

ACC

10000/135/410

10000/135/410

BALTIMORE IV & V
SEPT. 1945 - JAN. 1947

From : AIR FORCES SUB COMMISSION, A.C. ROME
To : AIR HEADQUARTERS, R.A.F. ITALY, C.M.F.
Date : 17th January 1947
Ref. : AFSC/825/4/ENG.

SUPPLY OF EQUIPMENT TO I.A.F.

Reference your letter AHQI/11516/1/EI dated
11th January 1947.

Enclosed is one copy of our AFSC/825/4/ENG.
dated 21st November 1946, as requested.

Index
for J.W. TURNER, F/Lt.
AIR VICE MARSHALL
DIRECTOR
AIR FORCES SUB COMMISSION.

From : Air Headquarters, RAF, ITALY, CME.

To : A.F.S.C. ✓

Date : 11th January, 1947.

Ref. : AHQI/11516/1/E1.

Supply of Equipment to the I.A.F.

With reference to A.F.S.C. letter AFSC/825/4/Eng., dated 30th December, 1946, and further to this Headquarters letter of even reference dated 19th December, 1946, it is confirmed that the date quoted for the A.F.S.C. letter should have read the 21st November. This error is regretted.

2. It would be appreciated, however, if another copy of your letter AFSC/825/4/Eng., dated 21st November, 1946, be forwarded to this Headquarters, for the attention of the Senior Equipment Officer.

[Signature]
(S.M. GREIG) W/CMT.
for Wing Commander,
Senior Officer i/c Administration,
AIR HEADQUARTERS, RAF, ITALY, CME.

A.156 EM

825/4/CTM.

FROM: AIR FORCES SUB-COMMISSION, A.C., ROME
TO: AIR HEADQUARTERS R.A.F. ITALY, C.M.F.
DATE: 30TH DECEMBER 1946
REF: AFSC/825/4/ENG.

SUPPLY OF EQUIPMENT TO THE ITALIAN AIR FORCE

Reference is made to your letter AHQI/11516/1/E1.
dated the 19th inst. which is not understood for the following reasons:

- 1) This unit is not in possession of the HQ MED, ME letter 205641/ORG.2 dated the 6th December 1946.
- 2) It is noted that the above letter is given the same date as the AFSC letter i.e. the 6th December 1946 whereas the the last letter in that particular file is dated the 21st Nov. 1946.
- 3) It is therefore assumed that this latter is the one requested and that there has been a mistake with the date, but it will be noted that a copy was originally sent to A.H.Q.

J.W. Turner
J.W. TURNER
FLIGHT LIEUTENANT
for AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION

0 6 4 6

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

785017

From : Air Headquarters, RAF, ITALY, CMF.

To : A.F.S.C., Rome.

Date : 19th December, 1946.

Ref. : AHQI/11516/1/E1.

6 A.

Supply of Equipment to the Italian Air Force

no trace
With reference to H.Q. MED.ME. letter, 205641/ORG.2, dated 6th December, 1946, it is requested that a copy of A.F.S.C. letter AFSC/825/4/ENG, dated 6th December, 1946, be sent to this Headquarters.
no trace

St. Quincy

(S.M. GREIG)

W/CDR.

For Wing Commander,
Senior Officer i/c Administration,
AIR HEADQUARTERS, RAF, ITALY, CMF.

117

815/4, ENG.

634

From : AIR FORCES SUB COMMISSION - A.C. HOME
 To : HEADQUARTERS M.E.D.M.E.
 copies to A.M.Q. ITALY, M.A.A. C. Secreterist.
 Date : 21st November 1946
 Ref. : AFSC/825/4/ENG.

5A.

TARGET TOWING BY BALTIMORE AIRCRAFT.

Information and particulars of the fittings required for modifying Baltimore aircraft for target towing are requested to enable the Italian Air Force Squadrons to modify their aircraft.

Details required are as follows:

- Drawings or blue prints of the modification.
- Instructions for operating winches, and streaming drogue targets.
- Size and particulars of drogue targets.
- Information as to whether there are any surplus stocks of target towing gear.

H. Thompson
 H. THOMPSON, WG. CDR.
 for AIR VICE MARSHALL
 DIRECTOR
 AIR FORCES SUB COMMISSION

Gaby

File in ENGINEERING FILE

MEMO COMMAND

Modification List

261010000

27 - 5 - 45.

TYPE:

Mark V.

MTD.NO:

74.

