFIELDS

It has been reported by the signals officer that most of the serviceable aircraft in the I.A.F. have now been equipped with R/T.

2. The airfields have also been equipped with towers for R/T control.

3. It is therefore requested that orders be issued directing that R/T tower control be used at all I.A.F. airfields.

4. These orders should explain the normal procedure to be used, also the procedure to be used in case of R/T failure.

5. It is also requested that this Sub-Commission be furnished a copy of these orders.

ys

E. V. BASS
MAJOR, AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

124.

0153

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

36A

file

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

To:- Headquarters R.A.F. Mediterranean & Middle East.

Date:- 25th September, 1945.

Ref:- AFSC/43/2/Air.

32A

Instructor for Italian Flying Control School.

1. Reference is made to your letter MED/GR/3473/1/Air dated 23rd August, 1945, in which you promised an instructor for the Italian Flying School at Lecce if one became available.

2. May further consideration be given to this project, if necessary on a "short term loan" basis.

W.M. Bisdee W.C.

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

checked by file
re airmen airmen

Chas
9/10

1240

0154

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

1

FROM : STATO MAGGIORE. ITALIAN AIR FORCE.

TO : AFSC / AC / ROME.

DATE : 22 . SEPT . 45.

REF. : 27311/1 2/2/5228 Coll.

TEMPORARY REGULATIONS ON SIGNALS FOR DAYLIGHT FLIGHTS
ON MILITARY AIRPORTS

Enclosed herewith one copy of the above publication.

The present regulations substitute the ones contained in Publication Ad. 6.

(s)LCol. Ercole Savi.

0155

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

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

Roma li, 22 SET. 1945

359

ALL'AIR FORCES SUB COMMISSION A.C.

= R O M A =

Prot. n° 27311/c2/2/5228 bll.

All. 1

OGGETTO: Trasmissione "NORME PROVVISORIE PER LE SEGNALAZIONI DI VOLO DIURNE SUGLI AEROPORTI MILITARI".

Si invia n° 1 copia di cui all'oggetto.-

Le presenti norme sostituiscono quelle corrispondenti contenute nella Pubblicazione Ad.6.-

R. AERONAUTICA - STATO MAGGIORE

d'ordine
IL CAPO DI STATO MAGGIORE
IL CAPO DEL 1° REPARTO
T.Gen. Gen. A.A. pil. Ercole Savi

1245

0156

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

35B

Roma, li 5 settembre 1945

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

Prot. N. 27154/C. 2-2

Al Comando Unità Aeree
A tutti i Comandi di Reparto fino al Comando di Gruppo
A tutte le Direzioni del Ministero
Ai Nuclei e Comandi di Z. A. T. e di Aeronautica

LORO SEDI

Oggetto: NORME PROVVISORIE PER LE SEGNALAZIONI DI VOLO DIURNE SUGLI AEROPORTI MILITARI.

Min. Aeron. - Stab. Fotomecc. - 9-1945 (200)

2/10

0157

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

NORME PROVVISORIE

SEGNALAZIONE E DISCIPLINA DI VOLO SUGLI AEROPORTI MILITARI

Segnalazioni diurne

1) - Nominativo.

Allo scopo di permettere ai velivoli in navigazione di riconoscere prontamente i campi di aviazione che sorvolano, è stabilito che su ogni aeroporto terrestre sia scritto, in maniera ben visibile, il rispettivo nominativo.

Tale nominativo, ubicato possibilmente fuori zona normalmente utilizzata per la manovra di partenza e di atterraggio dei velivoli e nei pressi del recinto segnali, deve essere scritto da Ovest verso Est.

Le dimensioni della striscia, costituita da lettere a nastro in calcestruzzo bianco affiorante alla superficie del suolo (o con materiale di fortuna come ad esempio elementi di pista metallici dipinti in bianco e opportunamente fissati al suolo), debbono essere le seguenti:

— altezza di ogni lettera	metri	6
— larghezza di ogni lettera	»	4,80
— spazio fra le lettere	»	4,80
— larghezza del nastro	»	0,60
— spazio fra le parole	»	10

Sui campi di neve aperti al traffico la scritta deve essere formata da teli di colore rosso.

2) - Torre di controllo.

Su ogni aeroporto sede di reparto o sugli aeroporti che pur non essendo sedi di reparti sono aperti al traffico aereo, deve esistere una torre di controllo la cui ubicazione sarà determinata dalle particolari esigenze del campo

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tenendo presente che da essa si deve poter dirigere tutto il traffico aereo sull'aeroporto (a terra ed in volo) e si deve in particolare modo poter controllare la linea di volo.

La sua parte superiore deve essere dipinta a scacchi bianchi e neri allo scopo di renderla ben visibile, in considerazione che per il pilota a terra od in volo è il principale punto di riferimento.

3) - Segnalazioni di limiti campo.

In ogni aeroporto terrestre i limiti del campo utile per gli atterraggi e per le partenze sono segnati con pettini bianchi costruiti in calcestruzzo affioranti alla superficie del suolo (o con altro materiale di fortuna) delle dimensioni risultanti dalla figura e a distanza variabile l'uno dall'altro a seconda della configurazione del campo (*v. figura n.* 1).

I denti del pettine sono rivolti verso l'interno del terreno di atterraggio.

Nei campi di neve i pettini devono essere di colore rosso.

4) - Segnale di delimitazione di pista. (facoltativo)

Sui campi in cui la pista è in terreno battuto e il suo riconoscimento non è facile, i bordi della pista vengono segnalati con rettangoli bianchi di metri 10 × 2 (p. es. di ghiaietto imbiancato a calce) e distanti l'uno dall'altro 80 metri (*v. figura n.* 2).

5) - Linea di partenza.

E' la linea sulla quale i velivoli debbono portarsi per la partenza. La determinazione di tale linea è subordinata alla direzione di partenza alla quale deve essere normale.

E' indicata da una piramide colorata a scacchi bianchi e neri trasportabile (*v. figura n.* 3) sormontata da una bandiera bianca crociata diagonalmente con strisce rosse delle dimensioni *come da figura n.* 4.

6) - Direzione di partenza o di atterraggio.

E' determinata tenendo conto del vento e dalle particolari condizioni del campo. Sui campi con pista è data dalla direzione della pista stessa, sui

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

campi senza pista è data dall'allineamento della piramide, che indica la linea di partenza, con un'altra piramide del tutto simile ma non sormontata dalla bandiera (*v. figura n.* 5).

Le due piramidi sia nella fase di atterraggio che nella fase di partenza vanno strettamente lasciate sulla sinistra.

7) - Segnali di atterraggio.

Nei campi con pista, il segnale di atterraggio è costituito da una « T » posta in ogni testata della pista (dimensioni *come da figura n.* 6).

Nei campi senza pista è data dalla piramide che indica la linea di partenza.

Nell'atterrare il velivolo deve posare le ruote oltre la testata del « T » o oltre la piramide della linea di partenza.

8) - Segnale di ostacolo improvviso.

Quando sul campo sorga improvvisamente un ostacolo o una accidentalità non appariscente, i velivoli vengono avvertiti del pericolo con l'esposizione del segnale *come da figura n.* 7 che circoscrive l'ostacolo.

9) - Manica a vento.

E' un tronco di cono di tela aperto alle due basi (la maggiore delle quali è resa indeformabile da una armatura circolare), colorata a fasce bianche e rosse e delle dimensioni *come da figura n.* 8. La manica è sospesa (per mezzo di quattro funicelle a piramide, come da figura, terminanti in un occhiello) alla estremità di un palo o traliccio di altezza tra i 4 e i 6 metri piantato o nel recinto segnali o nelle sue immediate vicinanze.

Serve per riconoscere la direzione del vento ed approssimativamente anche la sua intensità.

L'esposizione dei segnali relativi alla direzione di partenza e di atterraggio dei velivoli viene regolata in base alla posizione che assume la manica per effetto del vento e tenendo conto della configurazione del campo.

10) - Recinto segnali.

Su tutti gli aeroporti sedi di reparto o aeroporti base, vi deve essere un recinto dove vengono esposti tutti i segnali per le comunicazioni da fare agli aerei in volo.

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

La sua ubicazione è nelle immediate vicinanze della torre di controllo.

E' costituito da un quadrato di metri 20 × 20 delimitato tutto intorno da una striscia bianca della larghezza di metri 0,60, il cui fondo deve essere mantenuto di colore scuro.

I segnali che a seconda delle necessità dovranno essere esposti in questo recinto sono i seguenti:

a) *segnale indicatore della direzione di atterraggio.*

Questo segnale deve essere sempre esposto nel recinto segnali orientato secondo la direzione più opportuna tenuta presente la configurazione del campo, la direzione del vento e l'esistenza o meno di piste.

La direzione di atterraggio è quella che seguendo il gambo lungo va dalla base verso la testa del « T ». Le dimensioni sono *come da figura n.* 9.

b) *segnale di divieto di atterraggio.*

Viene usato sugli aeroporti terrestri e idro.

Quando per un motivo qualsiasi è vietato atterrare o quando per le condizioni del campo (terreno inadatto, lavori in corso, ecc.) è pericoloso atterrare, nel recinto segnali viene disteso un quadrato rosso di metri 3 di lato, le cui diagonali sono coperte da fasce gialle di metri 0,60 di larghezza (*v. figura n.* 10).

Tale segnale indica l'assoluto divieto di atterraggio nel campo.

c) *segnale di atterraggio con precauzione.*

Quando le condizioni del campo di atterraggio o dello specchio di acqua o altre ragioni impongono l'applicazione di speciali precauzioni, per l'atterraggio o l'ammaraggio, si deve impiegare il quadrato rosso con una sola diagonale gialla (*v. figura n.* 11).

d) *segnale di atterraggio di emergenza.*

Quando le condizioni del campo non permettono un atterraggio sicuro deve essere esposto il segnale (*come da figura n.* 12) che indica agli aerei di atterrare o ammarare solo in caso di emergenza.

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e) *segnale di se[illegible] di giro dei velivoli.*

— Nessun segnale viene esposto quando i velivoli in volo sugli aeroporti e in fase di atterraggio e di partenza debbono effettuare delle virate ed il « giro campo » a sinistra.

— Quando si deve girare o virare a destra, nel recinto segnali si espone un segnale costituito da una fascia rossa ad angolo retto larga metri 0,60. All'estremità della fascia deve essere situato un triangolo rosso a guisa di freccia indicante il senso della virata a destra (*v. figura n.* 13).

f) *segnale di pericolo per avaria o perdita di una ruota.*

Se un velivolo nel decollo subisce la perdita o il danneggiamento di una ruota, per avvertire il pilota, in modo che questi esegua la manovra di atterraggio imposta dal caso, si espone un segnale costituito da una freccia rossa e da una corona circolare rossa dipinta su fondo bianco dal lato della ruota danneggiata oppure della gamba di forza non uscita.

L'attenzione del pilota viene richiamata a mezzo di fumate bianche accese vicino al recinto segnali.

La corona sarà posta a sinistra o a destra rispetto alla direzione della freccia a seconda che i predetti organi avariati siano a sinistra o a destra dell'apparecchio. Le dimensioni sono *come da figura n.* 14).

Per evitare che il segnale venga rilevato anche da altri velivoli in atterraggio, esso sarà esposto solo quando l'apparecchio planando si accinge ad entrare in campo per atterrare e sarà tolto non appena il velivolo avrà atterrato o dato segno di aver rilevato il segnale.

g) *segnale di pericolo per velivoli in atto di atterrare con il carrello non abbassato.*

Per segnalare ad un velivolo che manovrando per l'atterraggio non ha abbassato il carrello si espone, nel recinto segnali, un segnale simile a quello precedente con la sola differenza che la freccia dovrà essere accompagnata da due corone circolari una a sinistra e una a destra della freccia stessa (*v. figura n.* 15).

L'attenzione del pilota viene richiamata a mezzo di fumate bianche accese vicino al recinto segnali.

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L'end manovra di atterraggio del velivolo viene confermata con i segnali di emergenza (vedi capitolo n. 13) per cui il pilota riattaccando e portandosi sul recinto-segnali viene informato con il segnale citato.

h) *ordine di atterraggio o ammaraggio a velivoli in volo.*

Per segnalare ad un velivolo o ad una formazione in volo l'ordine di atterrare o di ammarare si dispone, nel recinto segnali, il segnale « A » (*come da figura n.* 16) formata da tre strisce bianche (rosse per i campi di neve) e si richiama l'attenzione del pilota a mezzo fumate bianche accese presso il recinto segnali. Se l'ordine di atterraggio o di ammaraggio è dato per tutti i velivoli in volo la fumata dovrà essere di colore verde ed il segnale rimane esposto per tutto il tempo in cui vi siano velivoli in volo.

i) *segnale di atterrare in pista.*

Quando su un campo fornito di pista per ragioni di sicurezza o per disposizioni di carattere particolare è stabilito che l'atterraggio debba essere effettuato esclusivamente sulla pista, viene esposto il segnale *come da figura n.* 17.

l) *segnale indicante il divieto di rullaggio su pista.*

Quando su un campo munito di pista, per ragioni di sicurezza o di carattere particolare, viene stabilita la proibizione di usufruire della pista per il rullaggio, deve essere esposto nel recinto segnali lo stesso segnale di cui sopra sbarrato con due strisce nere *come da figura n.* 18.

m) *segnale di divieto di atterraggio in pista.*

Quando su un campo munito di pista la pista stessa è inatterrabile, nel recinto segnali deve essere esposto il segnale della pista sbarrato da due diagonali gialle *come da figura n.* 19).

11) - Segnale per richiamare l'attenzione degli aerei.

Per richiamare l'attenzione dei velivoli sulla esposizione o cambio dei segnali di qualsiasi genere (cambiamento della direzione del vento, ostacoli,

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giro sul campo, atterrag[illegible] con carrello retratto ecc.) si adoperano delle fumate da accendersi nei pressi del recinto segnali. In via di massima ogni fumata richiama l'attenzione degli aerei in volo su comunicazioni a loro da fare.

Particolarmente:

— fumata rossa: indica: campo provvisoriamente inatterrabile, aspettare se possibile oppure dirigersi altro campo.

— fumata verde: » atterrare immediatamente.

— fumata bianca: » indice generico per richiamare l'attenzione.

12) - Segnalazioni luminose.

Dalla torre di controllo vengono emesse, con speciale lampada a fascio luminoso orientabile, segnalazioni a luci verdi o rosse, dirette agli aerei, sia per comunicare la possibilità o il divieto di atterraggio, sia per dargli o meno il permesso di decollo o di portarsi sulla linea di partenza.

Significati delle segnalazioni luminose:

per velivoli in partenza

— *verde intermittente*: si comunica al velivolo in fase di rullaggio che può portarsi sulla linea di partenza;

— *verde persistente*: si comunica al velivolo già portatosi sulla linea di partenza che può decollare;

— *rosso persistente*: si comunica al velivolo il rifiuto di portarsi sulla linea di partenza;

— *rosso intermittente*: si comunica al velivolo già portatosi sulla linea di partenza di sgomberare immediatamente la linea di atterraggio.

per velivoli in atterraggio

— *verde persistente*: si comunica al velivolo di portarsi liberamente all'atterraggio;

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— *verde intermittente*: si comunica al velivolo di portarsi all'atterraggio facendo attenzione ai velivoli che ha davanti;

— *rosso persistente*: si comunica al velivolo il rifiuto temporaneo di atterrare;

— *rosso intermittente*: si comunica al velivolo il rifiuto totale di atterrare.

13) - Segnalazioni con razzi luminosi.

In caso di emergenza le segnalazioni luminose possono essere eseguite o ripetute con segnali a razzo.

Il significato del colore è il seguente:

— *razzo verde*: il velivolo in fase di partenza può partire, in fase di atterraggio può atterrare;

— *razzo rosso*: il velivolo in fase di partenza deve aspettare la comunicazione di partenza; in fase di atterraggio deve atterrare con precauzione;

— *due razzi rossi*: solo per l'aereo in fase di atterraggio è l'ordine perentorio di riattaccare;

— *razzo rosso orizzontale sulla pista*: ordine di sgomberare immediatamente la linea di volo.

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SEGNALAZIONE A MANO PER IL RULLAGGIO

Sono stabiliti i seguenti segnali che il personale a terra, incaricato dell'assistenza dei velivoli in rullaggio, deve rivolgere al pilota dell'apparecchio assistito.

Per richiamare l'attenzione dei piloti in rullaggio:

1) un aviere munito di bandiera a scacchi bianchi e neri si dirigerà verso l'apparecchio nel punto del terreno ove sia necessario in relazione alla natura del traffico.

