

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

785017

ACC

10000/135/242

10000/135/242

COMMUNICATIONS, A/C SAFETY
JAN. 1945; FEB. - SEPT. 1946

59A

file

From : Air Force Sub-Commission, A.C., B.O.
To : Italian Air Ministry
Telecommunication Directorate.
Date : 17th September 1946.
Ref : A-20/AIR/2535/5103

TELEPHONE LIAISON U.R.R.O. - LONG DISTANCE

Reference is made to your 5244/103/1139 GEL dated 9th Sept.

2. It is not possible to authorize a direct telephone liaison between the Coordination Research and Rescue Centre Genta, Gella and Centre "Long Distance."

3. Present facilities are sufficient and Genta Gella should obtain "Long Distance" by ringing 478215 or 478311.

4. This information has been passed by telephone to Genta Gella.

Awkayde

for A.W. 201 S/Ldr.
Air Vice Marshal,
Director,
Air Force Sub-Commission. 366

58A
(e)

file

From : Ministero Aeronautica (Telecommunication Section)
To : Air Forces Sub Commission, Allied Commission ROME
Date : 9th, September 1946
Ref : 52344/SOC/3159 Coll

TELEPHONE LIASON FOR THE COORDINATION RESEARCH AND RESCUE
CENTER CENTOCELLE - LONG DISTANCE.

The Coordination Research and Rescue Center, as requested a telephone liason direct with the Central " Long Distance "

In order to overcome in the best possible way the telephone circuits interruptions which with the others are connected to the Research and Rescue Center.

Will you kindly authorise the above mentioned telephone liason.

(Ten. Col. A.A.R. - L. ROSSETTI)

5535



365



Ministero dell'Interno

ISPETTORATO delle TELECOMUNICAZIONI
e della Assistenza del Volo

Direzione Telegrafica

Prot. N. 52344 Soc. *Allegato 9* COLL.

584
A. no. 9 Settembre 1946

Ala A.B.S.C.

Tramite Ufficio Collegamento

R C M A

Risposta al Teleg. del

Dir. Soc. N.

OGGETTO Collegamento telefonico Centro Coordinamento Ricerche
e Soccorso Centocelle - Long Distance

Il Centro Coordinamento Ricerche e Soccorso di Centocelle ha rappresentato la necessità di disporre di un collegamento telefonico diretto con la centrale "Long distance".

Ciò allo scopo di sopprimere nel modo migliore alle eventuali interruzioni dei circuiti telefonici diretti con gli altri enti interessati alla ricerca e al Soccorso, di cui dispone.

Si prega voler autorizzare tale allacciamento.

Ordine del Direttore
IL CAPO DEL SERVIZIO TELEGRAFICO
Ten. Col. A. A. A.

364

Si prega di far pervenire questa lettera al solo organismo a cui si richiede
il R. di Riferimento in Direzione a cui si richiede

Centocelle, 25th
August 1943

Air Sea Rescue Service

Ref. 595/03

SERVICEABILITY OF TELEPHONE CIRCUITS OF AIR SEA RESCUE
SERVICE AND OTHER CIRCUITS REQUIRED

1) The following telephone circuits which constitute the main line of the Air Sea Rescue Service:

Rome-Milan
Rome-Venice
Rome-Naples-Brindisi

are reported as having nearly no efficiency during all the hours of the day.

2) Very often the above mentioned circuits are interrupted twice or three times during the said hours of the day and frequently for several days they are very difficult to handle because of interference of unexpected call signs when the communications are being carried out. The above mentioned call signs are brought about by the difficult handling of the call transformers existing in the limit amplifying centers. The said transformers if put into motion at a low rate of sensibility do not permit the transmittal of the sign call and the circuit cannot therefore be used: if these transformers are put in action at a high rate of sensibility they include in their circuit unexpected sign calls which hamper the communication.

3) The circuits which have already been pointed out have been assigned to the Air Sea Rescue Service due to their lack of efficiency which make them unserviceable for the traffic of the civil population.

4) The scarce efficiency of the circuits makes difficult the handling of the call transformers and the amplifiers which cause the inconveniences referred to in par. 2 or the amplification does not meet the actual requirement: the audition power between the opposite Air Sea Rescue Centers is therefore not sufficient.

5) After that many tests of circuits were carried out we can state that the Fault Controllers are doing their best to eliminate all inconveniences which are continuously reported: however their interventions are of a very limited efficiency.

6) The above mentioned inconvenience have been lately reported to the Main Communications Office of the Air Ministry which, according to reports, has many times asked the intervention of the Posts and Telecommunications Office.

7) The telephone line between the Venice Air Sea Rescue Centers and the Campoformido airfield, is not functioning properly because the line on the distance between the town of Udine and the airfield is a field line and is scarcely isolated. The local British Authorities should be requested for action.

Rome-Venice
Rome-Naples-Brindisi

are reported as having nearly no efficiency during all the hours of the day.

2) Very often the above mentioned circuits are interrupted twice or three times during the said hours of the day and frequently for several days they are very difficult to handle because of interference of unexpected call signs when the communications are being carried out. The above mentioned call signs are brought about by the difficult handling of the call transformers existing in the limit amplifying centers. The said transformers if put into motion at a low rate of sensibility do not permit the transmittal of the sign call and the circuit cannot therefore be used; if these transformers are put in action at a high rate of sensibility they include in their circuit unexpected sign calls which hamper the communication.

3) The circuits which have already been pointed out have been assigned to the Air Sea Rescue Service due to their lack of efficiency which make them unserviceable for the traffic of the civil population.

4) The scope efficiency of the circuits makes difficult the handling of the call transformers and the amplifiers which cause the inconveniences referred to in para. 2 or the amplification does not meet the actual requirement: the audition power between the opposite Air Sea Rescue Centers is therefore not sufficient.

5) After that many tests of circuits were carried out we can state that the Fault Controllers are doing their best to eliminate all inconveniences which are continuously reported: however their intervention is of a very limited efficiency. **383ms**

6) The above mentioned inconvenience have been lately reported to the Main Communications Office of the Air Ministry which, according to reports, has many times asked the intervention of the Posts and Telecommunications Office.

7) The telephone line between the Venice Air Sea Rescue Centers and the Campoformido airfield, is not functioning properly because the line on the distance between the town of Udine and the airfield is a field line and is severely isolated. The local British Authorities should be requested for action.

8) Some time ago we notified the Main Office for communications and the I.A.T. Headquarters of the necessity to reactivate the following telephone lines required by the Air Sea Rescue Service:

Venice-Milan
Venice-Villafranca-Varese

However, up to now no communication has been received as yet.

9) With the opening of the well known special service, which must be controlled by the Air Sea Rescue Centre of Venice on the flying area under control and with a forced route for the Italian a/c, we report the urgent necessity of establishing a direct telephone link between

....

the Venice Air Sea Rescue Centre and the Bologna airfield which is at present obtained through the CAV of Venice and the Padova Z.A.T. Command which is used for other requirements.

Conclusion :

It is hereby confirmed the necessity of assigning fully efficient circuits to the R. and S. Service in order to assist and support the efforts and aims of the personnel.

(signed) Col. Del Monte

Translated By Marcella Vannutelli

2006

785017

Centocelle 11/25/8/946

SERVIZIO RICERCA E SOCCORSO

Post n°

6985/125

Oggetto: Stato di efficienza dei circuiti telefonici del Servizio Ricerca e Soccorso e necessità di altri circuiti.

1) - I seguenti circuiti telefonici che costituiscono la colonna vertebrale del Servizio R.S.:

- Roma-Milano
- Roma-Venezia
- Roma-Napoli-Brindisi

non sono quasi mai efficienti per tutte le ore diurne della giornata.

2) - Spesso detti circuiti si interrompono due o tre volte in dette ore diurne e frequentemente, per vari giorni, sono di uso difficilissimo per il verificarsi di segnali di chiamata spontanea durante lo svolgimento delle comunicazioni. Tali segnali sono originati dal difficoltoso regologgio dei convertitori di chiamata esistenti nelle centrali amplificatrici terminali. Detti convertitori se regolati poco sensibili non lasciano giungere il segnale di chiamata per cui il circuito non può essere adoperato; se regolati troppo sensibili immettono nel circuito dei segnali di chiamata spontanea che non consentono la comunicazione.

3) - I circuiti segnalati sono stati assegnati al Servizio Ricerca e Soccorso in quanto per la loro cattiva efficienza non potevano essere adibiti all'uso per il traffico della popolazione civile.

4) - Il cattivo stato di efficienza dei circuiti rende difficile il regologgio dei convertitori di chiamata e degli amplificatori per cui si verificano gli inconvenienti di cui al n°2 o l'amplificazione è insufficiente per cui è scarsa l'audibilità tra i C.C.R.S. estremi. Dopo l'ormai lungo periodo di esperimento dei circuiti cui trattasi si può dichiarare che il Fault-Control. fanno quanto è loro possibile per eliminare gli inconvenienti che vengono loro continuamente segnalati, però i loro interventi sono di efficacia limitata nel tempo.

6) - Da tempo tali inconvenienti sono anche stati segnalati alla Direzione ne Comunicazione del Ministero dell'Aeronautica che risulta abbia più volte interessato il Ministero delle Poste e Telecomunicazioni. La linea telefonica tra C.C.R.S. Venezia e Aeroporto di Campoformido funziona male sembra perché il tratto, tra la città di Udine e l'aeroporto è in filo campale, e presenta scarso isolamento. Sarebbe opportuno interessare le Autorità inglesi del luogo.

8) - Da tempo è stata anche segnalata, alla citata Direzione Comunicazioni ed allo Stato Maggiore dell'Aeron., la necessità di attivare le se

Oggetto: Stato di efficienza dei circuiti telefonici del Servizio Ricerca e Soccorso e necessità di altri circuiti.

1) - I seguenti circuiti telefonici che costituiscono la colonna vertebrale del Servizio R.S.:

- Roma-Milano
- Roma-Venezia
- Roma-Napoli-Brindisi

non sono quasi mai efficienti per tutte le ore diurne della giornata.

2) - Spesso detti circuiti si interrompono due o tre volte in dette ore diurne e frequentemente, per vari giorni, sono di uso difficilissimo per il verificarsi di segnali di chiamata spontanee durante lo svolgimento delle comunicazioni. Tali segnali sono originati dal difficile regolaggio dei convertitori di chiamata esistenti nelle centrali amplificatrici terminali. Detti convertitori se regolati poco sensibili non lasciano giungere il segnale di chiamata per cui il circuito non può essere adoperato; se regolati troppo sensibili immettono nel circuito dei segnali di chiamata spontanea che non consentono la comunicazione.

3) - I circuiti segnalati sono stati assegnati al Servizio Ricerca e Soccorso in quanto per la loro cattiva efficienza non potevano essere adibiti all'uso per il traffico della popolazione civile.

4) - Il cattivo stato di efficienza dei circuiti rende difficile il regolaggio dei convertitori di chiamata e degli amplificatori per cui si verificano gli inconvenienti di cui al n° 2 o l'amplificazione è insufficiente per cui è scarsa l'udibilità tra i C.C.R.S. estremi. Dopo l'ormai lungo periodo di esperimento dei circuiti cui trattasi si può dichiarare che il Fault-Control. fanno quanto è loro possibile per eliminare gli inconvenienti che vengono loro continuamente segnalati, però i loro interventi sono di efficacia limitata nel tempo.

6) - Da tempo tali inconvenienti sono anche stati segnalati alla Direzione Comunicazioni del Ministero dell'Aeronautica che risulta abbia più volte interessato il Ministero delle Poste e Telecomunicazioni. La linea telefonica tra C.C.R.S. Venezia e Aeroporto di Campoformido funziona male sembra perché il tratto, tra la città di Udine e l'aeroporto è in file campale, e presenta scarso isolamento. Sarebbe opportuno interessare le Autorità inglesi del luogo.

8) - Da tempo è stata anche segnalata, alla citata Direzione Comunicazioni ed allo Stato Maggiore dell'Aeron., la necessità di attivare le seguenti linee telefoniche occupanti al Servizio Soccorso:

- Venezia-Milano
- Venezia-Villafranca-Venezia.

Ma sino ad ora nessuna comunicazione è pervenuta in merito.

9) - Con l'inizio del noto servizio speciale che deve essere assicurato dal C.C.R.S. di Venezia nei riguardi della Zona di volo controllata e con rotta obbligatoria per i velivoli italiani, si manifesta //.

l'assoluta necessità del collegamento telefonico diretto tra C.C.R.S. di Venezia e l'Aeroporto di Bologna che ora è ottenuto invece tramite la C.A.V. di Venezia e il Comando di Z.A.T. di Padova, ~~che~~ è fortemente impegnate per altre necessità.

CC. CLUSIONE -

IO E' necessario che al Servizio R.e S. siano assegnati circuiti pienamente efficienti senza di che gli scopi del servizio sono soggetti a troppe cause che frustano gli sforzi del personale.

IL DIRETTORE DEL SERVIZIO RICERCA E SPIONAGGIO

(Col. A.A.R. - A. Del Monte)

Col. Del Monte

ALL'UFFICIALE DI COLLEGAMENTO CON L'A.F.S.C.
(a richiesta)

R O M A
=====

AL MINISTERO DELL'AERONEUTICA
Direzione delle Comunicazioni

R O M A
=====

360

56A

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

To : Italian Air Ministry
Directorate of Communications.

Date : 26th August 1946.

Ref : APSC/AIR/8515/1108

AIR/SEA RESCUE - CALL SIGNS

It is desired to inform you that the call signs used by Air/Sea Rescue aircraft at Cagliari are as follows: -

A.S.R. followed by letters J, K, L, M, and N. These call signs are not followed by any figures.

2. A request has been made to higher Authority for new call signs to be issued for use by Air/Sea Rescue aircraft in the Italian theatre.

Awkay sk

A.S. 10/10/46
for Air Vice Marshal,
Director,
Air Forces Sub Commission.

FROM : I.A.F. MINISTRY (RESEARCH AND RESCUE SERVICE)

TO : MINISTERO AERONAUTICA DIRECTORATE OF COMMUNICATION ROME
STATO MAGGIORE ROME

DATE : 2ND AUGUST 1946

REF : 536/C.1./2781 Coll

INFORMATION REGARDING THE EXERCISES CARRIED OUT ON THE NEW FREQUENCIES
OF 6500 Kc/s and 3805 Kc/s, DURING THE MONTH OF JULY BY THE C.C.R.S. OF
ROME - MILAN - BRINDISI - VENICE

C.C.R.S. OF ROME

17/7/1946 - Cant.Z. 506 Vigna di Valle. Exercise on frequency of 3805 Kc/s 6500-
333.

On 3805 Kc/s	result	negative
" 6500 "	"	positive
" 333 "	"	positive

22/7/1946 - Cant.Z. 506 Vigna di Valle. From Vigna di Valle to Elmas. Exercise on
frequency of 6500 and 333 Kc/s.
On 6500 Kc/s positive result up to a distance of 400 Km.
On 333 Kc/s negative result for inefficiency of W.I. transmitter.

23/7/1946 - Cant.Z. 506 Vigna di Valle. Exercise on frequency of 6500 Kc/s and 333
Kc/s. **358**
On 6500 Kc/s result not to good owing to the failure of the transmitter
di-pole areal.

26/7/1946 - Baltimore- Urbe. Exercise on frequency of 6500 Kc/s and 333
On 6500 Kc/s Result good
On 333 Kc/s " negative

21 June 1946 - Cant.Z. 506 Vigna di Valle. Exercise on frequency of 3805 Kc/s and
6500 Kc/s.
On 3805 Kc/s Result negative
" 6500 " " negative

INFORMATION REGARDING THE EXERCISES CARRIED OUT ON THE NEW FREQUENCIES OF 6500 Kc/s and 3805 Kc/s DURING THE MONTH OF JULY BY THE C.O.R.S. OF
ROME - MILAN - BRINDISI - VENICE

C.O.R.S. OF ROME

17/7/1946 - Cant. Z. 506 Vigna di Valle. Exercise on frequency of 3805 Kc/s 6500-333.

On 3805 Kc/s result negative
 " 6500 " " positive
 " 333 " " positive

22/7/1946 - Cant. Z. 506 Vigna di Valle. From Vigna di Valle to Ultras. Exercise on frequency of 6500 and 333 Kc/s.

On 6500 Kc/s positive result up to a distance of 400 Km.

On 333 Kc/s negative result for inefficiency of W.T. transmitter.

23/7/1946 - Cant. Z. 506 Vigna di Valle. Exercise on frequency of 6500 Kc/s and 333 Kc/s.

On 6500 Kc/s result not to good owing to the failure of the transmitter dipole aerial. **358**

26/7/1946 - Baltimore - Urbe. Exercise on frequency of 6500 Kc/s and 533

On 6500 Kc/s Result good

On 333 Kc/s " negative

21 June 1946 - Cant. Z. 506 Vigna di Valle. Exercise on frequency of 3805 Kc/s and 6500 Kc/s.

On 3805 Kc/s Result negative

" 6500 " " negative

C.O.R.S. OF BRINDISI

10/7/1946 - R.S. 14 Taranto and Cant Z. 506 Brindisi. Exercise between the two a/c on frequency of 5622 Kc/s. Result positive.

25/7/1946 - Cant. Z. 506 Taranto - Communication between a/c and ground station on frequency of 6500 Kc/s and 379 Kc/s.

On 6500 Kc/s Result positive.

" 379 " " positive.



-2-

16/7/1946 - Cant Z. 506 - Cadimare-Exercise on frequency of 6500 Kc/s and 333 Kc/s.
 On 6500 Kc/s Result negative
 " 333 " " " negative

20/7/1946 - Cant.Z. 506 Cadimare-Exercise on frequency of 6500 Kc/s and 333 Kc/s
 On 6500 Kc/s Result positive
 " 333 " " " positive

23/7/1946 - Baltimore- Linate Exercise on frequency of 6500 Kc/s
 Result positive.

C.C.R.S. OF VENICENO EXERCISES CARRIED OUT

- - - - -

It is too early yet to give any definite comments on the functioning of the frequencies, in any case the frequency of 6500 Kc/s seems to reply better and with more security to the necessity.

The results are clear that the ground station at the disposition of the C.C.R.S. of Rome is only sufficient to effect liaison in good atmospheric conditions.

Tests have been effected between the ground stations and various Centers with satisfactory results.

During the hours of major difficulties of communication, the W.T. station of Rome had to do transit for the Stations of the C.C.R.S. of Brindisi and Venice.

The writer retains opportune that the ground stations of the Centers are kept in activity at least 2-3 hours daily, to keep employed the channel at the disposition and training of personnel.

357

THE DIRECTOR OF THE RESEARCH AND RESCUE SERV
 (Col. A.A.R.R. - A. DEL MONTE)

Translated by Sgt. M. Albertini.

2013
venerabile 2/8/946

AL MINISTERO DELL'AERONAUTICA
Direzione delle Comunicazioni

ROMA

ALL'UFFICIO DI STATO MAGGIORE A.M.

ROMA

SERVIZIO RICERCA E SOCCORSO

Prot n. 536/c.1. 2.8.81 Col.

Oggetto: Relazione delle esercitazioni effettuate sulle nuove frequenze di Kc/s. 6500 e Kc/s. 3805, ~~esettuate~~ nel mese di luglio dal C.O.R.S. di Roma-Milano-Brindisi-Venezia.

C.O.R.S. di ROMA

17/7/946 - Cant. 2.506 Vigna di Valle. Esercitazione su frequenze di Kc/s. 3805 e 6500-333.

Su Kc/s. 3805 esito negativo.
" " 6500 " positivo.
" " 333 " positivo.

22/7/946 - Cant. 2.506 Vigna di Valle. Da Vigna di Valle a Elmas. Esercitazione su frequenze di Kc/s. 6500 e 333.

Su Kc/s. 6500 esito positivo fino alla distanza di Km. 400.

Su Kc/s. 333 esito negativo per inefficienza trasmettitore R.T.Y.

23/7/946 - Cant. 2.506 Vigna di Valle. Esercitazione su frequenze Kc/s. 6500 e 333.

Su Kc/s. 6500 esito scarso per rottura del dipolo del trasmettitore.

26/7/946 - Baltimore-Urb. Esercitazione su frequenze di Kc/s. 6500 e 333. **356**

Su Kc/s. 6500 esito buono.

Su Kc/s. 333 " negativo.

21 giugno - Cant. 2.506 Vigna di Valle. Esercitazione su frequenza di Kc/s. 3805 e Kc/s. 6500.

Su Kc/s. 3805 esito negativo
" " 6500 " negativo.

C.O.R.S. di BRINDISI

10/7/946 - R.S. 14 Imbottol e Cant. 2.506 Brindisi. Esercitazione su frequenze di Kc/s. 3805 e 6500.

Prot n° 236/C1. 2581 C10.

UFFICIO DI STATO MAGGIORE A.S.

R O M A

Oggetto: Relazione delle esercitazioni effettuate sulle nuove frequenze di Kc/s.6500 e Kc/s.3805, ~~effettuate~~ nel mese di luglio dal C.O.R.S. di Roma-Milano-Brindisi-Venezia.-

C.O.R.S. di ROMA

17/7/946 -Cant.2.506 Vigna di Valle.Esercitazione su frequenze di Kc/s.3805 e 6500-333.
Su Kc/s.3805 esito negativo.
" " 6500 " positivo.
" " 333 " positivo.

22/7/946 -Cant.2.506 Vigna di Valle. Da Vigna di Valle a Elmas. Esercitazione su frequenze di Kc/s.6500 e 333.
Su Kc/s.6500 esito positivo sino alla distanza di Km.400.
Su Kc/s.333 esito negativo per inefficienza trasmettitore R.F.X

23/7/946 -Cant.2.506 Vigna di Valle.Esercitazione su frequenze Kc/s.6500 e 333.
Su Kc/s.6500 esito scarso per rottura del dipolo del trasmettitore.

26/7/946 -Baltimore-Urbe.Esercitazione su frequenze di Kc/s.6500 e ³⁵⁶333.
Su Kc/s.6500 esito buono.
Su Kc/s. 333 " negativo.

21 Giugno-Cant.2.506 Vigna di Valle.Esercitazione su frequenza di Kc/s.3805 e Kc/s.6500.
Su Kc/s.3805 esito negativo
" " 6500 " negativo.

C.O.R.S. di BRINDISI

10/7/946 -R.S.14 Tarantol e Cant.2.506 Brindisi.Esercitazione fra i due veli volanti su frequenza di Kc/s.5682=. Esito positivo.

25/7/946 -Cant.2.506 Taranto-Collegamento tra velivolo e stazione a terra su frequenze di Kc/s.6500 e Kc/s.370.
Su Kc/s.6500 esito positivo.
" " 370 " positivo.

/././.

C.C.R.S. di MILANO

16/1/946 -Cant.Z.506-Cadimare-Esercitazione su frequenze di Kc/s.6500 e Kc/s.333.

Su Kc.6500 esito negativo.

" " 333 " negativo.

20/7/946 -Cant.Z.506 Cadimare-Esercitazione su frequenze di Kc/s.6500 e 333

Su Kc/s.6500 esito positivo.

" " 333 " positivo.

23/7/946 -Baltimore-Linate-Esercitazione su frequenza di Kc/s.6500.

Esito positivo.

C.C.R.S. di VENEZIA

Non ha effettuate esercitazioni.-

=====

Non si può ancora esprimere giudizio definitivo sul comportamento di tali frequenze, in ogni modo la frequenza di Kc/s.6500 sembra rispondere meglio e con più sicurezza alle necessità.-

E' risultato chiaro che la potenza della stazione a terra a disposizione del C.C.R.S. di Roma é appena sufficiente ad effettuare collegamenti in condizioni atmosferiche buone.

Sono state effettuate anche prove di collegamento tra le stazioni a terra dei vari Centri con esito soddisfacente.

Durante le ore di maggiore difficoltà di comunicazione, la stazione R.T. di Roma ha dovuto fare transito per le stazioni dei C.C.R.S. di Brindisi e Venezia.

Lo Scrivente ritiene opportuno che le stazioni a terra dei Centri siano tenute in attività almeno 2-3 ore al giorno, per tenere impegnato il canale a disposizione e per allenare il personale.

AL CAPITANO REED.

Ufficiale di Collegamento presso
L'A.A.S.C.

R O M A

=====

IL DIRETTORE CENTRALE COMUNICAZIONI

(Col. A. A. A. - A. Del Regio)

Col. A. A. A.

355

file 535/Sigs
54A
(t)

From: Aircraft Safety Service
Centocelle Airport

To : Italian Air Ministry
Communication Directory,
Rome.

Date: August 5th, 1946.

Ref : 555/06

Subject: Frequency for Aircraft Safety Service.

We are informing you that there is an opportunity to obtain from now on a winter frequency for the Aircraft Safety Service. As it was evident from the reports on the functioning of the frequency Kc/s 6500, this frequency is functioning well at present during the the summer period but it is to be foreseen that by the end of the summer its strength will vary rendering necessary the use of another lower frequency.

The Aircraft Safety Service has at its disposal also the Kc/s 3805 frequency, which is deemed to be of low value and of better use as night frequency in winter or in summer, while for the mentioned purpose the assignment of about Kc/s 4500 frequency is deemed appropriate.

In addition to the communications between aircraft and the C.C.R.S. this frequency has to be used for communications between C.C.R.S.'s during the combined activities or rescue missions which are being carried out in the zone under its jurisdiction; the instructions are being given for the liason tests by the C.C.R.S. and the transmittal of dispatches on the assigned frequency, thus checking the transmitters, efficiency of liason and maintaining the channel for rescue service free of other transmissions.

To Capt. REED
Liason Office, AMSO.
Rome

Translation by Stasia Furlan

Noted
OK



A; r.n. A. Del Monte.