TITLE:

Introduction of Anti-Malaria Spraying Equipment.

DESCRIPTION:

This modification introduces anti-malaria spraying equipment. The fluid is carried in a modified long range fuel tank suspended in the bomb bay. Release is obtained by a pneumatic operated jettison valve. The vent pipe to the tank is scarfed and faces into direction of flight when the aircraft is in flying position, thus creating a head of pressure on the liquid in the tank. Air pressure for the operation of the jettison valve, is stored in a standard air bottle at 200 lbs/sq.in. The air bottle, cradle and straps are as fitted in an Anson aircraft and in this case are mounted on the floor of the rear cockpit. Operation of the jettison valve is controlled by the isolating valve mounted within easy reach of the Pilot and on the starboard side of the Pilot's cockpit. The fuel jettison pipe is in two pieces and follows closely the curvature of the underside of the fuselage between the rear of the bomb bay and the rear escape hatch. The forward part of the pipe is fixed, whilst the rear part is mounted in a hinge bracket and can be raised or lowered by a control handle inside the rear cockpit. A flexible rubber pipe joins couplings the two pipes. The extreme end of the outlet pipe is of Venturi design, hence the fluid is broken up and carried well clear of the tail unit of the aircraft.

SEQUENCE OF OPERATIONS:

- i) Fit a 200 lbs/sq.in. air bottle (Ref.No. 2602/8878) on the fuselage floor under the W/O's table between Stations 19 and 203.5/16, using two bottle cradles (Ref.No. 2602/8874) bolted to the floor.
- ii) Secure the air bottle in the bottle cradles using two L.H. straps (Ref.No. 2605/11411) and two R.H. straps (Ref.No. 2605/11412), adjust the two 2 B.A. tension rod type turnbuckles, and lock with lengths of 22 S.W.G. copper wire.

iii)

Manufacture from 18 S.W.G. alodid sheet one bracket for air pressure gauge as shown on DRG.No.107AU/2.2097/27 and fit to the floor of the Pilot's cockpit between Stations 14.1/4 and 126.3/4.

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1950/825/9/ENG
4A

is obtained by a pneumatic operated jettison valve. The vent pipe to the tank is scarfed and faces into direction of flight when the aircraft is in flying position, thus creating a head of pressure on the liquid in the tank. Air pressure for the operation of the jettison valve, is stored in a standard air bottle at 200 lbs/sq.in. The air bottle, cradle and straps are as fitted in an Anson aircraft and in this case are mounted on the floor of the rear cockpit. Operation of the jettison valve is controlled by the isolating valve mounted within easy reach of the Pilot and on the starboard side of the Pilot's cockpit. The fuel jettison pipe is in two pieces and follows closely the curvature of the underside of the fuselage between the rear of the bomb bay and the rear escape hatch. The forward part of the pipe is fixed, whilst the rear part is mounted in a hinge bracket and can be raised or lowered by a control handle inside the rear cockpit. A flexible rubber pipe joint couples the two pipes. The extreme end of the outlet pipe is of Venturi design, hence the fluid is broken up and carried well clear of the tail unit of the aircraft.

SEQUENCE OF OPERATIONS:

- i) Fit a 200 lbs/sq.in. air bottle (Ref.No. 26DD/6878) on the fuselage floor under the W/O's table between Stations 19 and 203.3/16, using two bottle cradles (Ref.No.26DD/1141) bolted to the floor.
- ii) Secure the air bottle in the bottle cradles using two L.H. straps (Ref.No.26DD/1141) and two R.H. straps (Ref.No.26DD/1142), adjust the two 2 B.A. tension rod type turnbuckles, and lock with lengths of 22 S.W.G. copper wire.
- iii) Manufacture from 18 S.W.G. alclad sheet one bracket for air pressure gauge as shown on Drg.No.107MU/X.2097/27 and fit to the floor of the Pilot's cockpit between Stations 141.1/4 and 126.3/4.
- iv) Secure a pressure gauge (Ref.No.26AN/1342 or 26MU/2280) to the bracket.
- v) Manufacture from 18 S.W.G. alclad sheet one bracket for isolating valve as shown on Drg.No.107MU/X.2097/26 and fit to the floor of the Pilot's cockpit in front of the pressure gauge.
- vi) Secure an isolating valve (Ref.No.26AD/20096) to the bracket.
- vii) Check for clearance from the control column when in the rear position and also from the emergency hand pump handle when in the forward position and reposition the emergency pump handle accordingly.