Egli dirigerà il pilota verso il segnalatore di rullaggio (2), che per farsi notare terrà entrambe le braccia levate sopra la testa.

Tale segnalatore dirigerà il rullaggio da una posizione, sul davanti ed a sinistra del velivolo, in modo che il pilota lo possa agevolmente e costantemente vedere.

Nell'aeroporto dove il traffico non sia intenso, l'aviere munito di bandiera può essere direttamente sostituito dal segnalatore.

Negli aeroporti invece, ove il traffico sia molto intenso è posto un automezzo facilmente ricomoscibile (con telone dipinto a scacchi bianchi e neri) destinato all'assistenza dei velivoli in rullaggio.

I segnali che l'aviere segnalatore può effettuare sono rappresentati dalle seguenti figure ed hanno il significato segnato sotto le figurine stesse.

I segnali di cui alle figurine 2 - 6 - 7 - 13 sono effettuati senza movimento di mani e di braccia.

I segnali 3 - 4 - 5 - 8 - 10 - 12 vengono effettuati come segue:

Fig. 3 - il movimento effettuato dagli avambracci e dalle mani ha moto oscillatorio avanti ed indietro.

Fig. 4 - 5 - per girare a destra o sinistra si indica con una mano la ruota che deve fare da perno e con l'altra si fa il segno di « vieni avanti ».

Fig. 8 - il moto del braccio destro è orizzontale nella direzione dalla spalla sinistra alla destra.

Fig. 10 - mentre con la mano sinistra si indica il motore che deve essere messo in moto la mano destra descrive dei giri.

Fig. 12 - entrambe le mani fanno moto dall'alto in basso e dal basso verso l'alto.

f.to **IL CAPO DI STATO MAGGIORE**

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TEMPORARY REGULATIONS

Flying Signals and Flying Discipline on Military Airports

Daylight Signals

1) Name

For the purpose of permitting flying a/c to know readily over which airport they are flying, it is required that the respective name be written, in a visible manner, over every land airport.

Said name, placed possibly outside the zone normally used for take-off and landing maneuvers, and near the signals compound, must be written from West to East.

The dimensions of the strip, made up of ribbon-type letters of white calcium, off-set from the soil's level (or of make-shift materials, such as pieces of metal, painted white and opportunely affixed to the ground, must be as follows:

--height of every letter ---------- 6 meters
--width of every letter ---------- 4,80 "
--space between letters ----------4,80 "
--width of ribbon---------- 0,60 "
--space between words----------10 "

The name must be formed of red-colored cloth strips over snow-covered airfields open to traffic.

2) Control Tower

On every airport having or not having an organizational headquarters but which is open to aerial traffic, there must be a control tower whose position must be determined by the particular exigencies of the airfield, keeping in mind the fact that from it must be directed all aerial traffic on the airport (on the ground or in flight), and from there, in particular, the line of flight must be controlled.

Its upper part must be painted in white and black squares for the purpose of making it easily visible, in consideration of the fact that for the pilot, on the ground or in the air, it is the principal "point of reference".

3) Signals outlining the limits of the airfield

In every land airfield, the limits of the field used for landings and take-offs are shown by means of white combs constructed of white calcium, off-set from the level of the ground (or with other make-shift materials) of dimensions resulting from the figure and of variable distance one from the other, according to the lay-out of the airfield. (See fig.

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The teeth of the comb are turned inwardly to the interior of the landing strip.

On airfields covered with snow, the combs must be of red color.

4) Signals outlining runway limits (optional).

On airfields upon which the runway is on beaten soil

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and its recognition is not easy, the borders of the runway are outlined by means of white rectangles of 10x2 meters (i.e., white-calcium-painted gravel) and having a distance one from the other of 80 meters (see fig. #2).

5) Departure line

This is the line to which a/c must go for take-offs. The determination of said line is sub-ordinate to the take-off direction to which it must be normal.

It is indicated by a movable pyramid painted in white and black squares surmounted by a white flag crossed diagonally by red stripes of the dimensions shown in figure #4.

6) Take-off and landing direction

This is determined by taking the wind into consideration and by the particular condition of the airfield. On airfields with runway, it is given by the direction of the runway itself, on airfields without runway it is given by the ~~fix~~ delination of the pyramid, which indicates the take-off line, with another pyramid similar in every respect but not surmounted by the flag (see fig. #5).

The two pyramids, be it on the landing phase or on the take-off phase, are strictly left on the left-hand side.

7) Landing signals

In airfields with runways, the landing signal consists of a "T" placed at every head of the runway (dimensions as in fig. #6).

In airfields not furnished with a runway, it is given by the pyramid which indicates the line of take-off.

In landing, the a/c must drop its wheels over the head of the "T", or over the pyramid of the line of take-off.

8) Sudden obstacle signals

When ~~xx~~ there is a sudden obstacle or a non-apparent ~~xxxxxxx~~ incidentality on the airfield, a/c are warned of the danger with the exposition of the signal shown in fig. #7, which circumscribes the obstacle.

9) Wind-sleeve

It is a conical trunk made of material, and open at the two bases (the major of which is made undeformable by means of a circular steel wire), colored with white and red

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9) Wind-sleeve

It is a conical trunk made of material, and open at the two bases (the major of which is made undeformable by means of a circular steel wire), colored with white and red stripes and of the dimensions shown in fig. #8. The sleeve is suspended (by means of four sticks in pyramidical form, such as the figure, ending in an eyelet) at the extremety of an iron or wooden pole between 4 and 6 meters in height planted either in the signals compound or in its immediate vicinties.

It serves to recognize the wind direction and its approximate intensity.

The place where the signals relative to the take-off

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and landing direction of a/c are situated is regulated by the position assumed by the sleeve by virtue of the wind and keeping in mind the camp's lay-out.

10) Signals compound

On all headquarters and base airports, there must be a compound wherein all signals used in communicating with a/c in flight are exposed.

The site for this is the immediate vicinity of the control tower. It is formed by a square 20x20 meters, delimited all around by a white stripe 0,60 meters in width whose bottom must be kept of a dark color.

The signals which, according to necessity, must be exposed in this compound are the following:

a) Landing direction indicating signal

This signal must always be exposed in the signals compound, oriented toward the most opportune direction, keeping in mind the lay-out of the airfield, wind-direction and the existence or non-existence of a runway.

The landing direction is that which following the long gambit goes from the base toward the head of the "T". The dimensions are as in Fig. #9.

b) Signal to forbid a landing

This is used on land and hydro airports.

When for any reason it is forbidden to land, or when because of field conditions (inadapted terrain, work in progress, etc.) it is dangerous to land, a red square, having a side of 3 meters, whose diagonals are covered with yellow stripes 0,60 meters wide (see Fig. #10).

This signal indicates that it is absolutely forbidden to land on that airfield.

c) Precautionary landing signal

When the conditions of the landing ground or waterway for hydro-landing, or other reasons impose the application of special precautionary measures in landing, the red square with yellow diagonal stripes must be used (See Fig. #11).

d) Emergency landing signal

When conditions of airfield do not allow a safe landing, the signal shown in Fig. #12, (which

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d) Emergency landing signal

When conditions of airfield do not allow a safe landing, ~~xxxxxxxxx~~ the signal shown in fig. #12, (which indicates to the a/c to land only in case of emergency), will be used.

e) Signal indicating which way a/c should turn

No signals are used when the a/c flying over the airfieldbefore landing or take-off must turn towards the left of the airfield.

When the a/c turn towards the right, a signal made-up of a red-band and of right angle, of a width of 0,60 meters, will be ~~used~~ exposed in the signal compound. At the edge of the band will be placed a red triangle of the form of an arrow, indicating the sense of the turn (see fig. #13).

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f) Signal indicating damage to a/c or loss of wheel

If an a/c damages or loses wheel on take-off, a signal, made of a red arrow and a red circular crown, painted on white back-ground, on the side of the damaged wheel or the retracted landing gear, will be exposed to warn the pilot and enable him to make the proper emergency landing manenver.

The attention of the pilot is attracted by white smoke signals lighted near the ~~xignaltx~~ signals compound.

The crown will be situated on the left or the right of direction of the arrow, depending upon which side of the a/c is damaged. The dimensions are given in figure 14.

In order to avoid the signal being seen by other a/c about to land, it will be exposed only when the a/c glides in preparative to landing and will be taken away as soon as the a/c lands or acknowledges to have seen the signal.

g) Danger signal for a/c about to land with retracted landing gear

To inform an a/c that while preparing for landing that the landing gear has not been lowered, a signal similar to the preceding one, with the only difference that the arrow will be followed by two circular crowns, one on the left and one on the right of the arrow, will be exposed (see fig. #15).

The attention of the pilot is called to this fact by means of white smoke signals, lighted near the signal compound.

The a/c landing maneuver is stopped by means of these emergency signals (see chap #13) for which the pilot, taking again into the air and over the signal compound, is informed with the cited signal.

h) Landing order to a/c in flight

The signal "A" (as in fig. 16) formed by three white stripes (red in snow camps) is displayed in the signal compound, in order to signal an a/c or a formation of a/c the order to land. Attention to this signal in the compound is called by means of white smoke signals at the signals compound. If the order to land is given for all the a/c in flight, the smoke must be of green color, and thesignal must remain exposed during all the while that there are a/c in flight.

i) Signal to land on runway

When on an airfield having a landing strip, for safety or for any other reason it is decided that a landing must

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[illegible] signals compound.

The crown will be situated on the left of the right of direction of the arrow, depending upon which side of the a/c is damaged. The dimensions are given in figure 14.

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i) Signal to land on runway

When on an airfield having a landing strip, for safetty or for any other reason it is decided that a landing must be made only on the runway, the signal shown in fig. 17 is exposed.

l) Signal indicating prohibition to taxi on runway

When at an airfield having a runway, for reasons of safetty or for any other reason, prohibition to use the runway for taxing is decided upon, the signal mentioned above, with two black stripes (as in fig. 18) must be exposed in the signals compound.

m) Signal indicating prohibition to land on runway

When the runway of an airfield is unserviceable, the signal shown in fig. 19, with two yellow diagonal stripes, must be exposed in the signals compound.

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11) Signal to call the attention of a/c

To call the attention of a/c to the exposition or to the change of signals of any type (change in wind direction, obstacles, fly over the airfield, landing with retracted landing gear, etc.), smoke signals near the signals compound are employed. Generally, every smoke signal calls the attention of flying a/c to communications to be made to them.

In particular -

--red smoke: indicates: airfield temporarily unserviceable; wait, if possible, or direct yourself to another airfield.

--green smoke: indicates: land immediately.

--white smoke: indicates: general signal used to attract attention.

12) Light signals

Green or red signals, by means of a special moveable luminous flash, are emitted from the control tower to communicate the possibility or prohibition to land, be it to give a/c permission to take off or to go to the point of take-off, or to with-hold such permission.

Meanings of luminous signals:

For departing a/c -

-- intermittent green: It is communicated to a taxing a/c that it can move to line of take-off.

-- Persistent green : it is communicated to an a/c already on the line of take-off that it can take off.

-- persistent red : it is communicated to an a/c that it is not permitted to go to the departure line (line of take-off).

-- intermittent red : it is communicated to an a/c already on line of take-off to vacate immediately the line of landing.

For a/c about to land:

-- persistent green : it is communicated to the a/c to land freely.

-- intermittent green: it is communicated to the a/c to

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For a/c about to land:

-- persistent green : it is communicated to the a/c to land freely.

-- intermittent green: it is communicated to the a/c to land but be careful for the a/c on the runway.

-- persistent red : temporary refusal of permission to land is communicated to an a/c

-- intermittent red : complete refusal of permission to land is communicated to an a/c.

13) Luminous flare signals

In case of emergency, luminous signals can be given or repeated by means of flare signals.

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Colors of flares have the following ~~meanings~~ meanings:

Green flare - a/c about to depart can take-off, if arriving, can land.

Red flare - a/c about to depart must await signal to take-off; if arriving, it must land with precaution.

2 Red flares- this signal is for a/c preparing to land, and is a peremptory order to re-take to the air.

Horizontal red flare on runway - order to immediately clear the airstrip.

HAND SIGNALS FOR TAXING

The following signals will be made by ground personnel charged with rendering assistance to taxing a/c to the pilot of assisted ~~a~~ a/c:

To attract the attention of taxing pilots:

1) A soldier bearing a flag with white and ~~red~~ black squares will direct himself toward the a/c in the place necessary in relation to the nature of traffic.

He will direct the pilot toward the taxing signalman (2) who, in order to be noticed, will keep both his arms lifted over his head.

This signalman will direct the taxing from one position, in front of, and to the left of the a/c so that the pilot can easily and constantly see him.

In an airport where the traffic is not intense, the soldier bearing the flag can be directly substituted by the signalman.

In airports, however, where traffic is very intense an easily-recognized vehicle, having its cover painted in white and ~~red~~ black squares, will be used to aid taxing a/c.

Signals given by the signalman are represented by the following figures and have their meanings noted beneath the same figures.

Signals shown in figures 2-6-7-13 are made without any movement of hands and arms.

Signals 3-4-5-8-10-12 are made as follows:

Fig. 3 - ~~they~~ the movement made by the forearms and by the hands has an oscillative movement forward

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Horizontal red
flare on runway - order to immediately clear the airstrip.

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Signals shown in figures 2-6-7-13 are made without any movement of hands and arms.

Signals 3-4-5-8-10-12 are made as follows:

Fig. 3 - the movement made by the forearms and by the hands has an oscillative movement forward and backward.

Fig. 4-5 - to turn right or left, the wheel that must serve as pivot is indicated with one hand and with the other the signal to "come forward" is made.

Fig. 8 - the movement of the right arm is horizontal in the direction from the left shoulder to the right.

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Fig. 10 - while the engine that must be started is indicated with the left hand, the right hand describes some turns.

Fig. 12 - both hands make a movement from high to low and from the low toward the high.

