

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

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MONTHLY SIGNALS REPORTS
JAN. - AUG. 1946

LOOSE MINUTE

S.S.O.

Signals Report for inclusion in Air Report1. Civil Aviation - Communications.

In accordance with instructions received from U.K.C.A.T.R. a transmitter and receiver was installed at Centocelle on 15th July working on 11394 Kc/s by day and 6517 kc/s by night. This service is to be used for Civil Aviation aircraft movements on the Point to Point Service Almaza/Rome/Malta. Contact was made with Almaza on 18th July on the night frequency. The day frequency was changed on the 20th July to 10800 kc/s. Nothing has been heard yet from Malta.

2. H/F D/F Station Bologna.

The H/F D/F Station at Bologna came into service on the 13th July. Frequency 4781 Kc/s. Hours of working dawn to dusk. Call sign ILA. Position 44 32'20" N 11 17' 13" E.

AFSC/AIR/5537/SIGS
1st August 1946

A.W. RAY, S/LDR
Chief Signal Officer

LOOSE MINUTE

3.3.0.SIGNALS REPORT FOR INCLUSION IN AIR REPORTItalian Air Force - Radar Defence Plan - Equipment.

With the exception of V.H.P. D/F vehicles more than sufficient Radar and V.H.P. mobile equipment to equip one Mobile Defence Sector was frozen at No. 4M.T.S.R. Vassuvine on the authority of HQ. MED/AF. This equipment is being held pending authority from Air Ministry to hand it over to the I.A.M. The equipment comprises approximately 120 vehicles.

Cws

A.W. RAY 5/Ldy.
Chief Signals Officer

AFSG/ATR/8537/SIGS
1st July 1946.

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LOOSE MINUTE

6A

S.S.O.SIGNALS REPORT FOR INCLUSION IN AIR REPORTAllied Aircraft - Radio facilities.

1. The question of radio facilities for allied aircraft was discussed at Ciampino on May 24th by C.S.O. A.F.S.C. and Ops staff Ciampino. It was confirmed that allied crews are given details of Italian Radio Facilities at Briefing and that crews carry relevant extracts from "The Radio Navigators Handbook" which gives details of available Italian radio facilities.

2. Bologna

Bologna airfield was visited on May 28th by the C.S.O. A.F.S.C. in company with L/Col GIANCANTI of the Italian Air Ministry. The H/F/ D/F receiving station was inspected and handed over to L/Col GIANCANTI representing the Italian Air Ministry. Owing to the fact that the I.A.M. have to install and set up their own transmitter and calibrate the goniometer for site errors it is estimated that approximately one month will be required to make the complete installation serviceable.

A.W. Ray S/Ldr.

A.W. RAY S/Ldr.
Chief Signals Officer

AFSC/AIR/S537/SIGS

29th May 1946.

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LOOSE MINUTE

S.S.O. thru' P/L HART

SIGNALS REPORT FOR INCLUSION IN AIR REPORT.Aircraft Safety Communications.

1. As an integral part of the organisation being set up by the Italian Air Force for the coordination and control of Air Sea Rescue operations in Italy, arrangements are being made for the transfer of the essential minimum of private wire telephone circuits at present in use as operational circuits by Air Headquarters, Royal Air Force, Italy. Air Sea Rescue is regarded as an international rather than a purely national service and good communication between the C.A.V's is of ~~paramount~~ ^{paramount} importance. Tie lines are considered to be essential as the system of priority calling over civil telephone services has not given sufficiently rapid communication. W/T circuits in support of the telephone communications are already in being as also are the air/ground channels required for operating Air Sea Rescue aircraft.

Linate.

2. Re-installation of the HF D/F station has been completed and the station is awaiting air calibration. The installation of the air-field Control Tower has been held up by delay in securing and transporting the necessary equipment, but its completion at an early date is expected.

AFSC/AIR/S.537/SIGS.
8th April 1946

E.W. Freeman
E.W. FREEMAN
Flight Lieutenant
Chief Signals Officer.

