

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

785017

ACC

10000/135/163

BLIND-FLYING
OCT. 1945 - MAY

10000/135/163

BLIND-FLYING TRAINING, IAF, CORRESPONDENCE
OCT. 1945 - MAY 1946

Director.

Reference A.M.O. 1202-1203/1945.
"Innovation and Cleanness of flight" - Introduction
of Instrument Ratings.

I think this is a good scheme. Bearing in mind
the new V.A.C. proposals, especially pilot training,
it would appear better to initiate the scheme from the
beginning of a pilot's flying career.

Pilot of the present was R.A. did undergo 1/2. 1945 &
the rating was awarded in the individual's log book.

Advised 9/10/46.

3.

F.T.I. Ref. 1, thank you for bringing this to my notice - Japan.

2. I have already consulted D.D. & have given certain instructions
to S.S.O. to communicate to I.A.D. Please see SSO about
this project.

R.B. D

As. 8/11/46. 29/1

5/2/46 NOTED ACTION:- S.S.O. instructed A.I.C. II to re-write:
A.M.O. 1202-1203/1945 and directed I.A.D. to do so.
been done see 31/2/AIR. Advised 5/2/46.

5/2/46. Thanks.

Ref. 10A. Contacted H.C. Wheeler of the AACs in reply. He
had thought this was being accomplished by C.E. Carter. The
matter will now be brought up again, probably by forming
a Range to the Italian and then declaring it surplus so
that may buy it eventually. cfm. 10/4/46.

it would appear better to select the person from the beginning of a pilot's flying career.
Pilot of the pre-war L.A. did undergo 1/2 C.O. & the rating was annotated in the individual's log book.

A. H. 9/20. P.T. 11

3.

F.T. 1. Ref. Pin 1, thank you for bringing this to my notice - Paper.
2. I have already consulted D.D. & have given certain instructions to S.S.O. to communicate to I.A.D. Please see SSO about this project.

W.S. D

A. H. 9/20. P.T. 11

4.

5/3/46 NOTE OF ACTION S.S.O. contacted AIR II & re-wrote.
A.M. 9/10. 1202-1203/1945 and reported to S.A. 7. This has been done acc 31/2/AIR. A. H. 9/20. P.T. 11

A. H. 9/20. P.T. 11

5.

Ref 10A. Contacted H. Col. Wheeler of the AACs in reply. He had thought this was being accomplished by Col. Baxter. The matter will now be brought up again, probably by leaving the Range to the Station and then declaring it surplus so they may buy it eventually. cplan 10/14/46

6.

Ref 13A. Suggest IAF be contacted concerning purchase of this Kedge, - also to make technicians available for training & champions as suggested in ref signed. 10/14/46

7.

AIR FORCE SUE COMMISSION
ALLIED COMMISSION ROME.

MINUTES OF MEETING HELD IN S.S.O.'S OFFICE ON 12TH OCTOBER 1945
TO DISCUSS BLIND FLYING IN THE I.A.F.

Present : S.S.O. W/CDR W.M. BISDEE
C.S.C. S/EDR C.T. CHAPMAN
AIR II MAJ. E.J. SASS
AIR III MAJ. J.W. GILDAY
STATO MAGGIORE (Air Staff) Lt. Col. SAVI
STATO MAGGIORE (Signals Rep) MAJ. TATA
I.A.M. (Signals Service) Lt. Col. DE VINCENTI

Action by :

The following plans were agreed:

- | | |
|--------|---|
| C.S.C. | (a) Blind Flying School to be established at Lecce. |
| | (b) Authority obtained to set up a Radio Range on a special Italian frequency at Lecce. |
| AIR II | (c) Aircraft to be used SM 84s and SM 79s. |
| I.A.M. | (d) A.F.S.C. to undertake to train one instructor for the school in the use of radio range. |
| I.A.M. | (e) I.A.M. to inform A.F.S.C. of name of Officer and when available (estimated Oct. 18th/20th). |
| | (f) I.A.M. to allot aircraft to school and arrange for construction of hoods. |
| | (g) Size of school and time for establishing it at Lecce to depend on training of potential instructors. Nucleus to commence instrument flying practice as soon as aircraft and instructors can be made available. |
| ORG.I | (b) Accommodation of school to be arranged with AFSC Detach. |
| | More definite data than at Min. 9 above cannot at present be given. |
| C.S.O. | (i) Training to be mainly on instrument flying and the use of radio range. C.S.O. to arrange for I.A.M. Signals Service to learn principles required for establishing radio range and inform S.S.O. of estimated time by which radio range can be installed at Lecce. |

W.M. Bisdee W/CDR.

W.M. BISDEE W/CDR
AIR VICE MARSHAL 250

SSO / Discussed at meeting Staff
Meeting on 24/10
The following
W.M.

STATO MAGGIORE (Air Staff) Lt.Col.SAVI
 STATO MAGGIORE (Signals Rep) MAJ.TATA
 I.A.M. (Signals Service) Lt.Col.DE VIRCENTI

Action by :

The following plans were agreed:

- (a) Blind Flying School to be established at Lecce.
 (b) Authority obtained to set up a Radio Range on a special Italian frequency at Lecce.
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ORG.I

C.S.O.

W.A. B. B. B. W/CO.

W.M. BISDEE W/CDR 250
 AIR VICE MARSHAL
 AIR OFFICER COMMANDING.

DISTRIBUTION :

A.F.S.C. ROME
 A.F.S.C. LECCE
 ITALIAN AIR MINISTRY

Mobile Range asked for. If not available trained instructor will have to
 free lance starting at Centocelle CTO & Air 1 arranging for instructions
 maintenance of links. 6 links available for purchase by I.A.F. WAB
 28/10

14A
(T)

From : I.A.F. Stato Maggiore.
To : P/Lt. Hart,
A.F.S.C., Rome.
Date : 21st May, 1946.
Ref : 102304/Ad2-17/1966/Coll.

I am returning to you the Air Publication No 1732A, and
I thank you for your kindness in having enabled me to consult
rules which I have found very useful for the compilation of the
summary of Blind Flying Training.

With kind regards

Col. Savi (Sgd).

translated by J. Bevacqua.



2249



J.B.

14A

STATO MAGGIORE DELLA R. AERONAUTICA

Roma li 21 maggio 1946

102304/Ad.2-7-1966 ell

AL F/LT. A. HART
Air Forces Sub Commission/AC
= R O M A =

Nel restituirLe la Air publication
n. 1732A. mi sento in dovere di ringraziarla
per la gentile cortesia usatami dandomi la
possibilità di poter consultare delle norme
che mi sono state veramente utili per la com=
pilazione del sommario di V.S.V.--

Con molti ossequi

1803

LRKE V PCYK NR 1
PRTY PRTY
NRCH WURC 101041P
LRKE
QYV BR ---

Air Force sk
13A

TO GENERAL LEE ALLIED COMMISSION ROME ATTENTION MAJOR SASS
FROM COMMANDING OFFICER FIVE EIGHT AACS GROUP NAPLES
UNCLASSIFIED ...REQUESTING AUTHORITY FROM FIFTH AACS WING TO DECLARE
~~011~~
ONE SUGAR CHARLIE ROGER TWO SEVEN SEVEN MOBILE RANGE COMPLETE WITH
EXTRA POWER UNIT AND NORMAL LEVEL OF SPARE PARTS AS EXCESS TO OFLC FOR
SALE TO THE ITALIAN GOVERNMENT IN MEANTIME TURN EQUIPMENT OVER TO
ITALIAN AIR FORCE ON MEMORANDUM RECEIPT IF YOU AGREE CMA U E PROPOSE
TO MAKE RANGE AVAILABLE AT ROME AND SUGGEST THAT APPROXIMATELY FOUR
RADIO TECHNICIANS BE TRAINED IN OPERATION AND MAINTENANCE OF EQUIPMENT
IN CONJUNCTION WITH PRESENT TRAINING PROGRAM AT CIAMPINO PD WILL ADVISE
WHEN AUTHORITY RECEIVED PD

101041Z AR
CCH LINE 3
LAST WORD DECLARK RPT DECLARK

SELT NR 1 LG AR KM
RECD NR 1 1425 HA AD PAL

881/5. 15/4.

