

Mon. 56-E



MINISTERO DELL'AERONAUTICA

MINISTERO dell'AERONAUTICA
DELEGAZIONE REGIONALISEZIONE RADIO
TELEGRAMMA

Indicazioni d'urgenza

Circuito d'inoltro

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

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUMERO	PAROLE	Data di presentazione	
					Circolo	Ora e minuti

AEROTELE = MILANO = PADOVA = ROMA = BARI =

= NAPOLI = CAGLIARI = PALERMO =

COMUNICAZIONE 410099/TEL /.. / 498 loll. SEGUITO TELE 410007/TEL

GENNAIO 10 COMUNICASI CHE AT PARTIRE GIORNO 12 CORRENTE

ENTRA VIGORE TABELLA GRANTO CAMBIO FREQUENZA DI CUI

APPENDICE "A" PUBBLICAZIONE U.T.2 EDIZIONE 1946 /.. /

TENCOL. DE VINCENTI

2 FFR 1946



IL DIRETTORE DELLE COMUNICAZIONI

Ten. Col. A.A.R.N.-A. De Vincenti

Chantant

ALL'A.F.S.O. ROMA

ALLA III^ Sez. SEDE

M.A.C.I.A. ROMA

..... per conoscenza.

6162

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

To : Ministero Aeronautica, Rome.

Date : 4th February 1946

Ref : AFSC/AIR/S.503/SIGS.

20A
BF 1/2
2/3

HIGH FREQUENCY RADIOGONOMETRIC STATION - MILAN.

Reference is made to your Headquarters' letter ref. 410060/Tell/343 Coll. 1-3 dated 23rd January 1946 concerning the above station.

2. It is unfortunate that the station is still not serviceable, and on account of existing prior commitments no fitting party is immediately available to effect the necessary repairs. It is hoped that these can be finished in about fourteen days time.

3. Some hesitation is felt in requesting the Italian Air Force to take over the station in its present condition, but on the understanding that the station will be made serviceable as soon as possible, the handover may be made effective as soon as would meet your wishes.

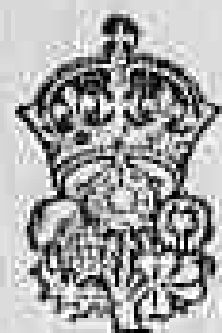
4. It has already been agreed that the station can be transferred to the Italian Air Force only as temporary measure, and its return may be required at a later date. A schedule of equipment should therefore be prepared and signature cover the transfer. It is suggested that with your concurrence, the effective date should be 11th February 1946.

S.W. F.
E.W. FREEMAN F/LT.
Air Vice Marshal,
Director
Air Forces Sub Commission.

Copies for information to:-

Air Forces Sub Commission, Milan.
Air Headquarters, Royal Air Force Italy.

6162



From:- Air Headquarters, Royal Air Force, ITALY.

To:- Air Forces Sub-Commission, Allied Commission, ROME.
A.S.C. North Italy.

Date:- 31st January, 1946.

Ref:- AHQI/S.4350/2/Signals.

COMMUNICATIONS I.A.F. VENICE - A.S.C. NORTH ITALY.

Reference is made to A.S.C. North Italy signals S.175 January 29th and to letter ABSC/AIR/3503/Sigs. dated 16th January, 1946.

2. The times taken to pass messages from the Air Safety Centre to the Seaplane Base at Venice via the CAV's Bologna and Venice appear to be such that the link could be said to be satisfactory and that little advantage would be gained by maintaining a completely separate watch at the Seaplane Base in the event of landline failure.

3. It is considered that the substitution can take place and the Signals Officer of the Aircraft Safety Centre is required to issue such instructions (in conjunction with the Italian Liaison Officer and the C.A.V. Signals Officer) as are necessary to inform all concerned with the substitution of standby to line links.

4. The T.1154 transmitter mains operated being issued from 378 M.U. to A.S.C. North Italy will not be required at the Seaplane Base. It is to be held by the A.S.C. for any future emergency use.



J. T. Paine Gr
Air Vice Marshal,
Air Officer Commanding,
AIR HEADQUARTERS, R.A.F. ITALY. 6161

SECRET.

18A

From: Air Forces Sub Commission, Allied Commission, Rome.
To: Stato Maggiore, Regia Aeronautica, Communications Section.
Date: 31st January, 1946.
Ref: AFSC/AIR/ 8.503/ SIGS. 14A

~~R/T COMMUNICATIONS - UFFICIO "I".~~

It is desired to refer to your Headquarters' letter ref UI/790138, dated 25th. January 1946, on the subject of proposed R/T communications between the Intelligence Sections in Milan, Padua and Rome.

2. In view of this communication having originated with the Intelligence Branch, the comments of the Communications Directorate would be appreciated. Information is desired as to the necessity of the proposed circuit, of what alternative channels are available, (telephone, teleprinter, telegraph or R/T), and if these channels are in fact overloaded, insecure or otherwise unsuitable.
3. It should be observed in reference to the last para. of your letter that the circuit requested is not at present authorised, and that this Sub Commission is not empowered to give the necessary authority without the concurrence of higher Formations.
4. It should also be noted that it is most unlikely that nine frequencies would be available. The requirement for such a number is not understood.
5. In conclusion it is mentioned that some consideration would have to be given to the aspect of security. No R/T code is at present authorised for the use of the Italian Air Force, and in the event of the scheme being approved in principle, it would then be necessary for such a code to be submitted through this Sub Commission to higher authority for approval prior to its being taken into use.

