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10000/135/430

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GENERAL TECHNICAL CORRESPONDENCE
APR. 1946 - JAN. 1947

PAGES MISSING OR
PAGINATION INCORRECT -
FILMED AS FOUND

S. S. O. - Dargun. my 20/11
M. 1.

Reference enclosure 9A. and 9B. The Indian
Board of the Missing research & Enquiry Service.
has been informed of this occurrence by P. T. O. K.
J. P. P. No further action is considered necessary
by the Sub Commissioner.

21-11-56
A. Thompson by C. O.
C. T. O.

956

1904

Air Forces Sub Commission,
Allied Commission,
Rome.

27th January, 1947.

AFSC/833/KMG.

Dear

L. H.

In the absence of the Director who is now on leave, I am replying to your letter 108/3/47 dated 21st January, 1947.

We have searched our files and can find no request from the Italian Air Ministry for the Caproni Company to build an aircraft for sale to Egypt.

Neither I, Wing Commander Thompson, Chief Technical Officer, nor Colonel Branta, I.A.F. Liaison Officer, who deal with similar requests for construction, have any knowledge of this particular request.

However, the terms of our directive, which permits us to give authority for a limited amount of Civil Aircraft construction for internal use only, would prevent us authorising the manufacture of aircraft for sale outside Italy.

Morally we do not agree with this ruling, but as the Ratification of the Peace Treaty will give the Italians far greater freedom in Civil Aviation construction, we do not consider that we will gain anything by pressing for a revision which will require considerable staff study at A.F.H.Q. before being submitted to the Supreme Allied Commander for signature.

I am

Yours sincerely,
955
[Signature]

MR H HANKE
The British Embassy,
Rome.

Director:

18A

The "CAPRONI" company have not made any application to this Headquarters for permission to build any aircraft or use D.H. engines. I was under the impression that "CAPRONI" in spite of their great activity in the aeronautical world in the past intend only to keep a small aircraft section to repair CA 314 & CA 164 for the I.A.M. Permission has been given for these repairs to be carried out at the request of the I.A.M.

I have ascertained that Coly J. B. PENTH has no knowledge of any "CAPRONI" request as alleged.

H. Thompson ^{light}
C.T.O.

24-5-41

1708

The British Embassy,
Rome.

21st January, 1947.

108/3/47.

Dear Air Vice Marshal,

I enclose a copy of a telegram from the Foreign Office about the affairs of the De Havilland engine Company in Italy.

We should be grateful for your comments as regards the alleged refusal given by the Allied Commission to the Cessna Company to their request for permission to sell to Soviet aircraft fitted with old De Havilland engines manufactured in Italy under licence by Alfa Romeo.

Yours sincerely

Henry Hanley

Air Vice-Marshal I Brodie,
Air Force Sub-Commission,
Allied Commission,
Rome.

952

16A

Copy of telegram from Pavia in office to Rome No. 106 of 15th January, 1917.

Confidential.

De Havilland engine company have applied to the Ministry of Supply for permission to negotiate with Geyroni company for the sale of

- a) new British built de Havilland "Giray" engines and
 - b) a licence to manufacture such engines in Italy.
2. We understand that Geyroni Company intends to incorporate new de Havilland engines in Italian built aircraft for sale to Egypt. Geyroni state however that Allied Commission refused to give permission for Geyroni to sell to Egypt aircraft fitted with old de Havilland engines manufactured in Italy under licence by Alfa Romeo.

- 3. Please telegraph your comments generally and in particular state on what grounds A.C. notes as alleged by Geyroni.

AS.

15th

From : AIR FORCES SUB COMMISSION, A.C. ROME
To : AIR HEADQUARTERS, ITALY
Date : 13th January 1947
Ref. : AFSC/833/ENG.

ALLIED BOMBS.

The Armament Branch of the I.A.M. have asked that they be supplied with information for disarming Allied bombs as they have had several accidents resulting in loss of life whilst handling recovered Allied bombs.

It would be appreciated if this information could be sent to this Sub Commission for onward transmission to the I.A.M. or alternatively that some of their armament personnel be trained by the Allies in handling recovered live bombs likely to be found in Italy.

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

File 833/Eng.

FROM : AIR FORCES SUB COMMISSION - A.C. FOUR

TO : ITALIAN AIR MINISTRY *14A*

Date : 19th December 1946

Ref. : ATSC/833/ENG.

COMPARATIVE PERFORMANCE MUSTANG AND SPITFIRE IX AIRCRAFT.

Reference is made to the recent meetings which have taken place between the Director of the A.F.S.C. and the C.A.S. at the Italian Air Ministry and the other staff officers on the question of re-equipping the Italian Air Force with American or British Aircraft.

For your information the following comparative figures are forwarded which, it is hoped, may be of interest to you.

J.W. Turner
J.W. TURNER, P/Lt.
for AIR VICE MARSHALL
DIRECTOR
AIR FORCES SUB COMMISSION.

TABELLA COMPARATIVA DELLE CARATTERISTICHE FUNZIONALI

<u>CARATTERISTICHE</u>	<u>MUSTANG</u>	<u>SPITFIRE IX</u>
Velocità Massima	Km/h 684 a 7.625 m.	644 a 6.100 m.
Velocità massima di crociera	" 418,34	418,34
Velocità economica di crociera	" 354	322
Autonomia massima di crociera	Km. 724	161
Autonomia economica di crociera	" 724	134
Quota di utilizzazione	m. 7.625	4.015
Manovrabilità	BUCNA	ECCELLENTE
Armamento	8 Mitr. Aut. da .5 pollici + 2 bombe da 453 kg. oppure 8 Mitr. Aut. da .5 poll. + 8 spezzoni	4 Mitr. Aut. da .303 poll. + 2 " " " 20 m/m oppure 4 Mitr. Aut. da .5 poll. + 1 bomba da Kg. 226,500
Massima velocità di discesa	Km/h 724	692
Autonomia massima	con serbatoio non sovraccarico Km. 644 con 2 serb. da l. 341 sovraccarichi Km. 1207 con 2 serb. da l. 500 sovracc. Km. 1448	idem 177 1 serb. da l. 204,500 s. 210 1 serb. da l. 409 322

138

FROM : AIR FORCES SUB COMMISSION - A.C. ROME

TO : THE OFFICE OF THE FRENCH REPRESENTATIVE A.C. ROME

Date : 5th December 1946

Ref. : AFSC/P33/ENG.