N2
31/11
045
31/11
12247

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

To : Italian Air Ministry.

Date : 4th April, 1946.

Ref : AFSC/31/1/Air.

INSTRUMENT FLYING TRAINING

Enclosed herewith your manual "Technique of Instrument Flying", which we return with thanks.

A. Hart 8/27
A. HART F/Lt,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

11A

From : Air Forces Sub Commission, Rome.
To : Italian Air Ministry.
(For attention of Col. Savi.)
Date : 30th March 1946.
Ref : AFSC/31/1/Air.

R.A.F. AIR PUBLICATIONA.P. 1732 A.

Reference is made to our letter of even reference,
dated 10th January, 1946.

2. Attached to this letter we forwarded for your perusal
a copy of the above air publication.

3. It would be appreciated if this publication can be re-
turned to this Headquarters at your earliest convenience.

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

1800

10A

FROM: AIR FORCES SUB-COMMISSION A.C. HOME
TO : 58TH AGS GP, 400 ~~th~~ U.S. ARMY
Copy to: MAAC Secretariat 528

DATE: 26TH JANUARY 1946

REF : AFSC/21/1/AIR

SCR 877 PORTABLE RANGE

41-11-1/2

Reference is made to our letter AFSC/26/AIR of 22 October 1945, in which a request was made for the loan of an SCR 877 Portable Range.

Any information concerning this will be greatly appreciated. In addition to this, it is also requested that consideration be given to the operation of some of the range stations, for instance Milan, by Italian Air Force personnel. This would continue a vital service that is being cut down due to redeployment of personnel.

NOTE: M. J. S. SASS

Letter referred to
on Nov 1. 31/3/46.
SK 8/25
11/2/46

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

WLL 8/2

Col. Barton - in agreement with gen. ...

FMS 11/9

St Col Wheeler - Naples 20920 Feb 10/4.
on the team (say)
Support leaving on 12th and before ...
2244 -

File

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry
attn: Col. DAVI
Date : 10th January 1946.
Ref : AFSC/31/1/AIR.

INSTRUMENT FLYING TRAINING.

Attached herewith is a copy of R.A.F. Air Publications 1732A.

Under exercise 18, you will find the information concerning the preliminary exercises on blind flying, which may prove helpful in the preparation of your blind flying syllabus.

It will be appreciated if you will return this publication to F/LT. HART when it has served its purpose.

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

AIR FORCES SUB COMMISSIONALLIED COMMISSIONFLYING TRAINING INSTRUCTION REPORT FOR MONTH OF DECEMBER 1945.

This report includes references to other enclosures of this file (31/3/AIR), the No. of the enclosure to which attention is drawn is stated in each case.

Flying training duties were curtailed from Dec. 1st to 8th (inclusive) due to hospitalisation of the P.T.I.

AIRMANSHIP.

In conference with Col. Savi at the Air Ministry, all angles of the Italian and RAF circuit procedures were discussed in detail. No doubt the R.A. pilots have allowed their circuit discipline to become lax, since the cessation of hostilities, during which they were flying from RAF airfields and also because of the small scale of traffic encountered on Italian Airfields.

However measures are in force for reporting severe breaches of air discipline in and around the airfield. Flying Control report such occurrences and it is known that at least with the squadrons of Baltimore at Littorio, disciplinary action is taken against the pilot concerned, by the squadron Commander.

A series of regulations have been prepared together with a detailed analysis, and sketches showing the correct circuit procedure (see encl. 8 and 8A). Col. Savi is taking steps to have copies distributed to all pilots, and also to include them in the syllabus of lectures in the training schools. It is hoped that signs of improvement will result from this step.