SWF
E. S. Freeman,
Flight Lieutenant,
for Air Vice Marshall,
Director,
Air Forces Sub Commission.

Copy to Senior Intelligence
Officer.

6150

~~TOP SECRET~~ EVAV-13 ROUTINE

FROM ASC N ITALY 291035 A

TO AIR FORCES SUB COMMISSION AC ROME

REPEATED - AHQ RAF ITALY

GR -- BT

S175 JAN 29 RESTRICTED.

YOUR S170 15 JAN 24 ITALY'S S131 20 JAN.

UNDERSTAND RA9 (4585 KC/S) NO LONGER USED BY BOLOGNA.

TESTS CARRIED OUT OVER PERIOD 23-28 JAN INCLUSIVE THREE

TIMES PER DAY ALTERNATIVELY ON SERVICE 10 (5920 KC/S).

SERVICE 12 (4990 KC/S). AVERAGE TIME OF TRANSIT MESSAGE

ASCN1 TO SEA-PLANE BASE 8/5 MINUTES REPEAT 8.5 MINUTES

AVERAGE TIME FROM TRANSMISSION AT ASCN1 TO RECEIPT OF

REPLY AT ASCN1 18 CRD 18 MINUTES.

MESSAGE TELEPHONED TO IAF BOLOGNA - THENCE W/T

TO CAV - TELEPHONE TO SEA-PLANES.

TYPICAL EXAMPLE = 20 JAN 1012A

MESSAGE TELEPHONED FROM ASCN1 RECEIVED SEA-PLANE BASE

1024A BASE REPLIED 1020A RECEIVED ASCN1 1030A.

RECEPTION BETTER 4990 KC/S. SUGGEST USE THIS FCY 5920

AS S/DY. PLEASE CONFIRM

XXXXXX12XXX

BT 1 201035A

503/512

REPEATED - AHQ RAF ITALY

GR -- BT

S175 JAN 29 RESTRICTED .

YOUR S170 15 . -B1 ITALY'S S131 20 JAN .

UNDERSTAND RAY C4585 KC/S) NO LONGER USED BY BOLOGN .

TESTS CARRIED OUT OVER PERIOD 23 -28 JAN INCLUSIVE THREE
TIMES PER DAY ALTERNATIVELY ON SERVICE 16 C5920 KC/S) .

SERVICE 12 C4990 KC/S) . AVERAGE TIME OF TRANSIT MESSAGE
ASCN1 TO SEA-PLANE BASE 8/5 MINUTES REPEAT 8.5 MINUTES

AVERAGE TIME FROM TRANSMISSION AT ASCN1 TO RECEIPT OF

REPLY AT ASCN1 16 CRD 18 MINUTES .

MESSAGE TELEPHONED TO IAF BOLOGNA - THENCE W/T
TO CAV - TELEPHONE TO SEA- PLANES .

TYPICAL EXAMPLE =26 JAN 1012A

MESSAGE TELEPHONED FROM ASCN1 RECEIVED SEA-PLANE BASE

1024A BASE REPLIED 1026A RECEIVED ASCN1 1030A .

RECEPTION BETTER 4990 KC/S . SUGGEST USE THIS FCCY 5920

AS S/BY. PLEASE CONFIRM

XXXXXX12XXX

BT 1 201035A

SENT DCT AR K

HH-FC FROM 15 TO ITALY'S

15 JAN AHQ ITALY'S

NO-REC AT LGUP HTD 1145 ARAR

16 A
(C)

From : Ministero Aeronautica Rome
To : Air Forces Sub Commission Rome
Date : 23, January 1946
Ref : 410060/Tell/343.Coll. 1-3-

8 A

HIGH FREQUENCY RADIOGONOMETER STATIO OF MILAN

With reference to the message without any classification S.187/v/T.O.O. 181100A, we notify you that this Direction is willing to take over temporarily the Milan high frequency Radiogonometer station.

We are expecting to know with effect from which date, the handing over of the Station will take place.

THE DIRECTOR OF COMMUNICATIONS
(Ten.Col.Pil.A.DE. VINCENTI)

Translated by Sgt. Albertini.M.



6158



Ministro dell'Aeronautica

Divisione

Prot. N. 410060 del 13/1/34 343 Coll.

Proposta al Feld. N. 2

23 GEN 1944 19 Anno

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE PER LA R.A.

- R O M A -

OGGETTO Stazione radiogoniometrica alta frequenza di Milano.

La legge 18/1/1934, art. 1, comma 1, stabilisce che l'Amministrazione dell'Aeronautica è competente a ricevere e trasmettere i messaggi radioelettrici.

Con riferimento al messaggio senza classifica S.187/.T.O.O. 181100A, si comunica che questa Direzione è disposta a prendere in carico temporaneo la stazione radiogoniometrica ad alta frequenza di Milano.

Si rimane in attesa di conoscere la data della consegna.