Signed: the Chief of Staff

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

Fig. 1

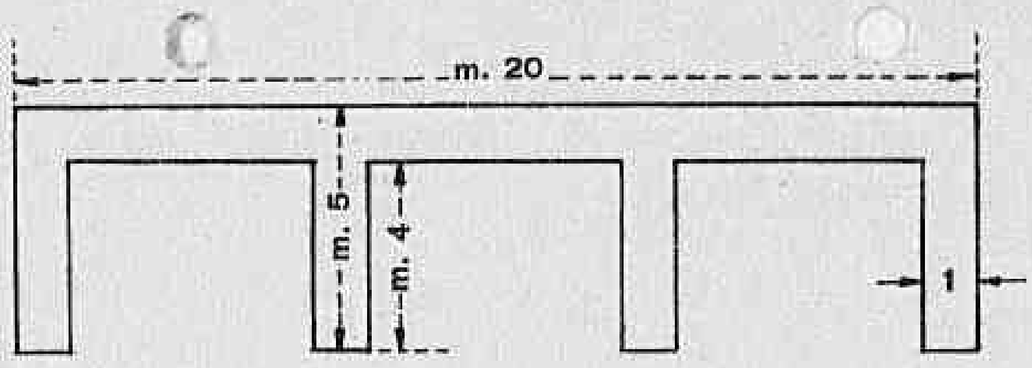

Fig. 2

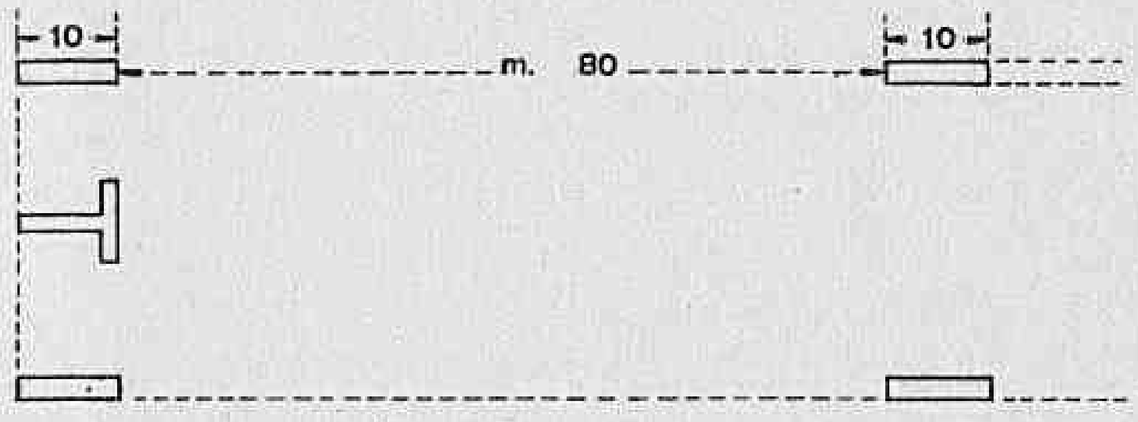

Fig. 3

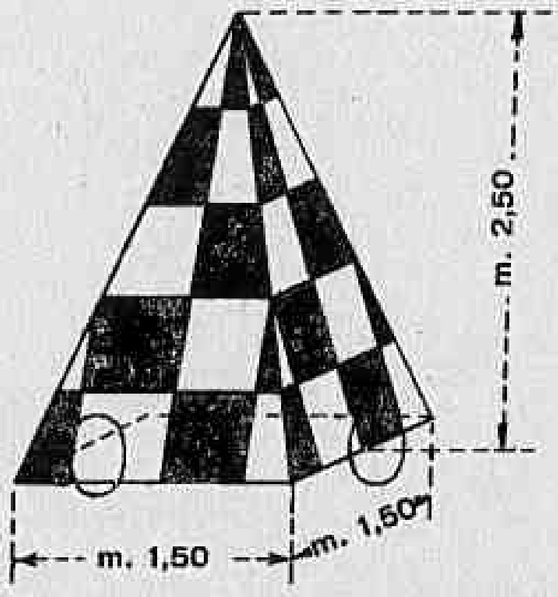

Fig. 4

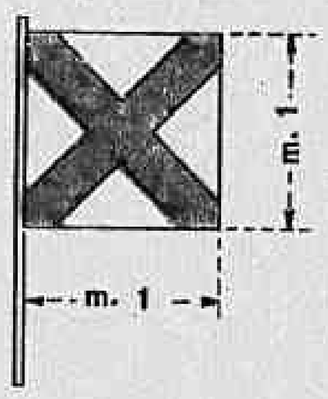

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Fig. 5

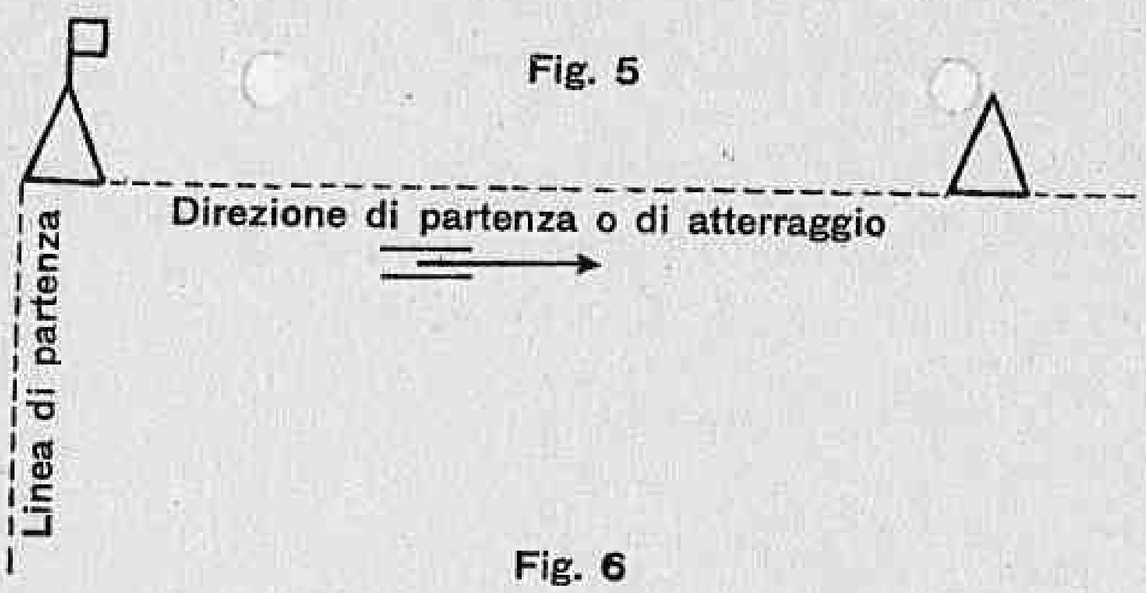

Fig. 6

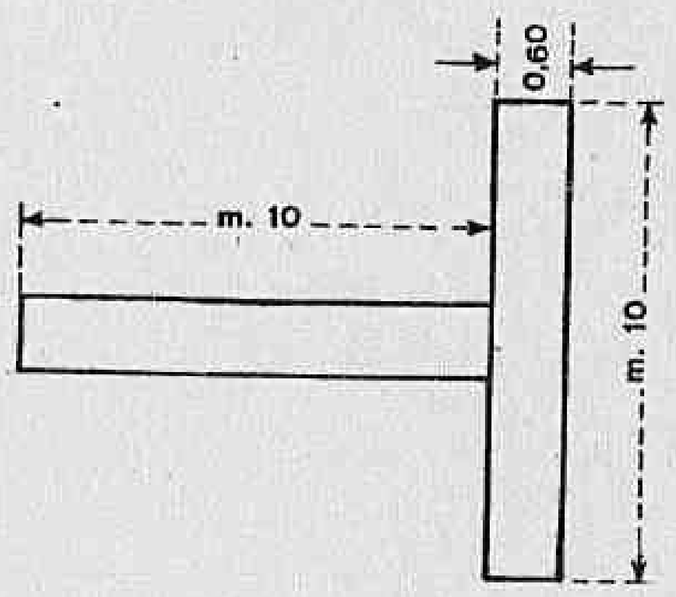

Fig. 7

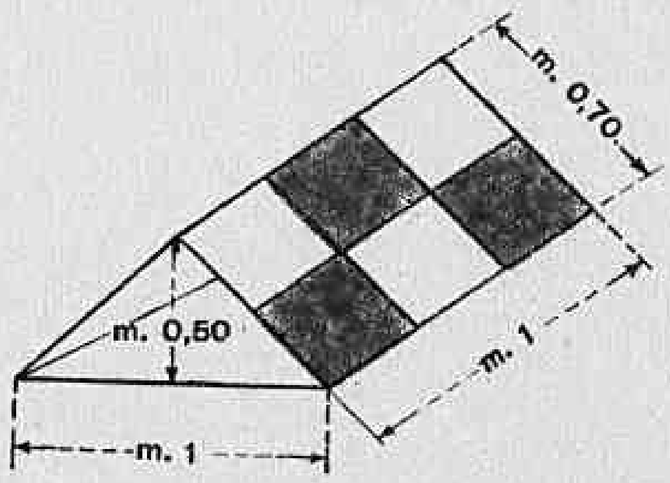

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Fig. 8

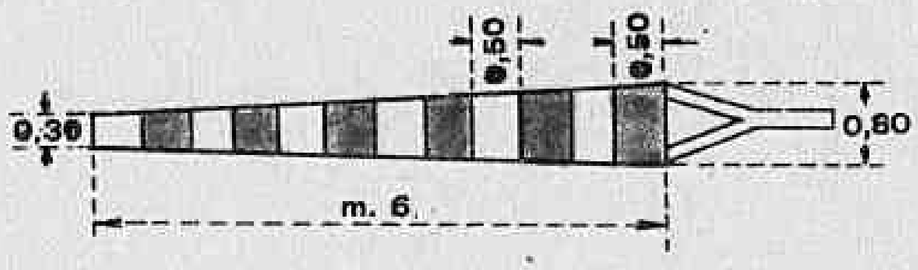

Fig. 9

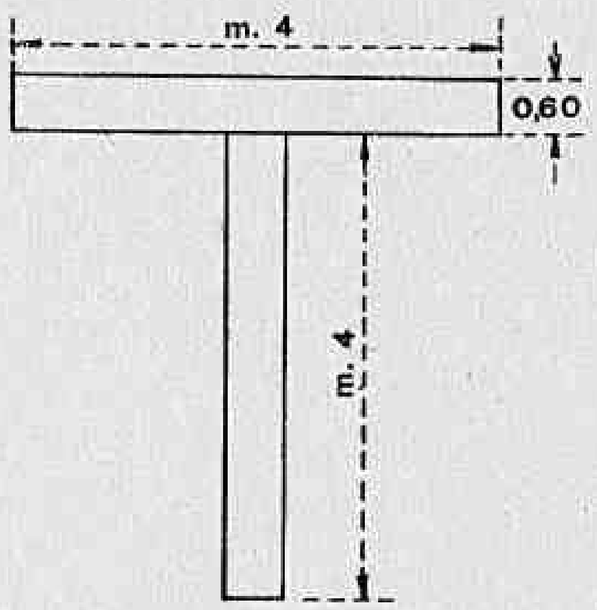

Fig. 10

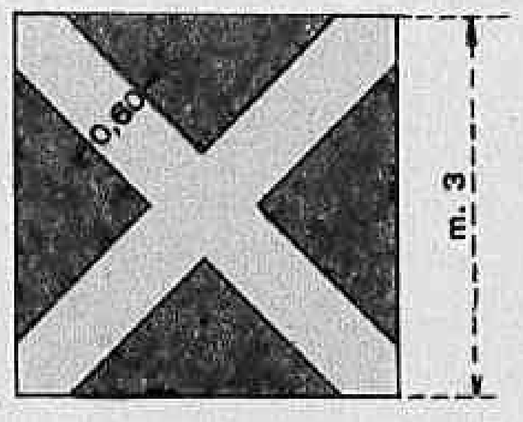

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Fig. 11

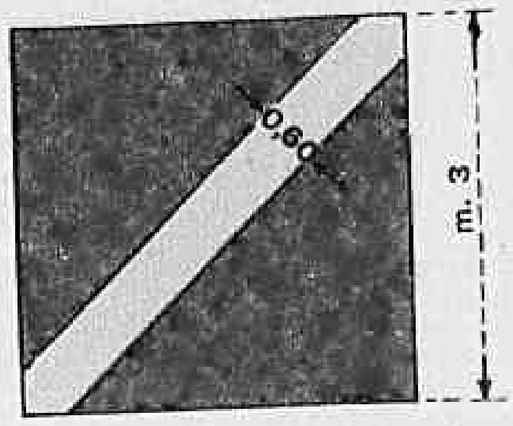

Fig. 12

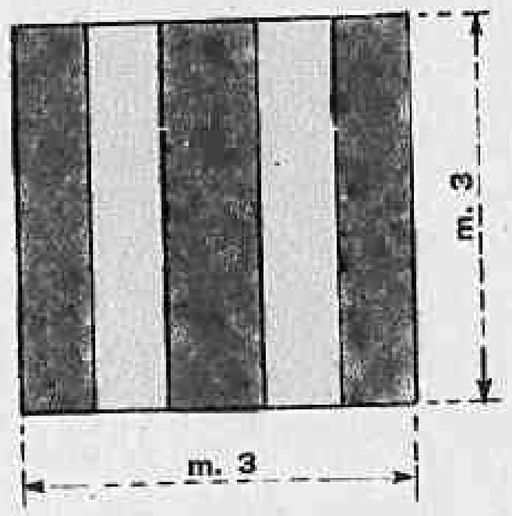

Fig. 13

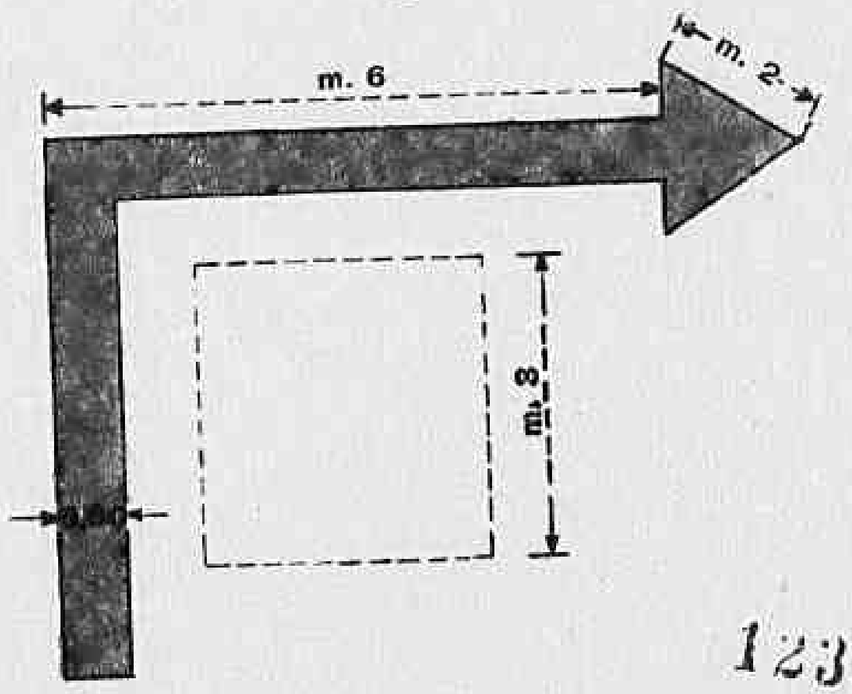

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Fig. 14

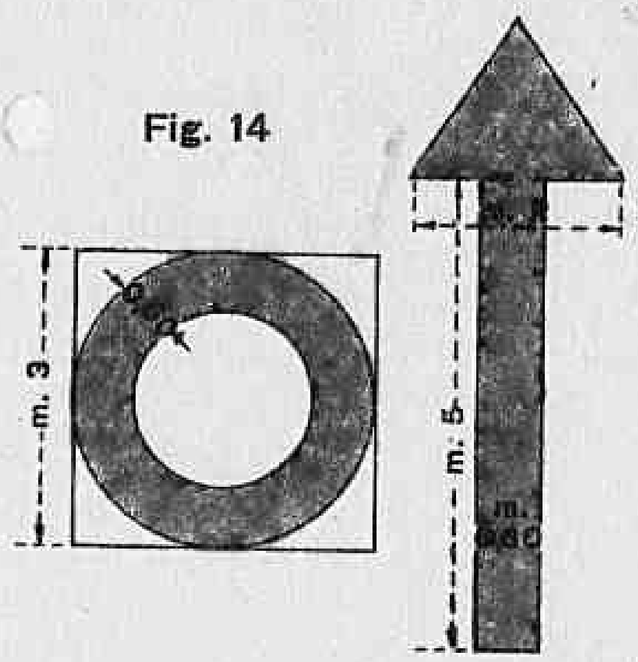

Fig. 15

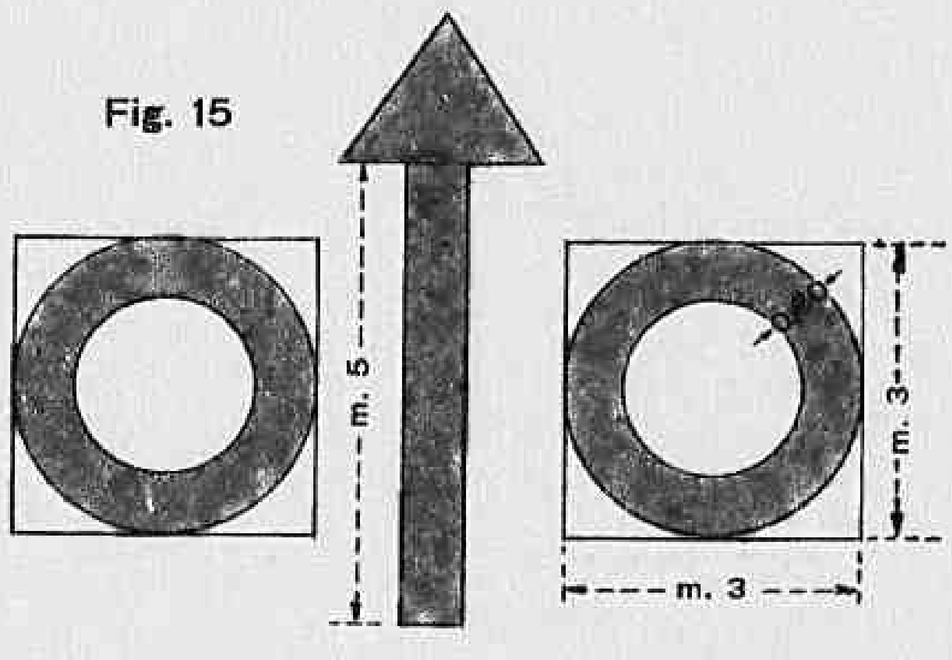

Fig. 16

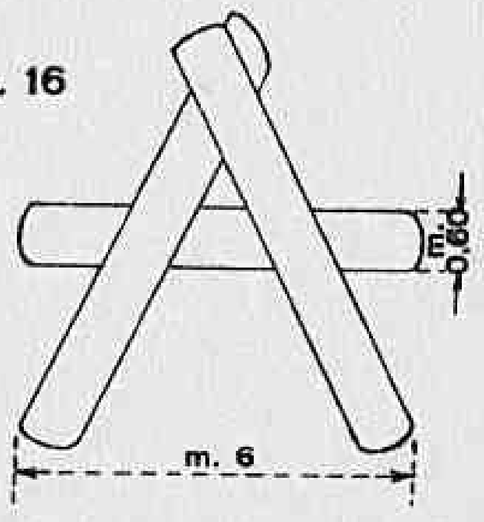

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Fig. 17

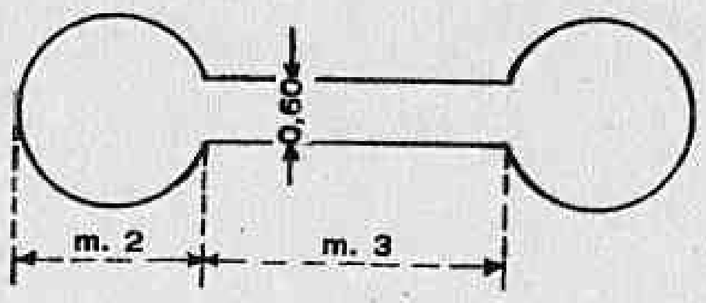


Fig. 18

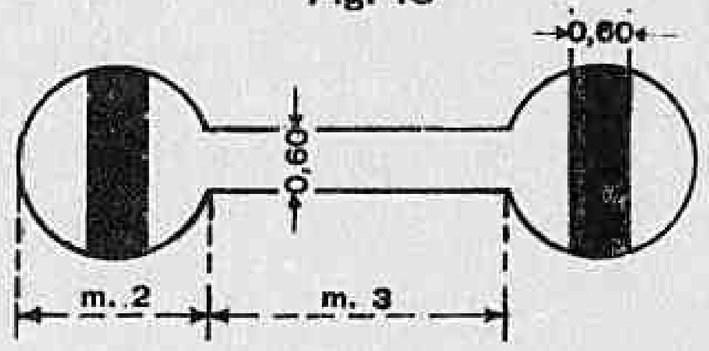
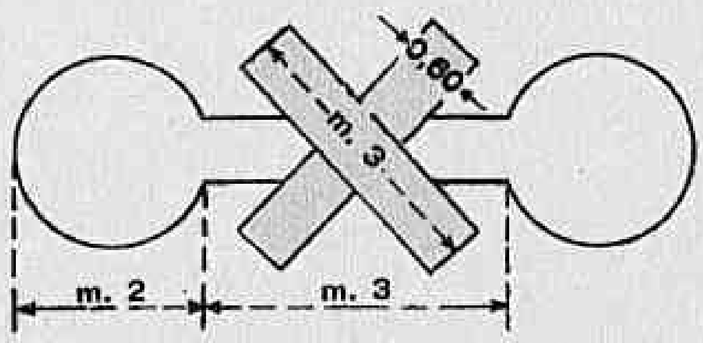


Fig. 19



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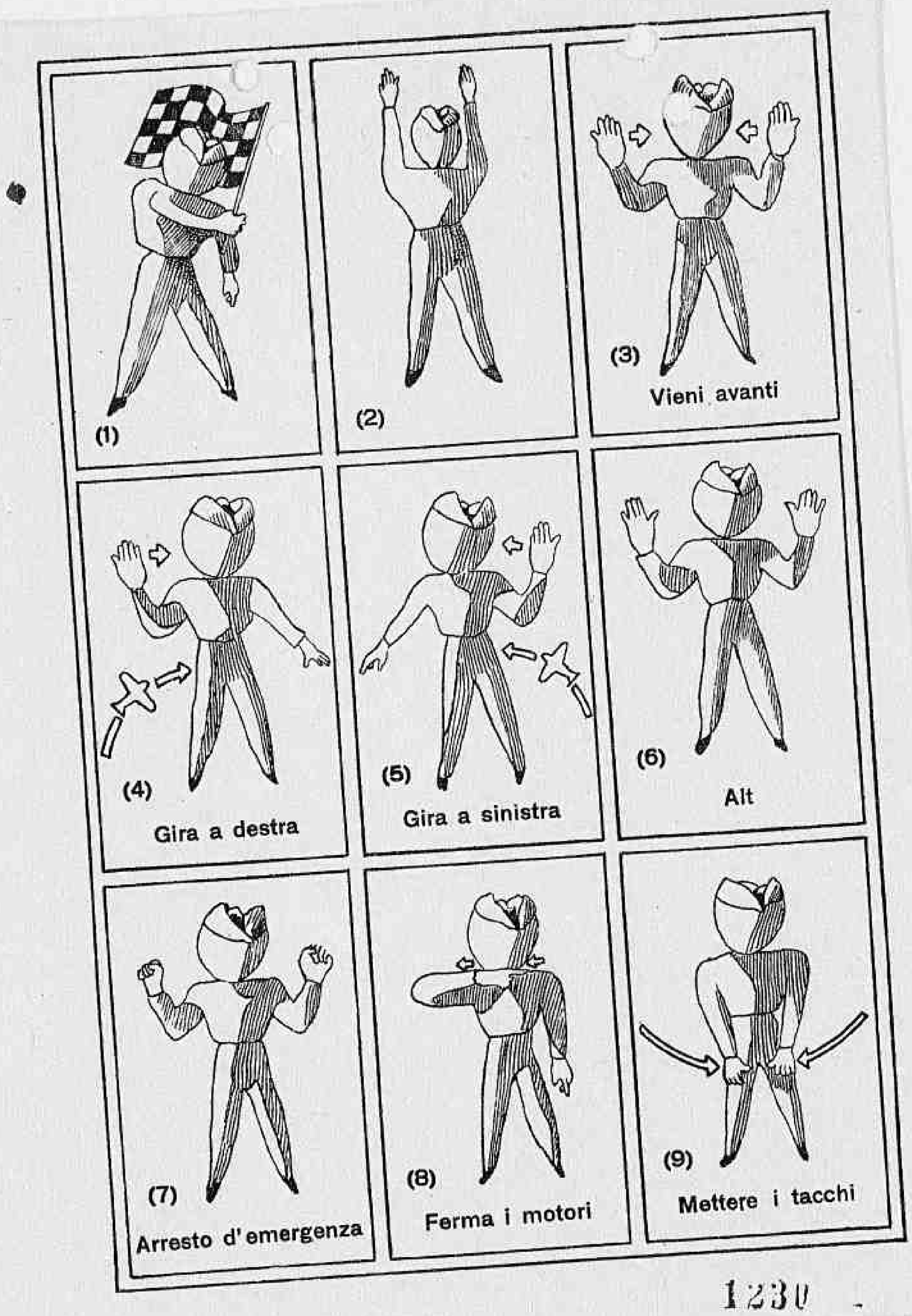

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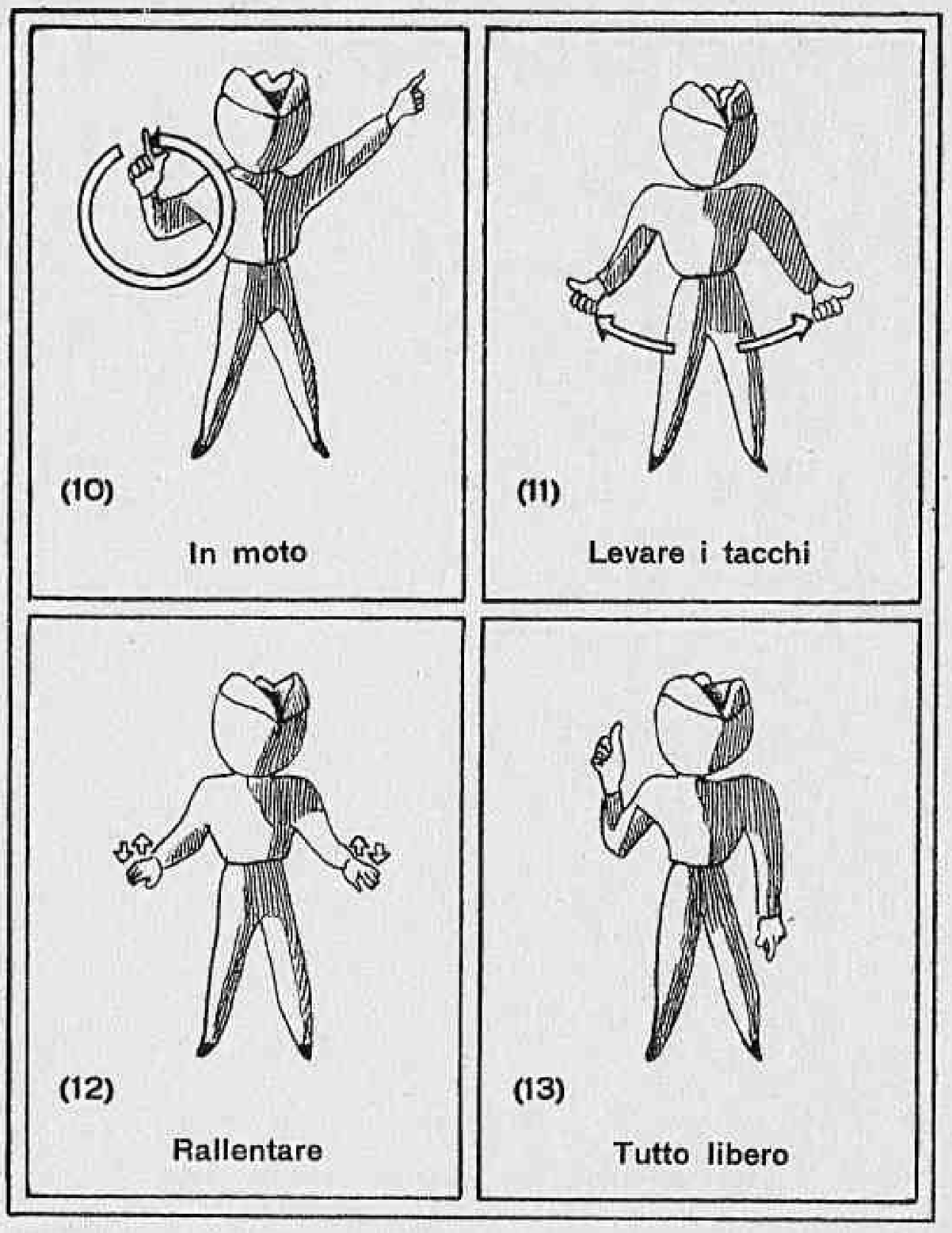

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Declassified E.O. 12356 Section 3.3/NND No. 785017

34A

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

TO : HQ RAF, MEDME.

THRU : Secretariat, MAAC.

DATE ; 25TH SEPTEMBER 1945.

REF. : AFSC/48/2/AIR.

FLYING CONTROL OFFICER

Hq MEDME/S.478/1/Air of 23rd August refers.

2. As the urgent need for a qualified Flying Control officer for this Sub-Commission still exists, the request is again made.

3. It is hoped that the manning position has improved sufficiently to provide an officer at the present time.

W. J. SASS
MAJOR, AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

See 44A.

0187

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

3311

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : AIR FORCES SUB COMMISSION A.C. LECCE

DATE : 4TH SEPTEMBER 1945

REF. : AFSC/48/2/AIR

FLYING CONTROL OFFICER FOR THE SCHOOL

Aircraft Safety MEDME have agread to furnish a flying control officer for the school as soon as there is one available.

2. Until this officer becomes available, it is requested to have F/C Muncaster continue in this capacity.

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

1227

3B

From : Headquarters, Royal Air Force, MEDME, C.M.F.

To : See Distribution List.

Date : 4th September, 1945.

Ref : HQMEDME/S.478/Air.

FLYING CONTROL AND DISCIPLINE.

1. The period which has elapsed since hostilities ceased in the Mediterranean has revealed the extent to which flying accidents are attributable to non-operational causes. Most of them are due to pilot error in varying degrees of culpability. Of the remainder, there have been many preventable accidents which disclose lack of efficiency on the ground. I am convinced that with the utmost co-operation from A.O.C.'s and Station Commanders, the standard of flying discipline and of airfield facilities in this Command can be improved to a considerable extent now that operational demands no longer over-ride safety considerations.

2. Air Ministry have decided to amalgamate navigation and aircraft safety into a single directorate. This policy of fusion is to be implemented throughout the Royal Air Force. On airfields, this will mean that the work of both navigation and flying control will have to be integrated as far as possible. The responsibility for providing an efficient and smoothly working navigational and control organisation on airfields lies solely with airfield commanders. It cannot be too strongly emphasised that with the end of the war we cannot afford accidents involving loss of life and damage to aircraft which are caused by slackness or inattention to detail.

3. The primary necessity for safe flying is an airfield which does not present undue hazards and which is efficiently organised. Airfields in this Command are often little better than emergency landing strips and due allowance must be made for this. However, there is much that can be done to improve them and make the best out of the existing facilities. Where airfields are shared by two or more Units it is the duty of the officer nominated Airfield Commander to institute a unified system of flying services :-

(a) There must be one Flying Control Section at all airfields to which is entrusted the control of flying.

(b) Adjacent to the Flying Control Section there must be a Navigation and Briefing Section.

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

