

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

785017

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10000/135/500

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

785017

10000/135/500

FLYING CONTROL, CORRESPONDENCE
MAR. - AUG. 1947

FROM : I.A.F. GENERAL STAFF

TO : AIR FORCES BRANCH (Attention of W/C Greece)

DATE : 28/8/47

REF : 105986/c/124000LL

SUBJECT : CODE FOR THE PYROTECHNIC SIGNAL SERVICE

We hereby reply to letter AFE/48/4/AIR dated 22nd May 1947.

1) We have already studied the question of establishing a

Code for pyrotechnic signals between aircraft, ships and land units.

2) Two distinct possibilities for using such signals were considered.

a) An international signal code for flight assistance and control.

b) A signal code for air-naval and air-land cooperation.

3) As regards the signals mentioned in 2a, it is to be remembered that the ICAO does not use pyrotechnic signals as part of its service. It is therefore not possible to give the code an international character and so the matter was dropped.

4) The code for air-naval and air-land cooperation will have to be studied in collaboration with the competent Military and Naval authorities, bearing in mind that pyrotechnic signals will be used to augment (or to substitute in case radio apparatus suffers damage at sea) radio signals which are to be ruled by a code for air-naval

4052

We hereby reply to letter AFE/45/4/AIR dated 22nd May 1947.

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a) An international signal code for flight assistance and control.

b) A signal code for air-naval and air-land cooperation.

3) As regards the signals mentioned in 2a, it is to be remembered that the ICAO does not use pyrotechnic signals as part of its service. It is therefore not possible to give the code an international character and so the matter was dropped.

4) The code for air-naval and air-land cooperation will have to be studied in collaboration with the competent Military and Naval authorities, bearing in mind that pyrotechnic signals will be used to augment (or to substitute in case radio apparatus suffers damage at sea) radio signals which are to be ruled by a code for air-naval and air-land cooperation.

The use, therefore, of a larger number of signals than shown in the attached list, will be requested.

5) It must also be borne in mind that the I.A.F. has a stock signal cartridges different from those shown on the above mentioned list (multiple star cartridges - from 2-6 white and red and cartridges with green stars.) The use of such a stock, though it does not permit the Italian units to use

4052

2

the British signal code, appears advisable because, in addition to reasons of economy, nine different elementary signals can be made with the cartridges. The possibility arises therefore of increasing the total number of signals in use. Such a plan is subordinate to the Army and Navy possessing similar pyrotechnic signals.

6) Whenever necessary, a cooperation code could be arranged between British and Italian units. But the use of such a code would entail supplying the Italian F.F.A.A. with a stock of the pyrotechnics used by British units.

6) Conclusion:-

a) The question of establishing an air-naval air-land cooperation code, different from that used by British units (owing to different material available) will be studied by us.

b) Whenever you deem the application of the code necessary, we will inform the Army and Naval General Staffs. Such a solution, however, would only be possible after adequate supplies of the afore-mentioned cartridges have been supplied, as our present financial position does not permit our ordering them from a firm as the prices are very high.

c) We do not think advisable, owing to its lack of international status, setting up a signal code for flight assistance. The control towers are the only ones using signal flashes. This is an emergency method of signalling, employed when transmitting and visual methods are impossible.

CHIEF OF GENERAL STAFF

4053

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6) Conclusion:-

- a) The question of establishing an air-naval air-land cooperation code, different from that used by British units (owing to different material available) will be studied by us.
- b) Whenever you deem the application of the code necessary, we will inform the Army and Naval General Staffs. Such a solution, however, would only be possible after adequate supplies of the afore-mentioned cartridges have been supplied, as our present financial position does not permit our ordering them from a firm as the prices are very high.
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CHIEF OF GENERAL STAFF

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Chatter
14

REPUBBLICA ITALIANA

Roma

28 AGO 1947

Ministero della Difesa e Aeronautica
STATO MAGGIORE AERONAUTICA

1° REPARTO

2ª Sezione Aeronautica

ALLA AIR FORCES BRANCH A.F.M.C.
(per l'attenzione W/C Grece)