Centocelle li 5/8/46

SERVIZIO RICERCA E SOCCORSO

AL MINISTERO AERONAUTICA
Direzione Comunicazioni

ROMA

Prot.n°...555/26

Oggetto: Frequenza per il servizio soccorso.

Si segnala a codesto Ministero l'opportunità di ottenere sin da ora una frequenza invernale per il servizio soccorso. Come sarà stato constatato dalle relazioni inviate sul comportamento della frequenza di Kc/s. 6500, detta frequenza ora nel periodo estivo sta rendendo bene ma è da prevedersi che col passare dell'estate il suo comportamento varierà ancora rendendo necessario l'impiego di un'altra frequenza di minor valore in Kc/s.-

Il servizio soccorso ha a sua disposizione anche la frequenza di Kc/s. 3805 che però lo Scrivente ritiene di valore troppo scarso ed utilizzabile meglio come frequenza notturna sia estiva che invernale mentre per lo scopo segnalato si riterrebbe opportuna l'assegnazione di una frequenza intorno ai Kc/s. 4500.-

Come noto tale frequenza oltre che per le comunicazioni tra C.C.R.S. e velivoli, deve essere impiegata nelle comunicazioni tra C.C.R.S. limitrofi durante esercitazioni combinate o missioni di soccorso che si svolgono nella zona di limitazione di giurisdizione; per tale motivo lo Scrivente fa eseguire spesso da C.C.R.S. prove di collegamento e trasmissioni di dispacci sulla frequenza assegnata onde controllare la paratura dei trasmettitori, l'efficienza del collegamento e mantenere libero da altre trasmissioni il canale adibito al soccorso.-

AL CAPITANO REED
Ufficio di collegamento
Presso l'A.A.S.C.

ROMA

IL DIRETTORE DEL SERVIZIO RICERCA E SOCCORSO
(Col. A.Asm. - A. Dal Mondo)

Col. Dal Mondo
353

file

53A.

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

To : Italian Air Ministry
Directorate of Communications.

Date : 18th July 1946.

Ref : AFSC/AIR/3535/SIC3.

TELEPHONES - FLYING SAFETY

Reference is made to your 51671/SOC/2455 COMB. dated 9th July 1946.

2. You are informed that authority has not been given for the transfer of the MILANO-7130 "Rescue" line from the I.A.F. to the American exchange.

Curley etc

for

A.W. RAY S/Ldr.
Air Vice Marshal,
Director,
Air Forces Sub Commission.

352

52A
(T)

FROM : I.A.F. MINISTRY (TELECOMMUNICATION OFFICE ROME)
TO : AIR FORCES SUB COMMISSION, ALLIED COMMISSION ROME
DATE : 9th JULY 1946
REF : 51671/300/2455 Coll

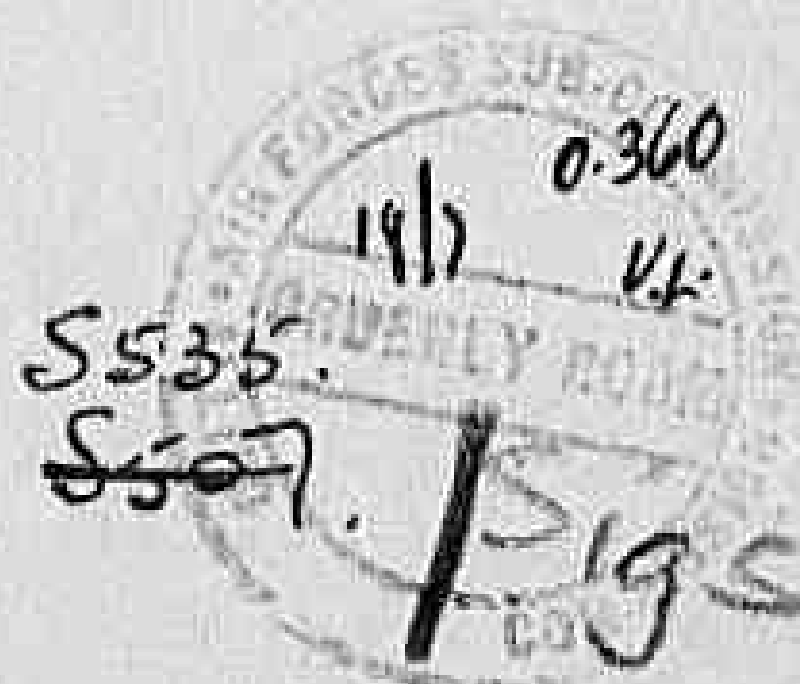
FLYING SAFETY

We would like to know if the Sub Commission have given instructions for the connection of the MILANO-PISA "RESCUE" line to the American exchange and this last one to the Italian exchange as requested with letter No. 51446/3000 dated the 10th JUNE 1946.

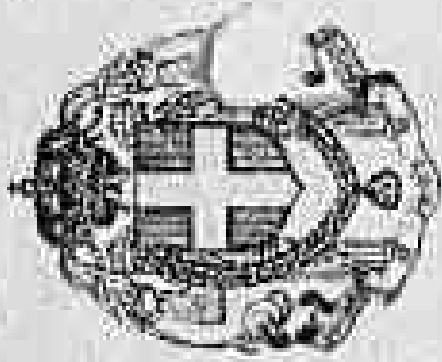
INSPECTOR OF TELECOMMUNICATIONS
(TEN COL. PIL. A.DE. VINGENTI)

Translated by Sgt. Albertini.M.

351



C.S.O. 2/Lt MacLennan informs me the direct line from Milan leads in to the I.A.F. Exchange. From whence an extension goes to American Radio Corp. 11/7.



Ministero dell'Aeronautica

MINISTERO

ISPETTORATO TELECOMUNICAZIONI

Direzione

Prot. N.° 51671 / Soccorsi

2455 Bell

OGGETTO: Sicurezza volo

Al A.F.S.C.

Allied Commission

(Tramite Ufficio Collegamento)

R O M A

Risposta all'Edel

N.°

Se l'opera è fatta per legge, l'opera non è soggetta a controllo e non è soggetta a controllo.

UFFICIO POLIGRAFICO DELLO STATO

Mod. 116

527

Da. 9 Luglio 1946. A ==

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

785017

Si gradirebbe conoscere se codesta Commissione ha impartito disposizioni perchè il collegamento Milano-Pisa della rete "Soccorso" venga fatto terminare al centralino americano e perchè quest'ultimo sia collegato a quello italiano, come richiesto con dispaccio n° 51446/Socc. del 10 giugno u.s.-

L'ISPETTORE DELLE TELECOMUNICAZIONI

(Ten.Col. Palagà A. DE VINCENTI)

Palagà A. De Vincenti
358

file

51A

From : Air Forces Sub Commission, A.C., Rome.
To : Air Headquarters Italy.
Date : 5th July 1946.
Ref : AFSC/ATR/8535/STCS

AIRCRAFT SAFETY

Reference telephone conversation G/c Paine - S/Ldr Ray.
Herewith chart showing areas of responsibility of C.A.V.'s.

For

Awkays/L

A.C. RAY S/Ldr
Air Vice Marshal,
Director,
Air Forces Sub Commission.

2022

50A

file

From : Air Forces Sub Commission, A.C., Rome
To : Air Forces Sub Commission, Detachment R.A.F. TARANTO
Date : 24th June 1946.
Ref : AFSC/AIR/S535/SIGS *147A*

AIR/SEA Rescue - Communications

Reference is made to your letter with no reference dated 15th June 1946.

2. The frequency 385 Kc/s allotted for Air/Sea rescue practice communications gives satisfactory results in all areas except Taranto apparently.
3. Owing to the critical shortage of available frequencies it is not possible to allot another frequency either for specific use by the Taranto area or general use for Air/Sea Rescue practices.
4. It should be appreciated that it is good practice to work a difficult frequency, the extra care and efficiency required from operators and equipment making for speed and accuracy of operation when the real thing on a clearer frequency is carried out.

A. W. Ray SL

for A. W. RAY S/Ldr.
Air Vice Marshal,
Director,
Air Forces Sub Commission,

file

49A

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

To : Italian Air Ministry
Directorate of Communications.

Date : 19th June 1946.

Ref : AFSC/AIR/3535/SIGS.

COMMUNICATIONS - AIRCRAFT SAFETY.

You are informed that the frequencies 6500 Kc/s and 3805 K c/s have been allotted to you for trials in connection with communications between Air/Sea Rescue launches and controlling shore stations.

2. It is understood that the Air/Sea Rescue officer of this Sub Commission has discussed this matter with Colonel DEL MONTE of Centocelle.

3. It is requested that these two frequencies be given extensive and exhaustive trials over as wide an area round the coast as possible.

4. Reference conversations between S/Ldr. RAY Chief Signals Officer A.F.S.C. and L/Cel. DE VINCENTI it is requested that this Sub Commission be informed as soon as possible of the final and complete organisation decided by the Italian Air Ministry for the Italian Air/Sea Rescue. Communications. 347

A.W. Ray sk

for A.W. RAY S/Ldr.
Air Vice Marshal,
Director,
Air Forces Sub Commission.

From:- Air Headquarters, Royal Air Force, Italy

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

Date:- 7th June, 1946.

Ref:- AFHQ/S.4550/Signals.

I.A.F. A.S.R. ORGANISATION - COMMUNICATIONS.

With the transfer of a number of marine craft from the R.A.F. to the I.A.F. for A.S.R. purposes it would be appreciated if the communications arrangements for the operation of these launches could be made known to this H.Q.

2. At a conference held at A.F.S.C. Rome 22nd. March, 1946, attended by representatives of the I.A.F. and Italian Navy, see your letter AFHQ/48/1/Air dated 25th March, 1946, the communications requirements in the event of the I.A.F. taking over marine craft were discussed, and it was left to the I.A.F. Signals Officer to take up with the Naval authorities the matter of joint communications requirements.

3. It was explained to the representatives that the R.A.F. had two methods of signals operating for marine craft. These were:-

1. (a) Marine craft under the local control of Port Naval authorities were scrambled by the Aircraft Safety controllers but left the harbour operating on a Naval frequency controlled by naval stations until arrival in the search area.
(b) On arrival in the search area marine craft changed frequency to 500 Kcs (International Distress frequency) to co-operate with A.S.R. aircraft for homing purposes, either on aircraft or dinghy radio reverting to control frequency at pre-determined periods for further instructions from, or to pass information, to, base.
(c) V.H.F. or H.F. short range R/T sets carried by marine craft were calibrated to the V.H.F. and/or H.F. frequencies allotted to A.S.R. aircraft and a continuous reception watch was maintained continuously whilst the launch was in the search area.
2. Marine craft on leaving harbour were operated by Aircraft Safety Centre on a frequency allotted to both air and marine craft for combined operations (M/T), reverting to 500 Kcs as in 1st method when in search area. Short range R/T communications as in 1st method.

4. The major difficulty discovered during the second method of operation was the choice of a suitable frequency for both air and marine craft operation over varying distances. Whilst it was possible to work aircraft from the controlling ground station on a 5 or 6 Mcs frequency over most of the areas covered, communications between ground station and marine craft proved unsatisfactory on these frequencies from craft leaving harbour until 100 or more miles out to sea. For communication between launches and ground stations as in 1st method.

5535 15190
With the transfer of a number of marine craft from the R.A.F. to the I.A.F. for A.S.R. purposes it would be appreciated if the communications arrangements for the operation of these launches could be made known to this H.Q.

2. At a conference held at A.F.S.C. Rome 22nd. March, 1946, attended by representatives of the I.A.F. and Italian Navy, see your letter 1730/48/1/Air dated 23rd March, 1946, the communications requirements in the event of the I.A.F. taking over marine craft were discussed, and it was left to the I.A.F. Signals Officer to take up with the Naval authorities the matter of joint communications requirements.

3. It was explained to the representatives that the R.A.F. had two methods of signals operating for marine craft. These were:-

1. (a) Marine craft under the local control of Port Naval authorities were scrambled by the Aircraft Safety controllers but left the harbour operating on a Naval frequency controlled by naval stations until arrival in the search area.

(b) On arrival in the search area marine craft changed frequency to 500 Kcs (International Distress frequency) to co-operate with A.S.R. aircraft for homing purposes, either on aircraft or dingy radio reverting to control frequency at pre-determined periods for further instructions from, or to pass information, to, base.

(c) V.H.F. or H.F. short range R/T sets carried by marine craft were calibrated to the V.H.F. and/or H.F. frequencies allotted to A.S.R. aircraft and a continuous reception watch was maintained continuously whilst the launch was in the search area. 346

2. Marine craft on leaving harbour were operated by Aircraft Safety Centre on a frequency allotted to both air and marine craft for combined operations (W/T), reverting to 500 Kcs as in 1st method when in search area. Short range R/T communications as in 1st method.

4. The major difficulty discovered during the second method of operation was the choice of a suitable frequency for both air and marine craft operation over varying distances. Whilst it was possible to work aircraft from the controlling ground station on a 5 or 6 Mcs frequency over most of the areas covered, communications between ground station and marine craft proved unsatisfactory on these frequencies from craft leaving harbour until 100 or more miles out to sea. For communication between launches and ground stations up to 150 miles range a frequency in the vicinity of 2 Mcs has proved the most successful.

5. H.Q. R.A.F. MEDM have been asked for authority for 3805 or 6500 Kcs to be used by the I.A.F. for trials pending the outcome of discussions which, it is assumed, are being carried on between the I.A.F. and the Italian Navy in respect of a future signals organisation for the control of marine craft. This authority will be notified to you as soon as received.

[Signature]
Air Vice Marshal,
Air Officer Commanding,
AIR HEADQUARTERS, R.A.F. ITALY.

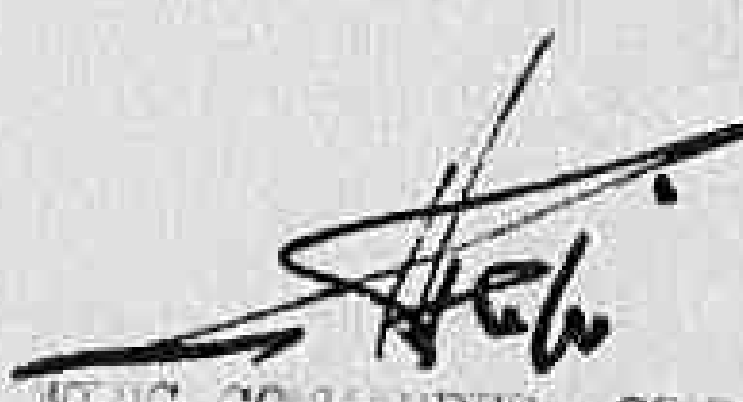
47 A

TO ... AIR FORCES SUB-COMMISSION, Rome
(for attention Chief Signals Officer).
FROM ... AIR FORCES SUB-COMMISSION, DETACHMENT R.A.F. TARANTO.
DATE ... 15TH JUNE, 1946.

WAVELENGTHS, AIR SEA RESCUE. B

The attached report on a recent W/T exercise carried out in conjunction with the C.A.V. at Brindisi is forwarded for your information. In view of the repeated difficulties encountered in this area when operating on 385 Kcs. it is thought that consideration might be given to the possibility of substituting an alternative frequency. ?




WING COMMANDER, COMMANDING
AIR FORCES SUB-COMMISSION,
DETACHMENT, R.A.F. TARANTO.

345

47B
(c)

CONSIDERATION BY THE COMMANDING OFFICER, ITALIAN SEAFORCE
WING ON THE W/T A.S.R. EXERCISE CARRIED OUT ON 26TH JUNE
1946 WITH A.S.C. BRINDISI.

The exercise carried out was partly successful
owing to the fact that the R.D.F. signals transmitted by
Aircraft 19 JM were not intercepted by Brindisi III and
not even by Aircraft 97 M.P. The said signals were instead
intercepted, at 1205 hours by the W/T watch kept by 139
Sgdn. who was following the exercise. The reception was weak.

The wavelength of 385 Kcs. was very disturbed.
This inconvenience has already been detailed on the statement
re the A.S.R. Exercise carried out on 24th April, 1946.
It would be advisable, therefore, to increase or decrease
the above wavelength.

W/T Communications on 5622,5 Kcs. has not given
any inconvenience of any sort.

(Sgd) COMMANDING OFFICER
(Ten.Col.A.A. Pil. G. Pizzanti).

Taranto, 8 Giugno, 1946.

RAGGRUPPAMENTO IDROVOLANTI
UFFICIO OPERAZIONI

47 B

CONSIDERAZIONI DEL COMANDANTE IL RAGGRUPPAMENTO IDROVOLANTI SULLA ESERCITAZIONE DI VOLO EFFETTUATA IL 6 GIUGNO 1946 CON IL CENTRO SOCCORSO BRINDISI.

Il complesso della esercitazione ha raggiunto in parte lo scopo fissato dall'ordine di operazione in quanto i segnali radiogonometriabili emessi dal velivolo 19JK non sono stati intercettati né da Brindisi IDI né dall'aereo 97AP. Detti segnali invece sono stati intercettati, debolmente, alle ore 1205; dal posto d'ascolto della 139^a Squadriglia che seguiva l'esercitazione.

L'onda di Kc/a 365 è risultata disturbatissima. Datto inconveniente è stato già segnalato nella relazione sulla esercitazione di soccorso effettuata il 24 Aprile 1946. Sarebbe opportuno pertanto allungare o accorciare l'onda di cui sopra.

Sulla frequenza di Kc/a 5622,5 i collegamenti non hanno dato luogo ad inconvenienti di sorta.

Peranto 6 Giugno 1946

IL COMANDANTE
(Ten. Col. A. A. Pezzani)



344

46A
(71)

From : I.A.F. Ministry
To : Air Forces Sub Commission Allied Commission Rome
Date : 10th June 1946
Ref : 51446/2159

Flying Safety

Following the proposal of F/lt Masterson will you please give instructions in order that the telephone link between MILAN-PISA be removed from the Italian exchange and put in to the American exchange the American exchange should be connected with the Italian exchange.

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

NOTE.
C.S.O. I have spoken with the E.A.S.A. Aircraft Safety Officer on this subject and he is investigating. An alternative suggestion that the American Base Ops should be connected with the Italian headquarters and there is Milan is considered better as a long term policy.
Translated by Sgt. Albertini.m.

344
13/6
and

Mod 128

461

Penna, 10 Giugno 1964 ==

Ministro dell' Istruzione.

W.C. ROWE & CO. NEW YORK, N.Y.

DIREZIONE COMUNICAZIONI

2159 coll.

Prot. N. 5/446 / Socco. Margate.

W. A. F. S. C.

Allied Commission

(tramite Ufficio Colleg.)

ROMA

Proposta al f. N.º _____ del _____

OGGETTO Sicurezza di volo

Come da analoga proposta

del F / L T Masterson si prega di volere impartire =

re disposizioni perchè il collegamento telefonico

Milano - Pisa della rete "Soccorso" venga fatta ter-

minare anzicchè al centralino italiano come attual-

mente, a quello americano e perchè quest'ultimo sia

collegato a quello italiano. -

IL DIRETTORE DELLE COMUNICAZIONI
(Gen. Col. A. Agazzi - De Vincenti)

(Ten. Col. A. A. J. J. De Veenendaal)

343

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

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

45A

Date: 29th May 1946.

Ref : A.S.

C.A.V. VENICE-A.S.R. FREQUENCY

At the present time communication between A.S.R. aircraft and ground stations is made on frequency 5622 kcs., both for exercises and for genuine searches.

2. This frequency is also used for communication by the Italian Navy between shore-stations and ships.

3. It is understood that in the past, the practice has been that in the event of an A.S.R. search, a sort of "Command Broadcast" has been sent out, and the Naval stations have cleared the air.

4. During A.S.R. exercises, however, these Naval stations continue to operate, thus causing some delay in passing messages from air to ground and vice-versa. The exercises cannot therefore be said to approximate to real conditions, and thus they lose a good deal of their value.

In addition, some delay might be encountered in clearing the air when a search first commences. The need for establishing a separate frequency exclusively for A.S.R. use is strongly urged.

Jack K. Jones

F/Lt.

(JACK K. JONES)
R.A.F. Liaison Officer,
C.A.V. Venice.



44A

From : Air Forces Sub Commission, A.C., Rome.
To : C.A.V. Venice
attn: F/LT JONES R.A.F. Liaison Offices
Date : 5th June 1946
Ref : AFSC/AIR/S535/SIGS

A.S.R. COMMUNICATIONS - FREQUENCIES.

Reference is made to your A.S. dated 29th May 1946 recommending that a frequency other than 5622.5 Kc/s be allotted for A.S.R. aircraft control and ground/air communications.

2. This matter is at present the subject of discussion with the Italian Air Ministry. It is pointed out that the congestion on 5622.5 Kc/s is partly offset by the advantage of having a large number of stations on this frequency, thereby increasing the probability of getting messages through in bad conditions of static and interference. For example one station might receive a message when another is suffering from bad interference - except in the most exceptional circumstances all stations would not suffer from the same amount of static or W/T interference.

3. Should a new frequency be allotted you will be informed immediately through the I.A.M.

341

A.W. Ray

A.W. RAY S/Ldr
Air Vice Marshal,
Director,
Air Forces Sub Commission.

From:- Air Headquarters, Royal Air Force, Italy. **43A**

To:- No.253 A.S.R.U.

Date:- 30th May, 1946.

Ref:- AIRL/4218/31 gals.

TRANSFER OF H.S.L's TO ITALIAN AIR FORCE.

Reference conversation C.O. 253 A.S.R.U. and Sigs. 2 this H.Q. it is confirmed that the H.S.L's being handed over to the I.A.F. should be complete with following equipment.

T.1082/R1083 - TR.9 - TR.1133.

In the case of the TR.1133 installations crystals to cover channel "C" only, in each craft will be transferred.

11/2 m ds?

[Signature]
Air Comptroller,
Senior Air Staff Officer,
AIR HEADQUARTERS, R.A.F. ITALY.

Copy to: C.30. A.F.S.C. —

INTERNAL: E.H. —

[Signature] 6/6.



340

42A
(T)

From : Italian Air Ministry
Communications Directorate
Rome.

To : Airforce Subcommission,
Allied Commission, Rome.

Date : 31 May, 1946.

Ref. : 51269/Socc/2053 Coll.

Subject: Flying Safety.

20A

Reference your AFSC/AIR/S.535/Sigs dated 16th March, 1946, we inform you that the Post and Telecommunications Ministry, State Organisation for Telephone Services, complying with our request, has made arrangements for the following two telephone priorities to come into effect immediately, thus partially effecting the present regulations:

Safety for Human Lives: normally called AID (Soccorsi). This priority can be requested by Naval or Air Force Units in case of navigation means in distress. This priority replaces the ACCARM priority which is cancelled in the above circular No. 6.

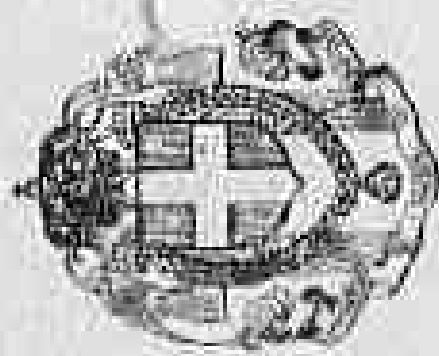
Air Routes:

mentioned in the request using these two words. This priority can be requested by any appropriate I.A.F. Units and Safety Centres, as well as Aircraft Flying Assistance Centres. This request must immediately follow the one laid down in the above circular No 6 for operational communications. It will be used for aircraft movements only.



Chief of Communications.
(Lt.Col.A.A.R.N. - A. De Vincenti)
/s/

339



Wed 128°

Rev. 31 Maggio 1946 A

Ministère de l'Éducation

COMMITTEE SUPERIORE AERONAUTIQUE

DIREZIONE COMUNICAZIONI

Prot. N. 51289/Socc. Allegati.

VI 2058 22.

M. A. F. 3.0

ATTACHED COMMISSION

(tramite Uff. Collegamento)

Resposta al P. N. 2

add

OGGETTO: Sicurezza di volo.

2. Jeder Schüler hat sein eigenes Notizbuch, in dem er alle seine Beobachtungen und Erfahrungen aufzeichnet.

Con riferimento al foglio AF30/AIR/S.535/Sigs del 16 marzo c.a. si comunica che il Ministero delle Poste e Telecomunicazioni Azienda di Stato per i Servizi Telefonici, aderendo alla richiesta di questo Ministero, ha disposto che con effetto immediato entrino in vigore le seguenti due precedenti telefoniche, a parziale modifica delle disposizioni vigenti:

SICUREZZA VITA UMANA - convenzionalmente detta 30000A30 -

Questa precedenza può essere richiesta da Enti della R. Marina e della R. Aeronautica in caso di pericolo per mezzi in navigazione. Questa precedenza sostituisce la precedenza ALLARME che viene abolita nella suddetta circolare n° 6.

ROTTA AEREA - indicata nelle richieste con questa stesse due parole - Questa precedenza può essere richiesta da alcuni determinati Enti della R. Aeronautica e precisamente dalle centrali di soccorso, dalle centrali di assistenza al volo e degli Aeroporti. Questa precedenza deve seguire immediatamente quella stabilita nella suddetta circolare n° 6 per le comunicazioni operative. Essa servirà unicamente a comunicazioni riguardanti il movimento dei velivoli.

TI DIRETTORE DELL' COMUNICAZIONE

(Ten. Col. ~~MAA~~ ² = A. DE VINCENTI)

1880

DIREZIONE COMUNICAZIONI

(tramite Uff. Collegamento)

Prot. N. 31289/Socc. Allegati

205820

Proposta al P.C.N.

Ad

Oggetto Sicurezza di volo.

