

Give way to it (by passing behind if possible).
If another aircraft is crossing at your level from the LEFT keep your course, height and speed.
If you are overtaking, overtake so as to keep your aircraft on the RIGHT of the overtaken aircraft, and keep out of its way until all possible risk of collision is past.
If you are following a line of landmarks, keep them on your left.

If you are flying under cloud, keep at least three hundred feet below the cloud base if you possibly can.
Don't fly in unbroken cloud unless you have the necessary radio facilities, or know positively that the cloud base is more than 2,000 ft. above ground level.
NOTE: The circuit zone is an imaginary cylinder 3,000 ft. high whose base is a 3,000 yard diameter circle centered on the airfield.

In flight inside the circuit zone.
Pilots should as far as possible avoid entering circuit zones except for the purpose of landing.
Inside the circuit zone, aircraft at higher levels give way to aircraft at lower levels.
Cutting in is forbidden.
Speed in circuit zones should be as low as possible reasonably practicable. If possible less than 150 mph.

CROSS-COUNTRY FLIGHTS.

Aircraft detailed for cross-country flights by night, or flights by day or night over the sea, must wherever possible be capable of using radio.
The normal height for cross-country flying is 2,000 ft. or more above ground level; any flying below 2,000 ft. is usually reported as low-flying.
Towns and populated areas must be crossed at a height that will enable the aircraft to reach open country if an engine fails.
All captains are responsible for obtaining all necessary information before departure. Flying Control is responsible for having the information available and pointing it out on request, but nothing would excuse a captain or pilot for leaving without all the information needed to ensure the safety of his aircraft.

AFTER-LANDING.

The captain must report to flying control as soon as possible after landing.
If the aircraft has been landed at some other destination other than that originally intended, the captain must make certain that the change of route or destination is communicated to Flying Control at the airfields concerned.

-3-

ADVERSE LANDING. (cont)

If any unusual met. conditions are found during flight, and especially if icing conditions have been encountered, the met. officer should be informed at once. A report should be made to Flying Control if anything has happened during flight which could conceivably have led anything to do with a flying accident.

UNUSUAL OCCURRENCES.

Any incident of a technical nature (such as unusual vibration or oscillation, unusual behaviour of main or ancillary controls or equipment) should invariably be reported by pilots on the form 700.

FORM 700

is a VITAL DOCUMENT which is sometimes treated lightly with disastrous results. The pilot declares by his signature that he has checked the entries made by the ground crew and has satisfied himself that he has enough fuel, oil and coolant, and enough serviceable time left for his proposed flight.

A CARELESS ATTITUDE TOWARDS FORM 700 IS AS DANGEROUS AS IT IS CRIMINAL.

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A CARELESS ATTITUDE TOWARDS FORM 700 IS AS DANGEROUS AS IT IS CRIMINAL.

-----0-----

2270

NOT FOR PILOTS.

PROCEDURE IN THE CIRCUIT ZONE.

Circuits of the airfield prior to a landing should not cover large distances, or great heights, but should at all times be within easy gliding distance of the airfield.

Here is a detailed description of a circuit, from point of take-off to point of landing.

PREREQUISITES TO TAKING-OFF.

Position the aircraft downwind, facing into the direction of the circuit (see diagram), apply the brakes and complete a thorough cockpit check.

Upon receipt of permission to take-off, first look downwind to ensure that no other aircraft is approaching the land. If all is clear move on to the runway in use without further delay, align the aircraft in the centre of the runway and take-off.

THE CIRCUIT.

Immediately the aircraft becomes airborne fly straight and level for a few seconds before climbing in order to gain sufficient speed for safety in case of engine failure, then climb away and complete the cockpit drill after take-off.

At approximately 100 feet commence a climbing turn through 90° in the direction of the circuit (see diagram). Naturally, this height will vary with wind conditions. For example, in a strong wind it would be best to climb ahead to circuit height before turning, in order to gain sufficient distance from the perimeter of the airfield.

After completing this climbing turn, continue climbing until the circuit height of 1,000 ft. is attained and then fly straight and level, re-trim the aircraft and commence a 90° turn on to the downwind leg of the circuit (see diagram). Just as soon as this turn is complete commence the cockpit check before landing (e.g. brake pressure, undercarriage locked down, mixture, prop. pitch, flaps, petrol), and call on the AT for permission to land. ALL THE TIME KEEP YOUR HEAD AND EYES OPEN FOR OTHER AIRCRAFT WHICH MAY BE FLYING AROUND.

Do not go too far downwind, --- turn on to the base-
leg, check the cockpit again, reduce power, and lower any
extra flap required. Commence a gradual descent to, say,
700 ft. before starting the final, gradual descending turn
on to the approach. This turn should not be completed lower
than 300 ft. and should bring the aircraft into a position
from which it is possible to complete a good approach and
landing. Once on the approach lower the remainder of the
flap as needed, and gradually reduce power until the final
check and the wheels touchdown, when all power should be cut
off and the aircraft allowed to settle down on three points.
At no time should it be necessary to have to dump the
aircraft in, over long distances of approach, with loss of
power and at low altitude. THIS IS DANGEROUS, ESPECIALLY IF
AN ENGINE SHOULD FAIL.

After landing, be aware of

A thorough cockpit check.

Upon receipt of permission to take-off, first look down-wind to ensure that no other aircraft is approaching to land. If all is clear move on to the runway in use without further delay, align the aircraft in the centre of the runway and take-off.

THE CIRCUIT.

Immediately the aircraft becomes airborne fly straight and level for a few seconds before climbing in order to gain sufficient speed for safety in case of engine failure, --- then climb away and complete the cockpit drill after take-off.