- ROMA -

Prot. N° 10598/C Allegato 1240 ell

Risposta al f. N°

del

317

OGGETTO Codice servizio segnalazioni pirotecniche.-

Risposta al foglio APR/48/4/AIR del 22 Maggio
1947.-

- 1) La costituzione di un Codice per segnalazioni pirotecniche fra velivoli, navi e unità terrestri era stata già presa in esame dello scrivente.-
- 2) Si era ritenuto opportuno considerare due possibilità di impiego ben distinte:
 - a)- Un Codice di segnalazioni relative all'assistenza ed al controllo del volo a carattere internazionale.-
 - b)- Un Codice di segnalazioni per la cooperazione Aeronavale, e aeroterrestre.-
- 3) Per ciò che riguarda le segnalazioni 2a) è da tener presente che la ICAO non prevede, nei suoi standards l'impiego di segnalazioni pirotecniche. Non è perciò possibile dare, al codice in esame, un carattere internazionale, e pertanto ne è stato tralasciato lo studio.-
- 4) Il Codice di cooperazione Aeronavale e Aeroterrestre dovrà essere studiato in collaborazione con le competenti Autorità dell'Esercito e della Marina, tenendo presente che le segnalazioni pirotecniche dovranno essere usate per integrare (o per sostituire in caso di avaria gli apparecchi radio) le segnalazioni radio in corso di codificazione per la cooperazione Aeronavale e Aeroterrestre.-
Sarà richiesto quindi l'uso di un numero di segnalazioni superiore a quello indicato nello specchio accluso alla lettera.-
- 5) E inoltre da tener presente che l'A.M.I. ha una certa scorta di cartucce da segnalazione, di caratteristiche diverse da quelle indicate nello specchio citato (cartucce a più stelle - da 2 a 6 bianche e rosse e cartucce a stella verde).- L'uso di tale scorta, se pure non consente ai Reparti

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La pagina sottostante, per essere letta, va vista separatamente con la sua copia, e non va inserita nel fascicolo.

Italiani l'utilizzazione del Codice di segnalazioni Inglese, appare consigliabile, oltre che per ragione di economia per il fatto che con le cartucce esistenti si possono realizzare nove segnali elementari diversi, con ovvie possibilità, quindi di aumentare il numero complessivo delle segnalazioni. - Tale realizzazione è subordinata alla esistenza di analogo materiale pirotecnico presso l'Esercito e la Marina. -

- 6) Ove fosse necessario si potrebbe predisporre un Codice di cooperazione fra reparti Inglesi e Italiani, il cui impiego richiederebbe però la dotazione alle FF.AA. Italiane di una scorta degli artifizi usati dai Reparti Inglesi. -
- 7) Concludendo:
 - a) Lo scrivente provvederà a far studiare il problema per la realizzazione di un codice di cooperazione Aeronavale ed Aeroterrestre diverso (per ragioni di disponibilità di materiale) da quello in uso presso i Reparti Inglesi. -
 - b) Ove Codesto AFB ritenga necessario l'applicazione del Codice proposto lo scrivente provvederà ad interessare in merito gli Stati Maggiori dell'Esercito e della Marina. Tale soluzione però dovrebbe prevedere il rifornimento di adeguati quantitativi dei previsti tipi di cartucce in quanto l'attuale situazione economica non consente l'ordinazione a Ditte di tale materiale, il cui costo risulta molto elevato. -
 - c) Non si ritiene opportuna, data la mancanza del requisito di norma internazionale, l'istituzione del Codice di segnalazione per l'assistenza al volo. Soltanto per le Torri di controllo è stato mantenuto in vigore l'uso di razzi luminosi quale mezzo di segnalazione di emergenza nei casi di inefficienza dei mezzi in RTP o dei segnali visivi.



AL CAPO DI STATO MAGGIORE

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

785017

(4)

AIR FORCE BRANCH, ALLIED FORCE HEADQUARTERS.

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AIR HEADQUARTERS, R.A.F., ITALY

CLASIFIED

UNCLASSIFIED

AF 346 DATED 17 JUNE (.) FOLLOWING SIGNAL RECEIVED FROM

ITALIAN AIR MINISTRY QUOTE (.)