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

A. De Vincenti

0157

OUTGOING SIGNALS.503/Sys 15A
BF. 3/2

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

To : A.S.C. Northern Italy
(R) A.H.Q. ItalyUNCLASSIFIED (.) S.220 (.) ~~TOO.~~ 29/1506 A (.) JAN.'46 (.)
REQUEST ACTION MY S.170 JAN (.) MY ASC/AIR/S.503/SIGS JAN 16
REFERS (.)

ROUTINE


E.V. FREEMAN F/LT.

6155

I 992

STATO MAGGIORE REGIA AERONAUTICA

25th January, 1946.

Ufficio "I"

To: A.F.S.C. Intelligence Section

Secret

R O M E .

Ref: UI/700138

Subject: R/T COMMUNICATIONS.

Following our verbal discussion herewith details of an R/T Communications link between Ufficio "I" in Rome and offices at Milan and Padua:

Frequency required: 5015 - 6018 - 6835 Mc/s
6492 - 7567 - 8763 "
4051 - 4565 - 4905 "

Medium power used: 20 Watt/ aerial

In reserve for the Rome station a transmitter of about 100 Watt/ aerial, to be used exclusively in cases of serious difficulty in communications.

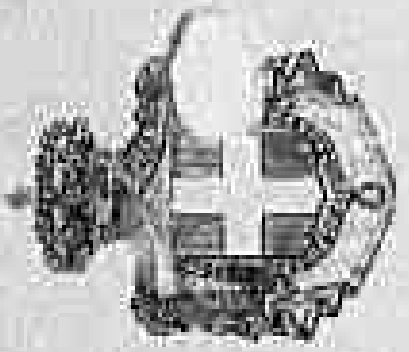
Timetable : 2 or 3 appointments per day.

Code : to be arranged.

This office would be glad to know whether there is any objection on the part of the A.F.S.C. to the communications in question.

6130

Head of Ufficio "I"
(Lt. Col. Pilot - F. SANTINI)



Stato Maggiore Regia Aeronautica

UFFICIO "I"

VI/700138 sz.

Dist. A. P.

Allegato

SEGRETO

Section

M. A. F. S. C. Intelligence

= R O M A =

Responsabile: Ing. G. del

Dir. Sec.

240

OGGETTO : Collegamenti R. T. +

A seguito delle conversazioni verbali comunico le caratteristiche per un collegamento R. T. tra l'Ufficio "I" di Roma ed i Nuclei di Milano e di Padova:

Frequenze occorrenti Kc/s :	5015	-	6018	-	6835
	6492	-	7567	-	8763
	4051	-	4565	-	4905

Potenza media adoperata: 20 Watt/ antenna

Di riserva per la Stazione di Roma un trasmettitore di circa 100 Watt/antenna, da impiegare esclusivamente nei casi di gravi difficoltà di collegamento.

Orario : 2 o 3 appuntamenti al giorno.

Cifrario : da stabilirsi.

Questo Ufficio gradirebbe conoscere se nulla osta da parte di codesta A. F. S. C. per l'inizio del collegamento in questione.

IL CAP. UFFICIO "I"
(Ten. Col. Pilota F. SANTINI)

F. Santini

6154

UFFICIO "I"

= ROMA =

VI/700738 12.

Prot. N. 2

Allegati

Dispositivo di Segreteria del
Dir. N. 2

Oggetto : Collegamenti R.T.+

A seguito delle conversazioni verbali comunico le caratteristiche per un collegamento R.T. tra l'Ufficio "I" di Roma ed i Nuclei di Milano e di Padova:

Frequenze occorrenti Kc/s :	5015	-	6018	-	6835
	6492	-	7567	-	8763
	4051	-	4565	-	4905

Potenza media adoperata: 20 Watt/ antenna

Di riserva per la Stazione di Roma un trasmettitore di circa 100 Watt/antenna, da impiegare esclusivamente nei casi di gravi difficoltà di collegamento.

Orario : 2 o 3 appuntamenti al giorno.

Cifrario : da stabilirsi.

Questo Ufficio gradirebbe conoscere se nulla osta da parte di codesta A.F.S.C. per l'inizio del collegamento in questione.

IL CAPO UFFICIO "I"
(Ten. Col. Pilota F. SANTINI)

F. Santini

6154

SANTINI

I 966

(13A)

FROM :- AIR FORCES SUB-COMMISSION,
Allied Commission, Milan.

TO :- C.I.O. Air Forces Sub-Commission,
H.Q. Allied Commission, Rome.

DATE :- 5th January 1940.

REF :- AFSC/M/4/INT.

APPLICATION FOR RADIO TRANSMITTING & RECEIVING SET FOR

UFFICIO "I" USE

It has been suggested to this office by Major SANDON, chief of Ufficio "I" Milan, that a small radio transmitting and receiving-set would be of considerable service to his department, and that, in addition, communication with Rome would be improved thereby.

2. It is understood that radio-sets of this nature (portable suitcase type) are available in Rome, and that information about them can be obtained from Col. SANTINI.

3. Your comments on the above request, stating whether objections or vetoes exist, would be appreciated.



[Signature]
F10
J. L. E. JARMAN G/C
Commanding
A.F.S.C. MILAN.