At approximately 400 feet commence a climbing turn through 90° in the direction of the circuit (see diagram).

Naturally this height will vary with wind conditions, - for example in a strong wind it would be best to climb ahead to circuit height before turning, in order to gain sufficient distance from the perimeter of the airfield.

After completing this climbing turn, continue climbing until the circuit height of 1,000 ft. is attained and then fly straight and level, re-trim the aircraft and commence a 90° turn on to the downwind leg of the circuit (see diagram).

Just as soon as this turn is complete commence the cockpit check before landing (e.g. brake pressure --- undercarriage locked down --- mixture --- prop. pitch --- flaps --- petrol), and call on the AT for permission to land. ALL THE TIME KEEP YOUR HEAD AND EYES OPEN FOR OTHER AIRCRAFT WHICH MAY BE FLYING AROUND.

Do not go too far down-wind, --- turn on to the base-leg, check the cockpit again, reduce power, and lower any extra flap required. Commence a gradual descent to, say, 700 ft. before starting the final, gradual descending turn on to the approach. This turn should not be completed lower than 300 ft. and should bring the aircraft into a position from which it is possible to complete a good approach and landing. Once on the approach lower the remainder of the flap as needed, and gradually reduce power until the final check and the wheels touchdown, when all power should be cut off and the aircraft allowed to settle down on three points. At no time should it be necessary to have to drag the aircraft in, over long distances of approach, with lots of power and at low altitude. THIS IS DANGEROUS, ESPECIALLY IF AN ENGINE SHOULD FAIL.

After landing be prepared for an, tendency to swing away and allow the aircraft to slow down before turning away for dispersal.

A GOOD CIRCUIT AND APPROACH SHOULD ALWAYS LEAD TO A GOOD LANDING.

If the approach is mis-judged, or whenever it is dangerous or inadvisable to proceed, adopt the following procedure.

Open up full power, steadily, and commence climbing, raise the undercarriage, and when at a safe height start to raise the flaps. When all flaps are up reduce to climbing power, and continue with another circuit.

-2-

When JOINING THE CIRCUIT ZONE OF ANY AIRFIELD

REMEMBER!

Aircraft entering a circuit zone give way to other aircraft already in the zone.

Before permission is obtained to join the traffic at an airfield, always fly AT LEAST 500 ft. higher than the aircraft already in the circuit.

When permission is obtained lose surplus height on the blind side of the airfield (i.e. on the side opposite to the direction of traffic). Before turning across wind and into the circuit.

KEEP A SHARP LOOK-OUT FOR OTHER AIRCRAFT IN TRAFFIC AND REMEMBER YOUR AIR MANNERS, particularly if you should be a visiting aircraft.

Once you are settled in the traffic pattern the same circuit procedure should be followed as detailed above.

The approach and the actual landing need every concentration. Remember that a steady power assisted descent gives opportunity for good judgement, time for thought, and height to manoeuvre in case of engine failure.

CRESPING IN NEAR THE GROUND IS ASKING FOR TROUBLE!

Adapted from
A. HART, D/Lt.
Flying Training Instructor.

2250

1901

When permission is obtained lose surplus height on the blind side of the airfield (i.e. on the side OPPOSITE to the direction of traffic), before turning across wind and into the circuit.
KEEP A SHARP LOOK-OUT FOR OTHER AIRCRAFT IN TRAFFIC AND REMEMBER YOUR AIR MANNERS, particularly if you should be a visiting aircraft.
Once you are settled in the traffic pattern the same circuit procedure should be followed as detailed above. The approach and the actual landing need every concentration. Remember that a steady power assisted descent gives opportunity for good judgement, time for thought, and height to manoeuvre in case of engine failure.
CHECKING IN NEAR THE GROUND IS ASKING FOR TROUBLE!

A. HART
A. HART, F/Lt.
Flying Training Instructor.

2208

1902

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

AIR FORCES SUB COMMISSION
ALLIED COMMISSION
ROME

VISIT OF AIR MARSHALL SIR CHARLES MEDHURST K.B.,

C.B.E., M.C.

TO CENTOCELLE AIRFIELD - SUNDAY 25th NOV. 1945.

The Italian Air Force station, Centocelle, was inspected by the Commander - in - Chief, R.A.F. - MED/MC. - Air Marshall Sir Charles Medhurst K.B., C.B.E., M.C. on Sunday the 25th Nov. 1945, at 09.30 hours together with Air Vice-Marshal T.J. Fogarty D.F.C. - A.F.C. - A.H.Q. Italy; Air Vice Marshal I.E. Brodie C.B.E. A.F.S.C. - A.C. Rome; Brig.Gen. W.L. Lee; Colonel R.F. Worden - A.F.S.C. - A.C. Rome; General Aizone Cat - Chief of Italian AirStaff.

Arriving at the airfield the C - in - C was introduced to General Gaeta, Commanding, Unità Aerea - Bari, and the station commander, Colonel Reinero, and afterwards inspected the Guard of Honour.

Aircraft, representing all phases of operational, courier, and training departments of the I.A.F. were displayed for inspection on the flight line. These included such types as the Spitfire, Airocobra, CR.250, S.M. 79, S.M. 82, S.M. 95. F.I. 3, F.I. 5, and C.R. 42. The C - in - C was greatly impressed with the aircraft (S.M. 79's AND 82's) equipped for passenger service and especially with the military version of the new four - engined S.M. 95.

After inspecting the aircraft, - a detailed tour of the airfield buildings followed. First, the maintenance hangars and buildings, - where airframe, propeller and engine maintenance was seen underway.