PATIN REPEATING COMPASS.

Reference your letter No 3098/4 dated 4th December 1946 on the above mentioned subject.

The Makers under licence in Italy of the PATIN Compass were MICROTECNICA (P.I.A.T. Group) of Via Niz-za - TURIN.

The number manufactured is not known by this Sub-Commission or if any stocks exists.

Production has been stopped for some time but it is understood this firm are negotiating with the I.A.M. to carry out repair and overhaul of these compasses.

H. Thompson by Ca.

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

1
Ltr 833/ENG

From : HEAD QUARTERS ALLIED COMMISSION - ROME
Office of the French Representative APO 394

To : AIR FORCES SUB COMMISSION - A.C. ROME
for the attention of GR. CAPT. JARMAN

Date : 4th December 1946

Ref. : 3098/4

12A

AUTHORIZED CONSTRUCTION OF PATIN REPEATING COMPASSES
IN ITALY

Some compasses manufactured by the PATIN Firm of Italy have been found in Germany.

We should like to be informed about the Firm that manufactured them, whether this Firm is still constructing PATIN Repeating Compasses. Also how many instruments were built, and if there are stocks in existence in Italy.

Moreover we beg you to inform us if any stocks of other types of compasses and spare parts for same at present exist in Italy.

HERON de VILLEPOSSE Capt. de Vaisseau
French Representative by the A.C.
P.O. Colonel F. CROS
Adjoint "air".



Translated by M. COMPAGNONI

The makers, under license, of the Patin compasses were "MICROTECNICA" (FINT Group) - via NIZZA - TURIN.

944

According to our information they stopped their production some ago but they are now discussing with the I.A.M. the repair and overhauling of a certain number of

11A

The makers, under licence, of the PATIN Compasses were "MICRO-TECNICA" (FIAT Group) - Via Nizza - TURIN.

According to our information they stopped their production long ago but they are now discussing with the I.A.M. the repair and overhauling of a certain number of PATINE Compasses belonging to the letter.

Because of this it does not seem likely that there are any stock left, though there could probably be some spares available.

J. BRENTA - from Major COSENTINO

December 5th, 1946

HEADQUARTERS ALLIED COMMISSION

Office of the French Representative

AFO 394

No 3098/4

Rome, le 4 Decembre 1946

NOTE POUR LA AIR FORCE SUB COMMISSION

A l'Attention du Group Capt JARLAN

Je serais heureux de recevoir toutes informations possibles,
au sujet de :

- la fabrication sous licence en Italie des compas répétiteurs PATIN- Certains de ces compas retrouvés en Allemagne étaient de fabrication Italienne. qui les a fabriqués? En quelle quantité? En fabrique-t-on actuellement? Existe-t-il des stocks?

D'une façon générale j'apprécierais d'être informé sur les stocks de compas et de pièces détachées pour compas qui pourraient exister en Italie.

Le Capitaine de Vaisseau HERON de VILLEFOSSE
Représentant Français auprès de la
Commission Alliée
P.O Le Colonel F. CROS
Adjoint "air"

felix croc

940

Ch.O. Rome.

Letini

AFSC/833/ENG

9A

SUBJECT : Salvage of Aeroplane Engine

1 Sep Centre (CM)
C.M.F.
Tele : Riccione 48
Ref : Q/B1/311
Date : 7 Nov. 46

Air Forces Sub-Commission
Allied Commission
M i l a n

Not to use
Copy to :- 239 Town Major (your 239/R7/1307 dated 5 Nov 46 refers)

9B

The attached letter from the Harbour Master RIMINI together with a translation is forwarded to you for any action you may wish to take in the matter.

D. RICHARDS, Major
Colonel,
Commander.

DR/ar

*See M.I. H. 69/44
21 XI*

938



HARBOUR COMMAND - RIMINI

Rimini 16 October 46

TO:- The Town Major, RICCIONE

Info to: Locumare, Pano

Subject : Salvage of an aeroplane engine.

Following verbal communication, we inform you that on the 26 September 46 the motorboat "ROMEO M." of which Antonio Maggi is in charge, as it was fishing 12 miles outside Senigallia, felt a strong obstacle against his net, which when dragged ashore, appeared as an aeroplane engine, complete with propeller of american type.

As it is impossible to move it easily and to transport it to a safe place, it has been placed on the quay of the harbour at PANO and in custody of Mr. Maggi who keeps it there at the disposition of the Allied Authorities.

In the salvage operations the owner of the boat broke his fishing net with a damage of about 50.000 lire.

Please let us know urgently what you will decide on the matter. If you are not interested in the engine, it will be treated as the Italian law decides on material rescued from the sea.

The Harbour Major
in Command
(Sgd) O. Cacioppo

/sr

936

A.F.S.C., A.C. Room 8A

From : Air Headquarters, W.P., LULU, C.A.S.
 To : Distribution as below.
 Date : 2 April, 1946.
 Ref : AFGI/10016/1/226.

AIRPORT "INSTRUMENTS"

Reference is made to AFGI/10016/1/226, 203, and 204, para (4) (AIRPORT INSTRUMENTS) and AFGI/10016/1/226, 203, and 204, para (4) (AIRPORT INSTRUMENTS).

2. Leaflets will be issued by Air Headquarters for the future detailing the positions and types of instruments to be applied to individual aircraft. These leaflets will, in the case of active aircraft types, take the form of Part II Technical Leaflets for the Class 2 aircraft types being interested. For other types, or which modification action is not being taken, the leaflets will be in similar form to those mentioned above and are to be treated as leaflets for Class 2. modifications, as no additional number will be allotted and no Vol. II leaflet published (see para. 7).