APV/TSS.1478.

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- viii) Fit an air charging valve (Ref.No.26DD/8882) inside the bomb hoist door at Station 151.1/4 facing forward.
- ix) Drill a hole below the pipe connection in the air bottle and two holes below the pressure gauge, and fit a 3/16" i.d. elastic grommet in each.
- x) Route a length of 3/16" c.d. x 22 S.W.G. aluminium tubing from the air bottle through the relevant grommet, along the bomb bay to the air charging valve.
- xi) Connect up the air charging valve to a 3 way union (Ref.No.26DD/8885) below the pressure gauge.
- xii) Route a length of 3/16" c.d. x 22 S.W.G. aluminium tubing from the 3 way union to the pressure gauge, and a further length from the delivery side of the isolating valve, back through the bomb bay to a union body (Ref.No.26DD/8876) at Station 151.1/4, thence to a further union body on the rear bomb bay bulkhead, and thence to the jettison valve (Ref.No.26AC/5658) as shown on Drg.No.107AU/X.2097/44.
- Note. All pipe connections are made with lt.alloy outer sleeve couplings (Ref.No.28W/5721) and rubber seals (Ref.No.27H/1964). The pipes should be suitably clipped to prevent chafing and vibration.
- xiii) Cut a 3" diam. hole in the floor of the W/O's compartment opposite the fuel contents gauge which is fitted on top of the bomb bay tank.
- xiv) Remove the original vent pipe running from the bomb bay through the front cockpit and out the starboard side forward of Former 98 and Stringers 7 and 8.
- xv) Enlarge the resultant holes in bulkhead and fuselage skin for fitment of 1.1/2" i.d. elastic grommet in each.
- xvi) Fit the top portion of the vent pipe so that the scarf faces direction of flight when the aircraft is in flying position.
- xvii) Fit the bottom portion of the vent pipe making provision for connection using a length of 1.1/2" i.d. rubber hose.
- Note. It is most important that a suitable clip be fitted to the pipe to prevent chafing and ensure freedom of all controls.
- xviii) Fit the door for the tank filler neck access as shown on Drg.No. 107AU/2.2097/29 on the starboard side of the fuselage between Stations 126.3/4 and 111.1/2 and Stringers 12 and 14.
- Note. The position of the filler neck varies slightly on different aircraft.

tubing from the 3 way union to the pressure gauge, and a further length from the delivery side of the isolating valve, back through the bomb bay to a union body (Ref.No.260D/5876) at Station 151.1/4, thence to a further union body on the rear bomb bay bulkhead, and thence to the jettison valve (Ref.No.264C/5658) as shown on Drg.No.107MU/X.2097/4.

Note. - All pipe connections are made with lt.alloy outer sleeve couplings (Ref.No.28N/5721) and rubber seals (Ref.No.27N/1964). The pipes should be suitably clipped to prevent chafing and vibration.

- xiii) Cut a 3" diam. hole in the floor of the W/Op's compartment opposite the fuel contents gauge which is fitted on top of the bomb bay tank.
- xiv) Remove the original vent pipe running from the bomb bay through the front cockpit and out the starboard side forward of Former 93 and Stringers 7 and 8.
- xv) Enlarge the resultant holes in bulkhead and fuselage skin for fitment of 1.1/2" i.d. elastic grommet in each.
- xvi) Fit the top portion of the vent pipe so that the scarf faces direction of flight when the aircraft is in flying position.
- xvii) Fit the bottom portion of the vent pipe making provision for connection using a length of 1.1/2" i.d. rubber hose.

Note. - It is most important that a suitable clip be fitted to the pipe to prevent chafing and ensure freedom of all controls.

- xviii) Fit the door for the tank filler neck access as shown on Drg.No. 107MU/X.2097/29 on the starboard side of the fuselage between Stations 126.3/4 and 111.1/2 and Stringers 12 and 14.

Note. - The position of the filler neck varies slightly on different aircraft.

- xix) Fit a 500 gallon overload tank (Ref.No.126HA/NIV, modified as shown on Drg.No. 107MU/X.2097/1) in the bomb bay, and connect up the vent pipe and air pressure pipe to the jettison valve at the rear of the tank.
- xx) Charge the air bottle and test the air system for correct operation and absence of leaks.
- xxi) Fit the short jettison pipe to the tank and secure the supporting brackets to the fuselage between Stations 279.11/16 and 284.7/8.