S.S.C.

LOOSE MINUTE

MONTHLY SIGNALS REPORT - MARCH

A.F.S.C. Communications.

1. Owing to the closing of No 2 Base Area Signals Office this Sub Commission's signals traffic is now routed as follows: signals classified as Secret and above, through 149 Staging Post, Ciampino; traffic which is Confidential and below, through Allied Commission Signal Office.

2. Arrangements have been made for MAYFLY signals from Lecce to be passed by the Italian teleprinter circuit Air Ministry, Rome, and thence to this Sub Commission. This has so far proved to be very unsatisfactory.

Aircraft Safety Communications.

3. Enquiry had revealed that Italian Air Ministry has up to now not been able to secure priority calling facilities over civilian lines for aircraft distress telephone communications. Such a call could be given the priority "Urgent operation" but the use of this degree of urgency has not given the necessary rapid contacts essential to aircraft safety organisation. In addition it is chargeable at trebble the normal rate, plus a surtax.

4. In planning telephone communications for the C.A.V's to operate as an aircraft safety and air sea rescue organisation provision is being made for what is regarded as a minimum skeleton of private wire communications for operational circuits between the C.A.V's and Rome, including tie lines to the seaplanes bases, and such important centres as Bologna and Naples. Air Headquarters, Royal Air Force, Italy has agreed that these circuits should be handed over to the Italian Air Force for operation as a military requirement serving both Italian and Allied needs.

5. Italian Air Ministry is arranging for W/T watches to be kept at Rome and the C.A.V's to provide for air/ground communications for A.S.R. aircraft under Italian control, and that eventually a watch on the HF D/F distress frequency will be manned.

6. It had been proposed to secure communications between the Naval stations guarding the international distress frequency, 500 Kc/s, and the Aircraft Safety Centres North and South Italy. This will now become a matter purely for the Italian Air Force and Navy to arrange so that any information can be fed into the appropriate C.A.V's.

7. The establishment of international frequencies for passing aircraft movements still remains in abeyance. Permission has been re-

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7. The establishment of international frequencies for passing aircraft movements still remains in abeyance. Permission has been requested for the C.A.V. Rome to join the net on 5660 Kc/s on which Malta, Ajaccio and Tunis operate.

Linate.

8. The reinstallation of the HF D/F station at Linate is now complete and the station will be air calibrated early in April. Work on the installation of the Airfield Control Tower is held up temporarily for lack of equipment. It is assured by Air Headquarters, Royal Air Force Italy, that this matter is receiving attention and the early completion of the repairs may be expected.

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Visits.

9. A separate report of the C.S.O.'s visit to Linate 6th - 8th March 1946 has been submitted.

E.W.F.
E.W. FREEMAN P/LT.
C.S.O.

AFSC/AIR/S.537/SIGS.

5th April 1946.

Original passed by hand. E.W.F.

LOOSE MINUTE

3A

S.O. thru' F/L HART

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AFSC/AIR/5.537/SIGS.
8th April 1946

EWF
E.W. FREEMAN
Flight Lieutenant
Chief Signals Officer.

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To : S.S.O.

MONTHLY SIGNAL REPORT - FEBRUARY.International Callsigns

1. M.A.A.C. Secretariat has given authority for the I.A.F. to revert to the use of International W/T Callsigns for all radio communications. The Italian Air Force has put this into effect without delay.

Landlines

2. A direct circuit is now available between Caserta (Freedom), and Taranto, which should greatly improve communications between Aircraft Safety Centre, South Italy and Taranto.
3. At Elmas, the I.A.F. has undertaken land line maintenance within the Airfield limits for R.A.F. Station, Elmas. The civilian authorities still maintain all landlines external to the camp.

Aircraft Safety Communications.