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(a) There must be one Flying Control Section at all airfields to which is entrusted the control of flying.

(b) Adjacent to the Flying Control Section there must be a Navigation and Briefing Section.

(c) Where it is possible the Wing or Station Operations Room should also be established in this group of services for the purposes of liaison.

(d) Where Staging Posts are lodger units, their services dealing with aircraft briefing should also be amalgamated.

The object must be to provide in an accessible position a group of buildings, whether they be permanent edifices or tentage, to which all pilots and their crews must report, both before the take-off and on landing. The combined section thus formed is to be directly responsible to the Airfield Commander who is to demand the highest possible standard in control and briefing.

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No aircraft is to be allowed to take-off from the airfield unless Flying Control has been informed by the Briefing or Operations Section that it has been fully prepared for its flight and that its captain is in possession of all necessary information. Conversely, Flying Control must direct the pilots of all aircraft landing at the airfield to the Navigation or Briefing Section for debriefing.

4. Visits by Staff Officers of this Headquarters have disclosed a general lack of knowledge of their responsibilites for supplying an efficient flying field on the part of the Airfield Commanders. Bad organisation may, and very often does, result in fatal accidents. Incidents have occured where two organisations, based on the same airfield, have each sent out serviceability signals which contradict, leaving briefing officers at distant stations in a quandary as to whether flights should proceed or not. Such occurrences would be eliminated by the creation of a unified system on all airfields in complete control of local flying, and closely linked with the Aircraft Safety Centres and Area Controls for outside information and assistance. A great deal can be done to ensure that airfields are laid out in an orderly fashion, runways and dispersals clearly marked, obstruction warnings displayed, windsock and signals squares adequately maintained and that an efficient aircrew briefing room is provided. Aircrew should be made to understand their duties in regard to flying discipline and ground regulations. It should be emphasised that Navigation Briefing and Flying Control regulations are designed to assist and not to hinder their flying, and the discipline thus imposed will improve the standard of that flying. Criticisms of the regulations should not be accepted unless they are accompanied by constructive suggestions. The Navigation and Flying Control Sections are to be given every assistance and support in order that they may carry out the provisions of AS/MAAF/No.1 "MEDME Flying Control and Aircraft Safety Organisation", the supplement to AS/MAAF/No.1 "Navigational Briefing" and AP 3024 "Flying Control in the Royal Air Force", to the limit of what is practicable in the circumstances pertaining in the theatre.

5. Nothing can be accomplished, however, without the co-operation of Airfield Commanders who are solely responsible for all that happens on their airfield. Upon their drive and energy, their imagination and ability to improvise, their experience and knowledge, the system will stand or fall. I rely on you therefore to spread throughout your Units the importance of the highest possible standards of flying control and discipline. My Headquarters will extend all the support and assistance within its power and I am confident with your aid, we can reduce the incidence of accidents, and raise the standard of our flying to a point worthy of our traditions.

Air Marshal,
Air Commander-in-Chief,
R.A.F., MEDME.

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

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Air Marshal,
Air Commander-in-Chief,
R.A.F., MEDME.

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1225

Accidents Investigation.
Signals Telecomms.

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0192

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

329

From : Headquarters, Mediterranean and Middle East.

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

Date : 23rd August, 1945.

Ref : HQMEME/S.478/1/Air.

30A (2)

ITALIAN FLYING CONTROL SCHOOL - LECCE

With reference to your letter AFSC/48/2/Air, dated 16th August, 1945, it is regretted that this Headquarters is unable to comply with the request for a trained Flying Control Officer.

2. Due to release, there is now a grave shortage of qualified Flying Control Officers in this Command; although it is appreciated that your requirement is very necessary, it is considered inadvisable to establish a post for which it is impossible to supply the personnel.