Con riferimento al foglio AFSC/AIR/3.535/sigs del 16 marzo c.a. si comunica che il Ministero delle Poste e Telecomunicazioni Azienda di Stato per i Servizi Telefonici, aderendo alla richiesta di questo Ministero, ha disposto che con effetto immediate entrino in vigore le seguenti due precedenza telefoniche, a parziale modifica delle disposizioni vigenti:

SICUREZZA VITA UMANA- convenzionalmente detta 30000030-

Questa precedenza può essere richiesta da Enti della R. Marina e della R. Aeronautica in caso di pericolo per mezzi in navigazione. Questa precedenza sostituisce la precedenza ALLARME che viene abolita nella suddetta circolare n° 6.

NOTA AEREA - indicata nelle richieste con queste stesse due parole- Questa precedenza può essere richiesta da alcuni determinati Enti della R. Aeronautica e precisamente dalle centrali di soccorso, dalle centrali di assistenza al volo e degli aeroporti. Questa precedenza deve seguire immediatamente quella stabilita nella suddetta circolare n° 6 per le comunicazioni operative. Essa servirà unicamente a comunicazioni riguardanti il movimento dei velivoli.

IL DIRETTORE DELL' COMUNICAZIONI

(Ten. Col. A.A.A. R. N. - A. DE VINCENTI)



file

From : Air Forces Sub Commission, A.C., Rome.
To : A.H.Q. Italy
Date : 25th May 1946.
Ref : AFSC/AIR/S535/SIGS

41 A.

COMMUNICATIONS - AIRCRAFT SAFETY

It is requested that full details of the Radio Equipment which will be handed over with the H.S.L'S to the Italian Air Ministry be forwarded to this Sub Commission.

AWK
A.W.RAY S/Ldr

Air Vice Marshal,
Director,

Air Forces Sub Commission.

From : Italian Air Ministry, Communications Directorate

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

Ref. : 410726/1/2

Date : 10th May 1946

AIR RESCUE SERVICE

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

Taranto : Local telephone Nos. of the Central Exchange:
 2056 = 2074 = 2079 = 2163 = 2306 = 2342 = 2351 = 2583 =
 2677 = 2701 = 2943 = 2987.
 Telephone extension Nos. :
 512 = 513 = 646 = 667;
 Operation room - ext. nos. : 542 = 313 ;
 Wireless operation room (receiver) : 854 :
 " " (transmitter) 855

LAPPEZIA

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

MESSINA

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

P.S. All the above telephone exchanges are S. 336

VENICE

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

BRINDISI

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

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

Taranto : Local telephone Nos. of the Central Exchange:
2056 = 2074 = 2079 = 2163 = 2306 = 2342 = 2351 = 2583 =
2677 = 2701 = 2943 = 2987.

Telephone extension Nos. :
512 = 513 = 666 = 667;
Operation room - ext. nos. : 542 = 313 ;
Wireless operation room (receiver) : 854 :
" " " (transmitter) 855

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

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

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

336

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

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

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

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

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

The Director of the Communications

Lt. Col. De Vincenti

Translated by Marcella Vannutelli

2040

785017

10 MAG 1948

MINISTERO AERONAUTICA
DIREZIONE DELLE COMUNICAZIONI

Prot. N. 410726/1/2.

file
22/5 1/4 78
5535/8165
40A

ALL AIR FORCES SUB COMMISSION
A.C. tramite Ufficio Collegamento
= SEDE =
ALLA CENTRALE DI SOCCORSO CENTOCELLE -
AI CENTRI DI SOCCORSO DI
BRINDISI-VENEZIA-MILANO -
ALLE C.A.V. DI CAGLIARI-CENTOCELLE -CATANIA
A TUTTI I CENTRI R.T.

e, per conoscenza:

ALLO STATO MAGGIORE R.A.
1. Reparto = SEDE =
AL COMANDO UNITA' AEREA = BARI =
A TUTTE LE AEROPORTE

OGGETTO: Soccorso ai velivoli sinistrati.

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

TABELLA *Elenco telefonico dei Centri Centrali Exchange*
Numeri telefonici urbani della Centrale:
2556 = 2074 = 2079 = 2163 = 2305 = 2342 = 2351 = 2583 ²³³⁵
2677 = 2701 = 2943 = 2387;
Numeri telefonici urbani interni:
512 = 513 = 666 = 667;
Uffici Operazioni - numeri interni: 542 = 313;
Centro R.T. Staz. ricevente: 354;
" " trasmittente: 355.

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

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

e, per conoscenza:

ALLO STATO MAGGIORE R.A.
1. Reparto = SEDE =
AL COMANDO UNITA' AEREA = BARI =
A TUTTI LE AEROLELE

OGGETTO: Soccorso ai velivoli sinistrati.

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

Special Telephone Nos of the Central Exchange
Numeri telefonici urbani della Centrale:
2556 = 2074 = 2079 = 2163 = 2305 = 2342 = 2351 = 2583 ³³⁵
2677 = 2701 = 2943 = 2387;

Special Telephone Nos of the Central Exchange
Numeri telefonici urbani interni:
512 = 513 = 666 = 667;
Uffici Operazioni - numeri interni: 542 = 313;
Centro R.T. Staz. ricevimento: 354;
" " trasmittente: 355.

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

MESSINA

Centralino Comando M.M.A. in Sicilia-Messina: 10048-11643
Ufficio Operazioni: 13331
Centralino MARINA Augusta: 19
Centralino MARINA Trapani: 1961
Centralino Uff. Telegr. Palermo: 10213
Centralino: Uff. Telegr. Catania: 10526

N.B. Tutti i predetti centralini sono normali e possono dare le eventuali comunicazioni con gli uffici interessati dei rispettivi Comandi. La Radio Augusta è anch'essa collegata al centralino manuale del Comando Marina Augusta, -

VENEZIA

Numeri telefonici urbani centrale:

26130 - 26210

Ufficio Operazioni - Numeri interni: 512

Stazione R.T. " " : 507

BRINDISI

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

GENOVA

Numeri telefonici urbani del Comando Marina:

61003 - 61004 - 61008 - 61013 - 61014;

LIVORNO

Ufficio Operazioni - Telefono urbano: 33427

Stazione R.T. " " : 33267

CAGLIARI

Numeri telefonici urbani centrale:

- 2563 = 3352 = 2673 = 2690 = 4073 +

Stazione R.T. - Telef. urbano: 2967

Ufficio Operazioni numeri interni: 316.

334



IL DIR. T.T. DELL'UFF. T.T. MARINA
(Gen. Col. Fil. A. D. VACCARI.)

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

To:- See Distribution List.

Date:- 6th May, 1946.

Ref:- AHQI/3.4350/Signals.

TELEPHONE SERVICE - AIRCRAFT SAFETY COMMUNICATIONS.

It has been noted that several instances have occurred whereby the Italian C.A.V.'s (Aircraft Safety Centres) when wishing to communicate with R.A.F. stations by telephone, concerning matters connected with aircraft safety, have experienced delays and in certain cases refusal on the part of the R.A.F. telephone switchboard operators to connect the C.A.V. with the operating authority required. These occurrences are due to the fact that an Italian operator has asked for the extensions.

2. All Units are required to explain to their switchboard operators the functions of the C.A.V. Rome in connection with rendering assistance to Allied aircraft and are to impress upon the operators that if an Italian operator calls for an extension and announces C.A.V. (KAV as one word) followed by the respective location, i.e. Rome, Brindisi, Venice, Milan, requires to speak to an airfield/operations controller or signals office priority treatment is to be given to the call.

J. T. Duff
Air Commodore, *of*
Senior Air Staff Officer,
AIR HEADQUARTERS, R.A.F. ITALY.

DISTRIBUTION:

H.Q. D.A.F.
H.Q. 249 Wing.
244 Wing.
239 Wing.
324 Wing.
149 S.P.
61 S.P.
R.A.F. Bari.

R.A.F. Pomigliano.
R.A.F. Brindisi.
AHQ Italy Comm. Sqdn.
173 S.P.

Copy for Information to:

H.Q. Austria.
A.F.S.C. A.C. Rome.
A.F.S.C. A.C. Det. Milan.
A.F.S.C. A.C. Det. Bari.
A.F.S.C. A.C. Det. Lecce
A.F.S.C. A.C. Det. Taranto.

333

915

Date:- 6th May, 1946.

Ref:- AHQI/S.4350/Signals.

TELEPHONE SERVICE - AIRCRAFT SAFETY COMMUNICATIONS.

It has been noted that several instances have occurred whereby the Italian C.A.V.'s (Aircraft Safety Centres) when wishing to communicate with R.A.F. stations by telephone, concerning matters connected with aircraft safety, have experienced delays and in certain cases refusal on the part of the R.A.F. telephone switchboard operators to connect the C.A.V. with the operating authority required. These occurrences are due to the fact that an Italian operator has asked for the extensions.

2. All Units are required to explain to their switchboard operators the functions of the C.A.V. Rome in connection with rendering assistance to Allied aircraft and are to impress upon the operators that if an Italian operator calls for an extension and announces C.A.V. (KAV as one word) followed by the respective location, i.e. Rome, Brindisi, Venice, Milan, requires to speak to an airfield/operations controller or signals office priority treatment is to be given to the call.

J. T. R.
Air Commodore,
Senior Air Staff Officer,
AIR HEADQUARTERS, R.A.F. ITALY.

DISTRIBUTION:

H.Q. D.A.F.
H.Q. 249 Wing.
244 Wing.
239 Wing.
324 Wing.
149 S.P.
61 S.P.
R.A.F. Bari.

R.A.F. Penigiano.
R.A.F. Brindisi.
AHQ Italy Com. Sqdn.
173 S.P.

Copy for Information to:

H.Q. Austria.
A.F.S.C. A.C. Rome.
A.F.S.C. A.G. Det. Milan.
A.F.S.C. A.C. Det. Bari.
A.F.S.C. A.C. Det. Lecce
A.F.S.C. A.C. Det. Taranto.

333

9/5
N 285
5535 / sig
MAY 1946

AFSE

ANNEX

Commissariat

Rome

38A

~~2 copies have been sent to~~

1 copy C8A

AFRI/450/Air.

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

29th April, 1946.

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

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

INTENTION

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

EXECUTION

3. With effect from 23.52 B. hours 7th May, 1946, the A.S.C. Northern Italy will hand over A.S.C. control of its area to the C.A.V. at Rome. A.S.C. Northern Italy will cease to function as from this time.

AIR SEA RESCUE FORCES

4. Air Rescue forces available to and under the control of Rome will be those aircraft based at TARANTO, BRINDISI, VIGEVANO, and SPERDIZIA and VENICE.

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

ADMINISTRATIVE INSTRUCTIONS

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

INTERCOMMUNICATIONS

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

ACKNOWLEDGE

(SGD.) S. HAMILTON,

332

2046

785017

INFORMATION.

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

INTENTION

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

EXECUTION

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

AIR SEA RESCUE FORCES

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

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

ADMINISTRATIVE INSTRUCTIONS

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

INTERCOMMUNICATIONS

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

ACKNOWLEDGE

(SGD.) S. HAMILTON,
WING-COMMANDER,
SENIOR AIR STAFF OFFICER,
AIR HEADQUARTERS, R.A.F., ITALY.

INCL. DISTRIBUTION.

H.Q. MED/ME
H.Q. D.A.F.
AHQ. GREECE
AHQ. AUSTRIA
AHQ. MALTA
ASC. N. ITALY
ASC. GREECE
ASC. MALTA

(3)
(5)
(1)
(1)
(1)
(2)
(1)
(1)

A.S.C.S. FRANCE (1)
AFSC. ALLIED COMM. ROME (4)
AFSC. DET. TARANTO. (1)
BCPL. CASERTA. (1)
216 GROUP (2)
249 WING (3)
AHQ. ITALY COMM. SQDN. (1)
R.A.F., BRINDISI (1)

W/C. OPS. (1)
C.S.O. (1)
GSC. AIR NORM. SIGS. (1)
ORG. I (1)
SFSO (1)
OPS. RECORD BOOK (2)

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

2047

APPENDIX "A" TO AHQ. RAF. ITALY.

OPERATIONAL ORDER NO. 3 /1946.

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

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

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

(A) Landlines.

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

Diagram 1.

(B) W/T Communications Ground.

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

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

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

(iv) Any outstanding Traffic concerning Aircraft Safety is to be ~~operated~~ to Ciampino for information of the C.A.V. Rome before A.S.C. ~~3061~~ Italy close on TC.66.

(C) W/T Air/Ground Channels.

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

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

(D) HF D/F STATION LOCANA.

1. Further to Appendix A of the Operational Order No. 1/1940, which detailed the communications changes to take place with the closing down of the Aircraft Safety Centre Southern Italy, it is now necessary to detail the changes which will take place concurrent with the closing of Aircraft Safety Centre Northern Italy.

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

(A) Landlines.

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

(B) W/T Communications Ground.

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

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

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

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

(C) W/T Air/Ground Channels.

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

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

(D) HF D/F STATION BOLOGNA.

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

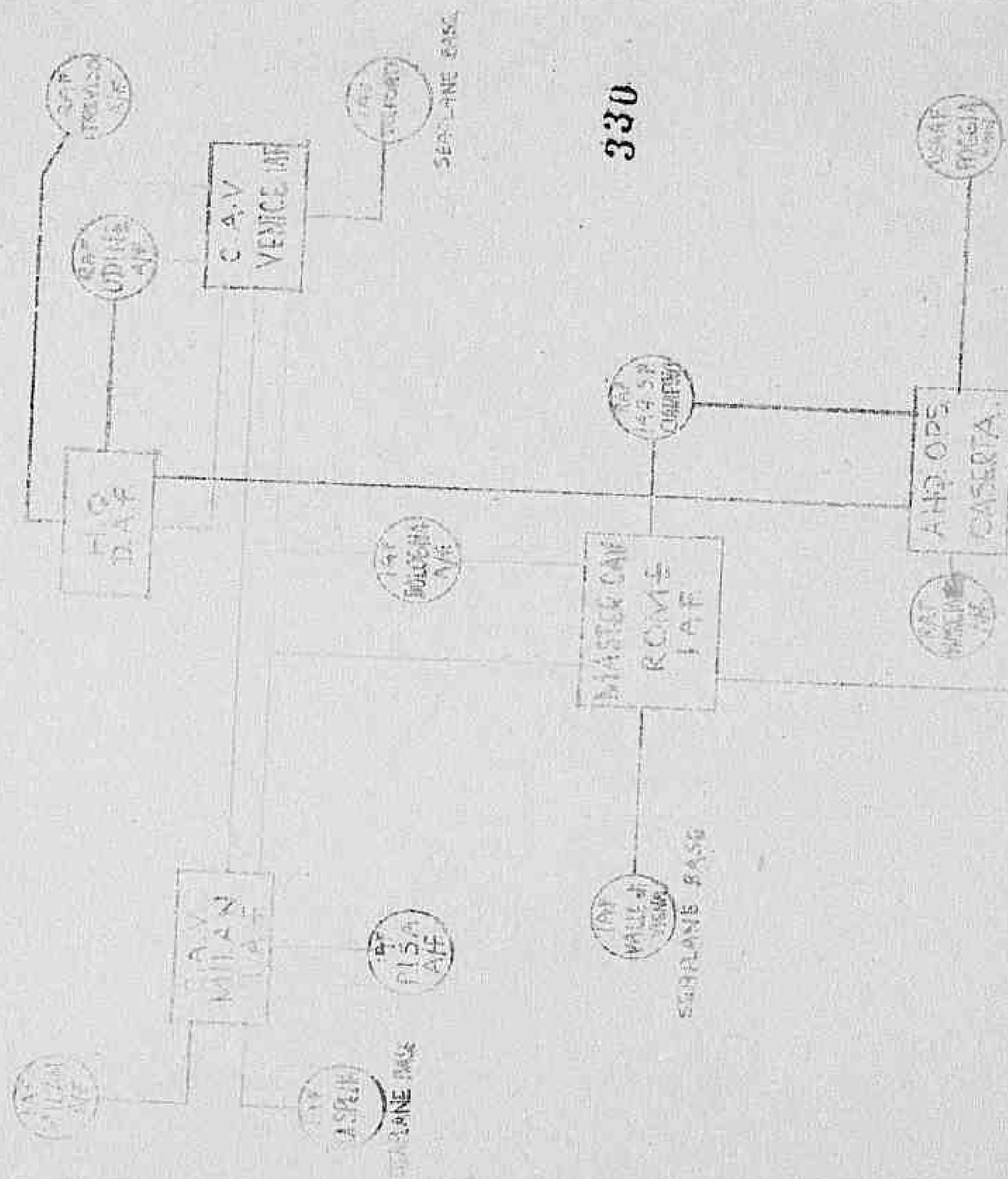
(ii) The station is to be placed on a care and maintenance basis.

(E) VHF D/F. STATION.

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

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

PROP. 2002 - LAMARINE TAYLOR AFTER CLARK
A.S.C. - 1999 - 2001 & TRANSFER OF AIR SERVICE to
TAYLOR AIR FORCE



BT 301355Z

SENT AT CM KK

LRKB V LAEE NR 21 ROUTINE QVR 8

FROM AHQ ITALY.

TO (1) RAF POMIGLIANO (2) 173 SP. (3) RAF BARI (4) ASC NORTH ITALY

(5) 149 SP (6) CAV ROME (7) 249 WING (8) AFSC AC ROME.

BT

S579 30 APRIL UNCLASSIFIED (.) WITH CLOSING DOWN OF W/T CHANNEL
TC 7// 66 ISTRES HAVE BEEN INSTRUCTED TO YOUR W/T NET TR5 IN ORDER
GIVE SIMILAR FACILITIES FOR CHANNEL TO BE USED AS AIRCRAFT SAFETY
TRAFFIC LIAISON LINK ISTRES CIAMPINO FOR CAF ROME (.) EFFECTIVE 3
MAY.-

BT

SENT AT CM KK

Sigs

50



recd 0315 1700

X15/01

329

1/0945

A.H. R.A.F. ITALY OPERATIONS ORDER 246

REFERENCES:-

3rd APRIL 1946.

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

INFORMATION.

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

INTENTION.

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

EXECUTION.

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

AIR RESCUE FORCES.

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

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

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

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

ADMINISTRATIVE INSTRUCTIONS.

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

INTERCOMMUNICATIONS.

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

ACKNOWLEDGE.ENCL.

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

DISTRIBUTION.

H.Q. MED/ME. (3)
H.A. I.A.F. (1)

A.S.C.S. FRANCE (1)
A.F.S. C. ALLIED COMMISSION (1)

INTERNAL,
G.C. OPS (1)
G.S.O. (1)

EXECUTION.

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

AIR RESCUE FORCES.

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

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

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

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

ADMINISTRATIVE INSTRUCTIONS.

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

INTERCOMMUNICATIONS.

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

ACKNOWLEDGE.

INCL.

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

DISTRIBUTION.

H.Q. MED/MR. {3}
H.Q. D.A.F. {1}
A.H.Q. GREECE {1}
A.H.Q. AUSTRIA {1}
A.H.Q. MALTA {1}
A.S.C.N. ITALY {2}
A.S.C. GREECE {1}
A.S.C. MALTA {1}

A.S.C.S. FRANCE (1)
A.F.S.C. ALLIED COMMISSION ROME (4)
A.F.S.C. DET TARANTO (1)
B.C.F.I. CASERTA (1)
216 GROUP (2)
249 WING (6)
A.H.Q. ITALY COMM SQUADRON (1)
R.A.F. BRINDISI (1)
R. A. F. PESI (1)

INTERNAL.

G.C. OPS (1)
C.S.O. (1)
C.S.O. AIR FORMATION SIGS (1)
ORG. I (1)
S.P.S.O. (1)
OPS RECORD BOOK (2)

FILES: AHQI/203/8/2450/AIR.



28 8/4
28 8/4

36B

APPENDIX "A" TO AHC.RAF.ITALY.

OPERATIONAL ORDER. NO.2. 1946.

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

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

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

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

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

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

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

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

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

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

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

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

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

It is intended to detail the communication changes required for

- (a) W/T circuits between A.S.C.'s and the I.A.F. are annotated for the A.S.C.'s were based were specifically provided or annotated for the speedy transmission of messages concerning aircraft safety between A.S.C.'s.
- (b) A.S.C.'s were supplied with information or reports received by D/F stations from aircraft in distress transmitting on the Mediterranean H.F. D/F Distress wave,
- (c) A.S.C.'s were provided with the means of communicating with A.S.R. Air and Marine craft when engaged in Air Sea Rescue activities.
2. The I.A.F. Centrali Assistenza Del Volo (C.A.V.'s) corresponding to R.A.F. Aircraft Safety Centres have at present no private landline facilities but have the basic W/T organisation to substitute for the requirements noted at para. 1 (a) and (c).
3. In order that the R.A.F. may obtain the maximum assistance from the C.A.V.'s upon the disbandment of A.S.C.'s South and North Italy it will be necessary to:-
- (a) Transfer certain landline circuits to the I.A.F. with the stipulation that these circuits will only be used for aircraft safety operations.
 - (b) Detail the communication channels for transmission of messages to other A.S.C.'s in the Mediterranean Theatre.
 - (c) To arrange for "Distress" messages intercepted on the H.F. D/F wave to be passed to the C.A.V.'s.
4. It is intended that the transfer of responsibilities from the A.S.C.'s in Italy to the I.A.F. C.A.V.'s shall be made in two phases.
- PHASE 1. A.S.C. South Italy will close down on 14th April, 1946, and its functions will be transferred to the Rome (Cento Celle) and Brindisi C.A.V.'s as from that date. The Rome C.A.V. will be the Master C.A.V. of the I.A.F. organisation with subordinate C.A.V.'s at Milan, Venice and Brindisi.
- PHASE 2. A.S.C. North Italy will close down approximately 7th May, 1946, and its functions as from that date will be transferred to the Milan and Venice C.A.V.'s.
5. It is only intended to detail the communication changes required for Phase 1 at this date. These changes are contained in the following paragraphs.
6. Changes to Landlines. Changes to existing circuits and additional circuits being requested are such that v.e.f. from the date of transfer of responsibilities from A.S.C. South Italy to the C.A.V. Rome the operational telephone network in Italy will be as shown at Appendix B.
7. W/T Communications Ground.
- (a) The C.A.V.'s have a W/T network already in existence which provides

/for....

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

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

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

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

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

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

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

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

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

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

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

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

(a) The I.A.F. will communicate with their aircraft based at Brindisi or Vigna Di Valle, (aircraft from La Spezia when entering the Rome C.A.V. area of operations will also use this channel) engaged in A.S.R. operations on the I.A.F. Air/Ground channel service R.A. 326 5622.5 Kc/s.

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

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

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

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

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

- 3 -

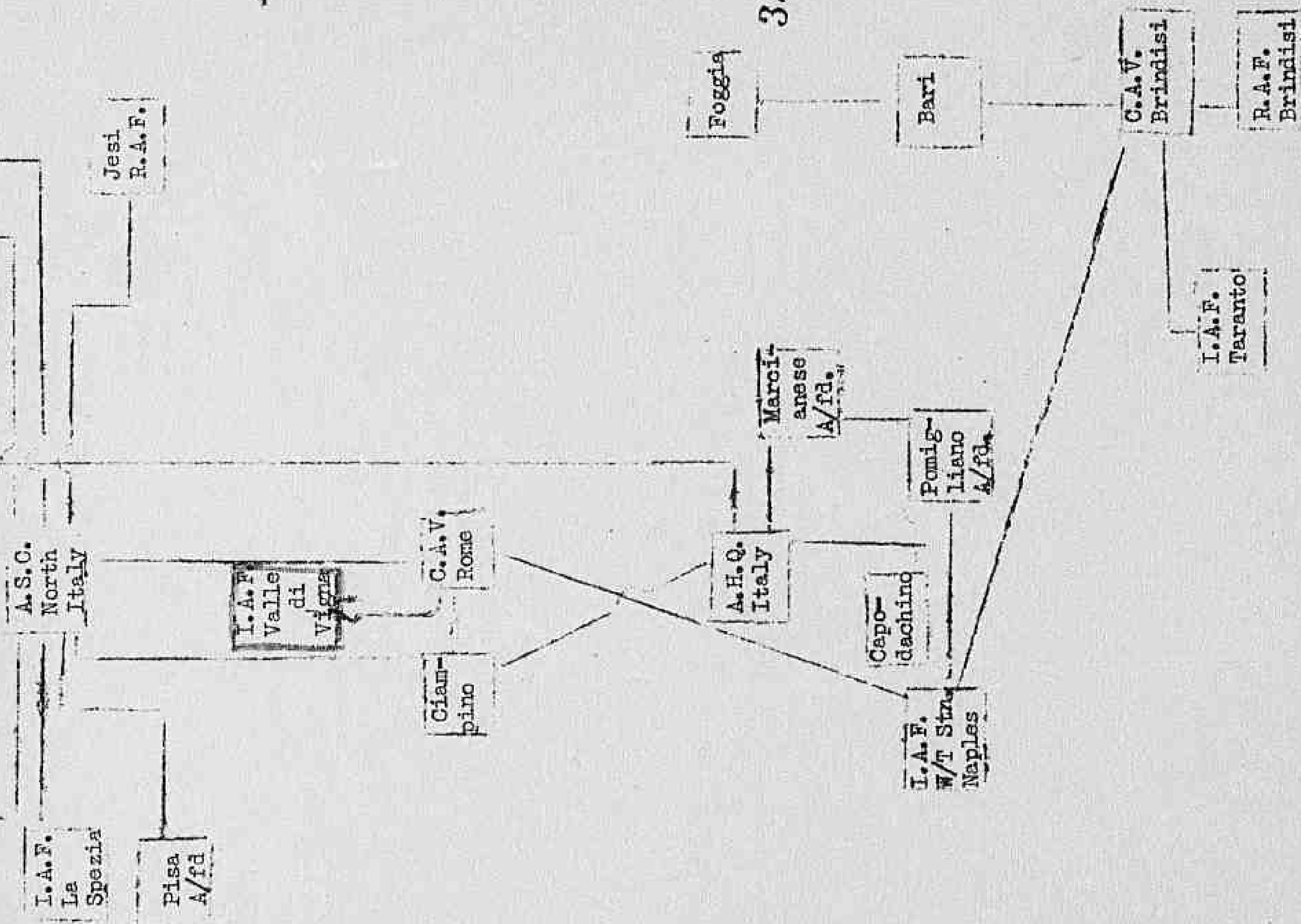
12. V.H.F. Standby to Landline. In order to ensure against Landline failures between the main centres of Cento Celle and Ciampino a V.H.F. telephone circuit will be provided between Operations Ciampino and the Controller at the C.A.V. The circuit will operate during hours decided by the respective controllers.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

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

325

[illegible]

324



206

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

W/T GROUND COMMUNICATIONS FOR AIRCRAFT SAFETY TRAFFIC.