6153

Reasons would be given for the service in the instruction.
Must be typed & signed.
Approved by AFSC

12A
(6)

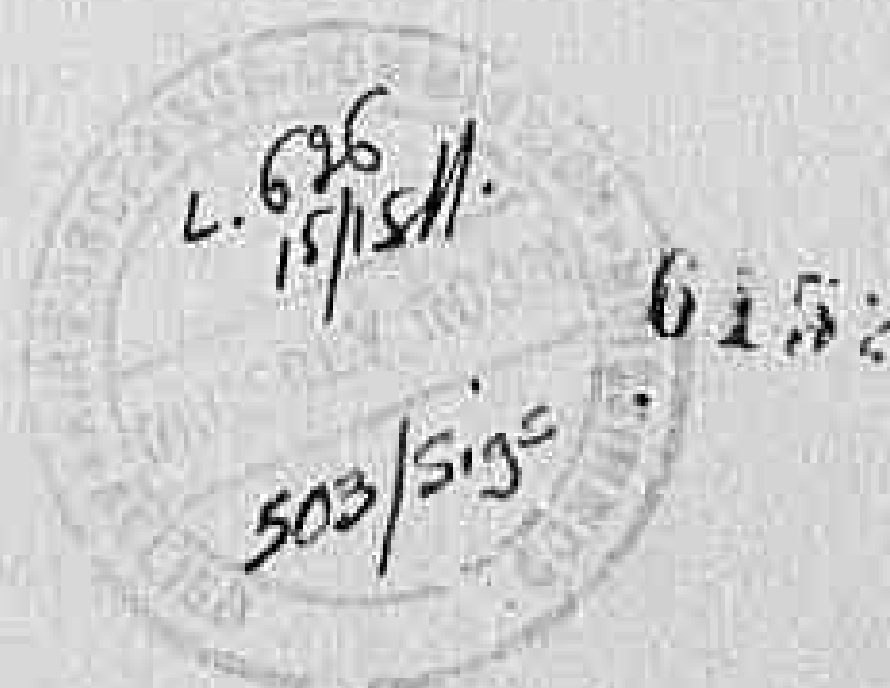
From : I.A.Ministry Rome
To : Air Forces Sub Commission Rome
Date : 14 January 1946
Ref : 420148/TELL.

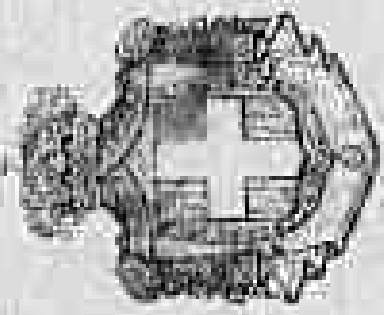
FLYING CONTROL SERVICE AT MILAN.

- 11A
- With reference to your letter No. A.F.S.C./AIR/S.503/SIGS dated the 4 January 1946 we notify you.
- 1 The R.A. would like to ^{take over} replace all the R.A.F. material at the Control tower at Linate.
 - 2 At the Control tower of Linate there is already an Officer who understands the English language, the Stato Maggiore has already in course of assigning other two Officers who speak English, to be put at the disposal of the Met and Operations Section.
 - 3 The telephone circuit BOLOGNA-MILAN must be ended at the Linate Airport telephone exchange.

The Director Of Communications
Col. DE. VINCENTI

Translated by Sgt. Albertini.





Ministero dell'Aeronautica

Direzione delle Comunicazioni

Divisione

Sezione

Prod. N.º 420143/TER Allegate

Risposta al Foglio del
Dir. Sec. N.º

OGGETTO: Servizio di controllo di volo a Milano.

Mod. 123

Roma, 14 gennaio 1956

AIR FORCES SUB COMMISSION A.C.

= R O M A =

Si prega di leggere per ogni riferimento e indirizzo alla risposta.

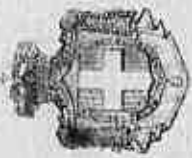
Con riferimento al foglio n.º AFSC/AIR/S 503/SICS del

4 corrente si comunica:

- 1º) - La R.A. desidera rilevare tutto il materiale RAF del
la Torre di Controllo di Linate;
- 2º) - che presso la Torre di Controllo dell'Aeroporto di Li-
nate vi è già un ufficiale che conosce la lingua in-
glese, la parte dello Stato Maggiore è già in corso l'as-
segnazione di altri due ufficiali parlanti inglese per
essere messi a disposizione della Sezione Meteorologica
e di quella Operativa;
- 3º) - il circuito telefonico Bologna Milano sia fatto termi-
nare presso il Centralino dell'Aeroporto di Linate.

IL DIRETTORE DELLE COMUNICAZIONI
(Gen. Pol. A. A. - M. DE VINCENZI)

M. De Vincenzi



Ministero dell'Aeronautica
Direzione delle Comunicazioni

Mod. 123r

Roma, 14 gennaio 1956

AIR FORCES SUB COMMISSION A.C.
= R O M A =

Divisione *Sezione*
Prot. N.° 420148/TEL. Allegato

Risposta al Foglio del
Dir. Sec. N.°

OGGETTO : Servizio di controllo di volo a Milano.-

Con riferimento al foglio n° AFSC/AIR/S 503/SIGS del
4 corrente si comunica :