Then to the mobile workshops, - the radio repair shop, - the stores, - airmen's barracks, - officer's and airmen's dining halls.

Finally to the C.A.V. offices, and the operations room, where details of the movement and control of aircraft engaged in the courier service, were explained by the officers in charge.

Upon completion of the inspection light refreshments were served in the buffet, - when the Air Marshall expressed his admiration and appreciation of all he had seen, and thanked all those responsible.

The mornings activities ended with a demonstration of the performance of the S.M. 95, - in the capable hands of the chief test pilot of the firm of Savoia Marchetti, and also a fly past

1903

Sir Charles McDermott K.B., O.B.E., M.O. on Sunday the 23rd Nov. 1945, at 09.30 hours together with Air Vice-Marshall F.J. Fogarty D.F.C. - A.F.C. - A.H.Q. Italy; Air Vice Marshall I.E. Brodie O.B.E. A.F.S.C. - A.C. Rome; Brig.Gen. W.L. Lee; Colonel R.F. Worden - A.F.S.C. - A.C. Rome; General Aimone Cat - Chief of Italian AirStaff.

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The mornings activities ended with a demonstration of the performance of the S.M. 95, - in the capable hands of the chief test pilot of the firm of Savoia Marchetti, and also a fly past of a formation of three Baltimore representing the two squadrons stationed at Littorio airfield.

DATE: 10th DECEMBER 1945
REF: AFSC/31/3/AIR

AIR FORCES SUB COMMISSION
ALLIED COMMISSION - ROME.

8507

A. Hart 1/17

A. HART F/LT.
FLYING TRAINING INSTRUCTOR

AFR FORCES SUB COMMISSION
— LIED COMMISSION.ROME

FLYING TRAINING INSTRUCTION.
REPORT FOR MONTH OF NOVEMBER 1945.

The duties of flying training instructor to the A.F.S.C. were commenced on the 13th November 1945. During the past month a survey of Italian training airfields has been carried out in conjunction with Col. Worden and Lt. Col. Adrower. In addition, check flights have been made in certain Italian light aircraft, of which a separate report is to be found in enclosure No. 5. - *this file.*

Visits were made to the following

airfields:

CENTOCCELLE - 15th November.

In conjunction with Lt. Col. Adrower, met the station Commander, Lt. Col. Rehetro and also Major Vessallo who is in charge of the instrument flying training programme.

A check flight was made in the SM 79 equipped for I/T training. The a/c was in good shape, - every instrument and radio facility being used, and the training going down well.

Circuit and landing technique was watched, both from the air and from the ground - it leaves much to be desired. Suggestions were made through Col. Adrower to the station commander.

EROSIMONE - 16th November.

Accompanied Col. Worden and Lt. Col. Adrower to Baltimore training school.

A thorough ground school programme is in operation, with particular emphasis of navigation and R/T procedures. A specimen syllabus for both pilot and navigator trainees is to be found at enclosure 3 of this file.

Only 3 Baltimores were operative - full use being made of these, the flying training programme was working efficiently. A shortage of tailwheels was proving a great drawback, - this has been reported to the S.C. Once again approaches for landing, and circuit work, were of a very low standard.

LITTORIO - 17th November.

Visited the two squadrons of Baltimores stationed on this airfield, also flying control, meteorological and photographic sections.

with Col. Worden and Lt. Col. Adrower. In addition, check flights have been made in certain Italian light aircraft, of which a separate report is to be found in enclosure No. 5. - *clio file*

Visits were made to the following

airfields:

CENTOCIVILE - 15th November.

In conjunction with Lt. Col. Adrower, met the station Commander, Lt. Col. Remeire and also Major Vassallo who is in charge of the instrument flying training programme.

A check flight was made in the SM 79 equipped for I/F training. The a/c was in good shape, - every instrument and radio facility being used, and the training going down well.

Circuit and landing technique was watched, both from the air and from the ground - it leaves much to be desired. Suggestions were made through Col. Adrower to the station commander.

FROSINONE - 16th November.

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LITTORIO - 17th November.

Visited the two squadrons of Baltimores stationed on this airfield, also flying control, meteorological and photographic sections.

Flew on practice flight with Lt. Orioli, in one of the Baltimores converted for passenger work. All work of this pilot was of a high standard, single engine flying, steep turns and such exercises were demonstrated by the pilot, and the circuit work was much better than anything seen previously, - also a normal engine assisted approach was adopted for landing, - finishing with a smooth tail down, wheel landing. The pilots here are apparently ex-graduates of the Frosinone school, and their training has been thorough, considering the material available for their use.

During the week commencing November 19th, the duties of C.O.C. were temporarily taken over, due to the posting of S/LAR JENNINGS until the arrival at this Unit of R/Lt. CHARR.

On Saturday the 4th, an inspection of Centocelle airfield was made by Air Vice Marshal Brodie, when it was suggested that check flights be made in the FL 3, FL5 and CR 42.

Flights were carried out in the FL 3 and FL 5 on the 26th and 27th November already referred to above.

LECCE - 29th November.

This training school was visited together with Col. Worden, Lt. Col. Adrower, Lt. Col. Savi.

Pilot training is being done by graduates from the Military Academy of the R.A., using FL 3's and converted ~~FL~~ 55 a/c. The C.O. of the school is very enthusiastic, and an air of efficiency seems to be pervade the whole outfit.

