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ALLIED AIRCRAFT POLICY
JUNE - AUG. 1946

8A

From :- Air Headquarters, R.A.F., ITALY, C.M.E.

To :- H.Q. 243 dms. (SP)
 R.A.F. Station BARI (SP)
 R.A.F. Station CIAMPINO (SP)
 R.A.F. Station CAPO FERDINO (SP)
 R.A.F. Station FOMIGLIANO (SP)
 R.A.F. Station FOMIGLIANO
 No. 173 S.P. Schnecht
 No. 130 S.P. Seeman

No. 125 S.P. Baresa
 No. 159 Maintenance Unit
 No. 357 Maintenance Unit
 Air Comm. Sqdn. MAROLINISE
 A.E.S.C. ROMA
 A.E.C. Air Section BULGARIA
 Air Attache, BELGRADE

Date :- 15th August, 1946.

Ref :- AHQI/12153/ENG.

DAILY INSPECTION OF AIRCRAFT ACCUMULATORS. 3A

With reference to this HQ. letter, AHQI/12153/ENG dated 23.7.46, on the above subject, objections have been raised that on transport Dakota aircraft, the time taken to inspect the accumulators on route inspections caused delay to the scheduled time of take-off.

2. HQ. MED.M.E. have been asked to clarify the instructions on this point, and, pending their decision, the inspection of accumulators on Dakota aircraft will remain as a Daily inspection, and not, repeat not a route inspection.

R.G. THOMAS,
 Flight Lieutenant,
 for Air Commodore,
 Air Officer i/c Administration,
 Air Headquarters, R.A.F. ITALY.

Handwritten signature

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With reference to this HQ. letter, AHQI/12153/ENG dated 23.7.46, on the above subject, objections have been raised that on transport Dakota aircraft, the time taken to inspect the accumulators on route inspections caused delay to the scheduled time of take-off.

2. HQ. MED.M.E. have been asked to clarify the instructions on this point, and, pending their decision, the inspection of accumulators on Dakota aircraft will remain as a Daily inspection, and not, repeat not a route inspection.

R.G. THOMAS,
Flight Lieutenant,
for Air Commandore,
Air Officer i/c Administration,
Air Headquarters, R.A.F. INDIA.

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FROM :- Air Headquarters, R.A.F. India, Delhi.

TO :- A.A.I. Cym. Squadron
R.A.F. Udaipur (S.P.)
" Bari (S.P.)
" Padiglino (S.P.)
" Ciano (S.P.)
126 S.P. Bangalore
130 S.P. Belgaum
173 Coirwalat

A.F.S.G. Base -
129 M.S.
R.A.F. Station Klagoufret
127 M.S.

Copy to File : AMI/10152/ENG.

Date :- 16th August, 1946.

Ref :- AMI/12010/4/ENG.

ANSON AIRCRAFT - MODIFICATION NO. 10

Reference is made to MEMO ASI's Vol. 5/P1/Sept. 1 Chapter 2 Leaflet No. 3. 1005 Item No. 442/6(P) Engine Driven Generator. The IX, Pressure of rivets holding terminal cover brackets on commutator and frame.

2. In view of the large number of defect reports submitted, it is recommended that this item when fitted to Anson III aircraft all units are furnished of the following information.

3. MEMO ASI's Leaflet Anson, Modification No. 10 introduces a short length of rubber tubing into the generator inlet cooling pipe, to absorb slipstream vibrations, and to prevent fracture of cooling pipes and sleeves of rivets holding terminal cover brackets on the commutator and frame. The assembly item rubber tubing 1 2/13" I.D. (Stores ref. 320/70) was found to possess insufficient resilience to keep out slipstream vibration and a more suitable rubber tubing was manufactured at No. 1 F.R.U. Supplies of this type rubber tubing, suit to length, can be obtained by demanding Modification Set No. 10. Anson No. 10 through the appropriate N.A.

4. The meaning of rivets holding the terminal cover brackets is not confined to those IX generators fitted to Anson aircraft and A.P. 10950 Vol. II, Leaflet No. 10 introduces a class of modification to overcome this defect. It is suggested that this modification is carried out as soon as possible after the receipt of parts. Para 1022 action should be taken on any letter is received after embodiment of modification No. 10. MEMO ASI's Vol. 5/P. 1/Sept. 1 Chapter 2, Leaflet No. 3 Item 442/6(P) will be used as a guide.

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R. G. THOMAS
Flight Lieutenant,
Air Commando,
Air Officer in Charge, Administration, R.A.F. India.

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ANSON AIRCRAFT - MODIFICATION OF TYPE IN AIRCRAFT

Reference is made to MEDL ESI's Vol.5/21/Sept.1 Chapter 2 Leaflet No.3. 1007 Item No.112/5(2) Engine driven generator. To be 10, Pressure of rivets holding terminal cover brackets on generator and frame.