- 1°) - La R.A. desidera rilevare tutto il materiale RAF del
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- 2°) - che presso la Torre di Controllo dell'Aeroporto di Li
nate vi è già un Ufficiale che conosce la lingua in-
glese, da parte dello Stato Maggiore è già in corso l'as-
segnazione di altri due Ufficiali parlanti inglese per
essere messi a disposizione della Sezione Meteorologica
e di quella Operativa;
- 3°) - il circuito telefonico Bologna Milano sia fatto termina-
re presso il Centralino dell'Aeroporto di Linate. =

*Il foglio ha fatto per ogni riferimento e indagine nella propria
di cui si è tenuto conto e si è provveduto a ciò che si è richiesto*

IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. A.A. r.n. A. DE VINCENZI)

1274

Ministero dell'Aeronautica

Direzione delle Comunicazioni

Divisione

Luogo

Ind. N.º 420148/TED Allegato

Risposta al Foglio del

N.º

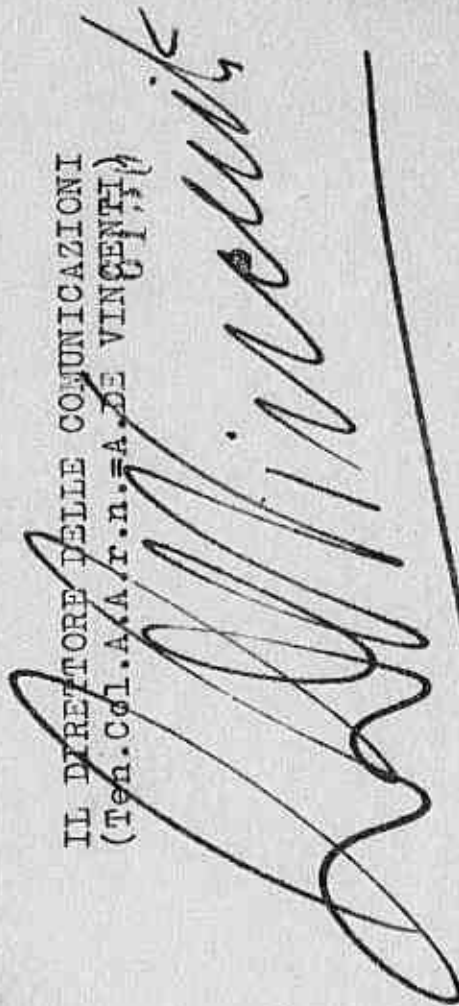
Oggetto : Servizio di controllo di volo a Milano.-

Con riferimento al foglio n.º AFSC/AIR/S 503/SIGS del

4 corrente si comunica :

- 1º) - La R.A. desidera rilevare tutto il materiale RAF del la Torre di Controllo di Linate ;
- 2º) - che presso la Torre di Controllo dell'Aeroporto di Linate vi è già un Ufficiale che conosce la lingua inglese, da parte dello Stato Maggiore è già in corso l'assegnazione di altri due Ufficiali parlanti inglese per essere messi a disposizione della Sezione Meteorologica e di quella Operativa;
- 3º) - il circuito telefonico Bologna Milano sia fatto terminare presso il Centralino dell'Aeroporto di Linate.=

IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. A.A. r.n. = A. DE VINCENZI)



Il presente foglio per ogni riferimento deve essere considerato e trattato come un documento ufficiale.

1. A.M.
From : Air Forces Sub Commission, Allied Commission, Rome. 11A

To : Italian Air Ministry
Communications Section.

Date : 4th January 1946.

Ref : AFSC/AIR/S.503/SIGS.

FLYING CONTROL FACILITIES - MILAN. p.c.s. 11.

It is advised that the Royal Air Force Unit now operating Flying facilities at Milan will cease operations on 10th January 1946.

2. Signals equipment for the operation of airfield control, employing very low power on high frequencies and very high frequencies is installed and at present operated by Royal Air Force Personnel. It is desired that you will intimate whether or not the Italian Air Force wishes to take over this equipment.

3. It is understood that there is already an English speaking Flying Control Officer at Milan, but confirmation of this is desired.

4. It is proposed to leave in situ the existing speech circuit between Bologna R.A.F. switchboard and Linate airfield, and it is requested that you will advise this Headquarters of the most suitable termination for this circuit.

E.W. Freeman
E.W. FREEMAN F/LT.
for Air Vice Marshal,
Air Officer Commanding.

Copy to: A.F.S.C. MILAN

6149

T 74/21 ~~LGJP~~ NR 35 R

QVR

FROM AHQ ITALY

TO AF SUB - COMMISSION ROME

S 101 21 JAN UNCLASSIFIED

YOUR S 187 CONFIRMED BUT AWAITING APPROVAL
OF HQ NEDNE FOR TRANSFER

OF EQUIPMENT

BT 211147A

SENT NOB AR KKK

RD NR 35 RECD LGJP AT 1902 R.N.M. B2



6148

1277

9A

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

To : Italian Air Ministry
Communications Section

Date : 16th January 1946

Ref : AFSC/AIR/S.503/SIGS.

W/T COMMUNICATIONS - ITALIAN SEAPLANE BASE TREPORTI

Following an investigation of the communications failures between aircraft based at Treporté and the Aircraft Safety Centre, Northern Italy, a report has been rendered to Air Headquarters, Royal Air Force, Italy, and certain findings and recommendations have been forwarded to this Headquarters.