TELETYPE/13140/TEL/887 COLL/
ADDRESSED TO CIVILAVIA ROME, ALL THE AIR ZONES AND I.A.F. CAGLIARI,
PALERMO AND FOR INFORMATION TO BARI/QUOTA/ FOLLOWING TELEGRAM
12973 DATED 14 MARCH AND NO. 13069 DATED 31 MARCH WE REQUEST INFORM
YOU THAT THE ORDER FORBIDDING FLIGHTS OVER THE GUIDONIA AIRPORT
BETWEEN 10-12 HRS AND BETWEEN 15-18 HRS IN FORCE UNTIL 16 JUNE
SHOULD BE EXTENDED UNTIL 25 JUNE (.) UNQUOTE (.)

AFB/48/4/Air.

4050

ROUTINE
AIR STAFF

A.W.RAY B/L

TELEGRAM

FROM: MINISTRY OF DEFENCE - I.A.F.
INSPECTORATE OF TELECOMMUNICATIONS AND
FLIGHT ASSISTANCE
NO:1 MET. DIVISION

TELEMAEREO/13140/TEL/98700LL/ ADDRESSED TO CIVILAVIA ROME,
ALL THE AIR ZONES AND I.A.F CAGLIARI, PALERMO AND FOR
INFORMATION TO BARI AERONAUTA/ FOLLOWING TELEGRAM 12973
DATED 14 MARCH AND NO.13069 DATED 31 MARCH WE HEREBY
INFORM YOU THAT THE ORDER FOR IDLING FLIGHTS OVER THE
GUIDONIA AIRPORT BETWEEN 10-12 HRS AND BETWEEN 15-18
HRS. IN FORCE UNTIL 16 JUNE SHOULD BE EXTENDED UNTIL 25 JUNE.
REQUEST YOU INFORM ALL INTERESTED UNITS./ GENERAL BARRA

Translated by L.A.C. Costigan



Copy to ANHQ 14th.
Ciaaprio.

Chub.
14th.

4044

From : Ministry of Defence
Inspectorate of Telecommunications and Aircraft Safety,
Meteorological Section.

To :

CIVILAVIA SEDE
AERAZONA MILANO
AERAZONA PADOVA
AERAZONA ROMA
AERAZONA BARI
AERONAUTICA CAGLIARI
AERONAUTICA PALERMO
AEROUNITA' BARI

TELEGRAMME 13016/TEL./FOR CIVILAVIA ROME ALL AERAZONE
AND IAF CAGLIARI PALERMO ALSO IAF BARI./THE BAN ON FLYING
OVER THE URBE AIRFIELD, AS SIGNALLED IN TELE 101901/OP DATED
19 MARCH 1947 HAS NOW BEEN LIFTED./
PLEASE INFORM ALL INTERESTED UNITS OF THE ABOVE./
GENERAL DAMBA

TRANSLATED BY L.A.C. DOSI



4047

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MODULARIO
A. 1. 511

MINISTERO DELLA DIFESA - Aeronautica
ISPettorato delle TELECOMUNICAZIONI

mod. 101

MINISTERO DELL'ASSISTENZA AL VOLO
Divisione Meteorologia - Sezione 1^a

5

Indicazioni d'urgenza

Circuito d'invio

Telegramma

Spedito il _____ ore _____ per circuito N. _____
all'Ufficio di _____ Transmittente

Qualifica	Destinazione	Provenienza	Numero	Parola	Data di presentazione	
					Giorno	Ora e minuti

CIVILAVIA SEDE
AEROSONA MILANO
AEROSONA PADOVA
AEROSONA ROMA
AEROSONA BARI
AERONAUTICA CAGLIARI
AERONAUTICA PALERMO
AERONAUTICA BARI

781 Cell

TELEMETEOREO 15-16 /TEL /./ DESTINATARI CIVILAVIA
ROMA TUTTE AEROSONA E AERONAUTICA CAGLIARI PA-
LERMO CONOSCENZA AERONAUTICA BARI /./ DIVISTO SOB-
VOLO AEROPORTO URBE SEGRALATO TELE 101901/OF MAR-
ZO 19 C.A. DELLO STATEREO EST CESSATO /./ PRE-
GAST INFORMARE ENTI INTERESSATI /./ GENERALE BARBA

AIR FORCE BRANCH ALLIED FORCE HEADQUARTERS
APO 794



4046

From : Air Force Branch, A.F.H.Q., Rome.

To : Italian Air Ministry.

Ref : AFB/48/4/AIR.

Ext: 546.