2. In view of the large number of defect reports submitted, information on this item when fitted to Anson III aircraft all units are required of the following information.

3. MEDL Mod. List Anson, Modification No.10 introduces a short length of rubber tubing into the generator inlet cooling pipe, to absorb stream vibrations, and to prevent fracture of cooling pipes and shearing of rivets holding terminal cover brackets on the generator and frame. The terminal cover bracket using 1 5/8" I.D. (Stores ref. 123/70) was found to possess insufficient resistance to damp out slipstream vibration and a more suitable rubber using was manufactured at No. 1 F.R.U. Supplies of this type rubber being, cut to length, can be obtained by demanding Modification Set MEDL Mod. Anson No. 10 through the appropriate M.O.

4. The shearing of rivets holding the terminal cover brackets is not confined to those in generators fitted to Anson aircraft and A.P.10959 Vol.II, Leaflet No.4 introduces a Class 2 modification to overcome this defect. It is important that this modification is carried out as soon as possible after the receipt of parts. This 1002 action should be taken on any defects occurring after shipment of modification set. MEDL ESI's Vol.5/21/Sept.1 Chapter 2, Leaflet No.3 Item 112/5(2) will be amended accordingly.

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R.G. THOMAS
Flight Lieutenant,
Air Component,
Air Officer in Administration, 612
Air Headquarters, S. 1007

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From : Air Forces Sub Commission, A.C., Rome.
To : Air Headquarters R.A.F., Caserta, Italy, C.M.F.
Date : 6th August, 1946.
Ref : AFSC/325/Eng.

DISPOSAL OF AIRCRAFT

Attached is a copy of a letter which has been received from the Officer Commanding the Air Forces Sub Commission at Bari requesting disposal instructions for two YAK fighters which are at present occupying space at Brindisi.

Letter 2. The disposal of these two aircraft would seem to be outside the ~~scope~~ of this Sub Commission and therefore you are requested to give your instructions to the Officer Commanding at Bari as soon as possible.

C.M.M.

C.M.M. GRUBS, W/Odr,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

Copy to : C.E.O.
O.C. A.F.S.C., Bari.

5A

From : Air Forces Sub Commission, A.C., Rome.
To : O.C. Air Forces Sub Commission, Bari.
Date : 6th August, 1946.
Ref : AFSC/825/Eng.

Reference is made to your AFSC/L/829/Eng dated 2nd August, 1946 concerning the disposal of two YAK fighters at present at Brindisi.

2. Copy of your letter has been forwarded to A.H.Q. in order to request that disposal instructions be issued direct to you as soon as possible.

C.M.M.

for C.M.M. GREECE, W/Cdr.
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

SECRET

AFSC / 825 / ENG

LA

From : Air Forces Sub Commission, Allied Commission, Bari Det.
To : Air Forces Sub Commission, Allied Commission, Rome.
Date : 2nd August 1946.
Ref : AFSC/L/829/ENG.

DISPOSAL OF ENEMY AIRCRAFT

The two YAK fighters which arrived at Brindisi have now been trial flown and all necessary information about them has been obtained.

G/Capt. Howie has asked me to get disposal instructions as soon as possible, and suggests that as the aircraft are of no value to anyone they should be destroyed here.

It would be appreciated if instructions could be issued immediately as the aircraft are occupying valuable hangar accomodation and have to be guarded.

W.C. Ollason
W.C. OLLASON, G/Capt.,
OFFICER COMMANDING,
A.F.S.C., A.C.,
BARI DETACHMENT.

Handed to Air. 1. by col Sforza.

To C.T.O.

encl.

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From : Air Headquarters, R.A.F. India.

To : H.Q. 249 Wing
 R.A.F. Station MBZ (S)
 R.A.F. Station GHA FING (S)
 R.A.F. Station GHA FING (S)
 R.A.F. Station GHA FING (S)
 R.A.F. Station GHA FING (S)
 No. 173 S.S. - Schwechat
 No. 139 S.S. - Secrum

No. 155 S.P. Danesee
 No. 159 Maintenance Unit
 No. 357 Maintenance Unit
 AMQ Com. Sqdn. LARCELHSE
 A.F. S.S. ROE
 A.C. Air Section HILARIA
 Air Attache, BELGRADE

Date : 23 July, 1946

Ref. : AMOI/12153/ENG.

NOTING OF BRITISH TYPE ACCUMULATORS IN ANOVA IV AIRCRAFT

Accumulators, Lead Acid, Stores Reference 105J/28 and 105J/31) required for use on Anova IV aircraft are no longer available in this Command.