4. The C.S.O. and I.A.F. Director of Communications visited I.A.F. stations in Southern Italy and discussed in detail with station commanders the organisation operated by the R.A.F. In concert with the C.C. AFSC Taranto Detachment it was agreed to unify the organisation and procedure for Southern Italy on the same lines as already in operation in the North. This is in conformity with the policy of Air Headquarters, Royal Air Force, Italy. The common control frequencies 3805 Kc/s for marine aircraft, and 6500 Kc/s for aircraft at long range have been introduced experimentally.

Aircraft Movements - International Communications.

5. With a view to the future requirement for civil aviation, information has been requested from M.A.A.C. Secretariat of any developments in the field of communications. International frequencies for passing aircraft movement messages existed pre-war, and it is thought that their re-introduction should now be sought.
6. As a temporary measure, permission has been obtained for the extension of two Italian Air Force W/T circuits into Switzerland ~~3400~~ ³⁴⁶⁰ passing aircraft movement signals.

Linate

7. The operation of Airfield Control facilities at Linate has been delayed by the theft of items of signals equipment, rendering the installation unserviceable. An HF D/F fitting party is at Linate at present servicing the HF D/F station, and the re-installation of the Control Tower is being undertaken by the same party.

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6. As a temporary measure, permission has been obtained for the extension of two Italian Air Force V/T circuits into Switzerland ~~3460~~ passing aircraft movement signals.

Linate

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13th March 1946

ATSC/AIR/S.537/SIGS.

R.H.
E.W. FREEMAN P/LT.
C.S.O.

S.S.O.

LOOSE MINUTE

MONTHLY SIGNALS REPORT - JANUARY

GENERAL

Additional frequencies have been allocated to the I.A.F. for the inter - C.A.V. W/T channel and for inter - Zone channels. This should ensure more satisfactory communication at night.

Sanction has been given for the I.A.F. to revert to the use of international call signs on all W/T services.

Air / Surface Vessel / Ground Service. Some difficulty had been experienced in operating the common aircraft and launch A.S.R. Guard, 3805 Kc/S. Recent reports indicate much more satisfactory results obtained between Bologna and the Venice seaplanes. The I.A.F. have provided crystals to ensure more accurate tuning. Additionally experiments are in progress to determine whether the more efficient type of aircraft equipment can be modified to operate on 3805 Kc/S. Point to Point and air to ground tests are still being made on instructions from Air Headquarters R.A.F. Italy, with a view to introducing this frequency as standard for all control of A.S.R. aircraft and launches in Italy.

MILAN

Included in the equipment taken over by the I.A.F. at Linate is an HF D/F station, which although not at present serviceable will soon be brought into use. This is the first of what it is hoped will be developed into a net of HF D/F stations to operate as an international service.

BOLOGNA - VENICE

The W/T standby to line between ASC North Italy and Seaplane Base had not operated satisfactorily. Tests have been carried out from A.S.C. North Italy through I.A.F. Bologna over Italian W/T circuits to the C.A.V., Venice, thence by landline or VHF to Treporti. Communication over this route appears to be workable, reliable and reasonably rapid. Instructions are being given with the concurrence of Air Headquarters R.A.F. Italy, for this link to be substituted for the direct link A.S.C. North Italy to Treporti.

VISITS

The C.S.O. visited the C.A.V. Centocelle.

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VISITS

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EWF
E.W. FREEMAN F/LT.
C.S.O.

11th February 1946
AFSC/AIR/S537/SIGS.

LOOSE MINUTEAIR IMONTHLY REPORT-SIGNALS

LA SPEZIA.

On the instructions of AHQ RAF Italy seaplanes operating from LA SPEZIA come under W/T control of Aircraft Safety Centre Bologna, on the Air/Marine Craft wave 3805 Kc/s, a RAF frequency not allocated to the IAF.

LA SPEZIA has been instructed to open watch on this frequency during operations. W/T point to point stand by to land line is provided by LA SPEZIA joining the inter CAV circuit, RA 15.

E.W.F.

E.W. FREEMAN F/LT.
Signals Officer

10th January 1946

Ref. AF/C/AIR/537/SIGS. /

New file please

Signals
Monthly Reports. -

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