2. It appears that the difficulty was largely attributed to aircraft W/T operators not appreciating the necessity for the aircraft W/T set being accurately tuned to the A.S.R. control frequency. More importance was being attached to establishing communication with Treporté W/T station, on its normal frequency, than to establishing and maintaining communication with the A.S.R. Control.

3. The recommendations made are the following:-

(i) That a mains operated receiver and a mains operated transmitter T1154 be supplied for static installation in the tower used by the I.A.F. for their radio equipment. This static installation would replace the signals vehicle type ME 21, which is at present in use for the A.S.R. channel.

(ii) That arrangements be made for the Treporté mains supply to the sea plane base to remain connected and not switched off several days each week.

(iii) That a crystal monitor and crystals for 3805 Kc/S and 4370 Kc/S be supplied for the use of the ground station.

(iv) That the single channel I.A.F. radio installation be serviced and brought up to its maximum efficiency.

4. In regard to the above, the following remarks must be added:-

1 2 7 8

Following an investigation of the communications failures between aircraft based at Treporté and the Aircraft Safety Centre, Northern Italy, a report has been rendered to Air Headquarters, Royal Air Force, Italy, and certain findings and recommendations have been forwarded to this Headquarters.

2. It appears that the difficulty was largely attributed to aircraft W/T operators not appreciating the necessity for the aircraft W/T set being accurately tuned to the A.S.R. control frequency. More importance was being attached to establishing communication with Treporté W/T station, on its normal frequency, than to establishing and maintaining communication with the A.S.R. Control.

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(iii) That a crystal monitor and crystals for 3805 Kc/S and 4370 Kc/S be supplied for the use of the ground station.

(iv) That the single channel I.A.F. radio installation be serviced and brought up to its maximum efficiency.

4. In regard to the above, the following remarks must be added:-

(1) Pending the consideration of keeping the W/T watch at the U.A.V. instead of the sea plane base the equipment as at para. 3 (ii) will be held in readiness but not installed. The signals vehicle type ME 21 is now unserviceable at Bologna and some concern is left at the neglected state into which the vehicle had fallen.

./.

Para 4 contn/

- (ii) Arrangements were made through Captain BUTCHER Allied Control Commission, Venice, for the electrical supply to remain connected to the seaplane base at Treporte.
- (iii) A frequency meter is being provided from R.A.F. sources.
- (iv) The visiting signals officer was unfavourably impressed by the I.A.F. radio installation in the tower and expressed the opinion that lack of care in both the fitting and maintenance of the equipment was evident, in particular in the aerial installation.
5. Consequent on the withdrawal of the signals vehicle type ME 21, power facilities at the sea plane base are stated to be inadequate for battery charging. Arrangements have been made by Air Headquarters R.A.F. Italy to supply a suitable rectifier and charging board.
6. The finding as at para 2 (above) is not fully understood as it was believed that while aircraft were operating on air sea rescue searches or exercises that the ground station set watch on 3805 Kc/S. It is not felt that is worth while pursuing this matter as it is intended for the W/T watch on 3805 to be undertaken at the C.A.V. No watch will be required at the sea plane base if this plan is brought into effect.

0148

EWT

E.W. FREEMAN T/IT.
for Air Vice Marshal,
Air Officer Commanding.

S. 503/sip
PAOUTGOING MESSAGE

FROM : AIR FORCES SUB COMM. (ROME)
TO : A.H.Q. R.A.F. ITALY (R) AIR FORCES SUB COMM. (MILAN)
(R) ITALIAN AIR MINISTRY

UNCLASSIFIED S.187 /./ T.O.O. 1811004 /./
HF D/F STATION MILAN /./ FURNISH MY S.136 JAN. 5 TO FIRST
ADDRESSEE ONLY IAF WILLING TAKE OVER HF D/F STATION ON
1000 /./ W/OPS AND MECHANICS AVAILABLE /./ UNDERSTAND STATION
UNSERVICEABLE BUT WILL BE PUT SERVICEABLE PRIOR TAKING OVER /./

E.W. Freeman

for E.W. FREEMAN F/LT
AIR VICE MARSHAL
AIR OFFICER COMMANDING..

PRIORITY : ROUTINE

6145

RESTRICTED

From : Air Force Sub Commission, A.C.,
To : Air Headquarters, Royal Air Force, Italy.
Date : 16th January 1946
Ref : AFSC/AIR/3.503/SIGS.

COMMUNICATIONS I.A.F. VENICE-BOLOGNA

6144

It is desired to clarify the position respecting the Centrale di Assistenza di Volo and the seaplane base at Venice and their communications with Bologna. This Headquarters signal S.170 of even date repeated to you for information, refers.