Two check flights were made from Littorio Airfield, with S/Lt. Minasi and Maresciello Pil. Maggiore, of 28 squadron. Reports on these pilots are attached at App. "A".

VISITS.

GUIDONIA - Visited together with Col. ADROWER on the 14th Dec.

Much headway has been made in preparation, for opening up the courier service with S.M. 82's of which it is hoped to have some thirty aircraft available.

Three runways are being prepared for use and accommodation for pilots passengers and operations personnel is well underway. It is hoped to have the flying control building ready by the New Year, - it is excellently situated, affording an unrestricted view of all quarters of the airfield and surrounding terrain.

Due to the close proximity of the mountains on the East side of the field, it is planned to circulate to all airfields a copy of the regulations and restrictions for Guidonia, before the airfield becomes fully operational.

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At Centocelle a test flight was carried out in the C.R. 42, a report on which is recorded in encl. 10 of this file.

LITTORIO airfield was visited on the 17th and 18th Dec. including both 28 and 132 squadrons.

Discussions were held with Col. ROVEDA Col. MOLCI and Capt. GRAZIANI on airmanship, training programme, and instrument flying. The squadrons

./.

activities are well organised and efficiently executed.

Pilots arriving from Corsica are thoroughly trained, completing between 40 - 50 hours practice flying before partaking in squadron activities e.g. passenger work - and frequent progress test flights are made by the squadron commanders.

A comprehensive syllabus of instrument flying practice is operated. Six progressive exercises are arranged and the pilots have to complete them all to pass as satisfactory - the final test again being given by the squadron commander.

INSTRUMENT FLYING

The link trainer course for the officers and NCO's of the IAF. at Ciampino is making good progress.

NIGHT FLYING.

Col. Savi hopes that it may be possible to fully equip one airfield with night flying lighting flarepath etc. (Guidonia was mentioned -) for N/F practice and for use in case of emergency night landings by the Allies or the R.A.

Discussions have been held with Col. Savi and the "Upavon" portable system of night flarepath lighting was explained in detail. It is simple in operation, easily understood and has low maintenance costs. Most of the equipment can be found by the I.A.F. except for goose-neck flares and angle of approach indicators, which have been asked for from RAF sources.

A. HART F/LT.

Flying Training Instructor

4th Jan. 1946

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4th Jan. 1946

W.H. 8/2
A. HART F/LT.
Flying Training Instructor

2241

PENDIX "A"

REPORT ON CHECK FLIGHTS WITH PILOTS OF 28 SQUADRON
(BALTIMORE WING) LITTORIO

S/LT. MINASI - duration 30 mins.

The flight consisted of a take-off, climbing up to 4,000 ft, flying an instrument exercise under the hood, - descent - circuit and landing.

A very sound confident pilot.

I/F was of a high standard, and flew accurately and smoothly handling the aircraft exceptionally well.

Procedure for rejoining the circuit was well planned, - just a slight tendency to rush in too quickly on to the downwing leg. Approach and landing were both very nice indeed.

It should be stated that S/LT. MINASI is an experienced Baltimore pilot.

MARESCIALLO PILOTA MAGGIORE - duration 30 mins.

This pilot had recently arrived from Frosinone. A take-off circuit, approach and overshoot; were followed by another circuit and landing.

Take-off was O.K. - but there was no definite circuit. A wide circle of the airfield up to a height of 2,000 ft. was followed by a very high approach, from which it was obvious that an overshoot was necessary in any case.

The second circuit was much better, but again the approach was too high and it was necessary to dive steeply to lose surplus height for landing, which in itself was a heavy wheel landing. This pilot is still under conversion to the type.

WHS/2

2240

FROM : I.A.F. STATO MAJ LORE
TO : A.F.S.C. ROME
DATE : 30/11/45
REF. : 28188/Ad.1/6415 COLL

"V.S.V." SCHOOL.

Reference your memo dated 25/11/45.