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xxiii) Release pressure in the hydraulic system, pump the bomb doors slowly up to the jettison pipe, mark off and cut out a clearance hole to allow full closing of the doors without fouling of the jettison pipe.

xxiii) Manufacture from 16 S.W.G. alclad sheet four stiffeners as shown on Drgs. Nos. 107AU/L.2097/31, /32 and /34 and /Y.2097/33, and fit to the floor of the fuselage at Stations 279.11/16, 291.13/16 and 284.7/8 to take the brackets for the front and rear halves of the jettison pipe.

xxiv) Fit the rear half of the jettison pipe and secure the brackets to the fuselage skin at Stations 284.7/8 and 291.13/16.

xxv) Connect the front and rear halves of the jettison pipe using a rubber connector (Ref.No. 261I/6016).

xxvi) Raise the rear half of the jettison pipe and mark off on the fuselage skin the position for fitting the guide tube and control handle which raises and lowers the pipe, and mark off a corresponding hole in the flooring, cut out suitable holes and reinforce with stiffener plate of the same gauge.

xxvii) Fit the guide plate, fit the control handle to the pipe and raise to the fully up position.

xxviii) Drill a hole through the guide tube and control handle to take the securing pin, and drill the latter to take a 1/16" safety locking pin.

xxix) Raise the tail of the aircraft sufficiently to allow the rear half of the jettison pipe to be lowered to the fully down position without fouling the ground.

xxx) Drill a hole through the control handle coinciding with the hole already drilled in the guide tube to take the securing pin.

xxxi) Raise the jettison pipe and re-check operation.

xxxii) Ensure that the jettison pipe is fully up and lower the aircraft.

MATERIAL REQUIRED.

<u>Ref.No.</u>	<u>Description</u>	<u>Qty.</u>
126HA/NTV	Tank, overload, 300 galls.	1
126HA/D.282709	Support assemblies, bomb carrier	4
126HA/279076	Support assemblies.	4
126HA/50-IN-416	Washers	16
26MD/8878	Bottle, air container	1
26MD/8874	Oradles, bottles, air container	2
26MD/11411	Straps, L.H. " " "	2
26MD/11412	Straps, R.H. " " "	2

- xxv.) Connect the front and rear halves of the jettison pipe using a rubber connector (Ref.No. 26AT/6016).
- xxvi) Raise the rear half of the jettison pipe and mark off on the fuselage skin the position for fitting the guide tube and control handle which raises and lowers the pipe, and mark off a corresponding hole in the flooring, cut out suitable holes and reinforce with stiffer plate of the same gauge.
- xxvii) Fit the guide plate, fit the control handle to the pipe and raise to the fully up position.
- xxviii) Drill a hole through the guide tube and control handle to take the securing pin, and drill the latter to take a 1/16" safety locking pin.
- xxix) Raise the tail of the aircraft sufficiently to allow the rear half of the jettison pipe to be lowered to the fully down position without fouling the ground.
- xxx) Drill a hole through the control handle coinciding with the hole already drilled in the guide tube to take the securing pin.
- xxxi) Raise the jettison pipe and re-check operation.
- xxxi.) Ensure that the jettison pipe is fully up and lower the aircraft.

MATERIAL REQUIRED.

Ref.No.	Nomenclature	Qty.
126HA/NTV	Tank, overload, 300 galls.	1
126HA/D.282789	Support assemblies, bomb carrier	4
126HA/279076	Support assemblies.	4
126HA/50-IV-416	Washers	16
26DD/8878	Bottle, air container	1
26DD/8874	Cradles, bottles, air container	2
26DD/11411	Straps, L.H. " "	2
26DD/11412	Straps, R.H. " "	2
26DD/8876	Bodies, union	3
26DD/8885	Union, 3 - way	1
26DD/8882	Valve, air charging	1
26AC/5658	Valve, jettison	1
26AC/20096	Valve, isolating	1
26AN/1342	Gauge, air pressure	1
26EP/2280	Gauge, air pressure	1
26AT/6016	Connection, rubber	1
27H/1725	Fasteners, self locking, flat head, Type A.F.A.45	1
27H/1964	Seals, rubber, A.H.O.1360/1	14
28F/5721	Couplings, lt.alloy, sleeves outer, 3/16"	14
28D/7379	Bolts, M.S.Hx.Hd.4 B.A. x 0.75"	1
28D/27	Bolts, M.S.Hx.Hd.4 B.A. x 1.100"	2

or

APU/TARS.1478.