It was a pity to see many aircraft grounded just for the want of a tail wheel, - when they could have been doing useful work. C/Capt. Ollafson remarked on the difficulty in obtaining such supplies. To effect better training facilities a request was made by the school C.O. for six C 55's to be allotted to them for the purpose of converting to dual training a/c, of which there is also a shortage. He does not feel satisfied that with the few dual a/c at present available sufficient air training can be given to the trainees before they proceed to the fighter type a/c.

The fighter wings were visited (Spitfires, Airacobras, C 202's and 205's) - the a/c being generally in good condition.

ERI - 30th October.

Further to the visit at Lecce, the radio, endarmament training schools were visited in Eri. The former is in the process of moving to Rome, but what remained showed that someone had used his initiative in the construction of excellent wire circuit models, and clear concise diagrams for the use of the students. The equipment was clean and well used.

The armament school reported shortage of material for practical training, but what was on ^{show} ~~stand~~, was kept as clean and tidy as a new pin.

A visit to Guidonia is planned for the near future, after which it is proposed to take two or three days in each school, with the prime aim of suggesting ways and means, of gaining ~~and~~ substantial improvement in the general armament of the pilots ~~and~~ ^{and} whole.

LECCO - 29th November.

This training school was visited together with Col. Norden, Lt. Col. Adrower, Lt. Col. Davi.

Pilot training is being done by graduates from the Military Academy of the A.A., using P1 J's and converted ~~205~~ 55 a/c. The C.O. of the school is very enthusiastic, and an air of efficiency seems to be pervade the whole outfit.

It was a pity to see many aircraft grounded just for the want of a tail wheel. - when they could have been doing useful work. C/Capt. Ollanson remarked on the difficulty in obtaining such supplies. To effect better training facilities a request was made by the school C.O. for six C 55's to be allotted to them for the purpose of converting to dual training a/c, of which there is also a shortage. He does not ~~feel~~ satisfied that with the few dual a/c at present available sufficient air training can be given to the trainees before they proceed to the fighter type a/c.

The fighter wings were visited (Spittfires, Airacobres, AC 202's and 205's) - the a/c being generally in good condition.

BARI - 30th October.

Further to the visit at Lecco, the radio, and armament training schools were visited in Bari. The former is in the process of moving to Rome, but what remained showed that someone had used his initiative in the construction of excellent wire circuit models, and clear concise diagrams for the use of the students. The equipment was clean and well used.

The armament school reported shortage of material for practical training, but what was on ~~hand~~, was kept so clean and tidy as a new pin.

A visit to Guidonia is planned for the near future, after which it is proposed to take two or three days in each school, with the prime aim of suggesting ways and means, of gaining ~~and~~ substantial improvement in the general airmanship of the pilots ~~as a whole.~~ ²²⁶

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION, ROME

DATE : 10th December 1945

REF. : AFSC 31/3/AIR

A. Hart
A. HART P/LT
FLYING TRAINING INSTRUCTOR

1908

346
Dist for Action
WOB
Completed
11/12 4PM

Send to AHQ(I)

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION
ROME

as a change to my letter
suggesting the RAF take over
their ops in connection for Spots (see Bull.)

WOB 7/12

REPORT ON TEST FLIGHTS IN ITALIAN
AIRCRAFT TYPES F.L. 3 AND F.L. 5

Test flights in the above named aircraft were flown by the F.T.I., from Centocelle Airfield, on the 26th and 27th of November, - respectively.

- 1) F.L. 3 (Reg.N. 191.56474) -
DURATION OF FLIGHT - 1 hour 15 minutes.
DESCRIPTION.

This is a light, single-engine aircraft designed with an open cockpit with side by side seating for dual instructional purposes in the elementary training of pilot cadets. It has a normal type, fixed under-carriage, - flaps are not fitted.

OPERATING DATA.

Powered by a 65 H.P. engine, driving a fixed pitch airscrew, the stalling speed is 50 km/hr. Take-off speed at full power is 60 km/hr - with a climb of 200 to 300 metres/min. at 100 km/hr., and 1850 engine r.p.m. Cruising speed is 140 km/hr., at 1850 r.p.m. - with an endurance of $1\frac{1}{2}$ hours - tanks full.

GENERAL REMARKS.

The aircraft handles very lightly indeed, and little or no rudder is required in any manoeuvre. No trimming devices are available, but the aircraft responds effectively to the controls, and is stable in flight.

The glide approach for landing is the best method to adopt, at 90 km/hr., - but even this gives but a shallow, flat attitude, and if the speed is at all on the high side considerable float results before landing, - the landing run is very short.

- 2 -

2) F.L.5 (PROTOTYPE). -

DURATION OF FLIGHT. - 30 minutes.DESCRIPTION.

The first model of a light, single - engine aircraft, designed for either military or civilian use, in short distance personal and courier service. Has an enclosed cockpit, with side by side seating for two persons. Retractable undercarriage and full 90° of flaps are fitted.

OPERATING DATA.

A fixed pitch airscrew is powered by a 60 H.P. C.N.A. normally aspirated engine, consisting of four cylinders horizontally opposed in pairs.

Takes-off at full power at 60 km/hr., climbing at 500 ^{ft}metres/min. 1900 r.p.m. at 100 km/hr., Cruises straight and level at 160 km/hr., 1900 r.p.m.

Stalling speed:- a) with undercarriage and flaps up - 40 km/hr.

b) undercarriage and flaps down.
30 - 35 km/hr.

With full petrol tanks the manufacturers lay down an endurance of 6 hours. Maximum speed for operation of undercarriage and flaps 120 km/hr.,

The elevators and rudder are fitted with adjustable trimming devices - operative from the pilots seat.

GENERAL REMARKS, CHARACTERISTICS, ETC.