PART I. ITALIAN AIR FORCE AIRCRAFT MOVEMENTS NETWORK.

Frequency:--	5955	Day	2910.	Night.	
<u>Stations.</u>	<u>Call sign.</u>	<u>Remarks.</u>	<u>Stations.</u>	<u>Call sign.</u>	<u>Remarks.</u>
ROME	ILB		BOLOGNA	ILB	
NAPLES	ILD		VENICE	ILS	
MILAN	ILY		CAGLIARI	ILE	
BRINDISI.	ILI		CATANIA.	IMC	

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

Channel No.	W/T Stations.	Responsible for ASC's or Formations shown.	Remarks.
1. TC. 66	Ciampino. Istres Bologna Pomigliano.	- C.A.V. Rome. - A.S.C. South France. - A.S.C. North Italy.	Continuous Operation.
2. TC. 136.	Pomigliano Elmas Malta	- A.S.C. Sardinia - A.S.C. M Ita.	Down to 1 hr. after dusk.
3. TR. 5	Pomigliano Bari B. Legna Udine Ciampino. 1522 FC.	- H.Q. D.A.F. - C.A.V. Rome.	Down to 1 hour after dusk.
4. TC. 182	Bari Malta Hassani Benina	- A.S.C. Malta. - A.S.C. Greece. - A.S.C. Cyrenaica.	Continuous operation. 323

35A

From : A.F.S.C. A.C. Rome.

To : Italian Air Ministry.

271225 B

S _____ APR 27 Unclassified Pd Telephone circuit Cav
Centocelle to Brindisi requires completion Pd. Circuits Rome
Naples complete but require termination Italian Air Force Switchboard
Naples Pd. Expedite this connection highest priority Pd.

Handwritten signature

Priority Important.

For despatch by Italian Teleprinter.

File A.F.S.C./AIR/S.535/SIGS.

Handwritten initials

322

From:- Air Headquarters, Royal Air Force, ITALY. *34A*
8100

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

Date:- 19th April, 1946.

Ref:- AHQI/S.4350/Signals. *EF 27/4*

A.S.R. W/T Communications. *B*

Herewith a copy of a report received from the Signals Officer of A.S.C. North Italy.

2. The whereabouts of the frequency meters see para. 2(b) are being ascertained by this Headquarters Equipment Branch since they are now long overdue.

Spencer
for
Air Vice Marshal,
Air Officer Commanding,
AIR HEADQUARTERS, R.A.F. ITALY.

*To C.S.O.
I suggest we send copy
this report to I.A.M. first by
way of encouragement
Earl*

*Pl. file in
535/sigs*



321

3 4B

REPORT BY P/O L.G. SKINNER, SIGNALS OFFICER, A.S.C., N ITALY on a visit to
Italian Air Force Seaplane Base, La Spezia, in company with P/LT. R. BOWER
Senior Controller, A.S.C., N Italy.

1. GENERAL.

The Seaplane Base at La Spezia was visited on the morning of 11th April 1946.
As a full report was rendered on Signals Facilities available at La Spezia on 12th February 1946, following my visit made on 5th February 1946, this report touches only on information now held additional to that previously reported.
The general organisation of the Base and particularly the Signals Section seemed to have improved on the good standard previously observed.

2. W/T EQUIPMENT, etc.

- (a) Two more transmitters of the Italian Type 4310 (described in the previous report) are now available. These are mounted in mobile cars to the rear of the Main Operations Block. A wave horizontal aerials are employed, erected on masts approximately 50 feet high.
- (b) No wavemeters are yet held. It should be noted in this connection that Aircraft Safety Centre, N. Italy has not yet received any wavemeters for supplying to the Italian Air Force.
- (c) Mains power is now available continuously.
- (d) More, and more experienced Wireless Operators are now available.
- (e) When equipment is available, it is hoped to install an MF D/F station (333 kc/s) on a small island in La Spezia bay. A Meteorological section is at present stationed there.

3. TEST.

An exercise was carried out with a Cant seaplane. Control was on 5622.5 kc/s by La Spezia Base and communication with the plane was good throughout - a/c received strength 3/4 and receiving Base strength 4/5.
Fixing on 333 kc/s was not entirely satisfactory. Rome MF D/F appeared to be receiving a number of calls at the same time and apparently do not accord any priority to ASR exercises. It is understood, however, that actual ASR operations are accorded over-all priority. The fixes did not appear very accurate and it is suggested that more fixing practice is necessary; a point, however to bear in mind is that the aircraft was only flying at, 700 feet approximately and did not change height in this exercise, according to information received from P/LT Bower who flew in the Cant during the exercise.

// P/O Skinner observed the ground operators at work during the exercise and was impressed by their keenness and good standard of operating.

13th April 1946.

Robert G. Skinner P.O.
Signals Officer,
Aircraft Safety Centre,
Northern Italy.

320

340
REPORT BY P/O L.G. SKINNER, SIGNALS OFFICER, A.S.C., N ITALY on a Visit to
Italian Air Force Seaplane Base, La Spezia, in company with P/LT. R. BOWER
Senior Controller, A.S.C., N Italy.

1. GENERAL.

The Seaplane Base at La Spezia was visited on the morning of 11th April 1946.

As a full report was rendered on Signals Facilities available at La Spezia on 12th February 1946, following my visit made on 5th February 1946, this report touches only on information now held additional to that previously reported.

The General Organisation of the Base and particularly the Signals Section seemed to have improved on the good standard previously observed.

2. W/T EQUIPMENT, etc.

(a) Two more transmitters of the Italian Type 4310 (described in the previous report) are now available. These are mounted in mobile cars to the rear of the Main Operations Block. A wave horizontal aerials are employed, erected on masts approximately 50 feet high.

(b) No wavemeters are yet held. It should be noted in this connection that Aircraft Safety Centre, N. Italy has not yet received any wavemeters for supplying to the Italian Air Force.

(c) Mains power is now available continuously.

(d) More, and more experienced Wireless Operators are now available.

(e) When equipment is available, it is hoped to install an MF D/F station (333 kc/s) on a small island in La Spezia bay. A Meteorological section is at present stationed there.

3. TEST.

An exercise was carried out with a Cant seaplane. Control was on 5622.5 kc/s by La Spezia Base and communication with the plane was good throughout - a/c received strength 3/4 and receiving Base strength 4/5. // Fixing an 333 kc/s was not entirely satisfactory. Rome MF D/F appeared to be receiving a number of calls at the same time and apparently do not accord any priority to ASR exercises. It is understood, however, that actual ASR operations are accorded over-all priority. The fixes did not appear very accurate and it is suggested that more fixing practice is necessary; a point, however to bear in mind is that the aircraft was only flying at, 700 feet approximately and did not change height in this exercise, according to information received from P/LT Bower who flew in the Cant during the exercise.

// P/O Skinner observed the ground operators at work during the exercise and was impressed by their keenness and good standard of operating.

13th April 1946.

Robert G. Skinner PO.
Signals Officer,
Aircraft Safety Centre,
Northern Italy.

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

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

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

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

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

The details of the exercise are given chronologically:-
15.00 hrs. Instructed Duty Officer to warn Base standby.

1505 Advised D.O. of position A 41°40N, 112°03E. D.O. had apparently no direct communication with seaplane base and after much delay he contacted them via Rome Auto exchange. The aircraft was instructed to take off.

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

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

16.20 Centocelle HF/DF report contact with aircraft on 333 Xcs. He has been unable to receive us on 5622.5.

He is in position A - requests fix instructions. HF/DF say no bearings can be obtained from Cagliari, Pisa, or Naples who are listening out. Reception poor at Centocelle but their bearing passes directly through position A. Asked aircraft to give time at which airborn. (Says 15.45 hrs).

319

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

17.15

Aircraft back at base.

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

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

W. H. Anderson

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

Copies to: A.S.O., A.H.C.I.

C.S.O., A.F.S.C.

C.O., Toronto A.F.S.C. Detachment.



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

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

Date:- 12th April, 1946.

Ref:- AHQI/S.4350/Signals.

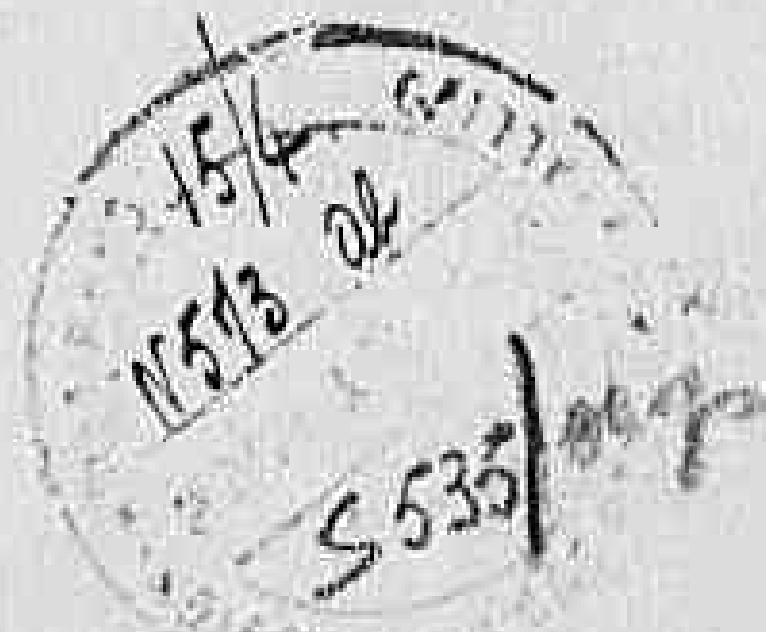
H.F. D/F STATIONS.

Reference is made to your letter AFSC/AIR/S53/Sigs.
dated 9th April, 1946.

2. The future disposal of the Bologna H.F. D/F Station has been put to H.Q. R.A.F. MEDME and it was stated on the proposal that the D/F station at Bologna should, as an interim measure, be transferred to the I.A.F. on the same conditions as the Linate/Milan D/F station. That the I.A.F. required the station for use on their courier services W/T channel was also stated. A reply is expected in the near future.

3. A Technical description, operating instructions publication in respect of the DFG 25 equipment is herewith forwarded for your information.

forwarded to IAF 15/4
528/Sigs. Bult
See memo for memo (Jm)
528/Sigs. Bult
for Air Vice Marshal,
Air Officer Commanding,
AIR HEADQUARTERS, R.A.F. ITALY.



31A

Routine

AIR FORCES SUB-COMMISSION ALCOM ROME

10/1000 B APRIL 46

AHQ RAF ITALY

UNCLASSIFIED

SIGNAL NUMBER SUGAR 504 APRIL TEN PD
AIR HEADQUARTERS ROGER ABLE FOX ITALY OPERATIONAL ORDER
TWO SLANT FOUR SIX APPENDIX CHARLIE PART ONE REQUEST AMEND
NIGHT FREQUENCY TO TWO NINE TWO ZERO PD

for E.W. FREEMAN D/IT
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB-COMMISSION

AFSC/AIR/S.535/SIGS

316
315

Routine
Air Forces S/C, AG, Rome

E.W. Freeman D/IT AFSC.

Tel. 205

(30A)

From : Air Forces Sub Commission, A.C. Rome.
To : Italian Air Ministry, Communications Directorate
Air Forces Sub Commission Detachment, Taranto.
Date : 6th April 1946.
Ref : AFSC/AIR/S.335/SIGS.

AIR HEADQUARTERS ROYAL AIR FORCE, ITALY, SIGNALS
INSTRUCTION N° 31.

It is advised by Air Headquarters Royal Air Force Italy under the reference AHQI/S.4300/2/Signals, dated 3rd April 1946 that the aircraft distress HF Fixer organisation detailed in AHQ RAF Italy Signals Instruction N° 31 will not now be brought into force. This instruction is therefore cancelled.

2. This Sub Commission's letter of even reference, dated 25th March 1946, refers.

Edw
fd E.W. FREEMAN F/LT.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

314

6/1/46
Transfer to correct file
Edw

315

29A
From : AF Forces Sub Commission, Rome.
To : Air Headquarters, Royal Air Force, Italy.
Date : 9th April 1946.
Ref : AFSC/AIR/S.535/SIGS. 17 19/4

HF D/F STATIONS - AIRCRAFT SAFETY

Further to this Sub Commission's letter of even reference dated 29th March 1946, it is desired to amplify the information at paras 5 and 6.

2. It is understood that when Aircraft Safety Centre, North Italy closes, that the HF D/F station at Bologna would be surplus to Allied requirements and it has been proposed that the station should be transferred to the Italian Air Force. Italian Air Ministry has considered this proposal and is agreeable to accept the station.

3. As part of a long term policy it is agreed that both the stations at Bologna and Linate could be operated as components of an international HF D/F service working on a common frequency in the Mediterranean or region thereof. It would, however, be preferred that until such a service becomes established, that these stations should operate on the Italian Air Force frequency in use for communications with Courier Aircraft, 4781 Kc/s. Notwithstanding, if aircraft distress occurred in the area effectively covered by these stations they could change frequency to the present distress wave of 4575 Kc/s.

4. It would be of considerable help to the Italian Air Force if a copy of the Technical Information and Operating Instructions for the type or types of station at Bologna and Linate could be made available for translation, as wireless mechanics and operators are unfamiliar with the equipment. 314

E.W. Freeman

E.W. FREEMAN P/LT.

for Air Vice Marshal,
Director

Air Forces Sub Commission.

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

To: Air Headquarters, Royal Air Force, Italy.

Date: 6th April, 1946.

Ref: AFSC/AIR/S.535/Sigs.

INTERNATIONAL DISTRESS FREQUENCY - 500 Kc/s.

Further to this Sub-Commission's letter of even reference, dated 15th March, 1946, additional information respecting the Italian Royal Navy W/T stations guarding the international distress frequency, 500 Kc/s, has been given by Italian Air Ministry, and is forwarded for your information.

2. In addition to the stations already notified to you in the above mentioned letter, Naval W/T stations at Augusta, La Spezia and Ancona maintain watch on this frequency. (Callsigns not yet supplied)

3. Direction finding stations are opened at:

Borgo Piave (Brindisi)
Capo Colonna
Porto Torres

and it is planned to install D/F stations at Porto Paola (Cape Passero), Milazzo and Santa Marinella.

4. In general there are no direct lines between the Naval W/T stations and Italian Air Force formations, but only local lines to the telephone exchange of the local Naval Command. In order to communicate with Italian Naval W/T stations, calls would be set up over the following circuits:-

- (i) Rome, Naval W/T station
Call Italian Naval Ministry Exchange : 36082, 360251, 372413
and ask for extension 508.
- (ii) Taranto.
Call Naval Ministry Exchange and ask for "S. Giorgio Radio".
- (iii) La Maddalena
Call Naval Ministry Exchange and ask for "Guardia Vecchia Radio".
- (iv) Naples.
Call Naval Ministry Exchange and ask for "Radio Receiving Station".
- (v) Brindisi
Call Naval Ministry Exchange and ask for "Cerrito Radio".
- (vi) Cagliari
Call Naval Ministry Exchange and ask for "S. Ignazio Radio".

2076

Further to this Sub-Commission's letter of even reference, dated 15th March, 1946, additional information respecting the Italian Royal Navy W/T stations guarding the international distress frequency, 500 Kc/s, has been given by Italian Air Ministry, and is forwarded for your information.

2. In addition to the stations already notified to you in the above mentioned letter, Naval W/T stations at Augusta, La Spezia and Ancona maintain watch on this frequency. (Call signs not yet supplied)

3. Direction finding stations are opened at:

Borgo Piave (Brindisi)
Capo Colonna
Porto Torres

and it is planned to install D/F stations at Porto Paola (Capo Passero), Milazzo and Santa Marinella.

4. In general there are no direct lines between the Naval W/T stations and Italian Air Force formations, but only local lines to the telephone exchange of the local Naval Command. In order to communicate with Italian Naval W/T stations, calls would be set up over the following circuits:-

- (i) Rome, Naval W/T station
Call Italian Naval Ministry Exchange : 360251, 360252, 360253 and ask for extension 503.
- (ii) Taranto.
Call Naval Ministry Exchange and ask for "S. Giorgio Radio".
- (iii) La Maddalena
Call Naval Ministry Exchange and ask for "Guardia Vecchia Radio".
- (iv) Naples.
Call Naval Ministry Exchange and ask for "Radio Receiving Station".
- (v) Brindisi
Call Naval Ministry Exchange and ask for "Cerrito Radio".
- (vi) Cagliari
Call Naval Ministry Exchange and ask for "S. Ignazio Radio".
- (vii) Leghorn
Call Naval Ministry Exchange and ask for "Scoglio della Regina Radio".
- (viii) Genoa
Call Naval Ministry Exchange and ask for "Radio Receiving Station".
- (ix) Venice
Call Naval Ministry Exchange and ask for "Radio Receiving Station".
- (x) La Spezia
Call Naval Ministry Exchange and ask for "Cappuccini Radio".
- (xi) Augusta
Call Naval Ministry Exchange and ask for "Bigo Radio".

(xii) Ancona
Call Naval Ministry Exchange and ask for "Eiga Radio".

5. The Royal Navy will notify Air Ministry the direct telephone numbers of the appropriate Naval Ministry exchanges as soon as possible.

6. When contact is made with the W/T station concerned, the Chief Operator, or Operator in charge of the Watch should be requested to answer the telephone.

7. Instructions will be issued to all Naval and Air Force telephone exchanges to give "distress" communications bearing the priority "S.I.V.", precedence over any other communication.

8. The Liaison Office of the Italian Royal Navy has been requested to retransmit by telephone to the nearest C.A.V. or the Naval W/T station nearest to an Air Force unit, all distress signals intercepted on 500 Kc/s.

9. Although it is thought that this matter will now be primarily of importance to the Italian Air Force and Navy, the information in respect of Venice, Ancona, Genoa and La Spezia would be of value to Aircraft Safety Centre North Italy. Further details will be forwarded when available.

E.W.

E. W. BRENNAN,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

Copy to: ~~0.0.0.0~~

312

(27A)

NOTES REGARDING PROPOSED BUILDUP ROME CAV
AND INSEQUENT DISBANDMENT AT North & South Italy

1/ Landlines - Speech ccts.

(a) Is the proposed re-organization of existing Operational L/ls Satisfactory for CAV's purposes.

(b) To what extent can it be strengthened by P.W. already held by I.A.F.

2/ TELEPRINTER/TELETYPE CCTS.

(a) What T/T/P ccts purely for IAF or IAF/NAVAL USE are already available.

(b) Would any more be required.

1. Rome - Bologna

2. Rome - Catania

Milan
Naples
Padova
Venice

3/ W/T Coms. Ground.

(a) Is existing network sufficient to cater for Aircraft Safety Traffic assuming that

(i) CAV concerned in event distress call in Area would open on A/C control wave and so would CAV Rome this channel performing or allowing feeding of information to control CAV from Rome for onward transmission to A/C or

(ii) Would CAV Rome assume direct control of A/C with Area CAV as relay station or monitor.

(b) Is a second W/T P/P channel apart from A/C wave necessary between Subordinate CAVs and Rome.

4/ Air/Ground Channels.

(a) Is it considered 6500/3805 Kcs can stay or would it be preferable for IAF A/C work on own frequency 5812 Kcs

(b) Consider MF D/F network should be used for fixing if able to use Control Stations with Satellites for triangulation and Control able to feed nearest CAV or if possible Rome with posns.

4. (Contd)

- (C) (a) Consider CAV Rome should be in position to monitor and if necessary assume Control on 14575 Ker HF D/F. in event being called on by notification A/C in distress - speech. recent HF D/F distress organisation.
- (b) I.A.F A/C should also use this HF D/F for fixing practice.
- (iii) Possibility installation HF D/F Clamps may be worth while.
- (iv) Telling in should be simple. either direct or by TC cels through 149 S.P.

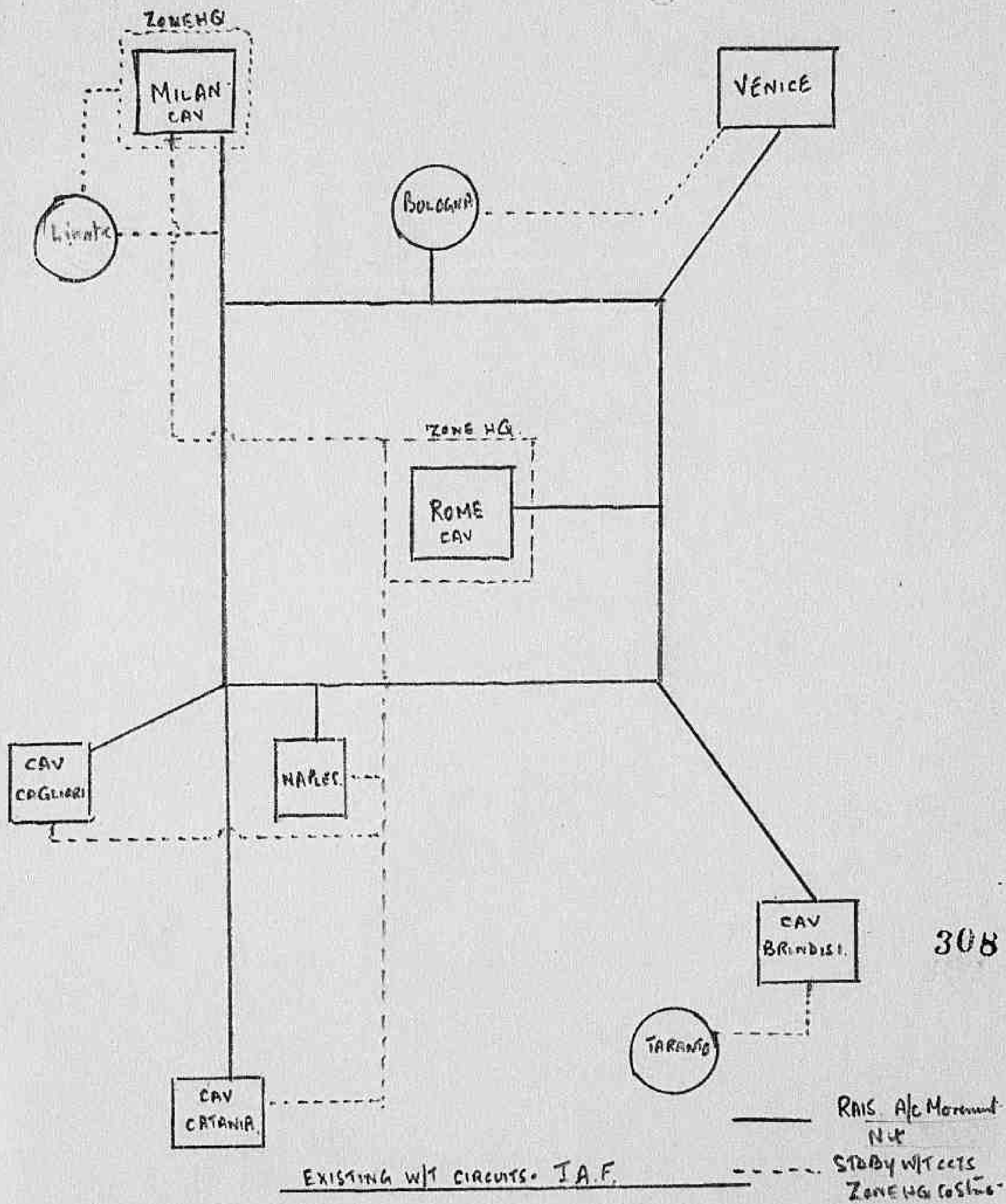
- 5/ (a) Future of Bologna - from IAF view. do they require D.F. would they man it. or could it be manned by RAF Det.
- (b) What is going to be based at Pisa.
- (c) What is " " " " at Naples.

- 6/ (a) as above in respect Milan.

7. To cover any decisions arrived at what personnel and equipment are required at Rome.



Proposed OPS TELEPHONE NETWORK FOR CAV ROME.



From : I.A.P. Ministry (Communication Section)
To : Air Forces Sub Commission Allied Commission Rome
Date : 30th March 1946
Ref : 410545/1-2/1326 Coll.