2. Pending the reorganisation conditions of the Air Force which will enable the re-constitution of the "V.S.V." School in the proper locality and with the same duties as in the past, we approve the constitution of a "S.V.S.V." Nucleus as suggested by you.

3. The "S.V.S.V." Nucleus will be attached to the Bomber and Fighter Training school with a HQ. at Galatina (Lecce).

4. The Bomber and Fighter Training School will be issued with Link Trainers as soon as possible.

5. We also approve your suggestion to complete the training programme for the future pilots in the Flying schools, with a blind flying course (V.S.)

6. Blind flying tests with a D.C. a/c, fitted with cover, are to be included in the programme for final examination before the Military Flying license is issued.

W 4 4 5/2
IL CAPO DI STATO MAGGIORE
(Col. PII. REMONDINO)



V/a

Roma, 11 130 NOV 1945

STATO MINISTERO AERONAUTICA

AL COMANDO UNITA' AEREA

B A R I

1° REPARIO

1° Servizio Operaz. e Addestramento, per conoscenza:

AL MINISTERO DELL'AERONAUTICA

D.P.M. 6^a Sezione

A R C M A

ALL'AIR FORCES SUB COMMISSION/ A.C.= R O M A

Prot.n. 48188 / Ad.2 / 6415 C.O.

OGGETTO: Scuola V.S.V.-

Riferimento pro - memoria di codesto Comando del 25/11/1945.

- 2 - In attesa che le condizioni di riordinamento dell'Arma permettano di ricostituire la Scuola V.S.V. in località adatta e con le attribuzioni già possedute nel passato si approva quanto prospettato da codesto Comando circa la costituzione di un Nucleo S.V.S.V.
- 3 - Il Nucleo S.V.S.V. farà parte organica della Scuola Addestramento B. e C. con Sede a Galatina (Lecce)
- 4 - Non appena possibile la Scuola Addestramento B. e C. sarà fornita di apparati Link Trainer.
- 5 - Si approva inoltre la proposta di completare il programma di istruzione, per gli allievi piloti presso le Scuole di pilotaggio, con un corso di volo strumentale (V.S.).-
- 6 - Le prove di V.S. con velivolo D.C. a tendina dovranno essere inserite nel programma d'esami per il conseguimento del Brevetto Militare.-



d'ordine

IL COMANDO UNITA' AEREA

Prot.n. 2888 / Ad.1 / 6415 C.O.

OGGETTO: Scuola V.S.V.-

- Riferimento pro - memoria di codesto Comando del 25/11/1945.
- 2 - In attesa che le condizioni di riordinamento dell'arma permettano di ricostituire la Scuola V.S.V. in località adatta e con le attribuzioni già possedute nel passato si approva quanto prospettato da codesto Comando circa la costituzione di un Nucleo S.V.S.V.
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- 6 - Le prove di V.S. con velivolo D.C. a tendina dovranno essere inserite nel programma d'esami per il conseguimento del Brevetto Militare.-



IL 12-10-1945
UFFICIO DI AMMINISTRAZIONE
DELLA R. AERONAUTICA
Col. L. A. (comandante)

6A

From :- Mediterranean Allied Air Committee.
 To :- Air Forces Sub Commission A.C., ROME.
 Date :- 19th November, 1945.
 Ref :- MEDAF/4208/ALS.

Blind Flying Course - Italian Air Force.

Reference is made to your letter AFSC/31/1/Air of the 20th October, 1945.

2. The C-78 type Aircraft is not considered a suitable type for instrument flying training.

3. The 86 or Harvard is most frequently used for instrument flying training, but none of these aircraft are available in this theatre. It is therefore considered for the time being instrument flying training should be carried out on Link Trainers.

4. This will give the Italian Air Force Pilots a certain standard of proficiency and will not jeopardise any of the flying time (6 hours) which has been authorised.

Noted ADAC intention - yes!

W. Fisher

(MAXWELL FISHER)
 Wing Commander
 Secretary to The

Mediterranean Allied Air Committee

D.D. / I'm not satisfied with

only ground training - I want to
 see some blind flying (hard) as well. Can't we do
 something?