During the take-off there is a slight swing to the left which is easily corrected by application of moderate right rudder.

The undercarriage is mechanically operated by a hand lever to the left of centre of the cockpit. To retract the gear pull the lever out to the left and then sharply to the rear and lock there. The wheels retract instantly, being assisted by the spring action of a rubber "hinge" in the mid-section of the undercarriage legs.

The flaps lever is in close proximity to the right of the undercarriage lever, and slightly forward of the latter. There is a possibility of knocking the flaps lever into the "down" position when raising the undercarriage, and it should be guarded against.

Flaps may be lowered in four stages approximating to 20°, 40°, 60° and full 90°.

The first 60° create a sudden surging loss of speed and steep, nose down attitude, also one feels a fair weight effect on the operating lever. In raising the flaps little change of trim is experienced, and the aircraft continues to handle efficiently and safely.

The rate of descent in a glide with full flaps down is up to 500 metres/min., full flaps being used for landing under normal wind conditions. A slight check only is needed on the control column, and after touchdown the

- 3 -

aircraft will come to rest within a comfortable fifty yards.

A spacious and bulbous canopy is fitted to the cockpit, giving excellent visibility throughout all directions, including an exceptionally good view forward of the nose.

It is hoped to fit a Lycoming, 85 H.P. engine to later models, which should further enhance the excellent performance of this aircraft.

A. Hart, P/Lt.

A. HART, P/Lt.
Flying Training Instructor

Air Forces Sub-Commission.
Allied Commission, Rome.
Ref. AFSC/31/3/Air.
Date : 7th December, 1945.

2262

1911

Stormo Aeroplani da Trasporto
UFFICIO COMANDO

Centocella *F/L HART*
- 11 / 1945

Proc. n° *1415 / 5-A / All. n° 2*

ALLA COMMISSIONE ALIBATA
Subcommission Assurances ROMA -
Via Veneto

OGGETTO: Estralcio voli. =

Si trasmette in allegato (in duplice copia)
lo stralcio voli relativo al F/Lt. HART A. =



IL COMANDANTE LO STORMO
Ten. Col. A.A. - (C. Reizze)

1912

N. 2 Catalogo R. A.

Intercalare Parte V. - L. O. V. (Voli di guerra)

(1)

Voli compiuti durante il 2° Semester 1945

dal (2)

1945. 11-11-45

Numero (1)	Data	VOLO ESEGUITO		Tipo apparecchio	ALTRI COMPONENTI DELL'EQUIPAGGIO			Scopo del volo (6)	BOMBE LANCIATE		NOTE (7)
		quota	durata		Grado (4)	Carica (5)	Cognome		N	Tipi	
1	15/11	500	110'	C. 20	10	10	VISALTI	S.T.S.V.			
2	"	500	10'	"	"	"	"	"			
3	"		120'	"	"	"	"	"			

Centocelle 15-11-45

Carry on

IL COMANDO LO SCORNO

(785017)

[Signature]

1913

Voli compiuti durante il

dal (2)

dal 15-11-45

Numero (1)	Data	VOLO ESEGUITO		Tipo apparecchio	ALTRI COMPONENTI DELL'EQUIPAGGIO		Scopo del volo (6)	BOMBE LANCIATE		NOTE (7)
		quota	durata		Grado (4)	Carica (5)		N	E	
1	15-11	500	110'	S. 72	MASSIMO	MASSIMO	S. V. S. 7.			
2	"	500	10'	"	"	"	"			
3	"	120'	120'	"	"	"	"			

Carry on

Centocelle 15-11-45

IL COMANDO DEL 11° STINGO

[Signature]

- (1) Timbro dell'autorità che compila l'intercalare.
- (2) Grado, carica, cognome e nome del navigante.
- (3) La numerazione dei voli ha inizio ogni semestre.
- (4) Se appartenente ad altre forze armate, indicare anche la forza armata (R. E. - R. M. ed altri Corpi).
- (5) Osservatore - Pilota - Motorista - Montatore - R. T. ecc.
- (6) Bombardamento - Incursione - Incursione - Reconnaissance - ne tiro - Rilievi fotografici - Collegamenti, ecc.
- (7) Eventuali fatti salienti del volo (combattimenti sostenuti - Velocità - Abilità manovranti - Velocità colpita - Azione eventualmente non effettuata o tentata - Incidenti di volo, ecc.).

2267

785017

1916

N. 2 Catalogo R. A.

Intercalare Parte V. - L. C. V. (Voli di guerra)

SISTEMA INTERNAZIONALE DI TRASPORTO
COMANDO IL GRUPPO "T"

(1)

Voli compiuti durante il

2° Semestre 1945

dal (2)

FAI. HART

Numero	Data	VOLO ESEGUITO		Tipo apparecchio	ALTRE COMPONENTI DELL'EQUIPAGGIO			Bordo del volo (6)	BOMBE LANCIALE		NOTE (7)
		quota	durata		Grado (4)	Carica (5)	Cognome		N	Z	
1	15/11	500	110'	S. 79	Magg.	PHL.	VASCALLO S.V.S.V.	"	"	"	
2	"	500	10'	"	"	"	"	"	"	"	
Tot.		120'	120'	- 2							

Centocelle

15-11-45

Peruppieri

(1) Timbro dell'autorità che compila l'intercalare.
(2) Grado, carica, cognome e nome del navigante.