For information to the : Stato Maggiore Rome

A.S.R. EXERCISE AT LA SPEZIA

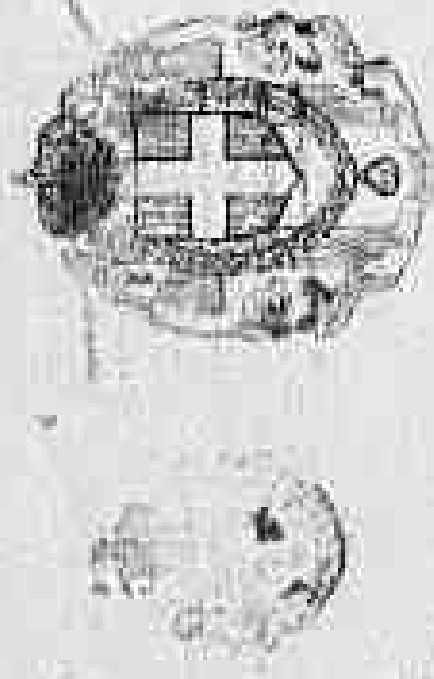
We inform you to have contacted the R.T. station of la Spezia in order to get better discipline, regarding, the radio service, we point out that the inconveniences which occurred during the exercise are getting smaller following the undermentioned arrangements.

1. Use of a frequency suitable for long liaisoning (air and ground);-
2. At Bologna (R.T. Center of the R.A.) a listening post will be installed and will work on the A.S.R. frequency, and will function during exercise or missions, in order to carry out more faster movements regarding R.A. personnel and transports.
3. When the A.S.R. frequencies will be fixed for good; Italian A/C will be fitted with frequency metres.

Regarding the report forwarded to us by the A.F.S.C. - Base Area No. 5 R.A.F. (Para 6) . Knowing the difficulties to pass on 4575 Kc/s. We think necessary to insist the radiogonometers test on the mentioned frequency instead of the 333 Kc/s.

DIRECTOR OF COMMUNICATIONS
(Ten. Col. Fil. DE VINCENTI)

Translated by Sgt. Albertini.M;



Ministro dell'Aeronautica
MINISTERO DELL'AERONAUTICA
UFFICIO DEL MINISTRO

SEZIONE RADIO
UFF. Organizz. ed Esercizio

Prot. N. 410545/1-2 del 1326 Boll

Roma, 30 MAR 1946 19

Al A.F.S.C. A.C.

e.p.c. ALLO STATO MAGGIORE DELLA R.A.
S E D E

Disposta al p.c. del

OGGETTO: Rsercitezioni di salvataggio Aeronavale la Spezia.-

Nel mentre sta da assicurazione di aver richiamato la Stazione R.T. di La Spezia ad una maggiore disciplina, nel servizio radio, si fa presente che gli inconvenienti presentatisi durante le esercitazioni meno mano verranno a scomparire in funzione dei seguenti provvedimenti:

- 1°- uso di una frequenza adatta per collegamenti a distanza (aereo-terra).-
- 2°- a Bologna (Centro R.T. della R. Aeronautica) verrà istituito un posto di ascolto sulle frequenze del soccorso, e funzionante durante le esercitazioni o missioni, per poter così intervenire più rapidamente per quanto riguarda i mezzi ed il personale della R. Aeronautica.-
- 3°- Una volta stabilite definitivamente le frequenze per il soccorso gli aerei italiani verranno muniti di frequenzioscopi.-

In merito al paragrafo n° 6 del rapporto trasmesso in data 3 marzo dal A.F.S.C. - Base Aerea N° 5° R.A.I. - pur riconoscendo le difficoltà a passare su 4575 Kc/s. si ritiene opportuno insistere nelle prove radiogoniometriche su tale frequenza anziché su 333 Kc/s.-



307

IL DIRETTORE DELLE COMUNICAZIONI
(Ten.Col. Fil. G. DE VINCENTI.)
Laufant

25A

FROM : ITALIAN AIR MINISTRY, COMMUNICATIONS DIRECTORATE, ROME. (C)

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

COPY TO: NAVAL "STATO MAGGIORE", TELECOMMUNICATIONS OFFICE,
ROME.

DATE : 30TH MARCH, 1946.

REF. : 410547/1 - 2/1327 COLL.

INTERNATIONAL FLYING CONTROL FREQUENCY
500 Kc/s.
=====

119A

With reference to your AFSC/AIR/S.535/SIGS., dated 15th March 1946, we would like to inform you of the following:

1°) The Italian Royal Navy has available at present the following Medium wave R.D.F. Stations which keep a constant watch on frequency 500 Kc/s.:-

- Borgo Piave (Brindisi)
- Capo Colonna
- Porto Torres

While the following R.D.F. Stations have been planned:

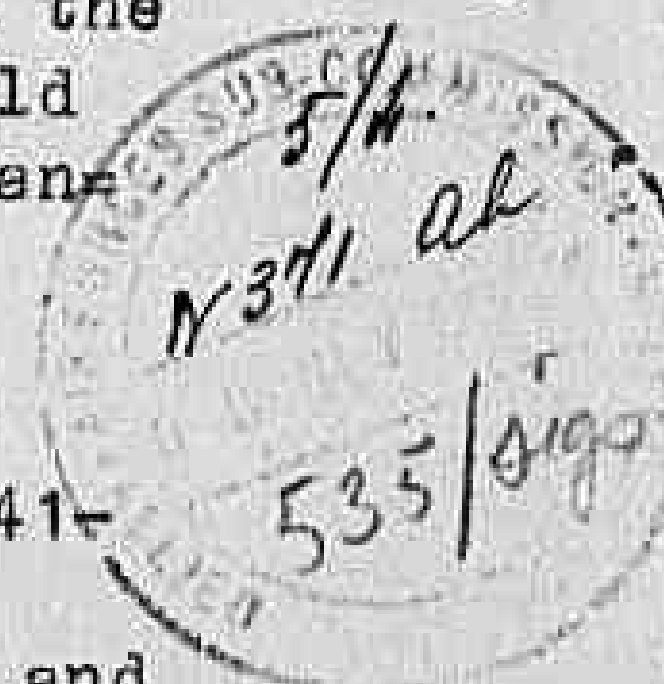
- Porto Paolo (Capo Passero)
- Milazzo
- Santa Marinella

2°) All the Naval R/T Centres are not, as a rule, connected with a direct telephone line but are only linked with the telephone exchange of the local Naval Command; we would therefore have to make up the following necessary arrangements:

To telephone the:

- Naval R/T Station in Rome, call:
Italian Naval Ministry Exchange -360842- 360251- 372441-
and then ask for 508;
- R/T Station Taranto, call Naval Ministry Exchange and
ask for "S. Giorgio" Radio;

308.



= 2 =

25A
(7)

- R/T Station La Maddalena, call Naval Ministry exchange and ask for Guardiavecchia Radio;
- R/T Station Naples, call Naval Ministry exchange and ask for receiving radio Station;
- R/T Station Brindisi, call Naval Ministry exchange and ask for Cerrito radio;
- R/T Station Cagliari, call Naval Ministry exchange and ask for S. Ignazio Radio;
- R/T Station Leghorn, call Naval Ministry exchange and ask for Scoglio della Regina radio;
- R/T Station Genova, call Naval Ministry exchange and ask for receiving radio station;
- R/T Station Venice, call Naval Ministry exchange and ask for receiving radio station;
- R/T Station La Spezia, call Naval Ministry exchange and ask for Cappuccini radio;
- R/T Station Augusta, call Naval Ministry exchange and ask for Biga Radio;
- R/T Station Ancona, call Naval Ministry exchange and ask for Biga radio;

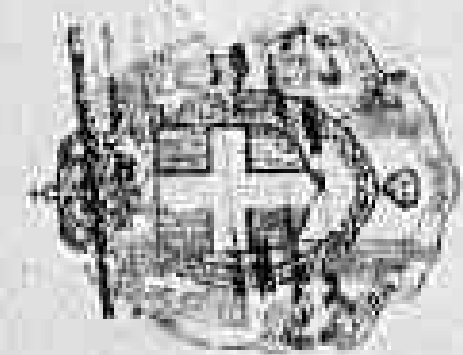
The Royal Navy will notify us the direct telephone numbers of the various exchanges, as soon as possible.

30) When the connection with the Radio Centre is made, call the Chief Operator or the Operator in charge of the watch. We would like to inform you also that the following R/T Stations listening in on 500 Kc/s ("U.T.2 EDIZ.1946"-Appendix A) must be added to the above list: Augusta, La Spezia and Ancona. We have asked the Liaison Office of the Royal Navy to retransmit by telephone to the "C.A.V." (Flying control Section) or the nearest R/T Centre to an I.A.F. Unit, all distress signals intercepted on 500 Kc/S.

We shall instruct all Naval as well as I.A.F. telephone Exchanges to give "distress" communications, preceded by "S.V.H." priority on any other communication.

305

(LT. COL. DE VINCENTI)



Ministero delle Comunicazioni

IL MINISTRO

SEZ. III. RADIO

UFF. Organizzazione ed Esercizio

c.p.o.

A.T.R.C. - A.C. R.O.M.A.

ALLO STATO MAGGIORE R.A.

R.E.D.E.

ALLO STATO MAGGIORE R. MARINA

UFF. Telecomunicazioni

R.O.M.A.

OGGETTO: Frequenza internazionale di pericolo Vo/s 500.-

Con riferimento al foglio A/R/30/AIR/3.515/5150, del 15 Marzo 1946, si comunica quanto segue:

1° La R. Marina dispone attualmente dei seguenti radiogoniometri ad onde medie che effettuano ascolto continuativo sulla frequenza di 500 Mc/s.:-

- Borgo Piave (Brindisi)

- Capo Colonna

- Porto Torres

Mentre in progetto vi sono i seguenti radiogoniometri:

- Porto Paolo (Capo Passero)

- Milazzo

- Santa Marinella (Civitavecchia)

2° Tutti i Centri R.T. della R. Marina, in linea di massima, non dispongono di telefoni urbani ma sono solamente collegati con il centralino del Comando Marina del luogo; quindi nei vari casi bisognerà regolarvi nella seguente maniera:

Per telefonate alla:

- Stazione R.T. della R. Marina di Roma chiamare:

Centralino Ministero R.M. - 166.842-160.551-374441 e poi richiedere il numero 500;

- Stazione R.T. Taranto chiamare il Centralino R.M. e poi richiedere

Radio S. Giorgio;

- Stazione R.T. La Maddalena chiamare il centralino R.M. e poi richiedere Radio Guardavacca:

- Stazione R.T. Napoli chiamare il Centralino R.M. e poi richiedere la radio ricevente;

- Stazione R.T. Brindisi chiamare il Centralino R.M. e poi richiedere radio Cerreto;

- Stazione R.T. Cagliari chiamare il Centralino R.M. e poi richiedere radio S. Ignazio;

- Stazione R.T. Livorno chiamare il Centralino R.M. e poi richiedere radio scoglio della Regina;

- Stazione R.T. Genova chiamare il Centralino R.M. e poi richiedere

Il Segretario Generale delle Comunicazioni

ISTITUTO POLIGRAFICO DELLO STATO

Mod 1201
25 A
30 MAR 1946 19 1

- 2 -

- Stazione R.F. La Spezia chiamare il Centralino R.A. e poi richiedere radio Cappuccini;
- Stazione R.T. Augusta chiamare il Centralino R.A. e poi richiedere radio Biga;
- Stazione R.T. Ancona chiamare il Centralino R.A. e poi richiedere radio Biga;

La R. Marina comunicherà, appena possibile, il numero urbano telefonico dei vari Centralini.-

3° Avuta poi la comunicazione con il Centro Radio, chiamare al telefono il Capo Posto e il Capo Turno.-

Nel contempo si fa presente che all'elenco delle Stazioni della R. Marina che effettuano ascolto su Vo/S. 500 (U.T. 2 ediz. 1946 - Appendice A) bisogna aggiungere: Augusta, La Spezia e Ancona.-

Inoltre è stato interessato l'Ufficio Collegamenti della R. Marina per una rapida ritrasmissione telefonica alle C.M.V. e Centri R.P. vicini della R.A., dei segnali di soccorso eventualmente intercettati su 500 kc/s.-

Verranno pertanto impartite disposizioni sia ai Centralini telefonici della R. Marina che a quelli della R. Aeronautica perché le comunicazioni inerenti al "Soccorso" e precedute dalla ~~voce~~, abbiano la precedenza su qualsiasi altra comunicazione.- *voce "SVH"*



IL DIRETTORE DELLE COMUNICAZIONI
Ten. Col. R. A. DE VINCENZI

Li ausanti

24A
(4)

FROM : ITALIAN AIR MINISTRY, COMMUNICATIONS DIRECTORATE, ROME.
TO : AIR FORCE SUB COMMISSION, A.C., ROME.
DATE : 25TH MARCH, 1946.
REF. : 410506/1-2/1217 COLL.

Legg

INTERNATIONAL FREQUENCY FOR AIRCRAFT

CONTROL 500 Kc/s.

17A

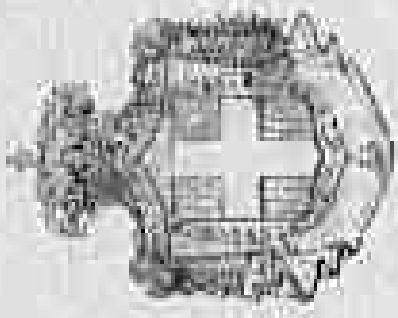
In reply to your AFSC/AIR/S.535/SIGS. dated 15th March, 1946, we confirm that no I.A.F. radio station uses the frequency 500 Kc/s.

We would like to inform you however that in the forthcoming meeting with Italian Naval representatives, will be discussed the arrangements necessary to improve the communications regarding flying assistance.

We shall inform you the result of the meeting and the supplementary data requested in para 2 of your above mentioned letter, as soon as this is available.

(LT. COL. A. DE VINCENTI 302





Ministero dell'Aeronautica

Roma. 25 MAR 1946 19

Mod. 1231

ALLA FORCES SUB COMMISSION
-A.C.- Transite Off. Colligamento
R.F.D.E.

Direzione

Roma

Prot. N. 410506/1-2

Allegato 17 Colf

e.p.c.

ALLO STATO MAGGIORE R.A. CDE

Risposta al Foglio del

Dir. Sec. N. 2

OGGETTO: Frequenza internazionale di pericolo da 500 Mc/s:-

In risposta al foglio n° AFSC/AIR/3535/SIGS, datato 15/3/1946, mentre si conferma che nessuna stazione radio della R. Aeronautica effettua ascolto sulla frequenza di 500 Mc/s., si comunica che in una prossima riunione con i rappresentanti della R. Marina, verranno esaminati tutti quei provvedimenti necessari per un miglioramento delle comunicazioni riguardanti il servizio del soccorso.-

Questa Direzione si riserva di informare codesta AFSC dell'esito della riunione e di fornire l'informazioni supplementari richieste con il foglio cui si risponde - c° capoverso.-



IL DIRETTORE DELLE COMUNICAZIONI
(Gen. Col. L. A. DE VINCENTI.)

Liubert

301

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

To : Air Headquarters, Royal Air Force Italy.

Date : 29th March 1946.

Ref : AFSC/AIR/S.535/SIGS.

I.A.F. W/T COMMUNICATIONS - A.S.R. ORGANISATION

On the assumption of responsibility for Aircraft Safety and Air Sea Rescue in Italy, by the Italian Air Force the W/T communications of the C.A.V.'s and of Rome in particular will require slight modification.

2. Point to Point Communications.

The existing aircraft movement circuit, RA.15, (I.A.F. notation Servizio 16), together with the Zone internal circuits and inter Zone Headquarters circuit are expected to provide adequate communications between Rome and the other C.A.V.'s. This will be more especially the case if the proposed telephone network can operate with a high standard of serviceability. Even in the case of the W/T circuits having to accept all traffic, (on account of unserviceable land lines), it is not thought that the channels would become too congested to maintain reasonably efficient communications.

3. W/T Communication - Air/Ground.

For the control of aircraft, it is thought desirable that the Italian Air Force should revert to the authorised frequency for communication with sea planes, 56225 Kc/s, rather than continue to use 6500/3805 Kc/s. The only advantage in retaining 3805 Kc/s would seem to lie in the possibility of using a common frequency for both aircraft and launches. It appears to be problematical whether or not there will be any launches at present; the probable indications are that there will not be. It is therefore considered preferable to use a frequency more suited to air/ground communication. It has been intimated that 6500 Kc/s may at a later date be allotted direction finding service, and to avoid changing again if/when this organisation is introduced it is preferred that the control of sea planes should be exercised on 5622.5 Kc/s. The C.A.V. Rome will open watch as main W/T control whenever operations are in progress, in order that signals discipline on the frequency may be maintained and that all messages between Sub-controls and aircraft may be intercepted and passed to the Controller at Rome.

4. Whenever a distress message on the HF D/T distress wave is intercepted, it is proposed that a watch should be opened at Rome, (Ciampino) and that this station should assume W/T control of the Italian

tions of the C.A.V.'s and of Rome in particular modification.

2. Point to Point Communications.

The existing aircraft movement circuit, RA.15, (I.A.F. notation Servizio 16), together with the Zone interal circuits and inter Zone Headquarters circuit are expected to provide adequate communications between Rome and the other C.A.V.'s. This will be more especially the case if the proposed telephone network can operate with a high standard of serviceability. Even in the case of the W/T circuits having to accept all traffic, (on account of unserviceable land lines), it is not thought that the channels would become too congested to maintain reasonably efficient communications.

3. W/T Communication - Air/Ground.

For the control of aircraft, it is thought desirable that the Italian Air Force should revert to the authorised frequency for communication with sea planes, 5622.5 Kc/s, rather than continue to use 6500/3805 Kc/s. The only advantage in retaining 3805 Kc/s would seem to lie in the possibility of using a common frequency for both aircraft and launches. It appears to be problematical whether or not there will be any launches at present; the probable indications are that there will not be. It is therefore considered preferable to use a frequency more suited to air/ground communication. It has been intimated that 6500 Kc/s may at a later date be allotted in direction finding service, and to avoid changing again if/when this organisation is introduced it is preferred that the control of sea planes should be exercised on 5622.5 Kc/s. The C.A.V. Rome will open watch as main W/T control whenever operations are in progress, in order that signals discipline on the frequency may be maintained and that all messages between Sub-controls and aircraft may be intercepted and passed to the Controller at Rome.

4. Whenever a distress message on the HF D/F distress wave is intercepted, it is proposed that a watch should be opened at Rome, (Ciampino) and that this station should assume W/T control of the frequency for the duration of distress traffic in the Italian area. The D/T station intercepting a distress message will be responsible for passing information at once to the appropriate C.A.V., which in turn will inform C.A.V. Rome. At Rome the watch will, for the present, be manned by R.A.F. operators and the receiver position will have telephone communication to the C.A.V. Controller at Centocalle.

- 2 -

It is felt that it is desirable that this watch should have D/F facilities but this is not essential. At a later date the responsibility could become entirely an Italian Air Force commitment, and the station be transferred to Centocelle, (or other suitable site).

5. The possible transfer of the HF D/F station at Bologna to the Italian Air Force, for operation on 4575/3105 Kc/s has been proposed, and is under consideration by the Italian Air Ministry.

6. It is intended to operate the HF D/F Station at Linate on 4781 Kc/s normally, but the station could change frequency to the distress wave in case of an emergency requiring this action.

7. It is confirmed that the Italian Air Force has the necessary equipment and personnel to operate the commitments envisaged.

8. This Sub Commission's letter of even date, reference AFSC/AIR/S.507/SIGS deals with the re-organisation of land lines to meet the requirements of the Aircraft Safety and Air Sea Rescue Commitments.

E.W. Freeman

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

Copy for information to :-

ITALIAN AIR MINISTRY, COMMUNICATIONS DIRECTORATE.

299

22A

From : Air Force Sub Commission, A.C., Rome.
 To : Italian Air Ministry, Communication Directorate,
 Air Forces Sub Commission Detachment, Taranto.
 Date : 25th March 1945.
 Ref : AFSC/AIR/S.535/5105.

RF 29/3

COMMUNICATIONS, AIRCRAFT SAFETY
AFSC/AIR/S.535/5105
INSTRUCTION No 31

Herewith are copies of the above Signals instructions which detail the Signals Organisation for Aircraft Safety and Air Sea Rescue and the RT D/F Pixie Organisation.

2. It will be appreciated that these instructions govern the operation of aircraft, launches and W/T stations under Allied control and that with the impending reduction of the Aircraft Safety Centres in Italy, and the assumption of responsibility for such aircraft safety facilities as will remain, by the Italian Air Force, it may be necessary or desirable to modify this organisation. In particular, the W/T control frequency (ies) for communication between aircraft and ground station might revert to 5622.5/Kc/s in place of 3805/6500 Kc/s, as the three megacycle frequency is suitable for relatively short range air/ground communication, and for the use of marine craft.

3. It is envisaged that when the Italian Air Force takes over control of Air Sea Rescue in the area now controlled by Aircraft Safety Centre, South Italy, the W/T stations at Brindisi (C.A.V.), and Taranto will be in communication with aircraft flying in the area. The C.A.V. at Rome would also open watch on the wave in order that all messages intercepted could be passed at once to the Controller (Rome). Rome C.A.V. will need to communicate direct with seaplanes operating from Lake Bracciano. At a later date, when Aircraft Safety Centre, North Italy closes, the operations of aircraft from Venice and La Spezia will come under the control of the C.A.V.'s at Venice and Milan respectively. It is evident that when these developments have taken place, it will be necessary for one station to assume the duties of main W/T control for the frequency. This would most appropriately be Rome, with the Sub-Controls at Brindisi, Milan, Venice, Taranto and possibly La Spezia. It is also probable that Catanian and Cagliari will be within workable range on a five or six megacycle frequency, and these stations too should be brought under the W/T Control of Rome if simultaneous operations are in being.

4. These instructions although they will only be applicable in part, give a comprehensive survey of the Signals Organisation for Aircraft Safety employed by the Allies. It is felt that in the establishment of a similar service by the Italian Air Force it would be very

2043

Herewith are copies of the above Signals Instructions which detail the Signals Organisation for Aircraft Safety and Air Sea Rescue and the HF D/F Fixer Organisation.

2. It will be appreciated that these instructions govern the operation of aircraft, launches and W/T stations under Allied control and that with the impending reduction of the Aircraft Safety Centres in Italy, and the assumption of responsibility for such aircraft safety facilities as will remain, by the Italian Air Force, it may be necessary or desirable to modify this organisation. In particular, the W/T control frequency (ies) for communication between aircraft and ground station might revert to 5622.5/Kc/s in place of 3605/6500 Kc/s, as the three megacycle frequency is suitable for relatively short range air/ground communication, and for the use of marine craft.

3. It is envisaged that when the Italian Air Force takes over control of Air Sea Rescue in the area now controlled by Aircraft Safety Centre, South Italy, the W/T stations at Brindisi (C.A.V.), and Taranto will be in communication with aircraft flying in the area. The C.A.V. at Rome would also open watch on the wave in order that all messages intercepted could be passed at once to the Controller (Rome). Rome C.A.V. will need to communicate direct with seaplanes operating from Lake Bracciano. At a later date, when Aircraft Safety Centre, North Italy closes, the operations of aircraft from Venice and La Spezia will come under the control of the C.A.V.'s at Venice and Milan respectively. It is evident that when these developments have taken place, it will be necessary for one station to assume the duties of main W/T control for the frequency. This would most appropriately be Rome, with the Sub-Controls at Brindisi, Milan, Venice, Taranto and possibly La Spezia. It is also probable that Catania and Cagliari will be within workable range on a five or six megacycle frequency, and these stations too should be brought under the W/T Control of Rome if simultaneous operations are in being.

4. These instructions although they will only be applicable in part, give a comprehensive survey of the Signals Organisation for Aircraft Safety employed by the Allies. It is felt that in the establishment of a similar service by the Italian Air Force it would be very advantageous to incorporate many of the features of this organisation. Additionally, the Italian Air Force operates HF D/T facilities by day, and their inclusion in the available distress organisation will present no difficulty, as already stations report bearings to their appropriate C.A.V.'s.

5. The Chief Signals Officer of this Sub Commission would welcome the opportunity of discussing the subject matter of these instructions with the Director of Communications at an early date, when it is hoped that decision can be reached on an agreed policy.

Earl
E.W. FREEMAN P/Lt.
for Air Vice Marshal
Director
Air Forces Sub Commission.

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

To : Italian Air Ministry,
Communications Directorate.

Date : 16th March 1946.

Ref : AFSC/AIN/S.525/SIGS.

A.S.R. EXERCISES - LA SPEZIA

Enclosed herewith is a copy of the report made by Aircraft Safety Centre, North Italy on Air Sea Rescue Exercises carried out at La Spezia during February. Ref. ASR Exercises, dated 3rd March 1946.

2. Referring to para 1 of the report, the question is raised that if communication on 1805 Kc/s proved to be impossible, was the alternative frequency 6500 Kc/s tried?

3. It is stated that the Cant was addressing messages to the Seaplane Base: this is contrary to normal W/T procedure, in which messages are addressed directly to and from the W/T Control and the aircraft with which it is working. The W/T linking station, (La Spezia), should not originate messages, and should not transmit at all unless a message from W/T control to aircraft, or from aircraft to W/T control is not received by the addressee giving "R" for it. Only then, should the linking station transmit, and it is essential that the message be transmitted exactly as received, complete with serial number and time of origin, the group "QPM" (the following message has been read, received, intercepted ^{20.7} being included as an operating signal.

4. No comment is made on para 5. May it be ensured that faulty keying will not occur through technical defects such as poor control lines or faulty relays?

5. On the question of relaying messages by W/T and/or by telephone, the following is submitted:

(i) The exercises must ensure the maximum of practice in communications, just as much as in navigation and sea/airmanship. Communications must be made to work under the most difficult conditions liable to be encountered in practice e.g. the unserviceability of the landline.

21A

OK
Cont for information 18/3

BF CSO.
30/3/46

Enclosed herewith is a copy of the report made by Aircraft Safety Centre, North Italy on Air Sea Rescue Exercises carried out at La Spezia during February, Ref. ASR Exercises, dated 3rd March 1946.