Date : 22nd May 1947.

La

INTER-SERVICE PYROTECHNIC SIGNALS CODE.

Attached hereto is a tabulated list of the Inter Service Pyrotechnic Signals which the British Combined Services have decided to use as from 1st June 1947.

2. This list contains flight variations from the war time code due to reinstatement of civil aviation and the relaxation of wartime restrictions.
3. It is considered that this code is altogether suitable for adoption by the Italian Air Force and you are therefore asked to study it with a view to its being introduced into your Service.

Chubb

C.M.N. GREGE W/Cdr.,
for Air Commodore,
Director,
Air Force Branch,
Allied Force Headquarters.

0557

785017

File copy on 48/4/17ir

INTER-SERVICE PYROTECHNIC SIGNALS CODE.

RED SIGNALS.

Serial.	Signal.	Where Used.	Meaning.	Remarks.
1 (a)				
1 (b)	Any single red pyrotechnic signal displayed singly or in succession.	At sea, over sea or over land.	Ship or aircraft in distress	The signal "Light and Sound Three Star Red" should not be used for this purpose.
1 (c)	Two Red Very Lights.	By aircraft carrier BY DAY ONLY.	No landing signal.	
1 (d)	One Red Very Light.	By Convoys : not to be used within 15 miles of coast of UK.	Emergency turn together to port.	
1 (e)				
1 (f)	Red flare or Red pyrotechnic light.	From the ground at an aerodrome.	Do not land for the time being (notwithstanding any previous permission).	

GREEN SIGNALS

2 (a)	A series of projectiles discharged at intervals of 10 secs. showing on bursting, green lights or stars.	At sea or on land.	Land at the nearest aerodrome.	
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GREEN SIGNALS - contd.

Serial	Signal	Where Used	Meaning	Remarks.
2 (b)	One or more Green Very Lights.	Fired from aircraft over-land when co-operating with Army, in Battle Areas or Military. Practice Areas only. BY DAY ONLY.	Call for formation ground instructions to enable messages to be dropped.	When it is intended to use this signal in practice areas, all authorities concerned must be warned 24 hours before a particular practice is carried out.
2 (c)	One Green Very Light.	By aircraft in vicinity of aerodrome.	BY NIGHT :- Request permission to land. BY DAY :- Request permission to land in a direction other than that authorized.	To be used only when the aircraft is unable to use R/T, V/T, lamp or projector.
2 (d)	One Green Very Light.	By convoys; not to be used within 15 miles of coast of U.K.	Emergency turn together to starboard.	
2 (e)	Green Very Light or Green Rocket (Accompanied by S's in noise by flashing or sound).	Examination Service. From Examination Vessel signal to Examination battery.	"Hostile action" on part of incoming vessel.	
2 (f)	Two Green Very Lights.	Naval aerodrome ground signal BY DAY ONLY	Emergency has passed. Aerodrome again open for traffic.	
2 (g)	Succession of Green Pyrotechnical Lights.	From an aircraft over the sea or over land.	I have an urgent message to transmit concerning my own safety (or that of another aircraft, ship, or vehicle or the safety of any person on board or within sight)	

WHITE (OR YELLOW) SIGNALS.

Serial.	Signal.	Where Used	Meaning	Remarks
3 (a)	White or yellow Pyrotechnic Signals of any type.	At sea or over sea.	Enemy submarine in the vicinity.	This signal may also be fired by land forces on the coast, when it must be fired out to sea and in the direction of the submarine.
3 (b)	Succession of white (or yellow) Very Lights.	By aircraft co-operating with Army, in Battle Areas or Military Practice Areas only. BY DAY ONLY.	Call for forward troops to display recognition signals.	When it is intended to use this signal in practice areas, all authorities concerned must be warned 24 hours before a particular practice is carried out.
3 (c)	Succession of white pyrotechnical lights.	From an aircraft over the sea or over land.	I am in difficulties which compel us to land	
3 (d)	Rocket emitting simultaneously three large white stars which leave behind a trail of luminous sparks.	By Army. Not to be used except operationally within 3 miles of the coast unless 48 hours notice has been given to the appropriate Naval Authorities.	Call for defensive fire.	Enemy infantry or tanks are advancing to the attack. Alternative to Serial 5 (a).
3 (e)	White (or yellow) Flare. Flare Signal used in conjunction with discharger signal light and sound Type "A". Flare burns for 6½ minutes. Light and sound shot out of discharger bursts at 200 ft. ejects a bright white star on a parachute; simultaneously it ejects a thunder flash which gives a loud bang. The star burns for 10 seconds.	In Beach Defences on seaward bay of each mooring trot.	The defence at the point indicated by Flare Star and parachute is under attack.	Used only in double line defences.