2o Semestre 1945

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- (1) Timbro dell'autorità che compila l'intercalare.
- (2) Grado, carica, cognome e nome del navigante.
- (3) La numerazione dei voli ha inizio ogni semestre.
- (4) Se appartenente ad altro forze armate, indicare anche la forza armata (R. E. — R. M. ed altri Corpi).
- (5) Osservatore — Pilota — Motorista — Montatore — R. T. etc.
- (6) Bombardamento — Croceiera — Incursione — Penetrazione — a tiro — Riflessi fotografici — Collegamenti, ecc.
- (7) Eventuali fatti salienti del volo (combattimenti aerei, voli, abbattuti riconsegnati — velivolo colpito — Azione eventualmente non effettuata o tentata — incidenti di volo, ecc.).

Revas - F. P. Felli Incelli - Ord. 134 60 184.45 / 0.00

[illegible]

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

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

1924

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

785017

2238

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1923

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

785017

MSA

SYLLABUS FOR THE NAVIGATIONAL INSTRUCTION OF OFFICER CADETS

PLAIN NAVIGATION

Terrestrial sphere - Definition and meaning of geographical bearings - Horizons - North direction in horizontal plane - Compass rose - Terrestrial magnetism - Declination and deviation - Formula for correcting according to finding the heading - Azimuth compass - Formulae for correcting the course and finding the bearing - Action of the wind - Drift- Wind triangle - Drift problems and solutions - Drift recorder (with according studies on Allied types).-- Dead-reckoning navigation and main practical problems - Maps - Generalities for their setting - Mercator projection maps - Scales - How to use maps - Gnomonic projections - Practical applications - Map particulars - Mapping problems - Maps used in the R.A.F. - Navigation by aid of lands marks observed on the ground by use of a map - True and proper navigation - Position of land marks and their relationship corresponding place on the map - Aircraft instruments : Altimeter - Speedometer - Variation indicator - Direction recorder - Turn indicator - Allied navigational rules - Their application in the main problems.

NAVIGATION BY MEANS OF RADIO RANGE BEACON

Particulars - Principles of radio range beacon - It's use in navigation - Beacon bearings : QTE, QUT, QDM, QDR.
 1°) Flying by the means of ground stations : a) station ahead :- Finding the correct approach bearing - Working out the estimated time needed for going back on the correct course - Finding the time needed for reaching the station. b) station behind :- Check on drift - check on course followed. c) station to starboard or port :- check on the bearing - take bearings on aircraft position.
 2°) Use of loop aerial on the aircraft : Polar bearings - Their use in radio beacon problems of navigation - Line of positions - Determine aircraft position in relation to one or two radio beacon stations.
 3°) Flying by use of sights with or without wind.
 4°) Drawing of bearing findings on the map.

NAVIGATIONAL EXERCISES

Exercise flights required each of which should not be shorter than one

Terrestrial sphere - Definition and meaning of geographical bearings - Horizons - North direction in horizontal plane - Compass rose - Terrestrial magnetism - Declination and deviation - Formula for correcting accordingly and finding the heading - Azimuth compass - Formula for correcting the course and finding the bearing - Action of the wind - Drift - Wind triangle - Drift problems and solutions - Drift recorder (with according studies on Allied types).-- Dead-reckoning navigation and main practical problems - Maps - Generalities for their setting - Mercator projection maps - Scales - How to use maps - Gnomonic projections - Practical applications - Map particulars - Mapping problems - Maps used in the R.A.F. - Navigation by aid of land marks observed on the ground by use of a map - True and proper navigation - Position of land marks and their corresponding place on the map - Aircraft instruments : Altimeter - Speedometer - Variation indicator - Direction recorder - Turn indicator - Allied navigational rules - Their application in the main problems.

NAVIGATION BY MEANS OF RADIO RANGE BEACON

Particulars - Principles of radio range beacon - It's use in navigation - Beacon bearings : QTE, QUD, QDM, QDR.
10) - Flying by the means of ground stations : a) station ahead :- Finding the correct approach bearing - Working out the estimated time needed for going back on the correct course - Finding the time needed for reaching the station. b) station behind :- Check on drift - check on course followed. c) station to starboard or port :- check on the bearing - take bearings on aircraft position.
20) Use of loop aerial on the aircraft : Polar bearings - Their use in radio beacon problems of navigation - Line of positions - Determine aircraft position in relation to one or two radio beacon stations.
30) Flying by use of sights with or without wind.
40) Drawing of bearing findings on the map.

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NAVIGATIONAL EXERCISES

Twelve flights required each of which should not be shorter than one hour with gradually extending cross country flights - Making use of ground stations should be the main exercise during these flights.

TOPOGRAPHY

Drawing on a map - Conventional signs - How to read a map - Planimetry - Studying of heights - Interpretation of a map - Study of courses - Identification of land marks flown over - Finding of the target.

METEOROLOGY

Main points of the principal meteorological elements - Formation of winds and clouds - Type of clouds - Ice formation - Practical application of meteorological knowledge in flying.

BALTIMORE AIRCRAFT

Knowledge General knowledge of the aircraft with its main characteristics, and special attention paid to its duration in flight in relation to height flown at and engine revs. English measuring system and its corresponding conversion of measures.

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OBSERVER'S COURSE FOR "AQUILA" ROYAL AIR FORCE
ACADEMY COURSE
=====

THEORETICAL COURSE

PLAIN NAVIGATION

Terrestrial sphere - Definition and meaning of geographical bearings - Horizons - North direction in horizontal plane - Compass rose - Terrestrial magnetism - Declination and deviation - Formulae for correcting accordingly, and finding the bearing - Azimuth compass - Formulae for correcting the course and finding the bearing - Action of the wind - Drift - Wind triangle - Drift problems and solutions - Drift recorder (With accompanying studies on Allied types). - Dead-reckoning navigation and main practical problems. - Maps - Generalities for their setting - Mercator projection maps - Scales - How to use maps - Gnomonic projections - Practical applications - Map particulars - Mapping problems - Maps used in the R.A.F. - Navigation by aid of land marks observed on the ground by use of a map - True and proper navigation - Position of land marks and their corresponding place on the map - Aircraft instruments : Altimeter - Speedometer - Variation indicator - Direction recorder - Turn indicator - Allied navigational regulations - Their applications in the main problems.