2. Referring to para 3 of the report, the question is raised that if communication on 3805 Mc/s proved to be impossible, was the alternative frequency 6500 Mc/s tried?

3. It is stated that the Cant was addressing messages to the Seaplane Base: this is contrary to normal W/T procedure, in which messages are addressed directly to and from the W/T Control and the aircraft with which it is working. The W/T linking station, (La Spezia), should not originate messages, and should not transmit at all unless a message from W/T control to aircraft, or from aircraft to W/T control is not receipted by the addressee giving "qm" for it. Only then, should the linking station transmit, and it is essential that the message be transmitted exactly as received, complete with serial number and time of origin, the group "qm" (the following message has been read, received, intercepted ²⁸ being included as an operating signal.

4. No comment is made on para 5. May it be ensured that faulty keying will not occur through technical defects such as poor control lines or faulty relays?

5. On the question of relaying messages by W/T and/or by telephone, the following is submitted:

(1) The exercises must ensure the maximum of practice in communications, just as much as in navigation and sea/airmanship. Communications must be made to work under the most difficult conditions liable to be encountered in practice e.g. the unserviceability of the landline.

(11) If in fact the landline became unserviceable reliance would have to be placed on the W/T circuit.

(111) If correct procedure is adhered to and messages are passed complete, both by W/T and by telephone there should be no confusion as to their identity.

(iv) Dictation of a W/T message by telephone is in general a less rapid form of communication than W/F, especially in the case of a long message, (all messages being written down it is presumed).

(v) Unless the necessity arose for working several aircraft simultaneously it is not considered that the use of W/T linking would cause undue congestion on the frequency.

6. Para 6 of the report is not completely understood, as to obtain D/F facilities requires a change of frequency from 3805 Kc/s. May it be clarified why there should be more difficulty in changing to 4575 "c/s than to 333 Kc/s?

7. The comments of Air Headquarters, Royal Air Force, Italy on para 5 (above), would be appreciated, but in the meantime the use of the W/T station at La Spezia as W/T link on 3805 Kc/s is to be continued. At the same time steps should be taken to improve the W/T discipline and ensure the use of correct procedure.

8. It is requested that this Sub Commission may be informed of the action taken.

E.W.F.

E.W. FREEMAN F/LI.

Air Vice Marshal,

Director

Air Forces Sub Commission.

for

298

Copies to: AFAC Detachment, Taranto

Air Headquarters Royal Air Force, Italy.

Aircraft Safety Centre North Italy.

20A

From : Air Forces Sub-Commission, AC, Rome
 To : Italian Air Ministry, Communications Directorate
 Date : 16th March 1946
 Ref. : AFSC/AFM/4.535/4195

BF 20/4/46

AIRCRAFT SAFETY - LANDING COMMUNICATIONS

15A

Reference is made to your Headquarters letter ref. 9047/761.992 Coll., dated 15th March 1946 and enclosure. This Sub-Commission's letter of even reference dated 21st February 1946 also refers.

2. It is noted that no priority "Aircraft Safety" is included in the circular No. 6 issued by the Ministry of Posts and Telecommunications and that you are taking action to have such a category included.

3. With the introduction of this system at the present it is too early to assess its efficiency, but it is requested that you will issue instructions to ensure that a careful check is made so that by 20th April 1946 a report can be given. It will be appreciated that only a very high standard of efficiency would be acceptable for services linking C.A.V.'s with Rome and with one another, as it envisaged to be a requirement for the C.A.V.'s to operate as units in the Aircraft Safety and Air Sea Search organizations. When the question is considered of the possibility of hopping over the lines now in use between A.I.F. Air Sea Search Units to the operation of the Italian Air Force for the same purpose, the efficiency of alternative means of communication is bound to be raised. Information must therefore be available as to the suitability of the existing civil telephone services, and the operation of priority calling facilities.

4. As it is felt that teleprinter communication between the C.A.V.'s on the mainland and Sicily with Rome is an eventual requirement, any information be furnished as to : -

(1) The existing private wire services that the A.I.F. has.

.../...

- 2 -

(ii) What facilities are available over civil land lines under control of the Ministry of Posts and Telecommunications.

5. It would be of interest to compare the facilities at present available with the pre-war I.A.F. telephone and teleprinter communication system.

Can particulars of the latter be supplied?

EW

for S. W. JENNINGS 9/14.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCE CHIEF OF STAFF

Copy to file AF33/AIR/S.507/8728

293

294

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry,
Communications Directorate.
Date : 15th March 1946.
Ref : AFSC/AIR/S.535/SIGS.

BF.
22/3

19A

INTERNATIONAL DISTRESS FREQUENCY 500 Kc/s.

Further information concerning the W/T stations operating a listening watch on 500 kc/s, listed at Appendix A to the Publication Ordineamento e Regolamento del Servizio delle Comunicazioni ed Assistenza del Volo della R.A.

2. It is understood that no Italian Air Force Stations keep watch on this frequency, but the Naval stations listed keep continuous listening watches. It is requested that additional information may be given:

- (i) Are D/F facilities available
- (ii) Telephone numbers of stations
- (iii) Whom to contact.

3. In the event of distress transmissions being intercepted on this frequency, the possibility of dinghy transmitters as well as those of marine craft in distress should be noted. It is therefore relevant to establish channels of communication between these stations and the Aircraft Safety Organisation. A possible medium for passing information is through the C.A.V.'s and the Italian Liaison Officers at the Aircraft Safety Centres, on the assumption that the C.A.V.'s would be in touch with Coastal Stations through the Seaplane Bases.

4. This Sub Commission would appreciate your suggestions as to the most practical chain of communication that could be established for the exchange of information between Aircraft Safety Centres and the W/T stations concerned.

EWF

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

18 A

From : Air Forces Sub Commission, A.C., Rome.
To : Air Headquarters, Royal Air Force, Italy.
Date : 15th March 1946.
Ref : AFSC/AIR/S.535/SIGS. 14 A

INTERNATIONAL DISTRESS FREQUENCY - 500 Kc/S.

Reference is made to your Headquarters letter ref. AHQI/S.4350/2/Signals, dated 6th March 1946 in response to which the following information can be given.

2. No Italian Air Force Stations maintain watches on 500 Kc/S. but stations of the Italian Navy maintain continuous watch :-

<u>Station</u>	<u>Callsign</u>
Rome	IBZ
Taranto	ICR
La Maddalena	ICH
Naples	ICN
Brindisi	ICE
Cagliari	IDP
Leghorn	IDK
Genoa	ICB
Venice	ICZ

3. Information required under para 3 sub paras (ii) and (iii) of your letter is not immediately available, but enquiry will be made through the Italian Air Ministry for the necessary details. 292

E. W. Freeman
for E. W. FREEMAN P/LT.
Air Vice Marshal,
Director
Air Forces Sub Commission.

From : Aircraft Safety Centre Northern Italy,
No. 5 Base Area, R.A.F., C.M.F.
To : Air Headquarters, Italy
(copies to AF Sub Commission Rome, AF Sub Commission Taranto
for information)
Date : 3rd March 1946.
Ref : ASR Exercises

17A
Copy of Encl 71A
on AFSC/48/1/AIR

LA SPEZIA SEAPLANE BASE

During the month of February five exercises were held with the seaplane base at La Spezia, and in four of these the Cants were used.

2. The results, as regards the procedure and efficiency of the aircraft and aircrew were excellent, and an MSL from Leghorn was successfully homed to a Cant on 385 Kcs.
3. The main difficulty in running these exercises is the confusion caused by the passing of information and messages from the base at La Spezia, both by telephone and W/T. Unfortunately it is still not practical for us to receive messages from the Cants direct, and in the last two exercises the Cant was unable to receive messages from us, and in consequence was addressing messages to the seaplane base, which were not passed to us verbatim. Parts of the messages were left out, and it would appear that the Operators at La Spezia just cannot understand that the whole message must be passed as received.
4. In this connection we find it confusing for the message to be passed both by telephone and by W/T, and since the telephone line is installed direct, we would prefer messages from the Cant to be passed by telephone and not on 3805 Kcs by La Spezia. In our view the frequency is cluttered up by this point traffic, and makes the work of the aircraft operator more onerous than it need be.
5. Our operators report that the keying is not good from La Spezia, and judging from the form some signals have taken, we think this statement is correct. For example one signal reads :- 37ZA to IMH "QVU No. 1 QAD IMH 0935 QAA 1015 QSP 67R QSL" and was received here from IMH as follows :-
"QAD 37ZA IMH WA T9R35 QAA 1TR15 AS QSL"
You will appreciate my remarks about transcription of messages and keying from this example.
6. Owing to lack of direction finding facilities now on 3805 kcs, and not considering it advisable to confuse the aircraft operator by getting the aircraft to change frequency to 4575 Kcs for fixes, we have been trying to do so on 333 Kcs, by getting Bologna to inform us of any bearings passed to the Cant by Rome, Pisa or Milan. So far this has not

proved successful, but another exercise is contemplated on 5th March embodying this procedure

signed R. POWES

F/LT

Senior Controller

Officer Commanding,

No.5 Base Area, R.A.F., C.M.F.

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION
ROME

REF: AFSC/48/1/AIR
DATE: 22 FEB. 1946

PLAN FOR FUTURE IAF AIRCRAFT SAFETY
AND AIR SEA RESCUE ORGANIZATION

1. A meeting was held at Rome on the 22nd of February 1946 for the purpose of planning the future IAF Aircraft Safety and Air Sea Rescue organization. Present at the meeting were W/C Clift, O.C. Taranto Detachment AFSC, Major Sass, Air II AFSC, S/L Banning-Lover, Aircraft Safety Officer for AHQI, S/L Wright, Signals officer for AHQI, and F/Lt. Freeman, Signals officer AFSC.

FUTURE ORGANIZATION

2. It was agreed that the organization necessary for the IAF to take over control of all Aircraft Safety and Air Sea Rescue in Italian territory is as follows:

- a. Safety Centers: The work of the present Safety centers will be taken over by the C.A.V.'s. The Rome C.A.V. will be the controlling one, with the other 5 C.A.V.'s coming under it. Having a central headquarters is considered necessary to tie in with similar organizations of other nations for complete international coverage.
- b. Controllers: It will be necessary to add an operational section, with plotting facilities, to each C.A.V. This will be composed of both an Air Force officer and a Naval officer on duty to control the planes and launches.
- c. Communications Facilities: Each C.A.V. will have land line communications with all airfields in its area, as well as with the rescue unit or units it controls, and the Rome C.A.V. Stand-by W/T communication will also be provided to the rescue unit and the Rome C.A.V.

d. Seaplane Detachments: The Seaplane detachments necessary to carry out this program will be as follows:

Taranto	- 3 planes
Brindisi	- 3 planes
Venice	- 3 planes
Spezia	- 3 planes

PLAN FOR FUTURE IAF AIRCRAFT SAFETY
AND AIR SEA RESCUE ORGANIZATION

1. A meeting was held at Rome on the 22nd of February 1946 for the purpose of planning the future IAF Aircraft Safety and Air Sea Rescue organization. Present at the meeting were W/C Clift, O.C. Taranto Detachment AFSC, Major Sass, Air II AFSC, S/L Banning-Lover, Aircraft Safety Officer for AHQI, S/L Wright, Signals officer for AHQI, and F/Lt. Freeman, Signals officer AFSC.

FUTURE ORGANIZATION

2. It was agreed that the organization necessary for the IAF to take over control of all Aircraft Safety and Air Sea Rescue in Italian territory is as follows:

a. Safety Centers: The work of the present Safety centers will be taken over by the C.A.V.'s. The Rome C.A.V. will be the controlling one, with the other 5 C.A.V.'s coming under it. Having a central headquarters is considered necessary to tie in with similar organizations of other nations for complete international coverage.

b. Controllers: It will be necessary to add an operational section, with plotting facilities, to each C.A.V. This will be composed of both an Air Force officer and a Naval officer on duty to control the planes and launches.

c. Communications Facilities: Each C.A.V. will have land line communications with all airfields in its area, as well as with the rescue unit or units it controls, and the Rome C.A.V. Stand-by W/M communication will also be provided to the rescue unit and the Rome C.A.V.

d. Seaplane Detachments: The Seaplane detachments necessary to carry out this program will be as follows:

Taranto	- 3 planes
Brindisi	- 3 planes
Venice	- 3 planes
Spezia	- 3 planes
Vigna di Valle	- 3 planes
Elmas	- 3 planes
Stagnione (Marsala)	- 3 planes

This requires a total of 21 planes, leaving 9 planes in reserve at Taranto from the anticipated 30 planes total that will be permitted for this work.



3. Launch Detachments: The Launch detachments necessary will be as follows:

Brindisi	-	2	HSL's or Pinnaces
Ancona	-	1	"
Venice	-	1	"
Spezia	-	2	"
Naples	-	2	"
Elmas	-	2	"
Stagnione (Marsa- la)	-	2	"

This requires 12 launches on duty and 2 additional ones should be obtained to keep at Taranto in reserve to allow for overhauls.

TRAINING

3. Brindisi C.A.V.: In order to train personnel and test the practicability of this organization, W/C Clift will establish a controlling section in the Brindisi C.A.V. immediately and run practice exercises. As soon as the efficiency of this unit is satisfactory, it will be inspected by the Aircraft Safety Section of AHQI and if considered efficient it will be permitted to operate under the Aircraft Safety Center Southern Italy until the final change over to IAF control.

4. Launches at Brindisi: The Air Forces Sub-Commission will attempt to get two launches (pinnaces would probably be easier to obtain and easier to maintain by the Italians) immediately for use at Brindisi. This will give the IAF full equipment in this area and make the exercises more practical.

5. IAF Liaison Officers in Safety Centers: In order to train more personnel, the Italian Air Ministry will be asked to place a minimum of 3 English speaking officer pilots at both Pomigliano and Bologna. S/L Banning-Lover will instruct the Safety centers to put these officers on regular watches with the present controllers so that the maximum amount of training will be available to them. These officers, along with the ones being used in the Brindisi C.A.V., will form a nucleus of trained personnel to carry on this work when the I.A.F. takes over from the R.A.F.

6. Training School: It was suggested by S/L Wright that a School be started, under the supervision of AHQI, to train the IAF personnel in procedure, proper use of "Q" signals, and W/T discipline, both air to ground and point to point. Details concerning the school will be arranged between F/Lt. Freeman and AHQI.

SUMMARY OF ACTION TO BE TAKEN

7. O.C. Taranto Detachment A.F.S.C.: The officer in charge of the Taranto Detachment AFSC is to establish a controlling section

Spezia	-	2	"
Naples	-	2	"
Elmas	-	2	"
Stagnione (Marsa-la)	-	2	"

This requires 12 launches on duty and 2 additional ones should be obtained to keep at Taranto for reserve to allow for overhauls.

TRAINING

3. Brindisi C.A.V.: In order to train personnel and test the practicability of this organization, W/C Clift will establish a controlling section in the Brindisi C.A.V. immediately and run practice exercises. As soon as the efficiency of this unit is satisfactory, it will be inspected by the Aircraft Safety Section of AHQI and if considered efficient it will be permitted to operate under the Aircraft Safety Center Southern Italy until the final change over to IAF control.

4. Launches at Brindisi: The Air Forces Sub-Commission will attempt to get two launches (pinnaces would probably be easier to obtain and easier to maintain by the Italians) immediately for use at Brindisi. This will give the IAF full equipment in this area and make the exercises more practical.

5. IAF Liaison Officers in Safety Centers: In order to train more personnel, the Italian Air Ministry will be asked to place a minimum of 3 English speaking officer pilots at both Pomigliano and Bologna. S/L Banning-Lover will instruct the Safety centers to put these officers on regular watches with the present controllers so that the maximum amount of training will be available to them. These officers, along with the ones being used in the Brindisi C.A.V., will form a nucleus of trained personnel to carry on this work when the I.A.F. takes over from the R.A.F.

6. Training School: It was suggested by S/L Wright that a School be started, under the supervision of AHQI, to train the IAF personnel in procedure, proper use of "Q" signals, and W/T discipline, both air to ground and point to point. Details concerning the school will be arranged between F/Lt. Freeman and AHQI.

SUMMARY OF ACTION TO BE TAKEN

7. O.C. Taranto Detachment A.F.S.C.: The officer in charge of the Taranto Detachment AFSC is to establish a controlling section in the Brindisi C.A.V. and start practice exercises, notifying AFSC and AHQI when exercises are running efficiently.
8. Air II AFSC: Air II AFSC is to write to MAAC, presenting a case for immediate transfer of 2 launches to the IAF at Brindisi.

9. Air II also to insure that the Italian Air Ministry furnish a minimum of 3 officer pilots each to ASC SI and ASC MI.
10. Aircraft Safety Officer AHQI: The Aircraft Safety Officer AHQI is to insure that the IAF liaison officers at the Safety Centers are used properly to obtain maximum training.
11. Aircraft Safety officer also to insure at Brindisi C.A.V. when it is fully operational.
12. Signals officers AHQI and AFSC: The Signals officers to obtain land line communication between all C.A.V.'s and the Rome C.A.V.
13. Signals officers to establish school for training IAF control-

289

E. J. S. S.
E. J. S. S., MAJOR A.C.
AIR II, AFSC

DISTRIBUTION:-
O.C. TARANTO DET.
AIRCRAFT SAFETY OFFICER AHQI
SIGNALS OFFICER AHQI
MAAC SECRETARIAT - 2 copies
ITALIAN AIR MINISTRY - 2 copies
SIGNALS OFFICER AFSC
AIR II AFSC
FILE

From : Ministero Aeronautica & Communication Section)

To : Air Forces Sub Commission Allied Commission Rome

Date : 11th March 1946

Ref : 9047/Tel.992 Coll

Reply to A.F.S.C. letter AIR/S.535/SIGS

For information to the Stato Maggiore

ROME

FLYING CONTROL - TELEPHONIC PRIORITY POSSIBILITY

The Post and Telecommunication Ministry with circular No. 6 dated the 18 January 1946 have sanctioned the order of telephonic priority which are necessary to fulfilled the present necessities.

The orders which have been issued to the State Telephonic Offices are mentioned in the attached circular.

Therefore in answer to the questions laid down in the in the above mentioned letter we reply with the following terms :

1. The system to be used for priority calls on the Italian Civil Telephonic net is mentioned in the attached circular.
2. In the attached circular are also listed, in order, the Official grades for priority.

The category "Allarmi" have been, following agreement by the three Ministries cancelled.

3. The Post and Telecommunication Ministry, have not included, in the priority orders, the communications for the flying control (Air routes - Met bulletins ect.)

priorities are used for radiotelegraphic and telegraphic communications.

This Ministry have informed the Post and Telecommunication Ministry in order that a special priority be applied for the flying control.

- 4-5 All the communications carried out on civilian circuits are subject to a payment of tax corresponding to the category of the communication (See last para of the attached circular).

For the communications " Armed Forces Operations " a tax three times the ordinary one is applied plus a surtax of 100 Lires for every three minutes.

6. For the civilian subscribers priority call are allowed they are also mentioned in the attached circular of the Post and Telecommunication Ministry.

Reply to A.F.S.C. letter AIR/S.535/SIGS

For information to the State Maggiore

ROME



FLYING CONTROL - TELEPHONIC PRIORITY POSSIBILITY

The Post and Telecommunication Ministry with circular No. 6 dated the 18 January 1946 have sanctioned the order of telephonic priority which are necessary to fulfilled the present necessities.

The orders which have been issued to the State Telephonic Offices are mentioned in the attached circular.

Therefore in answer to the questions laid down in the in the above mentioned letter we reply with the following terms :

1. The system to be used for priority calls on the Italian Civil Telephonic net is mentioned in the attached circular.
2. In the attached circular are also listed, in order, the official grades for priority.

The category "Allarmi" have been, following agreement by the three Ministries cancelled.

3. The Post and Telecommunication Ministry, have not included, in the priority orders, the communications for the flying control (Air routes - Met bulletins ect.) priorities are used for radiotelegraphic and telegraphic communications.

This Ministry have informed the Post and Telecommunication Ministry in order that a special priority be applied for the flying control.

- 4-5 All the communications carried out on civilian circuits are subject to a payment of tax corresponding to the category of the communication (See last para of the attached circular).

For the communications " Armed Forces Operations " a tax three times the ordinary one is applied plus a surtax of 100 Lires for every three minutes.

6. For the civilian subscribers priority call are allowed they are also mentioned in the attached circular of the Post and Telecommunication Ministry.

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

(Ciansanti)

Translated by Sgt. Albertini.

(CIRCULAR No. 6)

This Ministry, in order to obtain better results of the internal telephonic traffic have re-examined the priority calls for communications, in order to fulfilled the present needs.

I. - Allarms.

- a) Air Raid Allarm.
- b) Naval Allarm.
- c) Territorial Defence Allarm.

2. - Special Communications.
Urgent Servive informations.

3. - Armed Forces Operative Communications.

- a) Stato Maggiore Regia Aeronautica.
- b) Maristat - Maridipart Paranto.
- c) Stato Maggiore Army.
- d) Stato Maggiore H.Q.
- e) Allied Commands in Italy

4. - Public Order

5. - Communications to the Household and His Royal Highness the Lieutenant General of the Realm.

6. - Government very urgent communications.

- a) Ministers Counsel - Ministry of the Interior - High Commissioner for Sicily.
- b) Fire brigade (for urgent cases)
- c) Ministry of Public works and dependent Offices (For war damages)
- d) R.A. Ministry, Stato Maggiore R.A. and dependent Offices.
- e) Navy Ministry, Maristas and dependent Offices - Maridipart
- f) War Ministry, Stato Maggiore R.E. and dependent Offices - Allied Commands in Italy.
- g) Other Ministries and Government Offices, Minister without portfolio, according to the order of request.

7. - Private very urgent communications.

(Allowed only with a special authorisation)

8. - Urgent Government communications

- a) Ministers Counsel - Ministry of the Interior and dependent offices - High Commissioner for Sicily - Ministers without portfolio.
- b) Allied Commands in Italy.

the present needs.

I. - Allarms.

- a) Air Raid Allarm.
- b) Naval Allarm.
- c) Territorial Defence Allarm.

2. - Special Communications. Urgent Service Informations.

- 3. - Armed Forces Operative Communications.
 - a) Stato Maggiore Regia Aeronautica.
 - b) Maristat - Maridipart Faranto.
 - c) Stato Maggiore Army.
 - d) Stato Maggiore H.Q.
 - e) Allied Commands in Italy

4. - Public Order

5. - Communications to the Household and His Royal Highness the Lieutenant General of the Realm.

287

- 6. - Government very urgent communications.
 - a) Ministers Counsel - Ministry of the Interior - High Commissioner for Sicily.
 - b) Fire brigade (for urgent cases)
 - c) Ministry of Public works and dependent Offices (For war damages)
 - d) R.A. Ministry, Stato Maggiore R.A. and dependent Offices.
 - e) Navy Ministry, Maristas and dependent Offices - Maridipart
 - f) War Ministry, Stato Maggiore R.E. and dependent Offices - Allied Commands in Italy.
 - g) Other Ministries and Government Offices, Minister without portfolio, according to the order of request.

7. - Private very urgent communications. (Allowed only with a special authorisation)

- 8. - Urgent Government communications
 - a) Ministers Counsel - Ministry of the Interior and dependent offices - High Commissioner for Sicily - Ministers without portfolio.
 - b) Allied Commands in Italy.
 - c) R.A. Ministry, Superaereo and dependent Offices.
 - d) Navy Ministry, Maristat and dependent Offices - Maridipart.
 - e) War Ministry, Stato Maggiore R.E. and dependents Offices.
 - f) Works Ministry and dependent Offices.
 - g) Other Ministries and Government Offices, according to the order of request.

9. - Urgent private communications 9 Allowed only with special authorisation.

Cont.....pag.2

(Pag. 2)

10. - Ordinary communications.

- a) Ordinari Governement communications, according to the order of request.
- b) Ordinary Service informations
- c) Ordinary communications of privates according to the order of request.

We also point out that the person whom is booking a call, must make clear the category of the communication; if he does not give especial declaration, the communication will be considered ordinary.

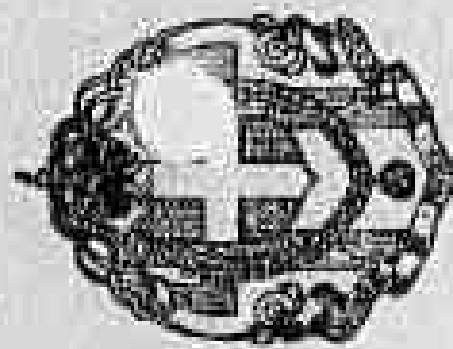
of tax

The urgent communications are subject to payment of three times bigger of the ordinary one. For the very urgent communications the urgent tax must be paid plus a surtax of 180 Lires, for every three minutes.

THE MINISTER
CEVALOTTO

Translated by Sgt. Albertini, M.

286



Ministero dell'Aeronautica

DIREZIONE DELLE COMUNICAZIONI

Divisione

Sez.

Prot. N. 998 del 21.2.45

Allegato

Sez.

ROMA

Risposta al Foglio del 21.2.45

Dir. Sez. AFSC/AIR

N. 535/SI

63

OGGETTO: Sicurezza di volo - Possibilità di precedenza telefoniche.

e per conoscenza :

ALLO STATO MAGGIORE R.A.

S E D E

Il Ministero delle Poste e delle Telecomunicazioni con circolare n. 6 in data 18 gennaio 1945 ha determinato l'ordine delle precedenza telefoniche adeguato alle attuali esigenze.

Le disposizioni impartite alle Aziende Telefoniche di Stato sono riportate nella circolare anzidetta della quale se ne invia un esemplare.