3. As these leaflets are received, instructions will be issued for modification of the aircraft concerned. It is to be noted that such action has already been taken in respect of Mustang (see AFGI/10016/1/226, 203, and 204, para (4) (AIRPORT INSTRUMENTS) and Mustang (see AFGI/10016/1/226, 203, and 204, para (4) (AIRPORT INSTRUMENTS)).

4. Forwarded herewith are copies of a diagram illustrating the form which the markings should normally take, which will serve as a guide to units when effecting the requirements of the leaflets. This Headquarters is to be notified as soon as practicable of the numbers of extra copies required.

5. The information shown in the diagram has been covered by the modifications shown, which will be made as a part of the modification of non-technical instructions in the relevant sections of AFGI/10016/1/226, 203, and 204, para (4) (AIRPORT INSTRUMENTS) as available in this document.

Aircraft	Inst. No.	714 & 712	Hustons	Inst. No.
Auster	"	163	Mustang	" 704
Boeing Stearman	"	163	Boeing Stearman	" 959
Boeing Stearman	"	163	Boeing Stearman	" 107
Catapult	"	163	Boeing Stearman	" 212, 578, 8111
Dashin	"	163	Boeing Stearman	934
Hedley	"	163	Boeing Stearman	" B.1041
Harvard	"	163	Boeing Stearman	" P.2101
Horsa	"	163	Boeing Stearman	" 1905

6. Modifications to cover the following aircraft have not yet been drafted:-

Debut, Lancaster, Liberator, Mosquito, Spitfire, Sunderland.

STANDARD BREAK IN MARKINGS

STAGE II PREPARED BY ROOM 8 FOR THE INFORMATION AND GUIDANCE OF

EXTERNAL MARKINGS

1) ENTRANCES



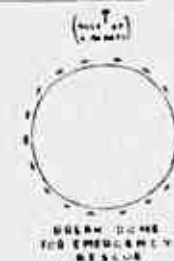
ALL CREW AND PASSENGER ENTRANCES HAVE A TWO INCH NOTICE - ENTRANCE - IN THE SPECIFIED COLOUR. (SEE NOTE BELOW) THE HANDLE, KNOB, ETC. WILL BE IN THE SAME COLOUR. THE BROKEN BAND IS NOT USED, BUT IS DESIGNED FOR PLACES CAPABLE OF BEING BROKEN INTO OR WIDENED. THE INSTRUCTION - TURN TO OPEN - IS IN ONE INCH LETTERS IN THE SPECIFIED COLOUR.

2) EXITS



WAYSIDE EXITS, CAPABLE OF BEING OPENED FROM THE INSIDE ONLY, ARE INTERNALLY MARKED WITH A TWO INCH NOTICE - EXIT - IN THE SPECIFIED COLOUR. THE BROKEN BAND WILL NOT BE USED UNLESS THE EXIT CAN BE BROKEN INTO OR WIDENED TO FORM A LARGE ENOUGH OPENING THROUGH WHICH TO RESCUE TERRIFIED OCCUPANTS.

3) ASTRODOMES



ASTRODOMES ARE TO BE MARKED WITH THE ONE INCH BY ONE INCH BROKEN BAND, SPACES APPROXIMATELY TWELVE INCHES APART, OR WITH ONE INCH SPACING, ON THE FRAME OR SURFACE CLOSE TO THE VIEWER. THIS WORDS - RESCUE DOME FOR EMERGENCY RESCUE - TO BE IN ONE INCH LETTERS AND ALSO FACED FORWARD OR WHILE MOST LIKELY TO BE SEEN.

4) AUXILIARY

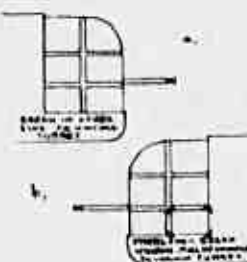


6) BREAK-IN PANELS



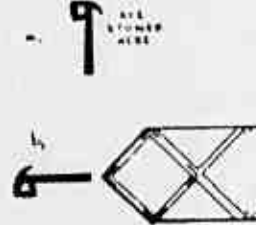
THESE PANELS, WHICH MAY BE OF ANY SHAPE TO SUIT THE FORMS OF EQUIPMENT, ARE PROVIDED SO THAT THEY MAY BE EXTENDED THROUGH THE EXISTING POINT IN THE EVENT OF ENTRANCES JAMMING, TANGLED, FERSPEX, PLYWOOD, ETC. ARE MARKED - BREAK HERE - WHILE METAL AND OTHER STRONGER SURFACES REQUIRING AN AXE TO BREAK IN ARE MARKED - CHOP HERE - CORNER PIECES ARE THREE INCH BY THREE INCH BY ONE INCH.

7) TURRETS



TURRETS ARE MARKED IN ONE INCH LETTERS, OR SMALLER IF NECESSARY, LINES SPACED ONE INCH APART, ONE SIDE - BREAK IN OTHER SIDE TO UNLOCK TURRET - AND THE SIDE WITH THE RELEASE - EMERGENCY BREAK WINDOW PULL UP YELLOW (OR OTHER COLOUR) HANDLE (OR NEW BUTTON) TO UNLOCK TURRET - THE WINDOW TO BE RELEASED IS ALSO MARKED WITH ONE INCH BY ONE INCH BY THREE EIGHTS CORNER PIECES, THE INTERIOR RELEASE IN ALKOWHITE COLOUR.

8) AXE SLOTTAGES



THE SLOTTAGE MUST BE DRAWN OUT THE POSITION OF THE AXE ON THE OUTSIDE OF THE AIRCRAFT WHERE ACCESS IS DIRECT AND EASY. MARK AS FIG. 1, WITH NO CORNER PIECES. SEE ALSO FIG. 1, WHICH A WINDOW WOULD BE THE TARGET ENTRY, MARK AS FIG. 2, AND AFTER THE INITIAL RESCUE, MARK AS FIG. 3. BREAK WINDOW TO GET AXE. CORNER PIECES ARE NOT TO BE USED AS TARGETS FOR PROJECTILES, EXCEPT WHEN IT IS INTENDED TO BREAK IN AT THE NOTICE (FIG. 1).