NAVIGATION BY MEANS OF RADIO RANGE BEACON

Particulars - Principles of radio range beacon - Its use in navigation

OBSERVER'S COURSE FOR "AQUILA 20" AIR CADETS - 3rd. ROYAL AIR FORCE

ACADEMY COURSE

THEORETICAL COURSE

PLAIN NAVIGATION

Terrestrial sphere - Definition and meaning of geographical bearings - Horizons - North direction in horizontal plane - Compass rose - Terrestrial magnetism - Declination and deviation - Formulae for correcting accordingly, and finding the bearing - Azimuth compass - Formulae for correction the course and finding the bearing - Action of the wind - Drift - Wind triangle - Drift problems and solutions - Drift recorder (with accompanying studies on Allied types). - Dead-reckoning navigation and main practical problems. - Maps - Generalities for their setting - Mercator projection maps - Scales - How to use maps - Gnomonic projections - Practical applications - Map particulars - Mapping problems - Maps used in the R.A.F. - Navigation by aid of land marks observed on the ground by use of a map - True and proper navigation - Position of land marks and their corresponding place on the map - Aircraft instruments : Altimeter - Speedometer - Variation indicator - Direction recorder - Turn indicator - Their applications in the main problems. - Allied navigational regulations - Their applications in the main problems.

NAVIGATION BY MEANS OF RADIO RANGE BEACON

Particulars - Principles of radio range beacon - Its use in navigation - Beacon bearings : QTE, QUT, QUM, QDM, QDR. 10) - Flying by means of ground stations : a) station ahead :- Finding the correct approach bearing - Working out the estimated time needed for going back on the correct course - Finding the time required for reaching the station. b) station behind :- Check on drift - Check on the bearing course followed. c) station to starboard or port :- check on the bearing take bearings on aircraft position. 20) Use of loop aerial on the aircraft : Polar bearings - Their use in radio beacon problems of navigation - Line of positions - Determine aircraft position in relation to one or two radio beacon stations. 30) Flying by use of sights with or without wind. 40) Drawings of bearing findings on the map.

AERIAL NAVIGATION

- Theory and practical application

SIGNALS AND RADIO SETS ON THE AIRCRAFT

METEOROLOGY

Main points of the principal meteorological elements - Formation of winds and clouds - Type of clouds - Ice formations - Practical application of meteorological knowledge in flying.

TOPOGRAPHY

Drawing on a map - Conventional signs - How to read a map - Planimetry - Studying of heights - Interpretation of maps - Study of courses - Identification of land marks flown over - Finding of the target.

PHOTOGRAPHY

PRACTICAL APPLICATION

NAVIGATION

Five flights of dead reckoning on courses of 180 miles - Five more flights on the same lines for observation of land marks and ground - Recording of drifts by the use of W/T. stations. - Five navigational flights of 350 miles over land and sea using radiogeometrical bearings of ground stations - Finding the exact position by such means - Five dead reckoning flights of 350 miles without using land marks - Navigation with radio range beacons ahead and behind - Finding the exact position by use of bearings taken from ground stations and from the loop aerial on the aircraft.

SIGNALS

Use of radiogeometer : Practice with the ground stations and with the aircraft loop aerial.

Radio range beacon directives : main points to be noted.

Inter aircraft communications

R/T. use with ground stations and between crew members on the aircraft.

Use of various R/T. codes of the R.Aeronautica.

PHOTOGRAPHY

Three planimetric photos

Three panoramic photos

Studying and analysing the photos

Composing them in mosaics

Observations on the general lay-out, geographical or otherwise.

TOPOGRAPHY

Drawing on a map - Conventional signs - How to read a map -
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PHOTOGRAPHY

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more flights on the same lines for observation of land marks and ground -
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on the aircraft.

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the aircraft loop aerial.
Radio range beacon directives : main points to be noted.
Inter aircraft communications
R/T. use with ground stations and between crew members on the aircraft.
Use of various R/T. codes of the R.Aeronautics.

PHOTOGRAPHY

Three planimetric photos
Three panoramic photos
Studying and analysing the photos
Composing them in mosaics
Observations on the general lay-out, geographical or otherwise.
Use of aerial photographic regulations.

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LECCE AIRPORT

C.C. Col.

Zappetta Giovanni

C.O. of 4 Wing.

Maj. Veronesi Natale

C.O. of 10 Squadron.

(Second in Command. Maj. Piccolomini Carlo

Cpt. Antoni Emanuele

(Type of A/C. F. 22)

C.O. of 10 Squadron

Cpt. Palmieri Romano

(Type of A/C. F. 22)

C.O. of 5 Wing.

Maj. Esich Mario

C.O. of 2 Squadron

(Second in Command. Cpt. Laletta Ippolito

C.O. of 101 Squadron

Cpt. Galbietti Gianfranco (Type of A/C. 202)

C.O. of 102 Squadron

Cpt. (Alessandri) Bruno

C.O. of 51 Wing

Cpt. Le Ferla Germano (Type of A/C. 202)

C.O. of 20 Squadron.

Maj. CALIERI Gino.