WHITE (OR YELLOW) SIGNALS.

Serial.	Signal.	Where Used	Meaning	Remarks
a)	White or yellow Pyrotechnic Signals of any type.	At sea or over sea.	Enemy submarine in the vicinity.	This signal may also be fired by land forces on the coast, when it must be fired out to sea and in the direction of the submarine.
b)	Succession of white (or yellow) Very Lights.	By aircraft co-operating with Army, in Battle Areas or Military Practice Areas only. BY DAY ONLY.	Call for forward troops to display recognition signals.	When it is intended to use this signal in practice areas, all authorities concerned must be warned 24 hours before a particular practice is carried out.
c)	Succession of white pyrotechnical lights.	From an aircraft over the sea or over land.	I am in difficulties which compel me to land	
d)	Rocket emitting simultaneously three large white stars which leave behind a trail of luminous sparks.	By Army. Not to be used except operationally within 3 miles of the coast unless 48 hours notice has been given to the appropriate Naval Authority.	Call for defensive fire.	Enemy infantry or tanks are advancing to the attack. Alternative to Serial 5 (a).
e)	White (or yellow) Flare. Flare Signal used in conjunction with discharger signal light and sound Type "A". Flare burns for 6½ minutes. Light and sound shot out of discharger bursts at 200 ft. ejects a bright white star on a parachute; simultaneously it ejects a thunder flash which gives a loud bang. The star burns for 10 seconds.	In Boat Defences on seaward buoy of each mooring trot.	The defence at the point indicated by Flare Star and parachute is under attack.	Used only in double line defences.

BLUE SIGNALS.

Serial	Signal	When Used	Meaning	Remarks
4	Blue light (accompanied by 2's in smoke by flashing or sound).	Examination Services-- Signal to Examination Battery.	Signal to "bring to" an incoming vessel.	1507
MISCELLANEOUS SIGNALS.				
5 (a)	Multi Star White, Grenade.	By Army.	Call for defensive fire	Enemy Infantry or Tanks are advancing to the attack (Alternative to Serial 3(d).
5 (b)	Succession of Red and Green lights fired simultaneously.	By Convoys. Not to be used within 15 miles of the coast of U.K.	Convoys will scatter.	
5 (c)	Succession of Orange or White or Yellow lights fired by mortar, Rocket or Very Light Pistol.	Aerodromes.	Local Recall.	The signal may also be used in fog or mist or for any other reason to indicate position of aerodrome.
5 (d)	Smoke of any colour.	At sea by day ONLY.	Ship or aircraft in distress.	Used principally by lifeboats to attract attention of patrolling aircraft.
5 (e)	Series of White Smoke Puffs.	At sea.	I am flying along the track in the wake of enemy torpedo.	Used by Naval aircraft.
5 (f)	A single White smoke Puff.	By bomber type aircraft during fighter affiliation exercises.	Fighter combat training in progress. Keep at least 3,000 yards away.	

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

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BLUE SIGNALS.

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Blue light (accompanied by 2's in Morse by flashing or sound).	Examination Service. Signal to Examination Battery.	Signal to "bring to" an incoming vessel.	1507
	MISCELLANEOUS SIGNALS.		
Multi Star White, Grenade.	By Army.	Call for defensive fire	Enemy Infantry or Tanks are advancing to the attack (Alternative to Serial 5(d)).
Succession of Red and Green lights fired simultaneously.	By Convoys. Not to be used within 15 miles of the coast of U.K.	Convoys will scatter.	
Succession of Orange or White or Yellow lights fired by mortar, Rocket or Very Light Pistol.	Aerodromes.	Local Recall.	The signal may also be used in fog or mist or for any other reason to indicate position of aerodrome.
Smoke of any colour.	At sea by day ONLY.	Ship or aircraft in distress.	Used principally by lifeboats to attract attention of patrolling aircraft.
Series of White Smoke Puffs.	At sea.	I am flying along the track in the wake of enemy torpedoes.	Used by Naval aircraft.
A single White smoke Puff.	By bomber type aircraft during fighter affiliation exercises.	Fighter combat training in progress. Keep at least 3,000 yards away.	