9) EXTINGUISHERS



INTERNAL MARKINGS

1) ENTRANCES



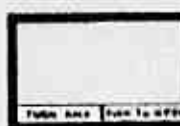
ENTRANCES ARE PAINTED WITH A TWO INCH BAND AROUND THEIR PERIPHERY AS SHOWN IN THE SKETCH (FIG. 1) THE TWO INCH NOTICE - PARACHUTE EXIT - OR - DITCHING EXIT - AS APPLICABLE, IS PLACED AS CENTRALLY AS POSSIBLE IN THE PANEL. INSTRUCTIONS FOR OPENING ARE IN ONE INCH LETTERS, ARROW IF NECESSARY.

2) EXITS



EXITS ARE TO BE MARKED WITH A TWO INCH BAND AROUND THE PERIPHERY OF THE PANEL AND THE TWO INCH NOTICE - PARACHUTE EXIT - OR - EMERGENCY PARACHUTE EXIT - ETC. OR AS IN FIG. 1, PLACED AS CENTRALLY AS POSSIBLE. ARROWS ARE TO BE IN PROPORTION 1:2 TWO OR THREE INCHES LONG, AND SHOWN CLOSE TO THE

3) EMERGENCY EXITS



GIVE CLEAR INSTRUCTIONS FOR OPENING (AS SHOWN IN FIG. 1) BUT DO NOT WRITE ON THE PERIPHERY. THE SIDE OF THE MARKING MAY BE REDUCED AS NECESSARY TO ENABLE THE INSTRUCTIONS TO BE MARKED ON THE METAL FRAME. THE TWO INCH BAND PAINTED AROUND THE PERIPHERY CAN ALSO BE REDUCED TO 1/2 INCH OF THE FRAME FOR THE SAME REASON.

4) INTERNAL DOORS



NOTICES CAN BE WRITTEN ON INTERNAL DOORS IN ONE INCH LETTERS TO DIRECT RESCUERS TO AXES AND EXTINGUISHERS IF IT IS CONSIDERED TO BE OF ANY GREAT HELP. UNLESS ACCESS IS IMPROVED, HOWEVER, IT WILL BE NECESSARY TO BE NECESSARY.

COLOURS

EXTERNAL ON ALL CAMOUFLAGED AIRCRAFT YELLOW IS USED FOR NOTICES, MARKINGS AND INSTRUCTIONS. ON YELLOW, SILVER, WHITE, COLOURS ETC. THE COLOUR IS RED (EXCEPT ON NAVAL AIRCRAFT WHEN THE EXTERNAL MARKINGS ARE ALL BLACK).

INTERNAL PARACHUTE EXIT AND DITCHING EXIT ARE IN RED ON A WHITE BACKGROUND. ALL OTHER ESCAPE MARKINGS AND NOTICES ARE YELLOW ON NAVAL AIRCRAFT THE LOCKED ARE NOT MARKED INTERNALLY BUT ARE LEFT BLACK. RELEASE HANDLES OF EMERGENCY EXITS ARE TO BE YELLOW.

GENERAL

THIS DRAWING IS NOT TO SCALE. DIMENSIONS ARE SPECIFIED IN THE NOTES. IT IS INTENDED TO ASSIST PERSONNEL IN INTERPRETING THE MARKING INSTRUCTIONS ON ALL SERVICE AIRCRAFT AND IS ONE OF THE FORMS FOR A PARTICULAR MACHINE OR OTHER SPECIAL MARKING INSTRUCTIONS.

NO.	DESCRIPTION	DATE	DISTRIBUTION
1	ALL AIRCRAFT	1955	ALL AIRCRAFT COMMANDERS
2	ALL AIRCRAFT	1955	ALL AIRCRAFT COMMANDERS
3	ALL AIRCRAFT	1955	ALL AIRCRAFT COMMANDERS

DD FORM 100-10 FOR THE INFORMATION AND GUIDANCE OF R.A.F. UNITS

3) AIR ROOMS

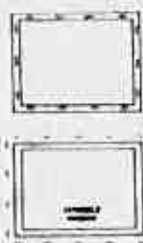


4) AUXILIARY EXTIN



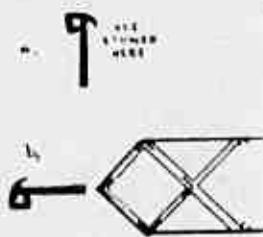
OF MINORS WHICH HAVE BEEN USED AS EXITS IN EMERGENCY USE TO BE MARKED WITH TAPE INCH BY ONE INCH SEVENTH SPEED APPROXIMATELY TWELVE INCHES APART OR LESS WITH THE INSTRUCTIONS IN ONE INCH LETTERS. TAPE TO BE ONE INCH WIDE. THE FIRST SIX MUST NOT BE MARKED. THE SEVENTH BAND CAN USUALLY BE MARKED ON THE TOP OF THE EXIT.

5) EMERGENCY EXITS



THESE SAITS ARE PROVIDED FOR SAITS FROM INSIDE THE AIRCRAFT, BUT ARE MARKED EXTERNALLY SINCE THEY MAY BE USED BY OUTSIDE ESCORTS. THEY ARE TO BE MARKED AS IN FIG. A OR IF THE MATCH CAN BE WIDENED BY CHOPPING, AS IN FIG. B. IN OTHER WORDS, THE BROKEN WOUND IS TO BE MARKED ON THE AIMS TO BE CHANGED THE POSITION OF INTERNAL WOUNDS OR BLEEDING PING CAN ALSO BE EXTERNALLY MARKED.