Ref. No.	Quantity	Description
28D/6432	2	Bolts, M.S. Hx. Hd., 1 B.A. x 1.5" long
28D/18	30	" " " " 2 B.A. x 0.8" long
28D/6999	7	" " " " 2 B.A. x 1.3" long
28D/6437	4	" " " " 2 B.A. x 1.6" long
28D/19	2	" " " " 1/4" B.S.F. x 0.8" long
28D/144	1	" " " " 1/4" B.S.F. x 3.25" long
28D/7565	8	Bolts, Lt. Alloy, Hx. Hd., 2 B.A. x 0.5"
28D/662	1	Nuts, Brass, plain, 4 B.A.
28W/5847	8	Nuts, Lt. Alloy, Simmonds, 2 B.A.
28W/5850	5	Nuts, M.S. Simmonds, 4 B.A.
28W/5851	34	" " " " 2 B.A.
28W/5852	2	" " " " 1/4" B.S.F.
28W/5934	1	" " " " 3/8" B.S.F.
28W/5926	16	" " " " clinch, 2 B.A.
28W/6052	2	" " " " double anchor, 2 B.A.
28W/6218	16	Washers, 1.0.15" i.d. x 0.40" o.d.
28W/6402	8	Washers, al., special, 3/16" i.d. x 0.62" o.d.
28W/3048	4	" " " " 13/64" i.d. x 1.25" o.d.
28W/3070	10	Washers, steel, 0.15" i.d. x 0.40" o.d.
28W/3071	4	" " " " 0.19" i.d. x 0.50" o.d.
28W/3072	1	" " " " 0.26" i.d. x 0.60" o.d.
28W/3081	16	" " " " special, 0.19" i.d. x 1.00" o.d.
28W/3524	28	Washers, brass, 2 B.A.
28S/2862	4	Screws, metal, steel, Rd. Hd., 2 B.A. x 1/2" long
28S/2874	1	" " " " " " 2 B.A. x 3/4" long
28S/2886	12	" " " " " " 2 B.A. x 1" long
28S/2826	6	" " " " " " C/sk. Hd., 2 B.A. x 3/4" long
28S/2827	2	" " " " " " 4 B.A. x 3/4" long
28S/2437	1	" " " " " " brass, Rd. Hd., 4 B.A. x 1" long
23/1661	2	Screws, Rd. Hd., 1/4" x 3/4" long
28S/5972	36	Rivets, al. alloy, Sm. Hd., 3/32" d. x 1/4" long
28S/6638	150	" " " " " " 1/8" d. x 1/4" long
28S/6135	15	" " " " " " 5/32" d. x 3/8" long
28U/4052	2	Turnbuckles, tension rod type, steel, 2 B.A.
128E/AN4-11	8	Bolts, steel, Hx. Hd., 1/4" N.F.T. x 1.5/32" long
128E/AN10-16A	4	" " " " " " 5/8" N.F.T. x 1 3/4" long
128W/AN310-4	8	Buts, steel, castle, 1/4" N.F.T.
128W/AN365-1018	4	Nuts, steel, self locking, 5/8" N.F.T.
128W/AN960-10	35	Washers, plain, steel, thick, size No. 10
128W/AN960-10CL	9	" " " " " " thin, size No. 10
128W/AN960-1016	8	" " " " " " thick, 5/8"
128W/AN935-416	2	" " " " " " med. spr. lock, steel, 1/4"
128C/AC755-4-2-6	18	Clips, tube, loop type, Adel No. 4
128C/AC755-37-6-12	3	" " " " " " " " 37
128C/AN745	4	Clamps, hose, Witlock F228
128C/AN931-3-9	3	Grommets, elastic, 3/16" i.d.
128C/AN931-24-23	4	" " " " " " 1 1/2" i.d.
128H/AN251-1	2	Hinge, continuous, al. alloy, 1 1/4" wide
30A/395	As reqd.	M.S. round, 1/8" d.
30A/399	639	" " " " 1/4" d.
30A/410	"	" " " " 1 1/8" d.
30A/421	"	" " " " 2 7/8" d.
30A/478	"	M.S. square 7/8"