Pertanto, ai quesiti formulati con il foglio a riferimento si risponde nei seguenti termini :

1° - Il sistema per chiamata di precedenza sulla rete telefonica civile Italiana esiste ed è quello indicato nell'allegata.

2° - Nella stessa circolare sono elencati, nell'ordine, i gradi ufficiali di precedenza.

La categoria "Allarmi" è stata, in seguito, soppressa su concorde benestare dei tre Ministeri Militari.

3° - Il Ministero delle Poste e delle Telecomunicazioni non ha contemplato, nell'ordine delle precedenza, le comunicazioni per l'assistenza al volo (rotte aeree - bollettini meteorologici ecc.), precedenza che invece esistono per le comunicazioni radiotelegrafiche e telegrafiche. Questo Ministero ha interessato quello delle Poste e Telecomunicazioni affinché sia stabilita una speciale precedenza per l'assistenza al volo.

4°-5° - Tutte le comunicazioni effettuate sui circuiti civili sono soggette al pagamento della tassa corrispondente alla cate-

Il foglio ha valore di documento ufficiale e non può essere modificato o alterato in alcun modo.

ISTITUTO POLIGRAFICO DELLO STATO

Roma, 11 MAR 1945 19

158

Al L'AIR FORCE SUB COMMISSION
A.C. (tramite Ufficio Collega-
mento con l'A.C.) - Rif. Fog.
n. 775 del 25.2.45-

DIREZIONE DELLE COMUNICAZIONI

Divisione Gen.Prot. N. 4167 del 21.2.46Allegati998

mento con l'A.C.) - Rif. Fog.

n. 775 del 25.2.46-

ROMA

Risposta al Foglio del 21.2.46

Dir. Gen.

AFSC/AIR

N. 5.535/SI

GS

OGGETTO: Sicurezza ai volo - Possibilità di precedenza telefoniche.

e per conoscenza : ALLO STATO MAGGIORE R.A.

S E D E

Il Ministero delle Poste e delle Telecomunicazioni con circolare n.6 in data 18 gennaio 1945 ha determinato l'ordine delle precedenza telefoniche adeguato alle attuali esigenze. -

Le disposizioni impartite alle Aziende Telefoniche di Stato sono riportate nella circolare anzidetta dalla quale se ne invia un esemplare. -

Pertanto, ai quesiti formulati con il foglio a riferimento si risponde nei seguenti termini :

1° - Il sistema per chiamate di precedenza sulla rete telefonica civile Italiana esiste ed è quello indicato nell' **285** - circolare allegata. -

2° - Nella stessa circolare sono elencati, nell'ordine, i gradi ufficiali di precedenza.

La categoria "Allarmi" è stata, in seguito, soppressa su concorde benestare dei tre Ministeri Militari. -

3° - Il Ministero delle Poste e delle Telecomunicazioni non ha contemplato, nell'ordine delle precedenza, le comunicazioni per l'assistenza al volo (rotte aeree - bollettini meteorologici ecc.). precedenza che invece esistono per le comunicazioni radiotelegrafiche e telegrafiche. Questo Ministero ha interessato quello delle Poste e Telecomunicazioni affinché sia stabilita una speciale precedenza per l'assistenza al volo. -

4°-5° - Tutte le comunicazioni effettuate sui circuiti civili sono soggette al pagamento della tassa corrispondente alla categoria delle comunicazioni stesse. (vedi ultimo comma della circolare allegata).

Il pannello sottostante per ogni foglio deve essere compilato e consegnato alla Direzione a cui si risponde.

ISTITUTO POLIGRAFICO DELLO STATO

Mod. 123 F

15 A

Roma, 19 April

Ministero dell'Aeronautica



Al

Divisione

Sec.

Prot. N.º

Allegato

Risposta al Foglio del

Dir. Sec.

N.º

OGGETTO

Si prega di inviare per ogni lettera un solo esemplare e indicare nella risposta il N.º di protocollo e la data di invio, a cui si risponde.

Per le comunicazioni "operative delle Forze Armate" è dovuta la tassa tripla delle "ordinarie" ed una sopratassa fissa di L. 100 per ogni unità di tre minuti.

6° - Per gli abbonati civili esistono chiamate di precedenza pure stabilite con la ripetuta circolare del Ministero delle Poste e delle Telecomunicazioni. -

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

284



MINISTERO DELLE POSTE E DELLE TELECOMUNICAZIONI

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

Roma, li 18 Gennaio 1945

Al Primo Aiutante di Campo di S. A. R. il Principe di Piemonte Luogotenente Generale del Regno

A S. E. il Presidente del Consiglio

Alla Segreteria della Presidenza del Consiglio dei Ministri

Alla Segreteria Particolare del Presidente del Consiglio

Alle LL. EE. i Ministri e Sottosegretari

A tutti i Ministeri e Sottosegretariati

Al Comando Supremo

Allo S. M. R. E.

Allo S. M. R. M.

Allo S. M. R. A.

Allo Stato Maggiore Generale

Ufficio Telecomunicazioni

Al Comando Generale Arma CC. RR.

Al Comando Generale della R. Guardia di Finanza

Alto Commissario per i prigionieri di Guerra

Alto Commissario per le sanzioni contro il fascismo

Alto Commissario per i Profughi

Alla Direzione dell'Azienda di Stato per i Servizi Telefonici

CIRCOLARE N. 6

O G G E T T O :

PRECEDENZA COMUNICAZIONI TELEFONICHE

Questo Ministero, per meglio disciplinare il traffico telefonico interurbano, ha riesaminato l'ordine delle precedenza delle comunicazioni, adeguandolo alle attuali esigenze.

Sono state pertanto impartite disposizioni ai dipendenti uffici, affinché, a norma dei vigenti regolamenti, le richieste siano classificate come segue:

1° — Allarmi.

- a) Allarme aereo
- b) Allarme navale
- c) Allarme Difesa Territoriale.

2° — Comunicazioni speciali.

Avvisi urgenti di servizio.

3° — Comunicazioni operative delle forze armate.

- a) Stato Maggiore R. Aeronautica
- b) Maristat — Maridipart Taranto
- c) Stato Maggiore R. Esercito

283

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

Roma, li 18 Gennaio 1945

CIRCOLARE N. 6

O G G E T T O :

PREFERENZA COMUNICAZIONI TELEFONICHE

Al Primo Aiutante di Campo di S. A. R. il Principe di Piemonte Luogotenente Generale del Regno
A S. E. il Presidente del Consiglio
Alla Segreteria della Presidenza del Consiglio dei Ministri
Alla Segreteria Particolare del Presidente del Consiglio
Alle LL. EE. i Ministri e Sottosegretari
A tutti i Ministeri e Sottosegretariati
Al Comando Supremo
Allo S. M. R. E.
Allo S. M. R. M.
Allo S. M. R. A.
Allo Stato Maggiore Generale
Ufficio Telecomunicazioni
Al Comando Generale Arma CC. RR.
Al Comando Generale della R. Guardia di Finanza
Alto Commissario per i prigionieri di Guerra
Alto Commissario per le sanzioni contro il fascismo
Alto Commissario per i Profughi
Alla Direzione dell'Azienda di Stato per i Servizi Telefonici

Questo Ministero, per meglio disciplinare il traffico telefonico interurbano, ha riesaminato l'ordine delle precedenze delle comunicazioni, adeguandolo alle attuali esigenze.

Sono state pertanto impartite disposizioni ai dipendenti uffici, affinché, a norma dei vigenti regolamenti, le richieste siano classificate come segue:

1° — Allarmi.

- a) Allarme aereo
- b) Allarme navale
- c) Allarme Difesa Territoriale.

2° — Comunicazioni speciali.

Avvisi urgenti di servizio.

3° — Comunicazioni operative delle forze armate.

- a) Stato Maggiore R. Aeronautica
- b) Maristat — Maridipart Taranto
- c) Stato Maggiore R. Esercito
- d) Stato Maggiore Generale
- e) Comandi Alleati in Italia

4° — Ordine Pubblico.

5° — Comunicazioni della Real Casa e di S. A. R. il Luogotenente Generale del Regno.

6° — Comunicazioni urgentissime di Stato

- a) Presidenza del Consiglio — Ministero Interni — Alto Commissariato per la Sicilia.
- b) Vigili del fuoco (per i casi di sinistri implicanti immediati interventi).
- c) Ministero Lavori Pubblici e dipendenti Uffici (per danni di guerra e pubbliche calamità).
- d) Ministero Aeronautica, Stato Maggiore R. A. e dipendenti Uffici.
- e) Ministero Marina, Maristat e dipendenti Uffici — Maridipart.
- f) Ministero Guerra, Stato Maggiore R. E. e dipendenti Uffici — Comandi Alleati in Italia.
- g) Altri Ministeri ed Uffici Statali, Ministri senza portafoglio, secondo l'ordine della richiesta.

7° — Comunicazioni urgentissime dei privati.

(Concesse solo dietro particolare autorizzazione).

8° — Comunicazioni urgenti di Stato.

- a) Presidenza del Consiglio dei Ministri — Ministero Interni e dipendenti Uffici — Alto Commissariato per la Sicilia — Ministri senza portafogli.
- b) Comandi Alleati in Italia.
- c) Ministero Aeronautica, Superaereo e dipendenti Uffici.
- d) Ministero Marina, Maristat e dipendenti Uffici — Maridipart.
- e) Ministero Guerra, Stato Maggiore R. E. e dipendenti Uffici.
- f) Ministero Lavori Pubblici e dipendenti Uffici.
- g) Altri Ministeri ed Uffici Statali, secondo l'ordine della richiesta.

9° — Comunicazioni urgenti dei privati.

(Concesse solo dietro particolare autorizzazione).

10° — Comunicazioni ordinarie.

- a) Comunicazioni ordinarie di Stato, secondo l'ordine della richiesta.
- b) Avvisi ordinari di servizio.
- c) Comunicazioni ordinarie dei privati autorizzati secondo l'ordine della richiesta.

Si fa presente in proposito che l'utente, all'atto della prenotazione, dovrà dichiarare la categoria della comunicazione; qualora non faccia alcuna esplicita dichiarazione in proposito, la comunicazione verrà considerata ordinaria.

Le comunicazioni urgenti sono soggette al pagamento del triplo della tassa corrispondente a quella ordinaria. Per le urgentissime è dovuta la tassa delle urgenti ed una soprattassa fissa di L. 80,— per ogni unità di tre minuti.

IL MINISTRO
Cevolotto

Sigs file S.535/Sigs. 14A
BFL4

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

To:- Air Force Sub-Commission, Allied Commission, ROME. ✓

Date:- 6th March, 1946.

Actioned
E.S.

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

INTERNATIONAL DISTRESS FREQUENCY - 500 KC/S.

It would be appreciated if any information concerning the stations maintained by the I.A.F. or Italian Naval authorities which are operating a listening watch on the International Distress frequency 500 Kc/s could be forwarded to this Headquarters.

2. Recently an enquiry was made by A.S.C. Malta asking if any bearings were available on transmissions from a vessel which had run aground. Application was made by the Controller here to the R.M. but no information could be obtained.

3. Information required is:-

- (i) Stations monitoring 500 Kc/s and hours of operation.
- (ii) Telephone numbers of station.
- (iii) Whom to contact.

4. It would appear that, should there be stations operating, the quickest way to obtain information would be by the medium of the I.A.F. Liaison Officers at the Aircraft Safety Centres who would obtain the information from the appropriate C.A.V. Assuming that the C.A.V.'s are in touch with Coastal Stations through the seaplane bases.

282

For Air Vice Marshal,
Air Officer Commanding,
AIR HEADQUARTERS, R.A.F. ITALY.

Copy to: A.S.C. North Italy.
A.S.C. South Italy.

INTERNAL:
Aircraft Safety Officer.
A.F.A.I.S.



FROM AIR FORCES SUB-

LNOP V NERN N 23 P P
 FROM AIR FORCES SUB-COMMISSION DETACHMENT TARANTO 121030
 TO AIR FORCES SUB-COMMISSION ALLIED COMMISSION ROSE
 ED

YLC/5 12/3/46. UNCLASSIFIED. FOR FREEMAN FROM CLIFT.
 A.S.R. EXERCISES CARRIED OUT FEBRUARY BY SEAPLANES LA SPEZIA.
 YKK PARA SIX A.S.C.N.I. REPORT DATED MARCH THIRD ADDRESSED
 YOU CUGIES FREQUENCY DIFFICULTIES. CANNOT RECONCILE THESE WITH
 PARA SIX YOUR LETTER A.F.S.C./AIR/S.535/SIGS FEBRUARY EIGHTEEN.
 PRESUME A.S.C.N.I. HAVE NOT RECEIVED COPY OF YOUR INSTRUCTIONS.
 BT THI 1150

SENT STC E 1 K
 CCN WA A.S.R. EXERCISES// EXERCISES
 SENT STC E 1 K
 RCD 1330 JTS BIK



7A
 See also 6A

action at 1XA

281

From: Air Headquarters, Royal Air Force, Italy.

To : See Distribution List.

Date: 19th February, 1946.

Ref : AHQI/S.4350/Signals.

W/T CONTROL OF AIRCRAFT AND MARINE CRAFT ENGAGED IN RESCUE OPERATIONS.

The following correction is to be made to this Headquarters letter of even reference dated 12th February, 1946:-

Para. 9.

Correct second sentence to read "A.S.C. South Italy is required to make similar arrangements in respect of the C.A.V. at Brindisi and the I.A.F. aircraft at Brindisi and Taranto".



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

DISTRIBUTION:

A.H.Q., R.A.F., Greece.
A.S.C. Greece.
A.S.C. North Italy.
A.S.C. South Italy.
R.A.F. Station, Brindisi.
293 Squadron.
293 Squadron "C" Det.
A.F.S.C., Allied Commission, Rome.
R.A.F. Station, Ponigliano.
253 A.S.R. Unit.

Copy for Information.

H.Q., D.A.F.
H.Q., 249 Wing.
A.H.Q. Malta.
No. 3 Base Area Advanced.

INTERNAL:

G/Capt. Operations.
Aircraft Safety Officer.

280

2121

S. 535/842-12H

6H

2122

W/T CONTROL OF AIRCRAFT AND MARINE CRAFT ENGAGED IN RESCUE
OPERATIONS.

The following correction is to be made to this Headquarters
letter of even reference dated 12th February, 1946:-

Para. 9.

Correct second sentence to read "A.S.C. South Italy is required
to make similar arrangements in respect of the C.A.V. at Brindisi and the
I.A.F. aircraft at Brindisi and Taranto".



For Air Commodore,

Senior Air Staff Officer,
AIR HEADQUARTERS, R.A.F., ITALY.

DISTRIBUTION:

A.F.Q., R.A.F., Greece.
A.S.C. Greece.
A.S.C. North Italy.
A.S.C. South Italy.
A.A.F. Station, Brindisi.
293 Squadron.
293 Squadron "C" Det.
A.F.S.C., Allied Commission, Rome.
R.A.F. Station, Ponigliano.
253 A.S.R. Unit.

Copy for Information.

H.Q., D.A.F.
H.Q., 249 Wing.
A.F.Q. Malta.
No. 3 Base Area Advanced.

INTERNAL:

C/Capt. Operations.
Aircraft Safety Officer.



280

FROM : AIR FORCES SUB.COMMISSION, A.C. ROME.
TO : ITALIAN AIR MINISTRY, COMMUNICATIONS DIRECTORATE.
DATE : 21st FEBRUARY 1946
REF. : AFSC/AIR/3.535/SIGS.

B.F. 3/3
2/3

11/7

Reply at 15A

AIRCRAFT SAFETY - PRIORITY TELEPHONE
FACILITIES.

In view of the lack of "Private Wire" telephone and other landline communications between the C.A.V's and other important bases, especially in Northern Italy, information is requested whether or not a system of priority calling over Italian civilian circuits exists, and if so, what are the particulars of the service?

2. It is noted that in the past, requests by the Italian Air Ministry to the Ministry of Posts and Telegraphs, for private wires have not been granted, and it was suggested then that ways and means of securing rapid connection by priority calls should be investigated. It is requested that details on the following questions may be supplied:

- (i) Is there a system of priority calling over the Italian Civilian telephone services?
- (ii) What are the recognised degrees of priority?
- (iii) Is there a special priority for aircraft safety?
- (iv) Are inter-departmental charges made by the Ministry of Posts and Telegraphs for telephone service to the Air Ministry?
- (v) Is an additional charge made for a priority call?
- (vi) Are priority calls available to commercial telephone subscribers on the same terms as to Air Ministry and its subordinate formations, and if so is any precedence given for urgent operational calls?

279

- 2 -

3. Information on the above and any other relevant material would be appreciated at an early date.

E.W.F.

for

E.W. FREEMAN F/L
AIR VICE MARSHAL
DIRECTOR

AIR FORCES SUB/COMMISSION.

277
278

10A

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
 TO : ITALIAN AIR MINISTRY, COMMUNICATIONS DIRECTORATE.
 DATE : 19, FEBRUARY 1946.
 REF. : AFSC/AIR/S.535.

AIRCRAFT SAFETY W/T ORGANISATION - CALLSIGNS.

Under the W/T air ground organisation now in being, (or shortly to be effected), the control of aircraft and marine craft will be on 3805/6500 Kc/s. The callsigns of the stations that may be expected to operate on these frequencies are the following:-

Aircraft Safety Centre, Malta	3 G M
Aircraft Safety Centre, North Italy	67 R
Aircraft Safety Centre, South Italy	41 B
Aircraft Safety Centre, North Africa	79 P
Aircraft Safety Centre, Sardinia	S P 5
Aircraft Safety Centre, Greece	39 L
Aircraft Safety Centre, S. France	7 Q M
Italian Air Force, Brindisi	I L I
Italian Air Force, Taranto	I K G
Italian Air Force, Venice	I L S
Italian Air Force, La Spezia	I M H

277

2. Please notify all concerned.

*Original passed by hand
to Bob De Vincenti. 19/2*

EWF
 E.W. FREEMAN F/L
 AIR VICE MARSHAL
 DIRECTOR
AIR FORCES SUB COMMISSION

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
TO : ITALIAN AIR MINISTRY, COMMUNICATIONS DIRECTORATE.
DATE : 19, FEBRUARY 1946
REF. : AFSC/AIR/S.535/SIGS.

A/T HPL/E ORGANISATION FOR AIRCRAFT SAFETY.

Reference is made to Air Headquarters Royal Air Force Italy, Signals Instruction No 26, copies of which have been passed to the Communications Directorate and to the A.C. Air Forces Sub-Commission Detachment, Taranto.

2. Paragraph 2 of the above instruction states:
"On receipt of information that an aircraft is in distress the A.S.C. in whose area the aircraft is flying is to assume control of Section A.C. 1 (4575/3105 Kc/s) during the period of air sea or land rescue operation." 25/6

The interpretation of "CONTROL" in this case is to be regarded as the means whereby Controllers obtain immediate and first hand information of all that is passing on the wave during a distress incident, and that the A.S.C. concerned can instruct ground stations to "cease transmitting" or "wait", should their transmissions, not necessary to the distress incident, congest the wave.

3. Aircraft Safety Centres will have made arrangements for a watch to be set on 4575/3105 Kc/s immediately a distress call has been reported to them by any of the H.F. D/F stations in their area of control, and will this be ready to assume the control as interpreted in para.2.

4. It will be appreciated that only in exceptional cases would this watch additional to the control of A.S.R. Air and Marine Craft operated on the frequency 6500/3805 Kc/s, since in the majority of instances when active control in the A.S.R. frequencies is required, the watch on 4575/3105 is no longer required to be maintained by the A.S.C..

-2-

On the other hand, it may be necessary for an A.S.R. aircraft to be despatched as an emergency measure, to stand by for an aircraft in distress but not necessarily in immediate danger of forced landing. In this case it is an obvious advantage for the A.S.R. aircraft to be listening in on the distress frequency, to be fully aware of the immediate state of the distressed aircraft. In these circumstances the rescue aircraft would be briefed accordingly before take off and would maintain watch on 4575/3105 Kc/s unless instructed by Control to change to one of the A.S.R. Control frequencies.

5. W/T ground stations acting as linking stations at Venice, La Spezia, Taranto and Brindisi would not normally open watch on the M.F. D/F distress frequencies, as the range for these frequencies is universal up to four or five hundred miles, and the coverage of the existing D/F stations is considered adequate. The control of aircraft is carried out by the A.S.C's, and the stations on which aircraft are based do not require direct communication with them. It is, however, permissible to set listening watches on the distress wave, in order that the base of rescue aircraft may have immediate information as to the progress of an operation.

EWF
S.W. FREEMAN P/L
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION

275

Copy to : Air Forces Sub.Commission
Taranto Detachment.

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

To:- See Distribution List.

Date:- 12th February, 1946.

Ref:- AHQI/S.4350/Signals.

W/T WATCH BY ASC'S ON 4575/3105 KC/S.

Reference is made to H.Q. R.A.F. MEDME letter S.52578/Tels/Signals, dated 23rd November, 1945, addressed to all Aircraft Safety Centres.

2. Para.2 of the above mentioned letter states:

"On receipt of information that an aircraft is in distress the ASC in whose area the aircraft is flying is to assume control of Section AC.1 (4575/3105 Kc/s) during the period of air sea or land rescue operation."

The interpretation of "CONTROL" in this case is to be regarded as the means whereby Controllers obtain immediate and first hand information of all that is passing on the wave during a distress incident and that the ASC concerned can instruct ground stations to "cease transmitting" or "wait" should their transmissions, not necessary to the distress incident, congest the wave.

3. Acting on the instructions contained in the MEDME letter Aircraft Safety Centres will no doubt have made arrangements for a watch to be set on 4575/3105 Kc/s immediately a distress call has been reported to them by any H.F. D/F station in their area of control and will thus be ready to assume the control as interpreted in para.2. 274

4. It might be considered that this is an additional watch to be borne by the A.S.C. in conjunction with the W/T control of A.S.R. Air and Marine Craft carried out on 6500/3805 Kc/s. This is not the case since in the majority of instances when active control on the A.S.R. frequencies is required the watch on 4575/3105 Kc/s is no longer required to be maintained by the A.S.C. On the other hand it may be necessary for an A.S.R. aircraft to be despatched as an emergency measure to standby for an aircraft in distress but not necessarily in immediate danger of "ditching". In this latter case it is an obvious advantage for the A.S.R. aircraft to be listening in on the distress frequency to be fully aware of the immediate state of the distressed aircraft.

5. When it is not possible for an operator to be made immediately available to carry out this watch on Section AC.1 at the A.S.C. local arrangements are to be made with the Signals Officer of the unit controlling the nearest H.F. D/F station for the D/F station operators to be made fully

Sign file S.535/Sigs

(8A)

W/T WATCH BY ASC's ON 4575/3105 KC/S.

Reference is made to H.Q. R.A.F. MEDME letter S.52578/Tols/Signals. dated 23rd November, 1945, addressed to all Aircraft Safety Centres.

2. Para. 2 of the above mentioned letter states:
 "On receipt of information that an aircraft is in distress the ASC in whose area the aircraft is flying is to assume control of Section AC.1 (4575/3105 Kc/s) during the period of air sea or land rescue operation."
 The interpretation of "CONTROL" in this case is to be regarded as the means whereby Controllers obtain immediate and first hand information of all that is passing on the wave during a distress incident and that the ASC concerned can instruct ground stations to "cease transmitting" or "wait" should their transmissions, not necessary to the distress incident, congest the wave.

3. Acting on the instructions contained in the MEDME letter Aircraft Safety Centres will no doubt have made arrangements for a watch to be set on 4575/3105 Kc/s immediately a distress call has been reported to them by any H.F. D/F station in their area of control and will thus be ready to assist the control as interpreted in para. 2.

4. It might be considered that this is an additional watch to be borne by the A.S.C. in conjunction with the W/T control of A.S.R. Air and Marine Craft carried out on 6500/3805 Kc/s. This is not the case since in the majority of instances when active control on the A.S.R. frequencies is required the watch on 4575/3105 Kc/s is no longer required to be maintained by the A.S.C. On the other hand it may be necessary for an A.S.R. aircraft to be despatched as an emergency measure to standby for an aircraft in distress but not necessarily in immediate danger of "ditching". In this latter case it is an obvious advantage for the A.S.R. aircraft to be listening in on the distress frequency to be fully aware of the immediate state of the distressed aircraft.

5. When it is not possible for an operator to be made immediately available to carry out this watch on Section AC.1 at the A.S.C. local arrangements are to be made with the Signals Officer of the unit controlling the nearest H.F. D/F station for the D/F station operators to be made fully aware of their responsibilities in keeping the Aircraft Safety Centre fully informed of all that is happening on the distress frequency until such time as the A.S.C. is in a position to monitor the channel.



/2.....

6. Aircraft Safety Centres are required to confirm that the above instructions are understood and action on the lines indicated has been taken.

Copy to be kept

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

DISTRIBUTION:

A.H.Q. Greece.
A.S.C. Greece.
A.S.C. North Italy.
A.S.C. South Italy.
R.A.F. Station, Pomigliano.
No. 293 Squadron.

Copy to:
No. 249 Wing.
3 Base Area Advanced.
A.F.S.C. A.C. Rome.

Internal.
Aircraft Safety Officer.

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

TO : ITALIAN AIR MINISTRY, COMMUNICATIONS DIRECTORATE.

DATE : 18, FEBRUARY 1946.

REF. : AFSC/AIR/3.535/SIGS.

Original passed by
hand to Col. Delvincanti
19/2

W/T COMMUNICATIONS - AIRCRAFT AND
MARINE CRAFT ENGAGED IN AIR SEA RESCUE OPERATIONS.