2. Whereas the C.A.V. is situated at Lido di Venice, the sea plane base is at Treporte on the mainland about two miles by sea from the C.A.V. Power supplies ^{on the mainland have been intermittent, but} it is understood that P/L BARBER took this matter up locally when he visited Treporte. On the other hand power supplies to the C.A.V. W/T station are reliable.
3. Aircraft take off from Treporte, but when airborne set W/T watch on 3805 Kc/S and come under control of Aircraft Safety Centre, Northern Italy. It is however shown by experience that communication sometimes breaks down. This may be in part attributed to the inferior W/T equipment of the aircraft. The set employed is a type 350/2 and it is known that the transmitter gives far less than its rated output of 80 watts, and is subject to frequency drift. The receiver is not very selective and exact tuning is not an easy matter. It follows that back tuning the transmitter is not reliable. The aircraft W/T set type 350/3 is available but 3805 Kc/S is not within its frequency coverage, (approx 4.3 to 8.5 Mc/S). It is not anticipated that you would consider favourably operating on a frequency other than 3805 Kc/S.
4. Up to the present the C.A.V. at Venice has set a listening watch while aircraft were in flight, and on one occasion has passed a message for A.S.C. Northern Italy, which had lost contact with the aircraft. The Italian Air Ministry will now instruct the C.A.V. to keep watch and be prepared to operate as W/T link whenever necessary.
5. Communication from Bologna to the sea plane base is normally by direct land line. As a standby to this, the sea plane base is at present under orders to open watch on 4370 Kc/S in the event of land line failure, changing to 3805 Kc/S if aircraft are operating. This form of communication has proved, it is understood, unreliable partly on account of the intermittent power supply, but also in part because of the inferior W/T installation at the sea plane base.

-2-

6. The W/T station of the C.A.V. is much more adequately equipped to open any required watches, than is the sea plane base itself, and communication between these two stations is by direct land line with a standby WHF link. In addition to land line between the I.A.F. Bologna and the C.A.V., Venice, there are two I.A.F. W/T circuits, R.A. 9, standby to line, and R.A. 15, inter C.A.V. circuit for aircraft movements. Tests over these circuits have been requested, as it is thought that these channels may provide adequate standby communication in lieu of watch on 4370 Kc/S. If however, it is felt that the latter watch must still be maintained, it is thought that more reliable communication would result if the C.A.V. rather than the sea plane base keeps watch, in spite of messages having to be passed through an additional link.

7. These views are submitted for the consideration of your headquarters and on receipt of the results of the test messages it is hoped that a satisfactory agreement may be reached.

E.W.
E.W. FREEMAN F/LT.
for Air Vice Marshal,
Air Officer Commanding.

Copies to: Aircraft Safety Centre Northern Italy
" " Italian Air Ministry, Communications Section.

6143

From : Air Headquarters, Royal Air Force, Italy.

To : Air Force Sub-Commission, Allied Commission, Rome.

Date : 12th January, 1946.

Ref. : AHQI/S.4350/Signals.

W/T COMMUNICATIONS - ITALIAN SEAPLANE BASE, TRÉPORTI (VENICE)

1. In consequence of recent failures in communications with the Tréporti (Venice) based I.A.F. Cent aircraft by A.S.C., North Italy, during A.S.R. exercises, the Signals Officer and the Senior Controller of A.S.C., North Italy visited the seaplane base to ascertain the cause of the failure.

2. From the Signals Officer's report it would appear that the difficulty was, in the main, due to the aircraft operators not appreciating the necessity for the aircraft W/T set being accurately tuned to the A.S.R. control frequency. More importance was being attached to establishing communications with the Tréporti V.L.P. station, on that station's frequency, than to establishing communications on the A.S.R. control frequency.

3. Recommendations made by the Signals Officer were:-

- (a) That a mains operated receiver and a mains operated T.1154 be supplied for static installation in a tower used by the I.A.F. for their radio equipment. This static installation would replace the Signals vehicle Type ME.21 which is at present in use for the A.S.R. W/T channel.
- (b) That arrangements be made for the Tréporti mains supply to the seaplane base to remain connected and not switched off several days each week.
- (c) That a crystal monitor and crystals for 3805 Kc/s and 4370 Kc/s be supplied for use by the ground station.
- (d) That the single channel I.A.F. radio installation be serviced and brought to its maximum efficiency.

NOTE: It was stated that the I.A.F. radio installation in the tower bore evidence of carelessness in fitting and maintenance, particularly the aerial installation.

4. Recommendations as at para. 4 (a) and (c) are agreed with and action has been taken for the required equipment to be issued to A.S.C., North Italy, who will supervise the installation. Arrangements were made for the Signals Officer to visit the seaplane base at Venice for

S. 503/sip 6A
29/1
B.F. East

Sigs file -

1. In consequence of recent failures in communications with the Tréporti (Venice) based I.A.F. Cant aircraft by A.S.C., North Italy, during A.S.R. exercises, the Signals Officer and the Senior Controller of A.S.C., North Italy visited the seaplane base to ascertain the cause of the failure.
 2. From the Signals Officer's report it would appear that the difficulty was, in the main, due to the aircraft operators not appreciating the necessity for the aircraft W/T set being accurately tuned to the A.S.R. control frequency. More importance was being attached to establishing communications with the Tréporti V.L.P. station, on that station's frequency, than to establishing communications on the A.S.R. control frequency.
 3. Recommendations made by the Signals Officer were:-
 - (a) That a mains operated receiver and a mains operated T.1154 be supplied for static installation in a tower used by the I.A.F. for their radio equipment. This static installation would replace the Signals Vehicle type IE.21 which is at present in use for the A.S.R. W/T channel.
 - (b) That arrangements be made for the Tréporti mains supply to the seaplane base to remain connected and not switched off several days each week.
 - (c) That a crystal monitor and crystals for 3805 Kc/s and 4370 Kc/s be supplied for use by the ground station.
 - (d) That the single channel I.A.F. radio installation be serviced and brought to its maximum efficiency.
- NOTE: It was stated that the I.A.F. radio installation in the tower bore evidence of carelessness in fitting and maintenance, particularly the aerial installation.
4. Recommendations as at para. 4 (a) and (c) are agreed with and action has been taken for the required equipment to be issued to A.S.C., North Italy, who will supervise the installation. Arrangements were made through Captain Butcher (Allied Control Commission at Venice) for the electrical supply to remain connected to Tréporti Seaplane Base continuously.