3. Should the manning position improve, your request will receive early attention.

for G.C.
Air Marshal,
Air Commander-in-Chief,
R.A.F., M.E.D.M.E.

Copy to : Allied Liaison Section.

G 351
HQA 2/8
48/2/Air

24/8
GB

31A

AIR BOARD SUB-COMMISSION, ROME
REPORT OF STAFF VISIT TO CENTOCELLI AIRFIELD
16th AUGUST 1945
S/Ldr. A.V.RUSSELL - AIRCRAFT SAFETY

FIRE TENDER - AMBULANCE - CRANE.

Ref. : AFSC/45/2/AIR.

A visit was made to the Airfield for the purpose of carrying out a check drill with a view to ascertaining the probable time lag between an incident causing damage to an aircraft, and the arrival on the scene of the fire tender, ambulance and crane.

A Verey cartridge was fired from a chosen part of the Airfield An Officer was stationed near the ambulance and instructed to despatch it, and the fire tender immediately.

The crews of the vehicles had no prior warning of the exercise.

AMBULANCE.

The ambulance arrived within five minutes. The doctor was not on board, but it was explained that it is considered better to send the ambulance immediately and allow the doctor to follow on in another vehicle, rather than allow the ambulance to wait until the doctor has been found. This appears to be a sensible arrangement.

Agreed & issued in RAP.

FIRE TENDER.

This took 10 minutes to arrive. The vehicle appears to be old and worn out, and one has the gravest doubts of its efficiency.

CRANE.

A crane was available, but this was quite fortuitous, one being on temporary loan from Ciampino. The Airfield crane, which had been sent from Lecce, was unserviceable on arrival, and is still awaiting spare parts.

It is recommended that:-

(a) A specialist M/T Officer, and specialist Fire Officer should inspect and report upon the fire tender at Centocelle.

ATSO Can you do this? Johns 21/8

(b) Provision should be made for the provision of the necessary spare parts to put the crane at Centocelle, serviceable.

CTO Action → Issue necessary spare parts to put crane at Centocelle serviceable. Only 2 30 cwt tyres & only 1 engine change pack. Johns 24/8.

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on the scene of the fire tender, ambulance and crane.

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AMBULANCE.

The ambulance arrived within five minutes. The doctor was not on board, but it was explained that it is considered better to send the ambulance immediately and allow the doctor to follow on in another vehicle, rather than allow the ambulance to wait until the doctor has been found. This appears to be a sensible arrangement.

Agreed I will warn A.R.P.

FIRE TENDER.

This took 10 minutes to arrive. The vehicle appears to be old and worn out, and one has the gravest doubts of its efficiency.

CRANE.

A crane was available, but this was quite fortuitous, one being on temporary loan from Ciampino. The Airfield crane, which had been sent from Decoy, was unserviceable on arrival, and is still awaiting spare parts.

It is recommended that:-

DTSO Cmdr de Bde? Yes 21/8

(a) A specialist M/T Officer, and specialist Fire Officer should inspect and report upon the fire tender at Centocelle.

(b) Provision should be made for the provision of the necessary spare parts to put the crane at Centocelle, serviceable.

OTO Action → Have in hand communicate with A.O.C. Rome with a view to getting crane serviceable for Ciampino changeover.

21/8 21/8 21/8 Yes 24/8.

A.W. Ruffell Wing Cdr

A.W. RUFFEL S/Ldr.
AIRCRAFT - SAFETY

To : A.C.S., through S.S.O.

wj 11/8

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

AIR FORCES SUB COMMISSION
A.C.ROME

(Fib) 30A

14th August 1945

FLYING CONTROL SCHOOL - LECCE

1. A meeting was held on the 7th August at Lecce to explain the syllabus and prepare a time-table of instruction.
The syllabus provides for 64 hrs. of instruction, as follows:

a) Signals	20 hrs.	instruction -	Instructor	Lt. PUGLIA A.
b) Meteorology	9 "	"	"	S.Lt.ROBERTO R.
c) Navigation	15 "	"	"	COL. BIANCHI N.
d) Flying Control	20 "	"	"	Lt. SERVETTO C.
Total	64			

2. The Commanding Officer of the School is Col.Bianchi who also acts as the Navigation Instructor.

3. The course started at 08.00 hrs. on August 8th 1945; the examination will be held on the 28th August.
The pupils have available note-books, maps and navigation instruments.

There are eight pupils in the first course and it is intended to increase this number to twelve or fifteen, depending upon the facilities available.

4. The Colonel in charge (Col.Bianchi) appears to be fully alive to his responsibilities, and shows great enthusiasm.
The Met.Instructor also gives a favourable impression and Flying Control
There is some doubt as to the suitability of the Signals Instructors, Col.Savi (Stato Maggiore), is aware of this and will have the necessary changes made as soon as possible.

In any case, now that permission has been obtained for the sending of two English speaking Italian Officers to the Flying Control School at Cairo, the question of a suitable Flying Control Instructor will settle itself.

5. With regard to the Royal Air Force representative, (F/O Muncaster) it is considered that he should be withdrawn and a Flying Control Officer of F/Lt. rank posted to the A.F.H.Q. Det. as soon as possible.

The main reasons for this recommendation are that F/O Muncaster confesses to knowing nothing about Flying Control and that it is quite a logical thing for a Flying Control School to be run by a Flying Control Officer.

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

a) Signals	20 hrs.	instruction	- Instructor	Lt. PUGLIA A.
b) Meteorology	9 "	"	"	S.Lt.ROBERTO R.
c) Navigation	15 "	"	"	COL. BIANCHI B.
d) Flying Control	20 "	"	"	Lt. SERVETTO C.
Total	64			

2. The Commanding Officer of the School is Col.Bianchi who also acts as the Navigation Instructor.

3. The course started at 08.00 hrs. on August 6th 1945; the examination will be held on the 28th August.

The pupils have available note-books, maps and navigation instruments.

There are eight pupils in the first course and it is intended to increase this number to twelve or fifteen, depending upon the facilities available.

4. The Colonel in charge (Col.Bianchi) appears to be fully alive to his responsibilities, and shows great enthusiasm.

The Met.Instructor also gives a favourable impression and Flying Control Instructor; Col.Savi (Stato Maggiore), is aware of this and will have the necessary changes made as soon as possible.

In any case, now that permission has been obtained for the sending of two English speaking Italian Officers to the Flying Control School at Cairo, the question of a suitable Flying Control Instructor will settle itself.

5. With regard to the Royal Air Force representative, (F/O Runcester) it is considered that he should be withdrawn and a Flying Control Officer of F/Lt. rank posted to the A.F.H.Q. Det. as soon as possible.

The main reasons for this recommendation are that F/O Runcester confesses to knowing nothing about Flying Control and that it is quite a logical thing for a Flying Control School to be run by a Flying Control Officer.

The Officer appointed should be a keen conscientious type of officer with sufficient personality to get things done by suggestion, advice and example.

A.W. RUFFELL S/L
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

122

Distribution:
HQ. M.E.D.M.E.(MIS) 2 copies
HQ. M.E.D.M.E.(Aircraft Safety)
HQ. M.A.C.A.F.
W/C CLEARSON

File : AFDC/48/AIR

Suggest you attend Course as observer; or, if Lt. Flatow C.O. agrees to assist, in which event you should arrange it officially beforehand

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

0197

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

FO. AFSC Rome

ROUTINE

OVE3

FROM AF SUB-CON LECCE 111000B

TO HEADQUARTERS RAF MEDME

INFO HEADQUARTERS MCAF

INFO AF SUB-COM ROME

UNCLASS BT

LP9 11TH AUGUST UNCLASSIFIED (.)

FLYING CONTROL COURSE FOR ITALIAN OFFICERS COMMENCED AT

LECCE 8TH AUGUST TERMINATION OF COURSE 26TH AUGUST (.)

EIGHT PUPILS

BT 111000B

SENT J L (AF) KKK

IMI 26TH AUG TO BT FSE

26TH AUGUST (.)

EIGHT PUPILS

BT 111000B

LGJP BD NR 1 111632B BG AR KK

1221

0198

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

QUADRIPARTITE SIGNAL. File O 28A

FROM: A.F.SUB COM(ROME)

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

UNCLASSIFIED(.) P 521 TOO. 01112[illegible] JULY

VISIT OF S/LDR RUFFELL DELAYED UNTIL MON 6TH AUG (.) INTEND SCHOOL TO COMMENCE TUES. 7TH AUG(.) SYLLABUS IN POST (.)

PRIORITY - ROUTINE.

A.W.RUFFELL, S/LDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

48/2/AIR.

1220

0194

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

CYPHER MESSAGE

4-24-45

27A

TO: AIR FORCES SUB COMMISSION ROME
(R) DETACHMENT LECCE

FROM: H.Q. MAAF A 856 JULY 31 SECRET

SUBJECT IS PROPOSED FLYING CONTROL TRAINING AT LECCE.

SQDN. LDR. RUFFELL'S SYLLABUS APPROVED AND SUGGEST IMMEDIATE STEPS TAKEN TO IMPLEMENT BY FORMING NUCLEUS OF SCHOOL.

ACTION SHOULD BE INDEPENDENT OF PROPOSED TRAINING IN CAIRO OF TWO POTENTIAL INSTRUCTORS. AIR MINISTRY HAS BEEN PRESSED TO SANCTION CAIRO COURSE BUT REPLY STILL AWAITED.

DIST AFSC Rome

TOO 311105
TOR 311832B
TOD 311930B

C. Shirley P/

B116 1/8/45
10 DEFINITELY RECOMMENDED
45/2/ai

1219

0200

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

26

I

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

To: Italian Air Ministry.

Date: 30th July, 1945.

Ref: AFSC/626/SQ.
AFSC/48/2/Air.

FLYING CONTROL

It is urgently requested that 1 pair of suitable binoculars be issued immediately for the above-mentioned purpose to each of the following airfields:-

Centocelle
Littorio (Urbe)
Lecce
Frosinone
Leverano

These should be placed on the charge of responsible officers and we should appreciate confirmation of issue at your earliest convenience.

A. H. KNOWLES,
Wing Commander,
for Air Vice Marshal,
Air Officer Commanding.

1218

0201

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

25A

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMMISSION HOME

TO : A.F.H.Q. DETACH. C/O 5A PTC DETACH RAF LECCE

DATE : 28TH JULY 1945

REF. : AFSC/48/2/ATK

CONFIDENTIAL A 495/./ 250.0. 281130 JULY 1945 /./
S/L RUFFELL WILL BE VISITING YOUR HQ. ON 1ST AUGUST WITH REFERENCE
FORMATION OF FLYING CONTROL SCHOOL /./

PRIORITY ROUTINE

A.V.M. RUFFELL S/L
AIR VICE MARSHAL
AIR DIRECTOR COMMUNICATIONS.

48/21 Aug

1217

0202

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

24A

Minute.

From: Aircraft Safety.

To : Senior M.T. Officer.

Ref : AFSC/43/2/Air.
Copy on AFSC/874/MT for action.

Date: 27th July, 45.

Provision of Transport - Flying Control.

Flying Control has been instituted at Lecce, and is being instituted at Centocelle.

Please may the provision of a Jeep or other suitable vehicle at these airfields be authorised and made available.

A.W. RUFFELL, S/LDR.
AIR CRAFT SAFETY.

0203

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

Minute. FILE REF. 23A

From: S/Ldr Ruffell.

To : Senior Equipment Officer.

Date: 27th July, 45.

Ref : AFSO/626/Eq.
(Copy on AFSO/43/2/Air for information)

FLYING CONTROL - BINOCULARS.

6 Pairs of Binoculars are urgently required for use in the Control Towers on Italian Airfields.

Please may the necessary action be taken for their provision.

A.W.Ruffell S/Ldr.

A.W.RUFFELL, S/LDR.
AIRCRAFT SAFETY.

1213

0204

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

22A

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

TO : AIR FORCES SUB COMMISSION, LECCE DETACHMENT.

DATE: 26th July, 1945.

REF : AFSC/HQ/2/Air.

FLYING CONTROL EQUIPMENT.

The following action has been taken in respect of the items shewn on the list left by W/Cdr Ollason at this H.Qs.

1. Jeep. The S.M.T.O. has made application for the provision of a Jeep or other suitable vehicle.
2. R/T Transmitters & receivers. Col.Demetrio is giving the matter his attention, and has guaranteed that the sets at present in use in the tower will not be removed.
3. Signal Lamps. Have been on demand for some time and will be issued as soon as they are available.
4. Clocks. Are being obtained through Italian sources from Milan.
5. Binoculars. Arrangements are being made by Equipment for provision of this item.

A.W.RUFFELL, S/LDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1214

0205

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

217

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

T O : ITALIAN AIR MINISTRY. STATO MAGGIORE.

DATE : 24 JULY 1945.

REF. : AFSC/AS/2/AIR.

BREACHES OF FLYING DISCIPLINE.

Enclosed herewith is a communication from the Flying Control Officer at CIAMPINO airfield complaining of a breach of flying discipline by a pilot of the Regia Aeronautica.

2. It is requested that you take action as outlined in para. 3 of their letter and inform this Sub Commission of the results of such action.

A.W. RUFFELL S/Ldr,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

0203

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

4th

20A

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : HQ. M.A.A.F. A.L.S.
HQ. M.A.A.F. Aircraft Safety
HQ. M.A.C.A.F.
W/C CLARKSON LEPCE

DATE : 24th July 1945

REF. : AFSC/48/2/AIR

ITALIAN AIR FORCE - FLYING CONTROL

Attached herewith is a copy of the final report of S/L Ruffell in connection with the above mentioned subject.

A.W.Ruffell S/Ldr

A.W.RUFFELL S/L
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

AT [redacted] SUB-COMMISSION, ALLIED COMMISSION, ROME.

19 A.

ASC/A/2/AIR. 17th July, 1945.

AIRFIELD SURVEY.

[redacted] - ITALIAN AIR FORCE
AREA, NORTH.

References to other Papers.
1. Briefing Instructions by H.Q. N.A.A.F. A.C. Officers dated 31st. May, 45.
2. Aircraft Safety Interim report by S/Ldr A.W. [redacted] dated 16th June, 45.
3. Flying Control (Second Interim report) by S/Ldr A.W. [redacted] dated 27th June, 1945.

1. This final report covers all the points mentioned in the briefing instructions (see Reference to other papers - No. 1) with the exception of matters concerning Signals and Air/Sea Rescue which are dealt with by the appropriate officers.

AIRFIELDS VISITED.

2. x 1. CERVIGNOLA
2. FOGGIA (NOT UNDER I.A.A.F. CONTROL.)
3. MIGNA (STARLIGHT PARK)
(LAKE BRACCIANO is now in use)
4. BARI (NOT UNDER I.A.A.F. CONTROL.)
5. LECCE
6. TARANTO (SEA-PLANE BASE)
7. BRINDISI (SEA-PLANE BASE.)
8. LAVARIANO.
9. BOLOGNA (NOT UNDER I.A.A.F. CONTROL)
10. PRATICA (NOT UNDER I.A.A.F. CONTROL)
11. VERONA (LAGO) (NOT UNDER I.A.A.F. CONTROL)
12. VENICE (SEAPLANE BASE) (NOT YET IN USE)
13. MILAN (LINATE) (NOT UNDER I.A.A.F. CONTROL)
x 14. TURIN (MIRAFIORA) (NOT UNDER I.A.A.F. CONTROL)
15. NOVI LIGURE
16. GENOA (SEA-PLANE BASE CONSIDERABLY UNSERVICEABLE)
17. LITTORIO

x With reference to CERVIGNOLA, this airfield is not considered satisfactory for the following reasons. It is a grass airfield which may go unserviceable during the rainy season, and contains many old filled in bomb craters which are always a source of danger (much like CANDELARIO which is troublesome in wet weather.) It is obstructed on three sides by buildings, H.T. cables and pylons. Passenger accomodation is extremely limited.

At TURIN an extraordinary state of affairs exists in that the runway is obstructed at one end by a hangar.

CENTRAL SECTOR.

3. Arrangements have been made for Central Rooms to be constructed

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

1. Briefing Instructions by H.Q. M.A.A.F. A.S. Officers dated 31st.May, 45.
2. Aircraft Safety Officer's report by S/Ldr A.F. [redacted], dated 16th June, 45.
3. Flying Control (Control Tower's report) by S/Ldr A.R. RUSSELL dated 27th June, 1945.

1. This final report covers all the points mentioned in the briefing instructions (see Reference to other papers - No.1) with the exception of matters concerning Signals and Air/Sea Rescue which are dealt with by the appropriate officers.

AIRFIELDS VISITED.