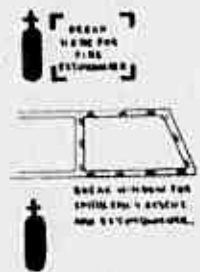
8) AYU VEDIC



THE SIMPLIFIED WAY TO BE DRAWN
OVER THE PORTION OF THE AIR
IN THE OUTLINE OF THE AIRCRAFT
WHICH LOOKS TO DIRECT AND
THAT WHICH IS IN A WITH NO
TENSES FIRST, SEE ALSO FIG. 2
WHERE A WINDOW WHICH IS
THE LARGEST THAT WHICH
FIG. 3 AND FIG. 4 THE NOTICE
SUGGESTION IS —

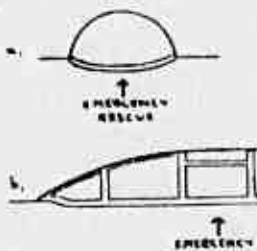
**BREAK WINDOW TO
GET AXE**

CORNER PRICES ARE NOT TO
BE USED AS PRICES FOR
MOTORS EXCEPT WHEN
IT IS INTENDED TO OPERATE
IN AT THE OTHER SIDE.

9) **EXTINGUISH** V R V

WHERE BREAK GLASS IS PROVIDED
THE INSTALLATIONS IN FIG. 2,
APPLY FOR FIRE EXTINGUISHERS
WHERE THERE IS A DETERMINED
POSITION NEAR ENOUGH IT
IS USUAL TO ADD THE IN-
STALLATIONS FOR GETTING
APPS AND EXTINGUISHERS TO
THE EXISTING MOTORS. RE-
BREAK WINDOW
FOR EMERGENCY
RESCUE AND
EXTINGUISHERS
DO NOT ADD CORNER PIECES
TO THE EXISTING BROKEN
BAND COMING INTERSECTION WHEN
LATE AND EXTINGUISHERS ARE LOCATED

10) CUIST NOTICE



ADDITIONAL NOTICES ON THE
SIDE OF THE AIRCRAFT ARE
REQUIRED WHEN IT IS
DIFFICULT OR IMPOSSIBLE
TO SEE THE BEGINNING POINTS
ETC FROM THE DELIVERED
POSITION ON THE GROUND.
IT IS NECESSARY INSTRUCTIONS
BE MARKED ON TOP OF THE
AIRCRAFT WHEELS AND -

EMERGENCY RESCUE
IN ONE INCH LETTERS WITH A
TWO INCH MARGIN ON THE TOP
OF THE AIRCRAFT. IT THERE ARE
NO INSTRUCTIONS MARK TO BE

COLOURS

INTERNAL ON ALL CYLINDERS BEING YELLOW IS
USED FOR INITIAL MARKINGS AND IDENTIFICATION
ON YELLOW, WHITE, WHITE, WHITE, ETC. THE
YELLOW IS USED FIRST ON MARKS ABOVE THREE
THE INITIAL MARKING IS ALL BLACK.

INTERNAL PASSENGER EXIT AND EGRESS EXIT ARE IN RED ON A WHITE BACKGROUND. ALL OTHER ESCAPE MARKINGS AND NOTICES ARE YELLOW ON A BLACK BACKGROUND. THE COCKPITS ARE NOT MARKED INTERNALLY BUT ARE LIGHT GLARE. REAR HANDLES OF EMERGENCY EXITS ARE TO BE YELLOW.

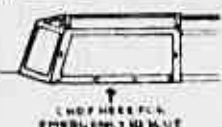
CENTRAL

THIS DRAWING IS NOT TO SCALE. DIMENSIONS ARE SPECIFIED IN THE NOTES. IT IS INTENDED TO ASSIST PERSONNEL IN INTERPRETING THE MAXIMUM INSIDE TURNS ON ALL SERVICE AIRCRAFT AND IS OVERLAPED BY THE FORM GSA FOR A PARTICULAR MACHINE, OR OTHER SPECIAL MARKING INSTRUCTIONS.

NO. 1	NAME	DATE	DISTRIBUTION
1	JOHN J. GARRARD	10/1/50	ALL U.S. MARINE CORPS COMMANDS
2	JOHN J. GARRARD	10/1/50	ARMY AND NAVY
3	JOHN J. GARRARD	10/1/50	ARMY AND NAVY

FIGHTER MARKINGS

15) INTERNAL RELEASE



WHERE THE MIRROR IS OPERABLE
ONLY FROM THE INSIDE.
WHEN THE HOOD IS CLOSED
THE REGRASS HINGE IS
APPLIED AGAINST THE INSIDE
FACE OF THE SLIDING
POSITION AND THE HINGE
MARKED BOTH SIDES WITH
THE USUAL WEAR - IN
INDICATION.

"CHOP HERE FOR
EMERGENCY RESCUE"
IN ONE-ONLY LETTERS, WITH
A TWO-INCH ARROW

16) ARMOUR PLATE



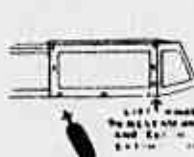
ON ONE PIECE PAPER
HOOD, WHERE ALMOST OF
EQUIPMENT BLOCK THE
PILOTS ARE. TERMINATE
THE SEARCH BAND WITH
A LARGER FILE NO.
DO NOT PAINT THE PAPER
UNLESS THERE IS A REASON
FOR DOING SO. AS THE
HOOD MARK AS FIG. 15.
"RELEASE HOOD
OTHER SIDE
IN ONE MORE LETTERS

EXTERNAL RELEASE



THE MANUSCRIPTS USUALLY
INSTRUCTIONS ARE USUALLY
TOO SMALL TO BE READILY
SEEN AND INSTRUCTIONS
SHOULD BE MARKED IN
THE SPECIFIED COLUMN
IN ONE MORE HIGH LETTER
THE NEXT COLUMN WHICH
IS TO BE MARKED IN
THIS COLUMN ALSO.
THE SECOND HAND TO ONE
INCH BY HALF THIS MEASUREMENT
SPACED TWICE THE FIRST HAND

18) EXTINGUISHERS



WHERE THE EXTINGUISHER
IS CONSIDERED TO BE
ITS POSITION IS TO BE
MARKED BY A SIGNATURE
IN THE SPECIFIED COLOR
AND EITHER THE NOTICE
"FIRE EXTINGUISHER
HERE"
OR A COMBINED NOTICE
AS IN FIG. 5 MAY BE IN
ONE OR MORE LETTERS

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

To :- No. 239 Wing.
No. 524 Wing.
No. 244 Wing.