224/5925	"	"	"	clinch, 2 B.A.	16
284/6052	"	"	"	double anchor, 2 B.A.	2
284/6218	Washers, 1	0.15" i.d.	x 0.40" o.d.		16
284/6402	Washers, al.	special, 3/16"	i.d. x 0.62" o.d.		8
284/6413	"	"	3/16" i.d. x 1.25" o.d.		4
284/6070	Washers, steel	0.15" i.d. x 0.40" o.d.			10
284/6071	"	0.19" i.d. x 0.50" o.d.			4
284/6072	"	0.26" i.d. x 0.60" o.d.			1
284/6081	"	special, 0.19" i.d. x 1.00" o.d.			18
284/6524	Washers, brass, 2 B.A.				28
284/2862	Screws, metal, steel	Rd.Hd. 2 B.A. x 1/2" long			4
284/2874	"	" " 2 B.A. x 3/4" long			1
284/2886	"	" " 2 B.A. x 1" long			12
284/2826	"	" " 0/sd.Hd. 2 B.A. x 3/4" long			6
284/2827	"	" " 4 B.A. x 3/4" long			2
284/2437	"	brass, Rd.Hd., 4 B.A. x 1" long			1
29/1661	Screws, Rd.Hd. 1/4" x 3/4" long				2
284/5972	Rivets, al. alloy, Sn.Hd. 3/32" d. x 1/4" long				36
284/6638	"	" " 1/8" d. x 1/4" long			150
284/6135	"	" " 5/32" d. x 3/8" long			15
284/4052	Turnbuckles, tension rod type, steel, 2 B.A.				2
1284/ANL-11	Bolts, steel, Rx.Hd., 1/4" N.F.T. x 1.5/32" long				8
1284/AN310-4	"	" " 5/8" N.F.T. x 1 3/4" long			4
1284/AN365-1018	Nuts, steel, castle, 1/4" N.F.T.				8
1284/AN960-10	Washers, plain, steel, thick, size No.10				4
1284/AN960-10L	"	" " thin, size No.10			55
1284/AN960-1016	"	" " thick, 5/8"			28
1284/AN935-416	"	rod, spr. lock, steel, 1/4"			2
1284/AC755-4-2-6	Clips, tube, loop type, Adel No.4				15
1284/AC755-37-6-12	"	" " " 57			3
1284/AN7L5	Clamps, hose, Wittcox FB28				4
1284/AN931-3-9	Grommets, elastic, 3/16" i.d.				3
1284/AN931-2L-28	"	" " 1 1/2" i.d.			2
1284/AN251-1	Hinge, continuous, al. alloy, 1.1/4" wide				4"
304/395	M.S. round, 1/8" d.				As reqd.
304/399	" " 1/4" d.				639
304/L10	" " 1.1/8" d.				"
304/L21	" " 2.7/8" d.				"
304/L76	M.S. square, 7/8"				"
304/L80	" " 1.1/8"				"
304/538	M.S. sheet, 10 S.W.G.				"
304/544	" " 16 S.W.G.				"
304/549	" " 22 S.W.G.				"
304/1334	Steel, spring, wire, 16 S.W.G.				"
304/1821	Steel, tubing, round, 3/4" x 17 S.W.G.				"
304/1824	" " 7/8" x 17 S.W.G.				"
304/1854	" " 2.1/4" x 17 S.W.G.				"
304/2343	" " 1.1/2" x 16 S.W.G.				"
304/75	Brass, bar, round, 3" d.				"
304/90	Brass, ingot.				"

Ref.No.

303/725
303/701
303/702
303/703
303/767
303/570
303/572
320/43
330/500
1303/39

Nonnolature

Alclad, sheet, flat, 10 S.W.G.
" " " 16 S.W.G.
" " " 18 S.W.G.
" " " 20 S.W.G.
Aluminum, tubing, 3/16" x 22 S.W.G.
Copper, wire, soft, 18 S.W.G.
" " " 22
Tubing, water joint, 1.1/2" i.d.
Cork, sheet
Alclad, sheet, flat, 18 S.W.G.

Qty.

As reqd.
"
"
"
"
"
"
"
"

CLASS:

S.O.O.

REQUIREMENT:

Maintenance and Repair Units.

EQUIPMENT:

Unit resources.