2. Transport Car and No. 89 in reducing an alternative British type accumulator (Stores Ref. 31/2254) is hereby made compulsory on all Anova IV Aircraft. Subsequent should be recorded in Para 701 as "Transport Car and No. 89" 89.

3. Units not in possession of detail of this notification are to render a return to this Head quarters, when consolidated demands will be placed on Headquarters H.Q.

J. LASEE
 Station leader
 for Air Command,
 Air Officer i/c Administration,
 Air Headquarters, R.A.F. India.

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23/7

File no 825/ENG
 3A

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FITTING J. BRITISH TYPE ACCUMULATORS
IN CANON IV AIRCRAFT

Accumulators, Lead Acid, (Stores Reference 1053/28 and 1053/31)
required for use on Isotote IV Aircraft, are no longer available in this
Can and.

2. Transport Can and "21. No. 89" in producing an alternative British
type accumulator (Stores Ref. 5/2284) is hereby made satisfactory on all
Isotote IV Aircraft. Subsequent should be recorded in Para 704 as
Transport Can and No. 89. 89.

3. Units not a possession of detail of this modification are to
render a return to this Head writers, when consolidated demands will be
placed on Headquarters H.E. 2.

J. HANSEN
Squadron Leader
for Air Operations,
Air Officer i/c Administration,
Air Headquarters, R.A.F. F. 1. 1. 1.

Noted

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up 0661
825/Eng.

Draft

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

To: Italian Air Ministry.
Att: Col. Romondino.

Date: 28th June 1946.

Ref: AFSC/825/s/Eng.

2A

ASSEMBLY OF P-38 LIGHTNING AIRCRAFT.

1. For your own interest it is suggested that not more than forty Lightning aircraft should be assembled at present.
2. The proposed arrangement of 100 P-38 aircraft is as follows:

For an Interceptor fighter wing (2 squadrons)	32
Plus 20% reserve	6
For use of Commanding Officer and training	2 40
Breakdown for spares or reserves to cover three years or "Restricted Period"	60

3. Plans have been arranged that the 60 spare aircraft shall remain in their weatherproof and anti-corrosive condition. An area at Capodichino Airfield, Naples, has been allotted as storage space for the reserve aircraft (Conversation of Lt. Favano and Major Strauss, EATS Operations Officer). Other arrangements have been made to construct a large hut for spare parts and disassembly of aircraft, and living quarters for guards and a technician crew.

4. When further allocation for assembly of aircraft will be made, the hanger presently in use can be obtained for that purpose.

for, *PF*
PATT FAVANO 1st. LT., A.C.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

For Comment

AOC
ADD
SSO
CTO

D R A F T

From: Air Forces Sub-Commission, A.C., Rome.
 To : Italian Air Ministry.
 Att: Col. Romondino.
 Date: 28th June 1946.
 Ref : AFSC/225/Eng.

ASSEMBLY OF P-38 LIGHTNING AIRCRAFT.

1. For your own interest, it is suggested that not more than forty Lightning aircraft should be assembled at present.
2. The proposed arrangement of 100 P-38 aircraft is as follows:

For an Interceptor Fighter Wing (2 squadrons)	32
Plus 20% reserve	6
For use of Commanding Officer and training	<u>2</u>
	40

Breakdown for spares or reserves to cover three years or "Restricted Period" 60

3. Plans have been arranged that the 60 spare aircraft shall remain in their weatherproof and anti-corrosive condition. An area at Capodichino Airfield, Naples, has been allotted as storage space for the reserve aircraft (conservation of Lt. Favano and Major Strauss, EATS Operations Officer). Other arrangements have been made to construct a large hut for spare parts and disassembly of aircraft, and living quarters for guards and a technician crew.

4. When further allocation for assembly of aircraft will be made, the hanger² presently in use can be obtained for that purpose.

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2. The proposed arrangement of 100 P-38 aircraft is as follows:

For an Interceptor Fighter Wing (2 squadrons)	32
Plus 20% reserve	6
For use of Commanding Officer and training	<u>2</u>
	40

Breakdown for spares or reserves to cover three years or "Restricted Period" 60

3. Plans have been arranged that the 60 spare aircraft shall remain in their weatherproof and anti-corrosive condition. An area at Capodichino Airfield, Naples, has been allotted as storage space for the reserve aircraft (conversation of Lt. Favano and Major Strauss, EATS Operations Officer). Other arrangements have been made to construct a large hut for spare parts and disassembly of aircraft, and living quarters for Guards and a technician crew.

4. When further allocation for assembly of aircraft will be made, the hanger presently in use can be obtained for that purpose.

604

PATT FAVANO 1st. Lt., A.C.
for, AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

For Comments
ACC OK, K. 21/6.
ADD HE F&M 17
SSO on way 21/7.
CTO 21/4.

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