A.F. Q.I. O. M. Squadron.
No. 155 Maintenance Unit
No. 357 Maintenance Unit
No. 123 S.P. Base/Escharest
No. 126 S.P. Base/Bellaredo
No. 173 S.P. Base/Vienna

R.A.F. Station Bari (SP)
R.A.F. Station Udine (SP)
R.A.F. Station Poggiasio (SP)
58 M.T. Company.
No. 3 M.T. Co. U.
54 M.T. Company
A.F.S.C. Base
R.A.F. Unit Ciampino
No. 56 P.T.C.

Date :- 22nd August, 1946.

Ref :- HQI/4245/AG.

GENERAL
REPORT ON EQUIPMENT 15/20 TWA LISTER
- FITTING OF RADIATOR COOLING FAN GUARD.

1. Recently an incident occurred resulting in an injury to an airman operating one of the above type Generating Sets.

2. The accident has been attributed to the absence of the wire mesh guard allowing the man's hand to slip into the revolving fan blades.

3. Units having this type of equipment are to ensure that the wire mesh guard is securely in position when the fan is running.

(S. R. Evans)

H.G. THOMAS
Flight Lieutenant,
for Air Commodore,
Air Officer-in-Charge Administration,
Air Headquarters, RAF, Italy.

928

308.49.
P155

7A

1154/833/ent

GENERALENGINE EQUIPMENT 15/20 FNA LISTER- FITTING OF RADIATOR COOLING FAN GUARD.

1. Recently an accident occurred resulting in an injury to an airman operating one of the above type generator sets.
2. The accident has been attributed to the absence of the wire mesh allowing the man's hand to slip into the revolving fan blades.
3. Units of this type of equipment are to ensure that the wire mesh is correctly in position when the fan is running.

W. J. Rogers

W. J. ROGERS
Flight Lieutenant,
for Air Commodore,
Air Officer in Charge Administration,
Air Headquarters, R.F.C. Italy.

928

30/8.49.
PIS

823/ENG

1092

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

785017

File in

NAVY 785017

TYPE 170

926

*The Bristol Freighter for Cargo
The Wayfarer for Passengers.*

Bristol
Type
170



A work-a-day aircraft for heavy duty in post-war air transport, into the design of which has gone 40 years of experience in aircraft construction. "Bristol" Type 170 is an economical, easily maintained aircraft with an exceptionally spacious interior which makes it adaptable to a wide variety of uses.

1094

Declassified E.O. 12356 Section 3.2 (b) (3)



General Description and Operating Data

The "Bristol" Type 170 is designed to meet two of the most important requirements of air transport; the air carriage of all classes of cargo and the provision of cheap, comfortable and reliable passenger carriage.

GENERAL DESCRIPTION

Type 170 is a twin-engined aircraft of essentially utilitarian design and of "Bristol" standard all-metal construction—fully proved in "Bristol" aircraft during 6 years of war—and having disposable loads of 11,950-lb. (5,420 Kgs.) in its Freighter version and 9,700-lb. (4,400 Kgs.) in the Passenger, or Wayfarer version.

It is a high wing monoplane with fixed undercarriage to render it especially suitable for air transport in remote areas where prepared runways may not be available. Ease of maintenance, low operating costs and sturdiness of construction are features of the design.

It has a low wing loading—26-lb./sq. ft. at 36,300-lb. (127 Kgs./sq. m. at 16,555 Kgs.)—and is able, therefore, to operate from small airfields. Power is provided by two "Bristol" Hercules 14-cylinder radial air-cooled sleeve-valve engines of 1,675 B.H.P. each.

OPERATING CHARACTERISTICS

Cruising speed. A wide range of cruising speed from 140 m.p.h. (225 Km./h.) to 180 m.p.h. (290 Km./h.) is available on a power output of from 40% to 55% of take-off power.

Take-off and landing. At fully laden weight the aircraft clears a 50-ft. (15 m.) barrier in under 700 yds. (640 m.). The ground run is about 350 yds. (320 m.). Landing distance over a 50-ft. (15 m.) barrier is 650 yds. (595 m.).

Climb. The rate of climb is 1,100-ft./min. (335 m./min.) at

sea level, 750-ft./min. (228 m./min.) at 10,000-ft. (3,050 m.).

Payload and range. Still air range cruising at 180 m.p.h. (290 Km./h.) with payload of 4 tons (4,000 Kg.) of cargo is 700 miles (1,125 Km.); 600 miles (965 Km.) with 32 passengers and their baggage.

Single-engine performance. The ample reserve of power ensures adequate single-engine performance, the rate of climb on one engine being 280-ft./min. (85 m./min.) at sea level.

OPERATING COSTS

Operating costs, estimated on a conservative basis and on annual utilization of 2,000 hours, 300 mile (482 Km.) still air range with 60% reserve of fuel, are:—capacity load, 7.8 pence per ton-mile (4.8d. per 1,000 Kgs./Km.) and 1.1 pence per passenger-seat mile (7.0d. per passenger seat Km.) equivalent to 12.0 pence per ton-mile (7.37d. per 1,000 Kgs./Km.) and 1.7 pence per passenger mile (1.03d. per passenger Km.) with a 65% load factor.

LEADING DIMENSIONS, Etc.