29/11

Bank HOC / Yes, see para 5 of 5A.
 Something is being done, and more
 will be done if the Italians can spare
 the petrol for training. 22/11 DD 26/11



2237

TRAINING PROGRESS REPORT

15 November 1945

The following is a report of indoctrination and practical training given Major Vassallo, Italian Air Force, in use of the radio range for orientation and instrument let-down.

2. Instruction was given as to the general set-up and operation of the range transmitter on the ground, how the transmitter is beamed, also how and when station identification signals are given. Major Vassallo appeared to have quite a bit of general information concerning the set-up of the radio range.
3. Working through an interpreter, Sgt Cumbo, instruction was given concerning the application of the true fade 90° left turn range orientation procedure and after several hours of ground instruction the student and interpreter were taken aloft for 2 hours of practical work on the Ciampino Range. Major Vassallo demonstrated that he had a good working knowledge of the range and the procedure to be used. Let-down procedure used was standard for the Ciampino Range.
4. After the first flight quite a few questions were answered concerning the general characteristics and peculiarities of the range. A subsequent flight of approximately two hours duration was made covering the same work as on the first flight. All work done on C-47 type aircraft.
5. While discussing the use and control of the beam receiver by the pilot, it was discovered that the RE in Italian aircraft is not so arranged that it may be used by the pilot for any purpose. Modifications have been made on one SM 79 to be used as a training ship, and range stations operating on low frequencies are available to both pilot and co-pilot positions. These positions are equipped with volume controlled jack-boxes and headsets. In addition to the modifications on radio equipment, a blind flying hood has been installed at the pilot position so that actual operational conditions may be simulated during practice periods.
6. One flight with Major Vassallo and an interpreter has been made in the SM 79. Major Vassallo orientated himself several times on the Ciampino Range and made two approaches and let-downs to the field. His work was satisfactory, but having had only a few hours actual air work, he naturally needs more practice to refine his beam-tracking and let-down procedure. Training is now in progress and a final check will

Training Progress Report, 15 Nov 45, (Cont'd)

be given in the near future. Arrangements have been made for instrument practice on all ranges available to the IAF. The Italian Air Ministry has prepared charts showing the location of the Ciampino range, giving the approach and let-down in the metric scale.

Marion C. Mixson
MARION C. MIXSON,
Major, Air Corps.

4A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : 58TH AACS GROUP, APO 528, U.S.ARMY
THRU MAAC SECRETARIAT
DATE : 22ND OCTOBER 1945
REF. : AFSC/48/AIR

SCR 277 PORTABLE RANGE

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

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

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

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

WILLIAM L. LEE
Brigadier General, USA
DEPUTY DIRECTOR

TRANSLATION

From : I.A.F. "Stato Maggiore" - Rome.
To : A.F.S.C., A.C. ROME.
Copy to: "Comando Unita' Aerea - Bari,
Communications Section - Rome,
Transport Wing, Centocelle.
Date : 19th October, 1945.
Ref. : 27595/Op.12/6/5751 Coll.

COURSE ON BLIND FLYING

Further to the agreement made between W/Cdr. BISDEE and Lt. Col. ADROWER, we would like to inform you of the name of the officer who will participate in this course.

Major A.A.r.n. (regular pilot) - VASSALLO Giovanni -

This officer has already fulfilled the duties of instructor at the Italian Air Force Blind Flying School, and is at present flying with the Transport Wing.