2. 1. GROTTAGLIE
2. FOGGIA (NOT UNDER I.A.A.F. CONTROL.)
3. MADDA (CENTIMER BASE)
(LATE REQUISITE) is now in use)
4. BARI (NOT UNDER I.A.A.F. CONTROL.)
5. LECCE
6. TARANTO (SEA-PLANE BASE)
7. BRINDISI (SEA-PLANE BASE.)
8. LEVERANO.
9. BRINDISI (NOT UNDER I.A.A.F. CONTROL.)
10. TRAPANI (NOT UNDER I.A.A.F. CONTROL.)
11. VENICE (LIDO) (NOT UNDER I.A.A.F. CONTROL)
12. VENICE (SEAPLANE BASE) (NOT YET IN USE)
13. MILAN (LINATE) (NOT UNDER I.A.A.F. CONTROL.)
x 14. TURIN (ARTIGLIA) (NOT UNDER I.A.A.F. CONTROL)
15. MONT LEGER
16. GENOA (SEA-PLANE BASE CONSIDERED UNSERVICEABLE)
17 LITTORIO

x With reference to CHIOGGIA, this airfield is not considered satisfactory for the following reasons. It is a grass airfield which may go unserviceable during the rainy season, and contains many old filled in bomb craters which are always a source of danger (such like CANNIBOCCHIO which is troublesome in wet weather.) It is obstructed on three sides by buildings, H.T. cables and pylons. Passenger accomodation is extremely limited.

At TURIN an extraordinary state of affairs exists in that the runway is obstructed at one end by a hanger.

CONTROL TOWERS.

3. Arrangements have been made for Control Towers to be constructed at airfields controlled by the Italian Air Force. These Control Towers will be equipped with radio (6,440 Kcs.) signal lamps and all apparatus with which a Control Tower is normally equipped. Signals appears and ground signals will be constructed in accordance with the diagram in AP. 3014. The R/T sets concerned will not be W.S.C.'s, but Italian sets.

/2.

1211

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NAVIGATIONAL AIDS.

4. The Italians had, before the war, a number of stations known as GENERALE AERONAUTICA VOLO (GENERAL FOR AERONAUTICAL AIRCRAFT IN FLIGHT.) It is recommended that instructions be given for the fitting up and running of G.A.V's in the following areas:

(i) CYRENAICA.
(ii) CRETE.
(iii) DODECANESE.
(iv) RHODES.
(v) TRIPOLI.
(vi) MALTA.

the functions of these G.A.V's to include:

(i) Giving position to aircraft in flight.
(ii) Providing met. information to aircraft in flight.
(iii) Homing directions.
(iv) Head on control of aircraft to nest G.A.V.
(v) Pass aircraft movement signals.
(vi) Keep available airfield serviceability in the area.
(vii) Be responsible for initiating local searches.
(viii) Pass all distress information immediately to the nearest Rescue Unit and Aircraft Safety Unit.

X A signals plan is in course of preparation covering the re-instatement of the G.A.V's.

It is not considered necessary that aids at present on the secret List should be made available.

CONTROLLED DESCENT THROUGH CLOUD.

5. No action was taken to initiate methods of controlled descent through cloud as it is considered that this requires special treatment, and should not be dealt with in a general report.

RADIO AIDS.

6. Adlin Legs have been demanded, and will be issued as soon as they are available. There is stated to be a shortage of batteries. This matter will be taken up with the S.A.S.O.'s if the Italians cannot find sufficient from their own sources. Navigation instruments for Flying Control School at Lecce, and Tower equipment for all airfields are on demand.

METEOROLOGY.

7. The facilities available are sufficient and there was no difficulty at any airfield of receiving adequate met. briefing.

ORGANISATION OF AIRCRAFT SAFETY.

1210. -

X 8. An Officer is to be established on the Regia Aeronautica General Staff to deal solely with matters concerning Aircraft Safety. Owing to a shortage of personnel the Regia Aeronautica cannot adopt in toto the same flying control organisation as obtained in the Royal Air Force. In order to ensure that responsibility and authority in clearly defined, duties are to be issued from the

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

the functions of these C.A.V's to include:

(i) Giving position to aircraft in flight.
(ii) Providing met. information to aircraft in flight.
(iii) Issuing diversions.
(iv) Pass on control of aircraft to next C.A.V.
(v) Pass aircraft movement signals.
(vi) Have available airfield serviceability in the area.
(vii) Be responsible for initiating land services.
(viii) Pass all distress information immediately to the nearest Rescue Unit and Aircraft Safety Unit.

A signals plan is in course of preparation covering the re-institution of the C.A.V's.

It is not considered necessary that aids at present on the secret list should be made available.

CONTROLLED DESCENT THROUGH CLOUD.

5. No action was taken to initiate methods of controlled descent through cloud as it is considered that this requires special treatment, and should not be dealt with in a general report.

RADIO AIDS.

6. Aids have been demanded, and will be issued as soon as they are available. There is stated to be a shortage of beacons. This matter will be taken up with the S.A.S.O. if the Italians cannot find sufficient from their own sources. Navigation instruments for Flying Control School at Lecce, and Tower equipment for all airfields are on demand.

COMMUNICATIONS.

7. The facilities available are sufficient and there was no difficulty at any airfield of receiving adequate met. briefing.

ORGANISATION OF AIRCRAFT SAFETY.

1210 -

8. An Officer is to be established on the Naples Aeronautical General Staff to deal solely with matters concerning Aircraft Safety. Owing to a shortage of personnel the Naples Formation cannot adopt in toto the same flying control organisation as obtained in the Royal Air Force. In order to ensure that responsibility and authority is clearly defined, orders are to be issued from the General Staff to the effect that the Senior Officer on the airfield is the officer responsible for Flying Control and Flying Discipline.

FLYING CONTROL STAFF.

9. A set of orders has been prepared covering aspects of Flying Control, (including organisation,) and are at present being translated into English. These orders will agree with Royal Air Force Flying Control instructions. The organisation may vary from that of the Royal Air Force because of the shortage of personnel stated above, but this will not affect the efficiency in any way.

/3.

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

FLYING CONTROL SCHOOL - CAIRO.

10. A list of names of eight officers has been prepared who will proceed to CAIRO for instruction in Flying Control. C.R. SAFE has agreed to make available drawing boards, maps, protractors and stationery at the school. It is strongly recommended that two English speaking Italian Officers (ex flying duties) be sent to the Flying Control School at CAIRO as soon as possible in order that they may (a) act as instructors at the school, and (b) what is even more important, by their knowledge and presence, foster the idea of the Italianisation of Flying Control. It is felt that if Italian Officers act as instructors the pupils will not only be more receptive, but consider it mainly an Italian institution rather than an Allied one. There is no doubt about the keenness of these officers to go to Cairo, and any signs of initiative and keenness on the part of the Italians should be fostered in order to keep morale as high as possible.

LIAISON.

11. It is recommended that a Flying Control Officer be continued to be attached to the A.F.H.Q. for at least another month in order that outstanding details should be cleared up, especially with reference to liaison with Staging Posts, institution of Controlled descent through dual procedure, and supervision of completion of the work in hand.

CONCLUSION.

12. The impression has been received that the Italians are anxious to have Flying Control and are keen to help as much as possible, and are fully aware of the necessity of doing everything to ensure the safety of aircraft.

When the recommendations contained in this report are put into effect, there is every reason to believe that the level of Aircraft Safety in the Italian Air Force will be of a satisfactory standard.

A.W. MITCHELL, AVM.
AIR OFFICER C-in-C.

Distribution:

1. H.Q. M.A.A.F. A.H.Q.
2. File.
3. H.Q. M.A.A.F. (AIRCRAFT ACCIDENT BRANCH)
4. SENIOR STAFF OFFICER A.W. MITCHELL.
5. H.Q. M.A.C.A.F. (AIRCRAFT ACCIDENT BRANCH.)
6. WING COMMANDER GILMOUR.

1209

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

0212

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

18 A

OUTGOING MESSAGE

FROM: A. F. [illegible] COM, ALCOM, [illegible]

TO: A. F. [illegible] COM, ALCOM, [illegible]

Q. 4.56, 23/5UL

Unclassified (.) For [illegible] from [illegible] (.) We require 15 sets of navigation instruments for Flying Control School [illegible] (.) Believe these available in photographic store [illegible] would you check and despatch to me if available (.) Confirm (.)

Copy to: [illegible] AFSC/626/2/Mir

Copy to: Stato Maggiore A.A.
Ufficio Servizi e Trasporti
(by hand for information)

Priority: ROUTINE

C. A. Rhodes

A.H. [illegible],
Wing Commander.
Tel. 429063 ext. 265

File AFSC/626/03.

1208

Minute.

To: Senior Equipment Officer.
Date: 29/7/45.

Authorised see 18A
GSB

(177)

Navigation Instruments, Flying Control School, Lecce.

The Flying Control School at Lecce is expected to commence operations about 5th July.

Fifteen sets of navigators instruments are required for use on the course.

I am informed by Col. Card that no instruments are available from British sources, or other sources over which Italians have control.

It would be appreciated if arrangements could be made for fifteen navigators bags to be available for use at the school.

Ref:- AFSO/4/3/2/Adm.

Alex Ruffell F/Sgt

A.V. RUFFELL, S/IDR.
AIRCRAFT SAFETY.

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

about 30th July.

Fifteen sets of navigators instruments are required for use on the course.

I am informed by Col. Savi that no instruments are available from Italian sources, or Italian sources over which Italians have control.

It would be appreciated if arrangements could be made for fifteen navigators bags to be available for use at the school.

Enc:- AFSC/A/2/Air.

A. V. RUSSELL, S/Ldr.
AIR/ATTACHE.

1202

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

0215

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

360.11E 3rd Ind. HJS/jmr

AIR FORCES SUB-COMMISSION, A.C., ROME, 20 October 1945.

TO: MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT.

Assurance has been given by the Deputy Chief of Staff of the Italian Air Force that Tenente [illegible] has been appropriately reprimanded, also that pilots have been warned that they must obey flying regulations.

E.U. GANO,
MAJOR, AUS
ACTG VICE MARSHAL
AIR OFFICER COMMANDING.

0216

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

COPY

360.12 1st Ind. BFB/s,js
HQ. EURD-ATC, Office of the Deputy Chief of Staff, Mediterranean Region,
1417th AAF Base Unit, APO 512, U. S. Army. 5 July 1945

TO: Commanding General, MAAF, APO 650, U. S. Army.
Attn: Director of Aircraft Safety.

Forwarded for your information and action.

FOR THE COMMANDING GENERAL:

/s/ George C. Van Norstrand
GEORGE C. VAN NORSTRAND
Colonel, G. S. C.
Deputy Chief of Staff,
Mediterranean Region.

360.11 2nd Ind. ACT-CDA-prv.
HEADQUARTERS, MEDITERRANEAN ALLIED AIR FORCES, APO 650, U.S.ARMY.

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

1. Your attention is invited to the basic communication.

2. It is requested that you comply with para. 3 of basic communication and by return indorsement indicate the action you have taken to insure that incidents of this nature do not re-occur.

FOR THE AIR COMMANDER-IN-CHIEF:

T. C. DARCY,
Brigadier General, USA,
Director of Operations
and Intelligence.

c.c. Dep. Chief of Staff,
EURD-ATC

1205

0217

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

16 B.

HEADQUARTERS
1419th AAF BASE UNIT
EUROPEAN DIVISION AIR TRANSPORT COMMAND
APO 512, U. S. ARMY

In reply refer to: 360.12 2 July 1945.

SUBJECT: Flying Safety - Violation of Safe Flying Practice.

TO : Commanding General, MAAF, Attention: Office of Aircraft Safety. THRU: Deputy Chief of Staff, HQ, EUROATC, Mediterranean Region, APO 512, U. S. Army.

1. On 2 July 1945, Italian aircraft, Savoia Marchetti, 82, Number 2-9 departed this Airport for Centocelle/Rome at 0844Z. The aircraft was being flown by Tenente ERIO MARANI. After becoming airborne, the aircraft circled and flew north directly over the airport at an altitude of approximately 300 feet.

2. Such flying practice at a busy airport is obviously detrimental to flying safety in the local area. The Operations Office at the Italian operated airport at Centocelle has been repeatly advised by this Base that aircraft proceding to Centocelle must fly outside of the local flying area of this Base, or if forced to fly over it, that they must maintain a minimum altitude of 2,000 feet.

3. The repeated requests of this office have apparently been disregarded. It is requested that the authorities at Centocelle be directed to cease violating safe flying practice in this manner, and the the pilot of subject aircraft be appropriately reprimanded.

FOR THE COMMANDING OFFICER:

/s/ Janice H. Bash,
/t/ JANICE H. BASH,
1st Lt., Air Corps,
Adjutant.

1204

0218

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

OUTGOING SIGNAL.

15A

FROM: XXX A.F.SUB.COMM(ROME).

TO : A.F.SUB.COMM(MILAN) c/o H.Q. ALLIED COMMISSION, LOMBARDIA REGION.
(R) HQ. MAAF (A.L.S.)

14A

SECRET(.) A 427 TOO. 151000B JULY.

REFERENCE YOUR A 358 DATED 13/7 (.) ASSURED A.S.C. WILL BE AT BOLOGNA (.) DISCUSSION IN PROGRESS AT H.Q. MAAF RE THE POSITIONING OF SUPERIOR FORMATION (AREA CONTROL) AT MILAN (LINATE) (.) NOT REPEAT NOT POSSIBLE FOR C.A.V. TO UNDERTAKE FUNCTIONS OF AREA CONTROL NOR AT PRESENT OF A.S.C.

PRIORITY - IMPORTANT.

A.W.RUFFELL, S/LDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1207

T11433/1444. 138,120 pads. 3/44. MP (52-6387)

14A

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

Call	Srl. No.	Prior	Transmission Instructions
			348/13 (Part one) 349/13 (Part II)

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM	Originator	Date-Time of Origin.	Office Date Stamp
(A)	AFSC Milan	13/1600 B	AGS 11/7

For Action.

TO HQ MAAF. AIS.

(W) For Information (INFO)

(Apl) AFSC (Rome)

Message Instructions.	GR

Originator's No. M.358 B. Yoke

FROM AVM BRODIE —

Understand complete RAF. ASC will be moved into 4th Tactical Post MILAN in addition to their normal S.P. Signals and Meteorological Sections @ A.249 Wire Signal A.931 of 4th JUNE to HQ. MAAF refers.

AFSC has planned to place an Italian CAV check is relieved similar to RAF. ASC Italian CAV's are to build efficient operation at Milan and Schiphol covering Air Traffic before the war. There appears to be some overlapping except Italian CAV move into MILAN/LINATE and RAF. ASC be deleted in order to save RAF manpower and move applies BOLOGNA, VENICE areas to block your A. 666 6th June refers.

Most decision required as nothing can be done to collect Technical observation at MILAN/LINATE for Italians because this is NOT agreed for both Italians and RAF.

S/Leader Stephenson at S/Leader Ruffell at AFSC/ROME to locate HQ MAAF to 120 June

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

TO HQ MAAF. AIS. (A)

(W) For Information (INFO)

(AFI) AFSC (Rome)

Message Instructions. GR

Originator's No. A. 358 12 July

FROM AVM BRODIE —

Understand from [illegible] CAF. ASC will be moved into HQ Training Cell MILAN in addition to their ~~AH~~ of S.P. Signals and Photographic Sections @ 122119 Nov Despatch A. 331 of 4 June to HQ MAAF Despatch

AFSC has planned to place an Italian CAV attach in future attached to CAF. ASC. Italian CAV's are to duty efficient operation of Italian and Balkans covering Air Force before the last 6 Years at least. To be armed and Mobile against total CAV move into MILAN/LINATE area CAF. ASC be deleted in order to save RAF manpower and move offices BOLOGNA, VENICE area to batch your A. 08[illegible] both fund wise @

Most decision required as action can be done to allot technical accommodation at MILAN/LINATE to Italians because this is NOT covered for both Italians and RAF @

Should Chapman or Headet Ruffell of AFSC (ROME) to telephone HQ MAAF to [illegible] 1202 MAAF re to office at Milano and check on [illegible] of V Desirability of organisation @

This message may be sent AS WRITTEN by any means except WIRELESS.	If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.	Originator's Instructions. Degree of Priority.
Signed.	Signed.	Routine

Time	System	Op.
THI or TOR 1856	AI	
Time Cleared 2115		

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

For AIG/A Injection

Aspect A: will be at Bo[illegible] at noon ⊙.

Discussion [illegible] in hexagon C — the "nonstudent"

B superior formation (Area Control) at

Miami ⊙ Not white note homicide Car

C.A.V. to underlie formation B [illegible]

Area Control [illegible] ⊙ at request of A. S. E.