Span 98-ft. (30 m.). Overall length, 68-ft. 4-in. (21 m.). Height over fin, 21-ft. 8-in. (6 m. 60). Main hold, 215 sq. ft. (19.97 sq. m.) 2020 cu. ft. (57.20 cu. m.). Main cabin, 31-ft. 8-in. (9.65 m.) long, by 6-ft. 9-in. wide (2.05 m.) (8-ft. 0-in. (2.44 m.) 24-in. (0 m. 61.) above floor. Wing loading, 26-lb./sq. ft. (127 Kg./sq. m.). Power loading at take-off 11.9-lb./b.h.p. (4.95 Kg./b.h.p.).



Possible uses for Type 170

- (1) "Ferrying" - scheduled or unscheduled service
 - (a) Scheduled service
 - (b) Bombardment
 - (c) Expeditionary
- (2) "Mailman" - air mail passenger service
- (3) Combined - passenger-passenger service
- (4) Mail - delivery, pick-up and delivery
- (5) Air - fighting, but not for the main reason
- (6) Emergency transportation
- (7) Fuel tankers
- (8) Generalized use in transport
- (9) Medical service
- (10) Fire-fighting
- (11) Cargo transport
- (12) Education - observation
- (13) Search-light
- (14) Photographic survey and
- (15) Meteorological work and
- (16) All other miscellaneous purposes

1097

file 5A

From : Air Forces Sub Commission, A. C., Rome
To : Italian Air Ministry, Rome
Date : 5th July, 1946
Ref : AFSC/833/ENG.

AIRCRAFT REFUELLING AND OILING INSTRUCTIONS.

Two copies of MED/ME Command Aircraft Refuelling and Oiling Instructions are herewith forwarded for your information as it is considered that they may be useful to the Italian Air Force.

Encl: 2

for,

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

925

File in 83387 4A

From : Air Headquarters, R.A.F., ITALY C.M.F.
 To : Advanced Air Headquarters (2)
 Headquarters, No. 214 Wing (10)
 " " No. 214 Wing (6)
 " " No. 219 Wing (4)
 " " No. 324 Wing (1)
 No. 159 Maintenance Unit (6)
 No. 357 Maintenance Unit (6)
 A.H.Q. It. Comm. Squadron (2)
 A.H.Q. Italy Comm. Squadron (2)
 A.W.S.C., R.M.A. (2)
 No. 225 Squadron (2)
 No. 224 Squadron (2)
 No. 663 Squadron (2)
 No. 343 Squadron (2)

Date : 25/11 June 1945
 Ref : AHQI/12000

EXTRACTED

SALVAGE AND REPAIR OF R.A.F. AIRCRAFT - ITALY

On site repair, recovery and transportation of crashed aircraft or aircraft beyond Category 'A' repair is the responsibility of the operating formation, utilising Wing servicing facilities.

2. Sub-formations and Units not provided with Wing Servicing facilities, or for whom arrangements with operational formations have not been made are to apply to this Headquarters for aircraft salvage or on site repair facilities.

3. Nos. 159 M.U. and 357 M.U. are each established with two Mobile Repair Parties Type 'B'. These units will be responsible for salvage and on site repair (except for aircraft in 235, 244, 249 and 324 Wings), in the following areas:-

- (i) No. 159 M.U. responsible for salvage and on site repair South of line drawn between Rome and Pescara. 423
- (ii) No. 357 M.U. responsible for salvage and on site repair North of the above line, inside Italy.
- (iii) Repair on site and salvage in Austria will be undertaken by the salvage element in 324 Wing.

Date

June 1945

Ref

AHQI/12000

RECEIVED

SAVAGE AND REPAIR OF R.A.F. AIRCRAFT - ITALY

On site repair, recovery and transportation of crashed aircraft or aircraft beyond Category 'A' repair is the responsibility of the operating formation, utilising Wing servicing facilities.

2. Sub-formations and Units not provided with Wing Servicing Facilities, or for whom arrangements with operational formations have not been made are to apply to this Headquarters for aircraft salvage or on site repair facilities.

3. Nos. 159 M.U. and 357 M.U. are each established with two Mobile Repair Parties Type 'B'. These units will be responsible for salvage and/or on site repair (except for aircraft in 239, 244, 249 and 324 Wings) in the following areas:-

- (i) No. 159 M.U. responsible for salvage and on site repair South of line drawn between Rome and Pescara.
- (ii) No. 357 M.U. responsible for salvage and on site repair North of the above line, inside Italy.
- (iii) Repair on site and salvage in Austria will be undertaken by the salvage element in 324 Wing.

4. All aircraft casualties are to be reported and assessed in accordance with MEDME Air Staff Instruction No. 2/45 (External). All signals reporting Category A, B1, B2 or B4 aircraft are to be repeated to the applicable Maintenance Unit as indicated in para. 3 above. Signals in respect of Category A or B2 are to be repeated to the Maintenance Units.

5. It is requested that Controlling Formations issue the necessary instructions covering the above policy. A.M.C. Italy has been advised of this dated 14th February, 1945, is hereby cancelled.

6. H.Q. R.A.F. MED Maintenance Instruction No. 2 dated 11th November, 1945, deals with revision on site and salvage of aircraft. Instructions clarify the policy regarding aircraft operating in the area.

C. J. ROPE

Superior Leader

To

A.C. Headquarters

A.C. Headquarters

A.C. Headquarters



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

To : Advanced Air Headquarters (2) A.H.Q. Italy Comm. Sqdn. Det. (2)
 Headquarters, No. 249 Wing (10) A.F.S.O., Rome. (2)
 " " No. 244 Wing (6) No. 1 Base Area (1)
 " " No. 239 Wing (6) No. 225 Squadron (2)
 " " No. 324 Wing (6) No. 624 Squadron (2)
 No. 159 Maintenance Unit (6) No. 663 Squadron (2)
 No. 357 Maintenance Unit (6) No. 318 Squadron (2)
 A.H.Q. Italy Comm. Squadron (2)

Date : 28th June, 1946.

Ref : AHQI/12000/ENG.