DRAWING NOS:

Sheet	Issue
10701/R.2097	1
X.2097/1	1
Y.2097/2	1
X.2097/3	1
X.2097/4	1
Y.2097/5	1
Y.2097/6	1
Y.2097/7	1
X.2097/8	1
Z.2097/9	1
Z.2097/10	1
Z.2097/11	1
Y.2097/12	1
Y.2097/13	1
Z.2097/14	1
Z.2097/15	1
X.2097/16	1
Y.2097/17	1
Z.2097/18	1
Z.2097/19	1
Z.2097/20	1
Y.2097/21	1
Z.2097/22	1
Y.2097/23	1
Z.2097/24	1
Y.2097/25	1
X.2097/26	1
Y.2097/27	1
Z.2097/28	1
Z.2097/29	1
Y.2097/30	1
Z.2097/31	1
Z.2097/32	1

Approximately 300 man hours are required for this work including 120 man hours for manufacture of the necessary parts.

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this work including 120 min. time for maintenance of the necessary parts.

CLASS: S.O.O.

EQUIPMENT: Maintenance and Repair Units.

EQUIPMENT: Unit resources.

DRAWING NOS:

10745/R.2097

Sheet	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Issue	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

X.2097/1
Y.2097/2
X.2097/3
Y.2097/4
Y.2097/5
Y.2097/6
Y.2097/7
Y.2097/8
Z.2097/9
Z.2097/10
Z.2097/11
Y.2097/12
Y.2097/13
Z.2097/14
Z.2097/15
X.2097/16
Y.2097/17
Z.2097/18
Z.2097/19
Z.2097/20
Y.2097/21
Z.2097/22
Y.2097/23
Y.2097/24
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Y.2097/33
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Z.2097/35
Z.2097/36
Y.2097/37
X.2097/38
Y.2097/39
Y.2097/40
Z.2097/41
Y.2097/42
X.2097/43
X.2097/44

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

No. 785017

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API/T&ES. 1473.

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From: Air Forces Sub Commission, A. C., Rome
To: Italian Air Ministry, Rome
Date: 15th July, 1946.
Ref: AFSC/825/4/ENG.

DEFECTS ON BALTIMORE AIRCRAFT.

The following defects have developed on Baltimore aircraft:-

- (i) - Fracture of undercarriage door link rod.
- (ii) - Collapse of long range tanks through inadequate venting.
- (iii) - Failure of main wheel bearings.
- (iv) - Inadvert operation of Hydraulic emergency control valve.
- (v) - Fouling of aileron controls.
- (vi) - Fracture of flap actuating links.
- (vii) - Mal-adjustment of undercarriage Hydraulic jack rams.
- (viii) - Flaking of petrol resisting paint in overload tanks.

Copies of reports on above defects and action taken to remedy same, are enclosed for information, and any necessary action you may consider necessary.

H. Thompson
for, H. THOMPSON WG/CDR.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

From: Air Forces Sub Commission, A. C., Rome
To: Italian Air Ministry, Direzione Costruzioni Aeronautiche, Sezione 5^a
Date: 1st October, 1945
Ref: AFSC/826/ENG.

MAJOR INSPECTIONS ON BALTIMORE AIRCRAFT.

Reference is made to your letter 2056 Cost/5131 Coll, dated the 16th ultimo on the above subject, to which our comments are as follows:-

1. Your suggestion in para one is agreed to.
2. With regard to para 2/ on the supply of special checking tools and spare parts, arrangements will be made with 214 Group, but it must be understood the supply of spares may cease at any time.
3. As far as the engines are concerned, it is not considered advisable that the engines should be stripped owing to the difficulties of obtaining the necessary tools and jigs, and arrangements will be made to supply replacement engines through 214 Group so that it will be simply an engine change when the aircraft is on a major inspection, if the engine is not due for changing on a major inspection, it can be changed when it becomes due.
4. Arrangements should therefore be made to start major inspections on these lines and should difficulty be experienced in obtaining spares etc; this Sub-Commission will give what assistance it can.

J. W. F. H.
J. W. TURNER F/LT.
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

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

To: Italian Air Ministry - Direzione Costruzioni
Rep. 1° (for the attention of L/Col. Bertagnolio)

Date: 24th September, 1945

Ref.: AFSC/825/Eng.

CONVERSION OF BALTIMORE AIRCRAFT.

With reference to the above subject it was recently decided at this H.Q. that the total number of Baltimores to be modified for the courier service should be limited to 16 aircraft.

It is suggested that an attempt should be made to speed up the modification of these aircraft, and that when completed 8 aircraft should be allocated to each Squadron, also the aircraft with the least number of hours flown should be selected for this modification.

J.W.F.
J.W. TURNER R/LT.
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

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