To AFSS Miami

INFO ADVANCE AIG

IMPORTANT

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

0222

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

13A

FROM : AIR FORCES SUB COMMISSION A.C. RC

TO : ITALIAN AIR MINISTRY

DATE : 14TH JULY 1945

REF. : AFSC/48/2/AIR

AIRFIELD CONTROL - LECCE AND LITTORIO

It has been remarked by Officers of this Sub Commission that the Italian Air Force Station at Frosinone has for some time been equipped with up-to-date facilities for airfield control including a control tower exercising Radio telephone control over aircraft in the circuit and conventional international ground strip signs.

2. It is understood that you intend that similar facilities should be made available at Lecce and Littorio. Your assurance on this point and an estimate of the date when you anticipate that installation will have been completed would be appreciated.

L.E.JARMAN G/OPT
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

1201

FROM:- AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
TO :- H.Q. M.A.A.F. C.M.F.
DATE:-13 JULY 1945.
REF.:- AFSC/46/2/AIR.

127

AIRCRAFT MOVEMENT SIGNALS - I.A.F.

It is the policy of A.F.S.C. to make the I.A.F. self-supporting in their aircraft control organisation. The present distribution of aircraft radio-aids is under review, and a more efficient organisation is being planned. This will necessitate a revision in the method of passing movement signals.

2. There are two considerations:-

(a) The passing of warning departure and arrival signals.

(b) The tying in with the Allied Aircraft Safety Organisation.

Taking the points in order:-

(i) The passing of movement signals (at present accomplished on a wireless or teleprinter network)

This will in future be satisfied by the setting up of a number of C.A.V. (Centrale Assistenza Volo) at:-

1. ELMAS
2. CATANIA
3. BRINDISI
4. ROME
5. VENICE
6. MILAN

1200

These C.A.V.'s are roughly analogous to Aircraft Safety Centres and one of their many functions will be to pass aircraft movement signals.

(ii) The tye-in with Aircraft Safety Organisation.

This is considered best dealt with by means of an intercepting watch at Pomigliano and Bologna. Foggia is omitted because of the small amount of traffic on that side of Italy.

At airfields where there is no staging post, the alternative of having English speaking Italians at both the airfield, and the nearest RAF. unit has been considered but is not thought to be practicable for the

0225
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2. CATANIA	5. VENICE
3. BRINDISI	6. MILAN

120 .

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At airfields where there is no staging post, the alternative of having English speaking Italians at both the airfield, and the nearest RAF. unit has been considered, but is not thought to be practicable for the following reasons:- (a) The scarcity of interpreters.

(b) Certain units will be overloaded with work . e.g. Rome area, whilst others (e.g. Brindisi) will have very little to do.

(c) Duplication of Signal traffic.

In view of the foregoing remarks, it is requested therefore that authority be given for the setting up at Pomigliano and Bologna Aircraft Centres, an interception watch on the Italian A/C movement frequency.

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

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

LOOSE MINUTE.

Min 3. 7/7

TO:- SENIOR EQUIPMENT OFFICER. 7/7/45.

FROM:- FLYING CONTROL.

REF. ALDIS LAMPS FOR AIRFIELD CONTROL I.A.F.

It was understood that Signal Lamps suitable for Airfield Control were available from Italian sources. ?

I have spoken with Col. Savi and he is most definite that they are not.

There are certainly none in or on Italian Airfields..

May this situation be clarified please.

A.W. Ruffell

Ref:- 48/2/AIR.

A.W. RUFFELL. S/LDR.
AIRCRAFT SAFETY.

Encl 1A. (para 6) refers.

1199

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

RESTRICTED.

AIR FORCES SUB COMMISSION,
ALLIED COMMISSION.

Ref:- AFSC/48/2/air.

27th June, 1945.

FLYING CONTROL - ITALIAN AIR FORCE.

SECOND INTERIM REPORT.

This report is based upon visits to airfields in Northern and Southern Italy. The Southern itinerary is shown in the first interim report. The Airfields visited in the North were:-

Bologna	(Not under I.A.F. CONTROL)
Treviso	" " " "
Venice (Lido)	" " " "
Milan (Linate)	" " " "
Turin (Aeritalia)	" " " "
Novi Ligure	(Only self-appointed Italian Col. in charge)
Genoa	(Sea plane base - completely unserviceable)

FLYING CONTROL ORDERS.

For the various airfields not under I.A.F. control, and upon which are Transport Command Staging Posts, instructions are being prepared for the control by the S.F. of Italian Aircraft, and will be incorporated in. instructions to be issued by 216 Group.

In the case of Italian Controlled Airfields, instructions are being prepared (by suitable extracts from AP. 3024 Flying Control in the R.A.F.) and will be issued as soon as possible.

CONTROL TOWERS.

The Italians are going to erect Control Towers of an approved 1938 standardised type at all their airfields. These towers will be equipped and operated in the same way as R.A.F. towers. This equipment will include ground signals. Signal lamps are stated to be available from Italian sources. The C.S.O. has stated that it is no longer intended to install TR9D's in Italian aircraft. Quite apart from the signals reason for this arrangement, from a Control Officers view point, this is greeted with enthusiasm, because the writer's experiences with TR9's have not been happy.

NAVIGATIONAL AIDS. (C.A.V'S)

As mentioned in the first interim report, the Italians had, before the war, a number of stations known as Centrale Assistenza Volo (Centres for assisting aircraft in flight).

It is recommended that instructions be given for the fitting up and manning of C.A.V's in the following areas.

1. Catania.
2. Cagliari.
3. Brindisi.
4. Rome.
5. Pomigliano.

0226

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The Airfields visited in the North were:-

Bologna	(Not under I.A.F. CONTROL)
Treviso	" " " "
Venice (Lido)	" " " "
Milan (Linate)	" " " "
Turin (Aeritalia)	" " " "
Novi Ligure	(Only self-appointed Italian Col. in charge)
Genoa	(Sea plane base - completely unserviceable)

FLYING CONTROL ORDERS.

For the various airfields not under I.A.F. control, and upon which are Transport Command Staging Posts, instructions are being prepared for the control by the S.A.S. of Italian Aircraft, and will be incorporated in. instructions to be issued by 216 Group.

In the case of Italian Controlled Airfields, instructions are being prepared (by suitable extracts from AP. 3003 Flying Control in the R.A.F.) and will be issued as soon as possible.

CONTROL TOWERS.

The Italians are going to erect Control Towers of an approved 1198 standardised type at all their airfields. These towers will be equipped and operated in the same way as R.A.F. towers. This equipment will include ground signals. Signal lamps are stated to be available from Italian sources. The C.S.O. has stated that it is no longer intended to install TR9D's in Italian aircraft. Quite apart from the signals reason for this arrangement, from a Control Officers view point, this is greeted with enthusiasm, because the writer's experiences with TR9's have not been happy.

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It is recommended that instructions be given for the fitting up and manning of C.A.V's in the following areas.

1. Catania.
2. Cagliari.
3. Brindisi.
4. Rome.
5. Venice.
6. Milan.

The functions of these C.A.Vs to include:-

1. Giving positions to aircraft in flight.
2. Providing Met. information to aircraft in flight.
3. Arrange diversions.
4. Pass on control of aircraft to next C.A.V.
5. Pass aircraft movement signals.
6. Have available airfield serviceability in its area.
7. Be responsible for initiating land searches.
8. Pass all distress information immediately to the near Aircraft Safety Centre.

0227

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It is also recommended that a British Officer be attached to the Italian Air Force, to act as liaison officer in the setting up of these C.A.Vs so far as Aircraft Safety is concerned.

AIRCRAFT SAFETY SECTION IN H.Q. I.A.F. ROME.

The formation of a section particularly for Aircraft Safety, at the H.Q., I.A.F., Rome, has been discussed with Col. Davi. Quite apart from any instructions or recommendations, it is the intention of the General Staff to institute such a Section, and a Major has already been chosen as head of the section.

A final and comprehensive report will be submitted as soon as possible.

References to other papers:-
1. Debriefing instructions to H.Q. M.A.A.F. A.S. Officers dated 31st May, 1945.
2. Aircraft Safety Interim report by S/Ldr A.W.Ruffell dated 15th June, 1945.

1197

A.W.Ruffell

A.W.RUFFELL, S/LDR.
AIRCRAFT SAFETY.

Distribution:-
1. H.Q. M.A.A.F.
2. File.
3. H.Q. M.A.A.F. (Aircraft Safety Section)
4. S/Ldr Ruffell.
5. H.Q. M.A.C.A.F. (Aircraft Safety Section)
6. W/Cdr Gibson.

0228

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

restricted

16th June 1945

AIRCRAFT SAFETY.

Visit of inspection by S/L Ruffell and F/l Lucey to Italian Air Force Station in Southern Italy from 7th June 1945 to 11th June 1945.

INTERIM REPORT.

The following airfields and Seaplane bases were visited:

1 Centocelle
2 Pomigliano (not under I.A.F.)
3 Nisida (Seaplane base)
4 Bari (not under I.A.F.)
5 Lecce
6 Taranto (Seaplane base)
7 Brindisi (Seaplane base)
8 Leverano

1196 -

2. It is felt that if Aircraft Safety had been represented on the Sub Commission at an earlier date, much more would have been known of the I.A.F. and the policy governing its control; and the various aspects of Aircraft Safety could have been dealt with more fully and with firmer understanding.

Any suggestions and opinions contained in this Interim report have reference only to Aircraft Safety and are not intended in any way to go outside that scope.

3. The relationship between Unith Aeree and Stato Maggiore is not clear. On a visit to Unith Aeree it was found that a set of Flying Control Orders were being produced and forwarded to the Stato Maggiore and this H.Q. for approval. It rather gave the impression of the tail wagging the dog. It would appear that in order to begin from the beginning, the senior formation should be charged by the A.C. with full responsibility and authority for all Aircraft Safety matters (as instructed or suggested by the A.C.) and that a Safety Organisation be formed in that H.Q. to deal solely with Aircraft Safety. One of the first instructions must be that the senior officer on an airfield is the officer responsible for Aircraft

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

0230

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1190 -

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The printed Flying Regulations, last issued in 1941 are insuf fifient and out of date for present use. (Norme per le segnalazioni e la disciplina di volo sugli aeroporti military)

4. Rome Area Airfields (Centocelle, Ciampino).

If a large number of Allied personnel are going to arr and depart by air from the Rome Area, then it is strongly suggested that Ciampino be the airfield used and not Centocelle for the following

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reasons:-
a) Centocelle is a grass airfield which may go u/s during the rainy season, and it contains many old bomb craters (filled in) which are always a reason of danger. (Much like CAROLICHINO which is always troublesome).

b) It is obstructed on three sides by buildings and a perfect maze of H.T. cables and pylons. There is no hesitation in saying that these obstructions constitute a real danger to aircraft landing and taking off.

c) The passenger accomodation is extremely limited. At Ciampino full facilities exist for snacks and the comfort of passengers, transport arrangements are better and there is no language difficulty.

d) At Ciampino the whole thing would be centralised. There would never be any doubt as to which airfield passengers will arrive or depart.

e) Airfield control exists at Ciampino. At Centocelle there is no control as understood by Allied Air Forces? The signal for departure is given by the waving of a blue flag. There is apparently no signal for permission to land.

f) Centocelle could still be used for dispersal and repairs.

5. Flying Control Officers school at Lecce.

There is no school in being. W/C Ollason has done every thing possible to get the school started but so far he has no instructors and no pupils.

The Senior Italian Officer (Col. Leone) appears to have no over-all authority. This is probably because of the basic difference in organisation and chain of command between the I.A.F. and R.A.F.. (see para 3) .

W/C Ollason has prepared a Briefing Room and an Operation Room. The Italians promised weeks ago to move in and use them, but so far have not done so.

The four flying control Officers that W/C Ollason had picked for use in the airfield Flying Control, have been removed on the grounds that they belong to the squadrons and are therefore not available for station duties. One Officer has been posted to Airfield Flying Control but does not seem to have much of grasp.

It is recommended that:-
a) at least two Italian Officers be sent immediately to the

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It is recommended that:-

a) at least two Italian Officers be sent immediately to the Flying Control School at Cairo and on return to act as instructors at the School in Lecce.

b) Four Italian Officers be posted to Lecce for Flying Control duties.

c) An R.A.F. Flying Control Officer be attached to Lecce immediately in order to make the necessary preparations for the opening of the school.

6. The most obvious weakness

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6. The most obvious shortage in the way of equipment is without doubt Aldis lamps. It is recommended in the interests of Aircraft Safety that an issue of two lamps per airfield be authorised without delay.

The matter of their provision is above any question of policy or theoretical discussion on Flying Control and is regarded as a definite necessity.

7. To sum up. During the visit the courtesy and help given by the I.A.F. was beyond praise. An S.79 was put at the complete disposal of the inspecting officers and the radio facilities were tested to the full.

The impression was received that the I.A.F. wishes to do all it can in the matter of Aircraft Safety but that it needs definite instructions and assistance rather than mere advice and suggestions.

In order to avoid duplication, no mention is made in this Interim Report of radio aids as this aspect is already covered in the Air Sea Rescue Interim Report, referred to below.

A.W. RUFFELL, S/L,
Aircraft Safety

Ref. to other papers:
1 Briefing Instructions to H.Q. M.A.A.F. Aircraft Safety Section Officers dated 31st May 1945.
2 Report on Air Sea Rescue by F/L Lucey dated 15th June 1945.

Distribution:
1 File
2 H.Q. MA.A.F. ~~(Aircraft Safety) for information~~
3 H.Q. M.A.S.A.F. (Aircraft Safety) for information
4 A.C. (S/L Ruffell ✓
5 ~~Spare~~ D/Com Ops

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Distribution:
1 File
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3 H.Q. M.A.S.A.F. (Aircraft Safety) for information
4 A.C. (S/L Ruffell ✓
5 ~~Spare~~ A/Com Allard

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0235

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

FROM: AIR FO[illegible]S SUB-COMMISSION,
ALLIED [illegible]OMMISSION, ROME.

TO: H.Q. M.A.A.F. C.M.F. A.I.E.

DATE: 16TH JUNE, 1945.

REF: AFSC/48/12/AIR.

AIRCRAFT SAFETY - I.A.F.

The enclosed interim reports by S/LDR. RUFFELL and F/LT. DUCY (attached to A.F.S.C. 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.S.C. will be taken.

2. The signals matters referred to in F/LT. DUCY'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.S.C. Liaison Officer at TARANTO (W/Cdr. CLIFT.)

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

Distribution:
H.Q. M.A.C.A.F. (For information)
W/CDR OLLASON, A.F.S.C. Lecce.
W/CDR CLIFT, A.F.S.C. Taranto -

COPY: AFSC/48/1/AIR.

1193 .

4 S/Lan
8 B

Restricted

16th June 1945

(Flying Control)

AIRCRAFT SAFETY - Italian Air Force.

Visit of inspection by S/L Ruffell and F/L Lucey to Italian Air Force Station in Southern Italy from 7th June 1945 to 11th June 1945.

INTERIM REPORT.

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5 Lecce
6 Taranto (Seaplane base)
7 Brindisi (Seaplane base)
8 Leverano

2. It is felt that if Aircraft Safety had been represented on the Sub Commission at an earlier date, much more would have been known of the I.A.F. and the policy governing its control; and the various aspects of Aircraft Safety could have been dealt with more fully and with firmer understanding. (A.C.'s Offr. I.A.F. presumably take up flying duties when I.A.F. come operative from Allied and Italian aerodromes)

Any suggestions and opinions contained in this Interim report have reference only to Aircraft Safety and are not intended in any way to go outside that scope.

3. The relationship between Unità Aerea and Stato Maggiore is not clear. On a visit to Unità Aerea it was found that a set of Flying Control Orders were being produced and forwarded to the Stato Maggiore and this H.Q. for approval. It rather gave the impression of the tail wagging the dog. It would appear that in order to begin from the beginning, the senior formation should be charged by the A.C. with full responsibility and authority for all Aircraft Safety matters (as instructed or suggested by the A.C.) and that a Safety Organisation be formed in ~~that H.Q.~~ (of Italian Air Ministry) to deal solely with Aircraft Safety. One of the first instructions must be that the

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INTERIM REPORT.

The following airfields and Seaplane bases were visited:

1 Centocelle
2 Pomigliano (not under I.A.F.)
3.Nisida (Seaplane base)
4 Bari (not under I.A.F.)
5 Lecce
6 Taranto (Seaplane base)
7 Brindisi (Seaplane base)
8 Leverano

2. It is felt that if Aircraft Safety had been represented on the Sub Commission at an earlier date, much more would have been known of the I.A.F. and the policy governing its control; and the various aspects of Aircraft Safety could have been dealt with more fully and with firmer understanding.