Paul W. R. F.
for
Air Commodore,
Senior Air Staff Officer,
AIR HEADQUARTERS, R.A.F., ITALY.

OUTGOING SIGNAL

S. 503/sig.

BC 24/1 5A
80th

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

To : A.S.C. Northern Italy

Repeated for information: AHQ RAF Italy.

S.170 (.) RESTRICTED (.) T0015/1025/A JAN. '46
PARA 1 (.) HAVE ARRANGED THAT ITALIAN AIR MINISTRY WILL INSTRUCT
CAV VENICE TO OPEN W/T WATCH ON 3805 Kc/S DURING OPERATIONS (.)
STATION WILL ACT AS W/T LINK FROM YOU TO AIRCRAFT WHEN NECESSARY (.)
PARA 2 (.) W/T STANDBY TO LINE A.S.C. N.I. TO SEA PLANE BASE
VENICE (.) ARRANGE TEST MESSAGES VIA I.A.F. CHANNELS R.A. 9
(4585 Kc/S) OR R.A. 15 (5920 Kc/S) TO CAV VENICE THENCE TO SEA
PLANE BASE BY LAND LINE OR V.H.F. (.) SUMMARISE TIMES OF TEST
MESSAGES IN TRANSIT (.) REQUEST REPORT OVER 7 DAYS TO THIS HEAD-
QUARTERS REPEATED TO SECOND ADDRESSEE (.)

DEFERRED

80th 6141
E.W. FREEMAN P/LT.
AIR VICE MARSHAL
AIR OFFICER COMMANDING

4A
20/7~~LGJP V LHL 1700Z/1705Z/7~~ ROUTINE~~CNR 2~~FROM AHQ ITALY 071435A
TO HQ MEDME(R) AF SUB COMMISSION ROME

GR -BT

UNCLASSIFIED. S925 ITALIAN AIR FORCE
~~BT~~ + DESIRE TAKE OVER H/F AND VHF

AIRFIELD CONTROL INSTALLATIONS

AND H/F D/F STATION AT 146 STAGING POST .

REQUEST YOUR AUTHORITY FOR TRANSFER OF

THIS EQUIPMENT TO I A F

BT 071435A

SENT JB AR

RD RGD AT LGJP NR95 1700 KK



6140

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

To : A.H.Q. Italy.

Date : 8th December 1945

Ref : AIR/2503/SIGS.

ITALIAN COMMUNICATIONS

With reference to MED/NE Signal Instruction No 17 (Revised). Herewith a table of Italian Communications which will be operative from 1st January 1946.

2. The Italian Air Ministry have requested that they may be permitted to use the international callsigns of their stations on all frequencies.

3. Until the policy is decided upon the request in para 2 the following callsigns have been allotted pending confirmation.

Bologna	BK	W/T
Guidonia	Bologna Tower	—
Genoa	Guidonia Tower	—
Turin	—	46 K
Littorio	Turin Tower	—
Orio (Bergamo)	Littorio Tower	—
La Spezia	—	43 Ø
Pisa	—	93 L
Verona	—	87 J
	—	4 ØZ

for J.L. O'HARE F/LT.
Air Vice Marshal,
Air Officer Commanding.

6139

OUTGOING SIGNAL.

FROM : A.F. SUB COMM. ROME.

TO : AHJ, ITALY.

051221A.

S136 JANUARY 5 UNCLASSIFIED (.)

YOUR S 899 JANUARY 5 (.) ITEM ABLE FOX DESIRE TAKE OVER AIRFIELD
CONTROL HOW FOX AND VICTOR HOW FAX AND HOW FOX DOG FOX (.)
HOW FOX WILL OPERATE EXISTING AIRCRAFT GUARD AND KEY COMEN
TRANSMITTER. (.)

E.W. Freeman F/L

ROUTINE.

6138

T 215/3 LRKB V LDI// IL NR 274 R

TO AIR FORCE SUB COMMISSION ALLIED COMMISSION ROME
FROM AHQ ITALY

S 899 3 JAN UNCLASS

FURTHER TO TEL/CON F/LS WRIGHT/O'HARE . WITH DISBANDMENT OF

146 SP MILAN IN NEAR FUTURE REQUEST CONFIRMATION THAT ONLY

RADIO EQUIPMENT REQUIRED BY IAF IS AIRFIELD CONTROL

R/T AND VHF EQUIPMENT OTHER FACILITIES AVAILABLE ARE

MF BEACON (H/FD/E)

BT 031207A

SENT NOB B2 K

RECD 03 2120 HA K

Please file

AFSC/AR/S. 503/sig

LA 3A

72/03

AIR

*file my S 136
on same file*



| 290 |