C.O. of 21 Squadron

(Second in Command Leoncini Francis.

Cpt. Spagnolini Riccardo

(type of A/C. Spitfires)

C.O. of 155 Squadron

Exp. Maj. Tondi Donato

(Type of A/C. M.C. 205.

C.O. of 155 Squadron

Temporarily Maj. Leoncini Franco

(Type of A/C. M.C. 205.

R.A.F. Personnel on LECCE Airport

C.O. W/C. Gleason.

Sgt. Robson. Sq.

Sgt. Caruana. Int.

Sgt. De Pono. Int.

Sgt. Quirk. Arm.

I.A.C. Piece. Cook.

C.D.

Night wing C.O.

C.O. of 1 Squadron

C.O. of 82 Squadron

R.A.F. Personnel Nil

MEMBER AND TRANSPORT GROUP GUIDONIA

(Second in Command Lt. Col. Cilerdoni Dazio)

Col. Calavolpe Giuseppe

Cpt. Medaglia Edoardo. (Type of A/C. S. 82)

Cpt. Belinvis Carmelo (Type of A/C. S. 82)

FOUR AND TRANSPORT GROUP CENTOCELLE

C.O.

Col. Reinerio Virgilio

(Second in Command Maj. Caprioglio.

C.O. of 2 Squadron

Maj. Perneggiana Guido (type of A/C. S. 12

C.O. of 98 Squadron

Maj. piva Adriano (Type of A/C. S. 79 G. 12

Scarpa
Graziosa

1932

REX R.A.F. Personnel Sgt. Ryan. Cpl. Sharp.

Training School PROSINONE

C.O.

Col. Fagnoli Ettore
(Type of A/C Baltimore F.39. Spitfire)

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AUTONOMOUS SQUADRON BARI R.A.F. Personnel
Sgt. Bussetti

C.O.

Cpt. Meccetti Mario
(Type of A/C CA.314. CA. 209. S.79. CANT.2. 1007)

=====

AUTONOMOUS SQUADRON ROME- UREE

C.O.

Cpt. Buzzanca
(Type of A/C. S.75. S.79.)

Sgt. A. H. Personnel

Cpt.
Meccoth Mario
(Type of A/C. CA. 314. CA. 309. S. 79. CANT. 3. 1007)

AUTONOMOUS SQUADRON ROME-URBS

C.O. Cpt. Buzzanca
(Type of A/C. 5.75. 5.79.)

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DIRECTIVE FOR QUALIFIED FLYING TRAINING IN PILOT DUTIES
AS ORDERED TO A.F.S.C. ALLIED COMMISSION.

INTRODUCTION.

It has become increasingly apparent that the flying technique employed by pilots in the Italian Air Force (land planes), varies considerably from that employed by the Allies.

2. In some respects the flying technique is dangerous, for example when coming in for a landing, especially on multi-engine aircraft, the tendency is for the final circuit to be too low, followed by a long low approach with high power.

DEFINITION.

3. The nature of the present attachment is for the purpose of reporting and advising to the A.F.S.C. on the flying technique, and also instrument flying ability of Italian pilots, in general. It will be necessary to fly certain types of Italian aircraft in order to advise on the technique required in respect of each.

EXECUTION.

4. (i) To visit the various Italian airfields in operation, for the purpose of observing the flying technique of a cross-section of the pilots concerned, and to report on same.

(ii) To aim at the standardisation of both air and ground procedures, and to advise on circuit procedure - methods of approach, and the standard and type of landing employed. To give practical demonstrations of the methods advocated for the particular type of aircraft.

(iii) To observe the manner of pre-flight briefing relating to the route, met, forecasts, destination, navigation, aids, form 700.

(iv) The co-ordination and use of R/P procedure as between flying control and aircraft and vice-versa. The lay-out of the signals area and its observance by pilots before and during flight.

(v) To suggest means of effecting an overall improvement in the standard of air discipline of Italian pilots.

Note: (iii), (iv) and (v) above cut into the responsibilities of Air I, II and III; therefore close co-ordination between Flying Training Instructor and Air Staff is essential.

REPORTS.

5. Reports are to be made to A.C.C. (thru D.D.) from time to time, and on completion of his mission F/Lt. Hart will make a consolidated report to include his general impressions and recommendations (e.g. should the A.F.S.C. have a post established for a qualified Flying Training Instructor).

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coming in for a landing, especially on multi-engine aircraft, the tendency is for the final circuit to be too low, followed by a long low approach with high power.

INTENTION.

3. The nature of the present attachment is for the purpose of reporting and advising to the A.F.S.C. on the flying technique, and also instrument flying ability of Italian pilots, in general. It will be necessary to fly certain types of Italian aircraft in order to advise on the technique required in respect of each.

RECOMMENDATION.

4. (i) To visit the various Italian airfields in operation, for the purpose of observing the flying technique of a cross-section of the pilots concerned, and to report on same.

(ii) To aim at the standardisation of both air and ground procedures, and to advise on circuit procedure - methods of approach, and the standard and type of landing employed. To give practical demonstrations of the methods advocated for the particular type of aircraft.

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(iv) The co-ordination and use of R/T procedure as between flying control and aircraft and vice-versa. The lay-out of the signals area and its observance by pilots before and during flight.

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5. Reports are to be made to A.O.C. (thru D.D) from time to time, and on completion of his mission P/Lt. Hart will make a consolidated report to include his general impressions and recommendations (e.g. should the A.F.S.C. have a post established for a qualified Flying Training Instructor)

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref.: ARSC/31/AIR.
Date: 23rd November, 1945.

L. P. P. P.

L. E. BOWIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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