Any suggestions and opinions contained in this Interim report have reference only to Aircraft Safety and are not intended in any way to go outside that scope.

3. The relationship between Unità Aeree and Stato Maggiore is not clear. On a visit to Unità Aeree it was found that a set of Flying Control Orders were being produced and forwarded to the Stato Maggiore and this H.Q. for approval. It rather gave the impression of the tail wagging the dog. It would appear that in order to begin from the beginning, the senior formation should be charged by the A.C. with full responsibility and authority for all Aircraft Safety matters (as instructed or suggested by the A.C.) and that a Safety Organisation be formed in ~~that H.Q.~~ to deal solely with Aircraft Safety. One of the first instructions must be that the senior officer on an airfield is the officer responsible for Aircraft Safety matters and has full authority over all other officers and formations within his jurisdiction, in this connection.

The printed Flying Regulations, last issued in 1941 are insufficient and out of date for present use. (Norme per le segnalazioni e la disciplina di volo sugli aeroporti military)

4. Rome Area Airfields (Centocelle, Ciampino).

If a large number of Allied personnel are going to arrive and depart by air from the Rome Area, then it is strongly suggested that Ciampino be the airfield used and not Centocelle for the following

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reasons:-

a) Centocelle is a grass airfield which may go u/s during the rainy season, and it contains many old bomb craters (filled in) which are always a reason of danger. (Much like CAPODICHINO which is always troublesome).

b) It is obstructed on three sides by buildings and a perfect maze of H.T. cables and pylons. There is no hesitation in saying that these obstructions constitute a real danger to aircraft landing and taking off.

c) The passenger accomodation is extremely limited. At Ciampino full facilities exist for snacks and the comfort of passengers, transport arrangements are better and there is no language difficulty.

d) At Ciampino the whole thing would be centralised. There would never be any doubt as to which airfield passengers will arrive or depart.

e) Airfield control exists at Ciampino. At Centocelle there is no control as understood by Allied Air Forces. The signal for departure is given by the waving of a blue flag. There is apparently no signal for permission to land.

f) Centocelle could still be used for dispersal and repairs.

← HQC's Note: under active consideration - there are other factors affecting a decision.

5. Flying Control Officers school at Lecce.

There is no school in being. W/C Ollason has done every thing possible to get the school started but so far he has no instructors and no pupils.

The Senior Italian Officer (Col. Leone) appears to have no over-all authority. This is probably because of the basic difference in organisation and chain of command between the I.A.F. and R.A.F.. (see para 3) .

W/C Ollason has prepared a Briefing Room and an Operation Room. The Italians promised weeks ago to move in and use them, but so far have not done so.

The four flying control Officers that W/C Ollason had picked for use in the airfield Flying Control, have been removed on the grounds that they belong to the squadrons and are therefore not available for station duties. One Officer has been posted to Airfield Flying Control but does not seem to have much of grasp.

It is recommended that:-

a) at least two Italian Officers be sent immediately to the Flying Control School at Cairo

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taking off.

c) The passenger accomodation is extremely limited. At Ciampino full facilities exist for snacks and the comfort of passengers, transport arrangements are better and there is no language difficulty.

d) At Ciampino the whole thing would be centralised. There would never be any doubt as to which airfield passengers will arrive or depart.

e) Airfield control exists at Ciampino. At Centocelle there is no control as understood by Allied Air Forces. The signal for departure is given by the waving of a blue flag. There is apparently no signal for permission to land.

f) Centocelle could still be used for dispersal and repairs.

← ACC's Note: Under certain considerations - there are other factors affecting a decision.

5. Flying Control Officers school at Lecce.

There is no school in being. W/C Ollason has done every thing possible to get the school started but so far he has no instructors and no pupils.

The Senior Italian Officer (Col. Leone) appears to have no over-all authority. This is probably because of the basic difference in organisation and chain of command between the I.A.F. and R.A.F.. (see para 3) .

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It is recommended that:-

a) at least two Italian Officers be sent immediately to the Flying Control School at Cairo and on return to act as instructors at the School in Lecce,
b) Four Italian Officers be posted to Lecce for Flying Control duties.
c) An R.A.F. Flying Control Officer be attached to Lecce immediately in order to make the necessary preparations for the opening of the school.

ACC's Note: Request DAAF arrange (a) & (c) above. (b) will be arranged by AFSC Rome.

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0239

6. The most obvious shortage in the way of equipment is without doûbt Aldis lamps. It is recommended in the interests of Aircraft Safety that an issue of two lamps per airfield be authorised without delay.

The matter of their provision is above any question of policy or theoretical discussion on Flying Control and is regarded as a definite necessity. — Action being taken by AFSC Rome

Adm Note:

7. To sum up. During the visit the courtesy and help given by the I.A.F. was beyond praise. An S.79 was put at the complete disposal of the inspecting officers and the radio facilities were tested to the full.

The impression was received that the I.A.F. wishes to do all it can in the matter of Aircraft Safety but that it needs definite instructions and assistance rather than mere advice and suggestions.

In order to avoid duplication, no mention is made in this Interim Report of radio aids, as this aspect is already covered in the Air Sea Rescue Interim Report, referred to below.

A.W. Ruffell S/Ldr.

A.W. RUFFELL, S/L,
Aircraft Safety

Ref. to other papers:

1 Briefing Instructions to H.Q. M.A.A.F.
Aircraft Safety Section Officers dated 31st May 1945.
2 Report on Air Sea Rescue by F/L Lucey dated 15th June 1945.

Distribution:

1 File
2 H.Q. MA.A.F. ~~(Aircraft Safety) for information~~
3 H.Q. M.A.C.A.F. (Aircraft Safety) for information
4 A.C. (S/L Ruffell
5 ~~Spare~~ Lucey (Wg Cdr Mason AFSC)

AFSC File Ref No
D/S

C240

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

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The impression was received that the I.A.F. wishes to do all it can in the matter of Aircraft Safety but that it needs definite instructions and assistance rather than mere advice and suggestions.

In order to avoid duplication, no mention is made in this Interim Report of radio aids, as this aspect is already covered in the Air Sea Rescue Interim Report, referred to below.

A.W. Ruffell S/Ldr.

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Ref. to other papers:

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Distribution:

1 File ✓
2 H.Q. MA.A.F. ~~(Aircraft Safety) for information~~
3 H.Q. M.A.C.A.F. (Aircraft Safety) for information
4 A.C. (S/L Ruffell
5 ~~Spare~~ Lucey (Wg Cdr Wilson AFSC)

AFSC File Ref No. Delt.

Dup

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

Procedure in dealing with distress messages in S.E. Italy.

1. Information concerning overdue aircraft or aircraft in distress, 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 Communication 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 R/T 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 R/T station of No.302 A.S.R.C.U. at San Maria di Leuca is being fulled up.

1189

6. RADIO CONTROL OF AIRCRAFT.

(a) Service 1. R/T R/T on 333 c/s. 24 hour watch.
The stations at Brindisi and Lecce are used. (See recommendations)

(b) Service 2. R/T 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, made by 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 time it would be used, would be between aircraft on a search, and possibly with an Italian branch.

(d) Service 6. R/T Low Power Beacons.
Lecce and Taranto.

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During the winter months the whole batch of recalls 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.

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The D/F station of No.302 A.S.R.C.U. at San Maria di Leuca is being foliet up.

1189

6. RADIO SYSTEM 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, made by Ducati 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 time it could be used, would be between aircraft on a search, and possibly with an Italian launch.

(d) Service 5. 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 EMPLOYED IN AIR-SEA-RESCUE OPERATIONS.
See Appendix "A" attached for complete aircraft chats.

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 Nasida 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. 22i. 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. S.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 R.A.F. Air-sea-rescue instructions, and as this has not been amended for over a year, [illegible] copies asked from M.A.C.A.F. to bring these instructions into line with the present Italian organisation.

12. NAVIGATION.

Navigation is the weakest part of the Italin 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 available.

13. SEARCHING.

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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:-

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(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 change 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.

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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 available.

13. HEIGHTS.

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 height should be about 500 ft and the visibility distance about ½ mile).

14. STATE 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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RECOMMENDATIONS.

1. It is recommended that an improved finer 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 4375 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 No.302 A.S.R.C.U to be withdrawn.

3. That M.A.C.A.F. 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.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 (illegible) 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 BRACCIANO (north of ROME), thus relieving 284 R.A.F. Squadron of their Italian commitment.
A further report will be issued on this matter, and also on safety equipment for passengers and crews.

A.F.S.C/48/1/AIR.
16th June, 1945.

A. G. Lucy, F/L.
A.G.LUCY, F/LT.
AIR-SEA-RESCUE OFFICER, M.A.A.F.
Attached AIR FORCES SUB COMMISSION.
15/6/45.

References: (1) Briefing instructions to Navigators, M.A.A.F. Airsheet

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

equipment, which would enable the remainder of [illegible] to be withdrawn.

3. That the 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 S.B.F. Brindisi informs No.302 A.S.R.U.K. of incidents in the area, and 302 A.S.R.U.K. informs the Brindisi Sea-plane base direct, in addition to informing Taranto.

6. That the [illegible] detachment be increased in size, and moved to VENICE as per A.A.F. signal A 663 of 12th June, 1945, and that No.253 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.

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A further report will be issued on this matter, and also on safety equipment for passengers and crews.

A.F.S.O./43/1/AIR.
16th June, 1945.

A. G. Lucy, F/L
A.C.LUCY, F/L.
AIR-SEA-RESCUE SECTION, M.A.A.F.
Attached A.F. HOUSE SUB COMMISSION.
15/6/45.

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 Officer.
[illegible]
W/CDR. CLIFT (A.F.S.C. Toronto - from A.C.C. A.F.S.C. for any action that he can take [illegible] report to A.F.S.C. Rome.

Declassified E.O. 12356 Section 3.3/NND No. 778017

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APPENDIX "A"

SEAPLANE & LAUNCH DISPOSITIONS & SERVICEABILITY.

		SERVICEABLES		WAITING STARES	
		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 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

		A/C	TORPEDOES	A/C	TORPEDOES
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	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

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

7A

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

To: Air Forces Sub-Commission,
c/o Allied Military Government,
NAPLES Commune, A.P.O. 534.

Date: 16th June, 1945.

Ref: AFSC/45/Air.

5A

LITTORIO AIRFIELD -- FACILITIES FOR ALLIED AIRCRAFT.

1. With reference to the question of refuelling facilities at the above airfield, raised in your letter AFSC/M/45/Air. dated 5th June, 1945, it has been confirmed with Colonel REMONDINO of the Italian General Staff that occasional Allied aircraft may be refuelled if necessary.

2. It is hoped, however, that this facility will be used only in exceptional circumstances as petrol for LITTORIO is drawn from CIAMPINO and refuelling restrictions, on visiting aircraft have recently been imposed at the latter airfield owing to shortage of petrol. Furthermore, petrol is issued to the Italian Air Force on restricted allocation only, and there is not, therefore, a large working reserve.

11A

R.C. [illegible],
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.

Copies to: Stato Maggiore, R.A.
149 Staging Post
O.C. Littorio airfield. (Dell'Urbe)

118.

0251

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

6A

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : AIR FORCES SUB COMMISSION A.C.
c/o Allied Military Government,
Naples Commune, A.P.O. 394

DATE : 8th JUNE 1945

REF. : AFSC/45/AIR

LITTORIO AIRFIELD - FACILITIES FOR ALLIED AIRCRAFT.

In reply to your letter reference AFSC/N/45/AIR dated 5th June 1945, there is no objection in principle to occasional non-italian aircraft using Littorio. It is desired however that some significance should be attached to the word "occasional" and it is requested that all captains of such aircraft using the field should report their arrival to the Air Staff A.F.S.C. Telephone No. 489081 Ext. 449.

2. As regards facilities there are at present neither flying control nor petrol for non-italian aircraft. The possibilities of laying on petrol and oil are being investigated however, and if these investigations are successful you will be notified in due course.

W.M. Bisdee

W.M. BISDEE W/C
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

1184

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5A

From:- Air Forces Sub-Commission,
Allied Commission,
c/o Allied Military Government,
Naples Commune, A.P.O.394.

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

Date:- 5th June, 1945.

Ref :- AFSC/N/45/AIR.

C919 7/6/45
45/Air

LITTORIO AIRFIELD, ROME.

1. Flying Control, Pomigliano, rang us up this morning and asked if there were any re-fuelling facilities on the above Airfield, and whether there were any restrictions against an occasional Aircraft landing there.

2. So far as the information available in this Office goes there would not appear to be any facilities at present for re-fuelling there. Is this correct, please?

3. We should also appreciate your advices regarding the second point raised, viz:- whether there are any restrictions against an occasional Aircraft landing there. In fact, any information of a general nature which you may be able to give us regarding this Airfield will be most useful to us.

W L Minter

(W.L.Minter)
Wing Commander, Commanding
Air Forces Sub-Commission
Naples Detachment.

1183

0253

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

4A

1

From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

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

Date:- 13th. May, 1945.

Ref:- MAAF/4200/ALS.

Flying Control.

1. Reference is made to your letter, AFSC/36/AIR dated 3rd. May, 1945.

2. The future policy as regards the Italian Air Force is somewhat fluid, and it is therefore felt, that, at this stage, the request for an officer to advise on Flying Control cannot be considered.

ALLIED AIR FORCES SUB-COMMISSION ROME
313
ORDERLY ROOM
36/Air

for (C. CONROY),
Squadron Leader,
Air Vice-Marshal,
Chief of Staff/RAF.Med.M.E.

Copy to:- Aircraft Safety Section.
(File:- HQMAAF/S.77/AIR.)

1182

0254

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

3A

FROM : Air Forces Sub Commission, Lecce.
TO : Air Forces Sub Commission, Rome (Attn. Major Sass)
REF. : AFSC/I/14/Tr. I.A.F.
DATE : 10th. May 1945.

c 175

36/Air

rcvd. following dcg. see 36A on 23/Air

FLYING CONTROL.

1A

Reference your AFSC/36/Air, dated 3rd. May the following information is forwarded :

2. Provisional selection of 4 I.A.F. officers and 2 warrant officers has been made and agreed upon. The names of these personnel have been forwarded to Rome. This unit's AFSC/I/14/T dated 7th May refers.

3. No progress has been made in actually installing Flying Control because of the situation which has arisen regarding electricity and communications. This is briefly as follows :

The H.Q. building when originally built, was equipped with a 100 core telephone cable. On being rebuilt for American occupation after being bombed, the Americans used American equipment, i.e. wiring switches, sockets etc. and at present it is not known whether the original cable is serviceable or needs renewing. The signals officer who was to check this, was detached to Bari and has just returned, he may have an answer for me by the 16th. When the Americans left, they removed all American equipment. The Italians are now installing lighting and telephone circuits etc., but there is an acute shortage of material and I have already given S/L Broomhead a list of electrical equipment required to re-habilitate this Building.

4. Plans for occupation and setting up control have been made along the following lines :

a). Office allocation in the H.Q. building has been made including control, operations, movements.

b). The control when established will be for all aircraft on the field, and any visitors, thus doing away with the fighter control in use at present.

c). F/O Muncaster is preparing extracts from the R.A.F. manual of flying control as a guide to Italian personnel.

5. It will be appreciated that little progress can be reported until the electrical and telephone circuits are completed and the building occupied. It is anticipated however that no trouble will be experienced in establishing control as soon as the building is occupied.

W. C. Duncan Gc
OFFICER COMMANDING
Air Forces Sub Commission
LECCE

29/5.

0255

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

From: Air Forces Sub-Commission, [illegible]

To: H.Q. M.A.A.F. (A.L.S.)
(Attention G/C Rump)

Date: 3rd May, 1945

Ref.: AFSC/36/AIR

FLYING CONTROL

Up to the present time the Italian Air Force has been using airfields with Allied Flying control facilities available. Now, with Allied Units moving, many fields will be under Italian control. Much of the flying done by the Italians will be directly for the Allies.

With this problem in mind, it is requested that M.A.A.F. lend this Sub-Commission a Flying Control Officer for a week or two to make a general survey of the situation.

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

1180

0250

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

From: Air Forces Sub-Commission Rome

To: Air Forces Sub-Commission, Lecce
(Attention G/C Ollason)

Date: 3rd May, 1945

Ref.: AFSC/36/AIR

FLYING CONTROL

At our meeting on 22nd April 1945, the subject of Flying Control was raised.

Could you please give me any information as to what has been accomplished re this project at Lecce?

gs

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

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