1. It has been found necessary, in order to cover the areas and varying distances involved, for either 6500 Kc/s or 3805 Kc/s to be used at the discretion of the Controlling Unit for the purpose of maintaining efficient communication with aircraft and or marine craft engaged in rescue operations.
2. Depending on the area concerned and or the distance of the searching craft from base, it may be desirable for launches to be controlled initially on 3805 Kc/s with aircraft control on 6500 Kc/s or, during short range operations, the frequency of 3805 Kc/s may be suitable for both aircraft and marine craft throughout.
3. It is, therefore, a requirement that each Aircraft Safety Centre responsible for the control of A.S.R. operations should be able to operate transmitters and receivers on both 6500 Kc/s and 3805 Kc/s during the period of the operations.
4. It is not considered necessary for Araxos, Brindisi, Pisa or the C.A.Via at Venice ^{station at} Spezia to be able to operate two frequencies simultaneously. These units are normally only required to act as relay stations for short range operations with marine craft on 3805 Kc/s. Where however the controlling A.S.C. has found it necessary and possible to work both air and marine craft on the higher frequency the relay stations are to be instructed to change to that frequency.

-2-

5. Aircraft Safety Centres are required to arrange for A.S.R. Air and Marine Craft under their operational control to have their #/T sets calibrated for the frequency 6500 Kc/s in order that, when instructed by the A.S.C. these craft can change rapidly from 3805 Kc/s to 6500 Kc/s and vice versa.

6. A.S.C. North Italy is required to arrange for the I.A.F. C.A.V's and Seaplane Bases at Venice and La Spezia to be made aware of the possibility of operation on 6500 Kc/s, and that the #/T equipment of the ground stations and seaplanes are calibrated for this frequency. A.S.C. South Italy is required to make similar arrangements in respect of the C.A.V. at ^{Brindisi} Taranto and the I.A.F. aircraft at ^{Stabia and} ~~Brindisi~~ ^{Taranto}. A.S.C. Grosseto is requested to arrange for the A.S.R. Air and Marine Craft to be informed of the new organisation. A.S.C.'s concerned should test this new communication organisation at an early date and during A.S.R. exercises.

7. Reports on results obtained, the usefulness of or difficulties arising from the use of two #/T channels are to be included in the A.S.R. exercise report.

8. Air Headquarters R.A.F. Italy Signals Instruction No26 will be revised to include the new facility.

272

E.W.F.

E.W. FREEMAN P/L
AIR VICE MARSHAL
DIRECTOR
AIR FORCE SUB COMMISSION

Copy to O.C. A.F.S.C.
Taranto Det.

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

To:- See Distribution List.

Date:- 12th February, 1946.

Ref:- AHQI/S.4350/Signals.

W/T CONTROL OF AIRCRAFT AND MARINE CRAFT ENGAGED IN RESCUE OPERATIONS.

It has been found necessary, in order to cover the areas and varying distances involved, for either 6500 Kc/s or 3805 Kc/s to be used at the discretion of the Controlling Unit for the purpose of maintaining efficient communication with aircraft and/or marine craft engaged in rescue operations.

2. Depending on the area concerned and/or the distance of the searching craft from base, it may be desirable for launches to be controlled initially on 3805 Kc/s with aircraft control on 6500 Kc/s or, during short range operations, the frequency of 3805 Kc/s may be suitable for both aircraft and marine craft throughout.

3. It is, therefore, a requirement that each Aircraft Safety Centre responsible for the control of A.S.R. operations should be able to operate transmitters and receivers on both 6500 Kc/s and 3805 Kc/s during the period of the operations.

4. The acute shortage of manpower will not allow additional personnel to be established for the additional channel, and it will be necessary to make local arrangements to operate on both frequencies. Two receivers and transmitting keys are to be installed immediately adjacent to each other, and the output of the receiver on 6500 Kc/s wired to one telephone earpiece, and the 3805 Kc/s output to the other earpiece. By this means, one operator will be able to guard both frequencies during quiet periods, and the W/T Superintendent or any other available operator can take over one of the channels during peak periods.

5. A.H.Q. R.A.F. Greece and R.A.F. Station, Pomigliano are requested to assist the A.S.C.'s Greece and South Italy respectively by arranging for the provision of the additional transmitter and receiver required and for any slight installation work involved beyond the capacity of the A.S.C. operators.

6. It is not considered necessary for Araxos, Brindisi, Pisa or the C.A.V.'s at Venice and La Spezia to be able to operate two frequencies simultaneously. These units are normally only required to act as relay stations for short range operations with Marine craft on 3805 Kc/s. Where



Sigs file (6A)

Ref:- AHQI/S.4350/Signals.

W/T CONTROL OF AIRCRAFT AND MARINE CRAFT ENGAGED IN RESCUE OPERATIONS.

It has been found necessary, in order to cover the areas and varying distances involved, for either 6500 Kc/s or 3805 Kc/s to be used at the discretion of the Controlling Unit for the purpose of maintaining efficient communication with aircraft and/or marine craft engaged in rescue operations.

2. Depending on the area concerned and/or the distance of the searching craft from base, it may be desirable for launches to be controlled initially on 3805 Kc/s with aircraft control on 6500 Kc/s or, during short range operations, the frequency of 3805 Kc/s may be suitable for both aircraft and marine craft throughout.

3. It is, therefore, a requirement that each Aircraft Safety Centre responsible for the control of A.S.A. operations should be able to operate transmitters and receivers on both 6500 Kc/s and 3805 Kc/s during the period of the operations.

4. The acute shortage of manpower will not allow additional personnel to be established for the additional channel, and it will be necessary to make local arrangements to operate on both frequencies. Two receivers and transmitting keys are to be installed immediately adjacent to each other, and the output of the receiver on 6500 Kc/s wired to one telephone earpiece, and the 3805 Kc/s output to the other earpiece. By this means, one operator will be able to guard both frequencies during quiet periods, and the W/T Superintendent or any other available operator can take over one of the channels during peak periods.

5. A.M.Q. R.A.F. Greece and R.A.F. Station, Pomigliano are requested to assist the A.S.C.'s Greece and South Italy respectively by arranging for the provision of the additional transmitter and receiver required and for any slight installation work involved beyond the capacity of the A.S.C. operators.

(4) 6. It is not considered necessary for Araxos, Brindisi, Pisa or the C.A.V.'s at Venice and La Spezia to be able to operate two frequencies simultaneously. These units are normally only required to act as relay stations for short range operations with Marine craft on 3805 Kc/s. Where however the controlling A.S.C. has found it necessary and possible to work both air and marine craft on the higher frequency then the relay stations are to be instructed to change to that frequency.

7. Aircraft Safety Centres are required to arrange for the immediate provision of the facilities outlined at para. 3 and to report to this Headquarters when they are in operation.

/2.....

- 2 -

- (5) Aircraft Safety Centres are required to arrange for A.S.R. Air and Marine Craft under their operational control to have their W/T sets calibrated for the frequency 6500 Kc/s in order that, when instructed by the A.S.C. these craft can change rapidly from 3875 Kc/s to 6500 Kc/s and vice versa.
- (6) A.S.C. North Italy is required to arrange for the I.A.F. C.A.V.'s and Seaplane Bases at Venice and La Spezia to be made aware of the possibility of operation on 6500 Kc/s, and that the W/T equipment of the ground stations and seaplanes are calibrated for this frequency. A.S.C. South Italy is required to make similar arrangements in respect of the G.A.V. at Taranto Brindisi and the L.A.F. aircraft at Brindisi. A.H.Q. Greece is requested to arrange for the R.H.A.F. A.S.R. Air and Marine Craft to be informed of the new organisation. A.S.C.'s concerned should test this new communication organisation at an early date and during A.S.R. exercises.
- (7) Reports on results obtained, the usefulness of or difficulties arising from the use of two W/T channels are to be included in the A.S.R. exercise report.
- (8) *Air Headquarters RAF Italy*
This Headquarters Signals Instruction No.26 will be revised to include the new facility.
12. Aircraft Safety Centres are required to acknowledge receipt of this letter.

G.D.S.

DISTRIBUTION:

A.H.Q. R.A.F. Greece.
A.S.C. Greece.
A.S.C. North Italy.
A.S.C. South Italy.
R.A.F. Stn, Brindisi.
293 Sqn.
293 Sqn "C" Det. Pisa.
A.F. S.C. Allied Commission, Rome.
R.A.F. Stn, Pomiciano.
253 A.S.R. Unit.

Copy for Information.

H.Q. D.A.F.
249 Wing.
A.H.Q. Malta.
3 Base Area Advanced.

INTERNAL:

G/Capt. Operations.
Aircraft Safety Officer.

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

LROF V LAEE QEE NR 133 OP OP
CVR2

FROM ASC N ITALY 131742A

TO AHQ ITALY

AF SUB COMM ROME

CR --- BT

AF256 13/2 UNCLAES .

REF OUR AF249 COMMUNICATIONS TEST UNSATISFACTORY

TO BE REPEATED 15TH FEB SAME TIME

BT 131742A

SENT NR 133 E H B

RH 2315 *one*

AIR 5A
0964

3A. *refers.*

Witt

0599
14-2-46
N34/14 535/5270

AFCE/20/1/11.

REPORT ON VISIT BY JRMCM PM SAFETY
OFFICER TO ITALIAN SEAPLANE BASE,
TARANTO, AND C.A.V. BRINDISI

1. Early this month, Major Sasse (representative from A.F.S.C. Allied Commission, Rome) had discussed with M.C.O. of this H.Q., the possibilities of Italian S.A.Vs. and A.S.R. forces taking a larger share in the control of A.S.R. operations. C.F.C.O. H.Q. MED.MB (W/O, BUSKILL) had also asked for a report on this subject during his visit to this H.Q. on 9th - 10th January, 1946.

2. With these ideas in view, S/L. Tanning-Lover, in company with W/L. Perschke and Sgt. Worth, an interpreter from A.F.S.C. Det. visited the Italian Seaplane Base at Taranto on 17th January, 1946.

A.F.S.C. Detachment, Taranto

3. The A.F.S.C. Detachment, Taranto, is situated in Navy House; they have a direct line from R.A.F. Brindisi exchange, and also direct lines to the seaplane base at Taranto and the base at Brindisi. It was understood that the two R.A.F. Sgt. interpreters take alternate 24 hour watches, with arrangements with Navy House exchange to ring other extensions when they are away for meals etc. These two Sgts. act as a link between 302 A.S.R.C.U. and the Seaplane bases, merely translating all messages and instructions.

Seaplane Base, Taranto

4. We were favourably impressed by both the officers and the organization at the Seaplane Base, Taranto. In their operations room, which appeared fully staffed, was the 'phone by which instructions were received from 302 A.S.R.C.U. via the interpreters, and also plotting facilities for laying out areas of search etc. Communications were available to the base V/T station with which the seaplanes operate on Italian frequencies. They have not operated on the A.S.R. central frequency (3805 kcs.).

5. No A.S.R. exercises have been carried out since the base was established. It was stated

ACTION TAKEN
ACTION BY, AND COMMENTS.

End. 1A after

14/2
wp. M372

535/sigs 269

5622-5 kcs. allocated
1A - frequency
asked what power
TX at Taranto - 1000 watts

2138

785017

End. 11

14/2
wp: M372
535/Sigs 269

56225KHz. audiotape
1415 frequency
1700KHz. but what? joined
TX at 1400KHz. + 1415KHz?

4. S.R. operations. C.E.C.O. R.O. R.E.D. (W/C. BUCKLE) had also asked for a report on this subject during his visit to this H.C. on 9th - 10th January, 1946.

2. With these ideas in view, S/L. Harding-Lover, in company with S/L. Persson and Sgt. North, an interpreter from I.S.S.A. Det. visited the Italian Seaplane Base at Taranto on 17th January, 1946.

4. S.R.C. Detachment, Taranto

3. The A.S.C. Detachment, Taranto, is situated in Navy House; they have a direct line from R.A.W. Brindisi exchange, and also direct lines to the seaplane base at Taranto and the base at Brindisi. It was understood that the two R.A.W. Sgt. interpreters take 1400KHz. 24 hour watches, with arrangements with Navy House exchange to ring other extensions when they are away for meals etc. These two Sgts. act as a link between 302 A.S.R.C.M. and the Seaplane bases, merely translating all messages and instructions.

Seaplane Base, Taranto

4. We were favourably impressed by both the officers and the organization at the Seaplane Base, Taranto. In their operations room, which appeared fully staffed, was the 'phone by which instructions were received from 302 A.S.R.C.M. via the interpreters, and also plotting facilities for laying out areas of search etc. Communications were available to the base W/T station with which the seaplanes operate on Italian frequencies. They have not operated on the A.S.R. control frequency (3805 KHz.).

5. No A.S.R. exercises have been carried out for some considerable time. It was agreed that an Italian officer and an Italian W/T operator should go out on an A.S.R. and carry out simple hearing practices with one of the seaplanes, at the earliest possible opportunity. Thereafter, standard hearing procedure should be used in further exercises without using the Italian W/T operator. Exercises should then be made even more comprehensive.

/over...

est 2...

ACTION TAKEN
AND COMMENTS.

5. Some points raised by the C.O. of the Seaplane Base were as follows :-

- (a) Defined areas in which various W/T frequencies and stations could be worked were asked for. They complained that they often got out of range of W/T communication.
- (b) Callsigns of other W/T stations available for their use were also required.
- (c) New A.S.R. orders were also asked for. These are now complete and are being forwarded to A.F.S.O. Allied Commission, Rome, for translation.

7. The question at para. 6(a) can only be due to the use of the low powered Italian W/T stations. If they could use the 3805 kcs. frequency of the Brindisi transmitter, this problem would not occur, or at least not so acutely.

8. The question at para. 6(b) should be cleared up when H.Q. MED.M. Signals Instruction No. 25/1945 (ITALIAN AIR FORCE COMMUNICATIONS) has been translated and passed to the Italians.

C.A.V. Brindisi

9. Unfortunately, the services of an only mediocre interpreter were available when the C.A.V. at Brindisi was visited. The work done there appeared to consist almost entirely of Met. services.

10. Communications available to the C.A.V. appeared to consist of :-

- (a) Ordinary civilian telephone network - no 'operational' lines.
- (b) Several telegraph tape-machines connected to main centres, Rome, Taranto, Bari, Naples, etc.
- (c) Seven or eight W/T receivers (including a high-speed set) which it was understood were mostly used in conjunction with Met. broadcast.

Why didn't they ask for Italian?
Believe it or not, I said 'maintain contact'!

communication.

(b) Call signs of other V/T stations available for their use were also required.

(c) New A.S.R. orders were also asked for. These are now complete and are being forwarded to A.S.S.C. Allied Commission, Rome, for translation.

7. The question at para. 6(a) can only be due to the use of the low-powered Italian V/T stations. If they could use the 3000 kcs. frequency of the Brindisi transmitter, this problem would not occur, or at least not so acutely.

8. The question at para. 6(t) should be cleared up when H.C. MED.ME. Signals Instruction No. 25/1945 (ITALIAN AIR FORCE COMMUNICATIONS) has been translated and passed to the Italians.

C.A.V. Brindisi

9. Unfortunately, the services of an only mediocre interpreter were available when the C.A.V. at Brindisi was visited. The work done there appeared to consist almost entirely of Mat. services.

10. Communications available to the C.A.V. appeared to consist of :-

(a) Ordinary civilian telephone network - no 'operational' lines.

(b) Several telegraph tape-machines connected to main centres, Rome, Taranto, Bari, Naples, etc.

(c) Seven or eight V/T receivers (including a high-speed set) which it was understood were mostly used in conjunction with Mat. broadcasts.

11. It was understood that all communication with aircraft was carried in a separate V/T station about two miles away. There appeared to be nowhere that even resembled an operations room in the C.A.V. All plotting or D/F. on aircraft was also done at the separate V/T station. There appeared to be no control of aircraft whatever from the C.A.V.

/over ...

British or Italian?

*Excluded by 2000 hrs
transmission
maintain contact*

*7
4000 Kc. Station*

ACTION TAKEN
ACTION BY AND COMMENTS.

A.S.R. Control by C.A.V. - Conclusions

12. It is considered that the C.A.V. at Brindisi, as at present constituted and as named, could not adequately control A.S.R. forces in this area. The control of R.A.F. H.S.I.s. by the C.A.V. could definitely not be considered.

13. It is suggested that A.S.C. discuss this further with Major Sess (A.F.S.C. - Rome) and propose that the C.A.V., the Italian launch at Taranto, and the Cants combine together and carry out A.S.R. exercises. Then these have been worked up, they could be watched by this Headquarters' representatives, and the whole subject reviewed again.

A.S.R. Control from R.A.F. Station, Brindisi

14. The chain of control of the A.S.R. forces in the Brindisi area is as follows :-

(a) A.S.C. Southern Italy (A.C.I. 24th, January, 1945).

by 'phone to :-

(b) R.A.F. Station, Brindisi

by 'phone to :-

(c) Interpreters at A.F.S.C. Detachment, Taranto.

by 'phone to :-

(d) Seaplane Bases

by "T. to :-

(e) Seaplanes.

15. There are several weak points in this chain. 302 A.S.F.C.U. have reported occasions when it has not been possible to raise A.F.S.C. Detachment.

16. It is understood that the Navy are withdrawing from Taranto shortly. It was not discovered whether the exchange of Navy House will remain or whether alternative lines from R.A.F. Station, Brindisi, to the Seaplane Bases

used to be a very poor land line. Now with C.A.V. in the area it is much improved.

268

13. It is suggested that A.S.C. discuss this further with Major Snes (A.F.S.C. - Rome) and propose that the C.A.V., the Italian lunch at Taranto, and the Cents combine together and carry out A.S.R. exercises. Then these have been worked up, they could be watched by this Headquarters' representatives, and the whole subject reviewed again.

A.S.R. Control from R.A.F. Station, Brindisi

14. The chain of control of the A.S.R. forces in the Brindisi area is as follows :-

(a) A.S.C. Southern Italy (V.O.I. 24th, January, 1945).

by 'phone to :-

(b) R.A.F. Station, Brindisi

by 'phone to :-

(c) Interpreters at A.F.S.C. Detachment, Taranto.

by 'phone to :-

(d) Seaplane Base

by r/t. to :-

(e) Seaplanes.

15. There are several weak points in this chain. 302 A.S.R.C.U. have reported occasions when it has not been possible to raise A.F.S.C. Detachment.

16. It is understood that the Navy are withdrawing from Taranto shortly. It was not discovered whether the exchange of Navy House will remain or whether alternative lines from R.A.F. Station, Brindisi, to the Seaplane Base via A.F.S.C. Det. are being arranged.

17. As mentioned in para. 7, the V/I link to the seaplanes is not always satisfactory.

/over ...

*Send to the very
first, good list.
All other things
must be left out
and much improved*

Sheet 4 ...

ACTION TAKEN
AND COMMENTS.

Conclusions

18. It is suggested that the link in the chain of control at para. 14 (c) could be replaced by English speaking Italian liaison officers at R.A.F. Station, Brindisi. This system has worked successfully at A.S.C. Northorn Italy, in controlling the Venice Centre, and would also give future C.A.V. controllers valuable experience.

19. With Italian liaison officers at R.A.F. Station, Brindisi, the seaplanes could also be controlled direct on the 3805 kcs. frequency from R.A.F. Station, Brindisi. If the C.A.V. were provided with a set on the same frequency they could keep a listening watch, which would keep them in the picture during A.S.A. exercises or incidents.

20. May A.S.C. propose this to A.F.S.C. Allied Commission, Rome?

9/13/46
(G.C.F.-LAWER)
Squadron Leader,
ALBERT SAFETY OFFICER.

A.H.Q. R.A.F. ITALY
22nd January, 1946.

Distribution:-

- G.C. Ops. - Action copy
- C.S.O. - For information.
- C.S.O. Air Mem. Sigs. " "
- File.

External

- R.A.F. Station, Brindisi (3)
- A.F.S.C. Allied Commission, Rome (4)
- A.F.S.C. Detachment, Toronto (1)

LROF V LAEE NR 72 IMPORTANT OVDs

FROM ASC N ITALY

TO ASC S ITALY : ASC MALTA " ASC FRANCE : ASC ALMAS

AND ITALY : AIR FORCES SUB COMMISSION ROME

BT

AF249 10/2 UNCLAS . COMMUNICATION EXERCISE 3805 KCS WILL BE HELD ON
WEDNESDAY 13TH FEB BETWEEN 0945A AND 1200A WITH CANT FROM LA SPEZIA .
CALLSIGNS LA SPEZIA INH (R) ITEM MIKE HOW CANT 37ZA (R) 37 ZEBRA ABLE
AND OURSELVES 67R . PLEASE REPORT SIGNAL STRENGTHS

BT 101645A

SENT NR 72 KM AR K

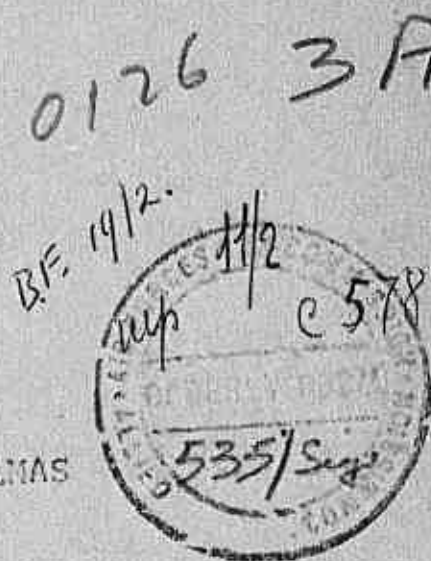
TKS AR

RD

102017A

RS7

267



LRKB V LAEE N 16 OP OP

QVR

FROM

ASC N ITALY 081150A

TO

ASC W ITALY : ASC S FRANCE : ASC MALTA : ANQ ITALY :
AIR FORCES SUB COMMISSION ROME

BT

AF24 UNCLASS . 6 FEB . GROUND POINT TO POINT TEST ON 3800 KCS
BETWEEN ITALIAN SEAPLANE BASE LA SPEZIA C/S IMM (R) ITEM
MIKE HOW AMB OURSELVES C/S 6/R (R) 6/ ROGER WILL TAKE PLACE ON 9TH
FEB . 1000A TO 1100A . AIR TO GROUND TESTS, ON WEDNESDAY 13 TH FEB
IF SUCCESSFUL . DETAILS LATER

BT 081150A

SENT NR 16 BMD 081647 B1 K

RD NR 16 081650A FB KK

Communication 4/c Dept.

ATIR 7A

778/08

imp.

C 568

535/266

1A

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

To : Italian Air Ministry
Communications Section.

Date : 4th February 1946

Ref : AFSC/AIR/S535/SIGS.

COMMUNICATIONS FOR AIRCRAFT SAFETY

Attached herewith is the report submitted by S/L BANNING-LOVER on his visit to the Italian Sea Plane Base, Taranto and the Centrale di Assistenza del Volo, Brindisi.

2. It will be understood that the substance of this report makes no proposals in their complete and final form; but offers suggestions that may form the basis for discussions.

3. Your attention is invited particularly to the passages dealing with communications which are enumerated below:-

(i) It is agreed that exercises as at para 5 should be carried out. The HF frequency to be used for "Homing" exercises is 385 Kc/S.

(ii) (a) Ref para 6 sub para (a). There seems to be no good reason why W/T contact should not be maintained, (by day), on 5622.5 Kc/S. May enquiry be made into this?

(b) Only Italian stations work 5622.5 Kc/S and the call-signs it is presumed should be already known!

265

(iii) The explanation as at para 7 is incorrect as both transmitters at Brindisi and Taranto are low power, (300-400 watts).

(iv) Ref para 15, it is known that the land line Brindisi-Taranto has given poor service in the past. Recent reports suggest that its condition had improved.

(v) Ref para 19 it is agreed that it would be advantageous for Taranto and Brindisi W/T stations to operate on a common frequency. Unfortunately the Italian aircraft W/T equipment that will cover this frequency is considerably inferior to the type 320/2 which is operated on 5622.5 Kc/S. The possibility of modification to the type

COMMUNICATIONS FOR AIRCRAFT SAFETY

Attached herewith is the report submitted by S/L BANNING-LOVER on his visit to the Italian Sea Plane Base, Taranto and the Centrale di Assistenza del Volo, Brindisi.

2. It will be understood that the substance of this report makes no proposals in their complete and final form; but offers suggestions that may form the basis for discussions.

3. Your attention is invited particularly to the passages dealing with communications which are enumerated below:-

(i) It is agreed that exercises as at para 5 should be carried out. The MF frequency to be used for "Homing" exercises is 385 Kc/S.

(ii) (a) Ref para 6 sub para (a). There seems to be no good reason why W/T contact should not be maintained, (by day), on 5622.5 Kc/S. May enquiry be made into this?

(b) Only Italian stations work 5622.5 Kc/S and the call-signs it is presumed should be already known!

265

(iii) The explanation as at para 7 is incorrect as both transmitters at Brindisi and Taranto are low power, (300-400 watts).

(iv) Ref para 15, it is known that the land line Brindisi-Taranto has given poor service in the past. Recent reports suggest that its condition had improved.

(v) Ref para 19 it is agreed that it would be advantageous for Taranto and Brindisi W/T stations to operate on a common frequency. Unfortunately the Italian aircraft W/T equipment that will cover this frequency is considerably inferior to the type 320/2 which is operated on 5622.5 Kc/S. The possibility of modification to the type 320/2 to cover 3.5 MC/S is worth considering.

4. It is considered that the communications detailed at para 10 would not be adequate for linking the G.A.V's with one another and Air Ministry if the responsibility for aircraft safety and Air Sea Rescue is to be undertaken.

In this connection it is noted that up the present the Ministry of Posts and Telecommunications has not seen fit to grant requests for the lines between Rome-Bologna, Bologna-Milan, Bologna-Padua and Milan-Turin.

E. W. Freeman

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

Report enclosed at 4A.

264

2149