CHIEF OF STAFF
(Gen. Almone Cat)

(Translated by Sgt. Cumbo)

2231

V/m

Roma li, 19.10.45

STATO MAGGIORE AERONAUTICA

1° REPARTO

1ª Sezione Operaz. e Addestramento

ALL' AIR FORCES SUB COMMISSION
ALLIED COMMISSION

= ROMA =

e, per conoscenza:

AL COMANDO UNITA' AEREA

= BARI =

ALLA DIREZIONE COMUNICAZIONI

= SEDE =

ALLO STORMO TRASPORTI

= CENTOCELLE =

Prot. n° 27595/Op. 12/6 / 525162

OGGETTO: Corso volo Radio Guidato.-

A seguito di quanto concordato fra il W/C BESDEE ed il Ten. Colonnello ADROWER si comunica il nominativo dell'Ufficiale Pilota comandato a frequentare il Corso in oggetto:

Maggiore A.A.r.n. Pilota in S.P.E. - VASSALLO Giovanni.-

L'Ufficiale ha già svolto mansioni di Istruttore presso la Scuola di volo senza visibilità della R.A. ed è in attività di volo presso lo Stormo Trasporti.-



IN CAPO DI STATO MAGGIORE

1822

2A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
 TO : HQ. M.A.A.C. SECRETARIAT CASERTA
 DATE : 20TH OCT. 1945
 REF. : AFSC/31/1/AIR

BLIND FLYING COURSE - ITALIAN AIR FORCE

There is at present no organised blind flying training in progress in the Italian Air Force. It is considered essential in the interest of Aircraft Safety that such training be restarted and it is this Sub Commission's intention to arrange for a small training unit to be formed at Lecce.

2. Requests have already been submitted for link training^{ing} in this connection. A further requirement for the school is a suitable type of training aircraft, as Italian types are generally speaking not at all suitable, being either too small or too large. The S.M. 79s, which are considered the least unsuitable, are all required for air transportation in Italy.

3. May consideration be given to loaning to the I.A.F. two or three suitable trainers from among Allied war material being disposed of in Italy. It is believed that some C 78s may be available in this connection.

W. N. Biddle W/CDR.

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

W. N. Biddle

2231

14
 THE SECRETARY OF THE ARMY
 WASHINGTON, D.C.

14
 THE SECRETARY OF THE ARMY
 WASHINGTON, D.C.

Present : J.A.D.

W.H.D.

W.H.D.

W.H.D.

W.H.D.

W.H.D.

W.H.D.

Action by :

The following plans were approved:

(a) Blind flying school to be established at Leeson.

(b) Authority obtained to set of a radio beacon on a special
 stolen frequency at Leeson.

(c) Aircraft to be used at Leeson and at 733.

(d) J.A.D. to advise to train and instruct ^{at} the
 school in the use of radio range.

(e) J.A.D. to inform A.T.O. of name of Officer and when
 available (estimated Oct. 1944/1945).

(f) J.A.D. to pilot aircraft in school and arrange for
 reconstruction of bonds.

(g) Plan of school and time for establishment of its bases to
 depend on training of potential instructors. Subject to
 complete instrument flying practice as soon as aircraft
 and instructors can be made available.

(h) Accommodation of school to be arranged with Leeson Detachment.
 where facilities less than at Leeson. g above number of aircraft
 to be given.

(i) Training to be equally on instrument flying and the use of
 radio range. J.A.D. to arrange for signal service
 to learn principles required for establishing radio
 range and instrument of estimated time of which while
 range can be installed at Leeson.

UAB Die block.

1. *Staphylococcus aureus* 6 weeks

- (a) - incorrect, to be used in 848 and 875.
- (b) - A.O. to be taken to level one in 848 and 875.
- (c) - correct, to be used in the use of red. 848.

(a) ALSO TO INFORM A.C.A. re. GEORGE OF CECILIA AND JOHN
WELLS (MARRIED) (MARRIED)

1. L. ... 25715 60 + 1971 (2)

(2) Place of school and time for scheduling it as soon as
depend on training of potential instructors, location to
commence instruction flying, facilities as soon as aircraft
and instructors can be made available.

(4) A translation of school to be shared with the district. These districts were at 11.9 above grade of 1 point to be given.

(2) Planning to be early in morning flying and the use of radio phone. C.O.V. to arrive by 7:00. Flight arriving to loop collection required (or established) and to leave before 7:00. If extended time by which birds were not taken 7:00. If extended at 7:00.

U.N. Brödie w/cor.

A **B** **C** **D** **E**

بخ