RESTRICTED

SALVAGE AND REPAIR OF R.A.F. AIRCRAFT - ITALY

On site repair, recovery and transportation of crashed aircraft or aircraft beyond Category A/C repair is the responsibility of the operating formation, utilising Wing servicing facilities.

2. Sub-formations and Units not provided with Wing Servicing facilities, or for whom arrangements with operational formations have not been made are to apply to this Headquarters for aircraft salvage or on site repair facilities.

3. Nos. 159 M.U. and 357 M.U. are each established with two Mobile Repair Parties Type 'B'. These units will be responsible for salvage and/or on site repair (except for aircraft in 239, 244, 249 and 324 Wings) in the following areas:-

(i) No. 159 M.U. responsible for salvage and on site repair South of line drawn between Rome and Pescara.

(ii) No. 357 M.U. responsible for salvage and on site repair North of the above line, inside Italy.

(iii) Repair on site and salvage in Austria will be undertaken by the salvage element in 324 Wing. 921

4. All aircraft casualties are to be reported and actioned in accordance with MEDAE Air Staff Instruction No. 2/45 (External). All signals reporting Category A/C, B1, B2 or E1 aircraft are to be repeated to the applicable Maintenance Unit as indicated in para. 3 above. Signals in respect of Category A or E2 are not to be repeated to the Maintenance Units.

5. It is requested that Controlling Formations issue the necessary instructions covering the above policy. A.H.Q. Italy

SALVAGE AND REPAIR OF R.A.F. AIRCRAFT - ITALY

On site repair, recovery and transportation of crashed aircraft or aircraft beyond Category AC repair is the responsibility of the operating formation, utilising Wing servicing facilities.

2. Sub-formations and Units not provided with Wing Servicing facilities, or for whom arrangements with operational formations have not been made are to apply to this Headquarters for aircraft salvage or on site repair facilities.

3. Nos. 159 M.U. and 357 M.U. are each established with two Mobile Repair Parties Type 'B'. These units will be responsible for salvage and/or on site repair (except for aircraft in 239, 244, 249 and 324 Wings) in the following areas:-

(i) No. 159 M.U. responsible for salvage and on site repair South of line drawn between Rome and Pescara.

(ii) No. 357 M.U. responsible for salvage and on site repair North of the above line, inside Italy.

(iii) Repair on site and salvage in Austria will be undertaken by the salvage element in 324 Wing.

4. All aircraft casualties are to be reported and actioned in accordance with MEDME Air Staff Instruction No. 2/45 (External). All signals reporting Category AC, B1, B2 or E1 aircraft are to be repeated to the applicable Maintenance Unit as indicated in para. 3 above. Signals in respect of Category A or E2 are not to be repeated to the Maintenance Units.

5. It is requested that Controlling Formations issue the necessary instructions covering the above policy. A.H.Q. Italy letter of even reference dated 14th February, 1946, is hereby cancelled.

6. H.Q. R.A.F. MEDME Maintenance Instruction No. 2 as amended dated 10th November, 1945, deals with repair on site and salvage of aircraft. The foregoing instructions clarify the policy as regards aircraft operating in this theatre.

W. G. Pope
C.A. POPE

Squadron Leader,

for

Air Commodore,

Air Officer i/c Administration,

Air Headquarters, R.A.F. ITALY.

FROM :- Air Forces Sub-Commission,
Allied Commission, Milan.

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

DATE :- 19th February 1946.

REF :- AFSC/M/827/ENG.

CIERVA AUTOGIRO : I-CIER

During the February conference a mention was made of the number of serviceable aircraft owned by the Milan Aero-club.

2. These were said to total six and to include an Autogiro.

3. This machine, manufactured by A.V. Roe of Birmingham, to Cierva specifications and fitted with a Chevrolet engine, is at present housed on the premises of the Società Sanitaria at Olgiate Olona.

4. The machine was carefully stored, but several years without attention has allowed the fabric to perish and many metal parts to rust.

5. According to British standards the machine is unserviceable and beyond economical repair.

MA 5/3

reference

*87A
3A*

CIERVA AUTOGIRO : I-CIER

During the February conference a mention was made of the number of serviceable aircraft owned by the Milan Aero-club.

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5. According to British standards the machine is unserviceable and beyond economical repair.



G10. to note for forwarder's instructions.
1/18 5/3

L.B. JARMAN G/C
Commanding
A.F.S.C. MILAN

1104
From: Air Forces Sub Commission, A. C., Rome
To: Italian Air Ministry, Rome

For info: Air Forces Sub Commission, A. C., Milan

Date: 12th April, 1946

Ref: AFSC/826/ENG.

FIGHTER AIRCRAFT EX- C.L.N. AIR FORCE.

1. Information has been received from the British Air Ministry, through M.A.A.C., that the diagrams etc. appertaining to the RE.2006 aircraft have been carefully studied by them and state that it is of no special interest to them.
2. In view of the above and the fact that this unit was informed some ~~time~~ time ago that the Italian Air Ministry had no interest in this aircraft, you are requested to reduce ~~the~~ aircraft to scrap for salvage purposes and inform this Headquarters when this has been carried out.

J.W. Turner
for, J.W. TURNER F/LT.
AIR VICE MARSHAL
DIRECTOR?
AIR FORCES SUB COMMISSION.

From : Mediterranean Allied Air Committee Secretariat.

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

Date : 4th April, 1946.

Ref : MAAC/4200/AFALS.

Fighter Aircraft - Ex CLN Air Force. HHA

Reference is made to your letter AFSC/826/Eng., dated 23rd January 1946,

2. You are informed that the correspondence and diagrams of RE 2006 aircraft have been carefully studied by Air Ministry who state they have no special interest in this aircraft. Air Ministry are, however, retaining the 3 view G.A. drawing.
3. Authority is therefore given for this plane to be dismantled for salvage purposes.

CTO Please inform the JAGM
by letter.

W4DD

(MAXWELL FISHER)
Wing Commander,
Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE.

Copy to: Intelligence, A.H.Q. Italy.

Ans. File
12/4