Italian Air Ministry
Minister's Cabinet

Aviation Mailings.

APW/48/4/AIR.

March 1947.

Reference is made to your Statens 101901/Op. Ref. 481 Coll. dated
20th March 1947.

2. It is noted that the instruction contained comes into force with effect
from 19th March although the letter is dated 20th March.

3. This instruction did not reach this office until the evening of the 20th.
It is pointed out that in order to be effective all aviation mailings of this type
should be signalled out at least seven days ahead of the effective date.

4. In order to eliminate any further delays it is requested that the briefing
Officer RIF Station, Campino, be added to the distribution list; he will then
receive the information first hand, and he will be able to signal all units as
necessary.

S. ROULT F/O
for Air Commodore
Director
Air Force Branch
Allied Force Headquarters.

101901

0 5 8 4

785017

TELEGRAM

From : Italian Air Ministry
Minister's Cabinet

(2)
(1)

To :	Aeronautica	Bari
	Reperto Volo S.M.	
	A.F.H.Q. I.M.A.S. A.F.S.S.	A.P.O. 794
	Aerosea	Milan
	Aerosea	Padua
	Aerosea	Rome
	Aerosea	Bari
	Aerosicilia	Palermo
	Aerosardegna	Cagliari

and for information:

Comando Raggrup. S.T.	Lecca
Comando Raggrup. H.T.	Guidonia
Comando Raggrup. idro	Taranto

Ref. : 481 Coll.

Date : 20th March 1947

7.41.27 - 42.14
102.30.00 E

STATAREO 101501/00./ AS FROM WEDNESDAY, MARCH 19TH 1947.
 UNTIL FURTHER NOTICE, FLIGHT OVER "URBE" AIRFIELD IS FORBIDDEN
 DOWN BELOW 1,000 METERS DUE TO TESTS ON THE PROTOTYPES OF
 TOWED TARGETS FOR ANTI-AIRCRAFT PRACTICE. WE SPECIFY THAT THE
 LENGTH OF THE TOW CABLE IS 1,000 METERS./ GEN AIRMORBAT

Translated by L.A.S. CESTICAN

AIR III

Signal this information
 to AMHQ. Repeat RAP Campino
 and American Campino (lighter)
 also MFOUSA.
 Ask the I.A.M. to send an
 aircraft of information
 at least a week before the area becomes
 a danger to aircraft by 25/3

24/3
 A227
 W8/H/AIR

4034
 15-011
 15-011

4761 03-28-01 61

AEROCUNITA' = BARI =
 REPARTO VOLO S.M. = SEDE =
 ALLIED FORCE HEADQUARTERS
 I.M.A.S. =AIR FORCES SUB
 SECTION= APO.794=
 AEROZONA = TIANO =
 AEROZONA = PADOVA =
 AEROZONA = ROMA =
 AEROZONA = BARI =
 AEROSICILIA = PALERMO =
 AEROCARABONA = CAGLIARI =

3 PC.
COMANDO RAGGRUPP. C.T.
COMANDO RAGGRUPP. B.T.
COMANDO RAGGRUPP. IDRO
= LEECE =
= GUIGNIA =
= TARANTO =

STATAREO IOISOL/OP./ DA MERCEDEDI' TO C.M. FINO NUOVA
COMUNICAZIONE CIELO AEROPORTO URBE AL DISOTTO MILLE METRI
EST VIETATO SORVOLO PER PROVE PROCTIPI MANICHE RIMORCHIO
TIRI CONTRAREEL./PRECISASI LUNGHEZZA CAVO RIMORCHIO TRA
AEREO ET MANICA EST METRI IOOO./GEN.AIMONECAT

8/ to Gen. Aimeone-Cat

4028

UNIVERSITY OF CALIFORNIA LIBRARY

PHOT. N° 481 COLL.

HCIA, 20 Mar'20 1947

ATTENTION FORS HEADQUARTERS

REPARTO VOLO S.M. = SEDS =
 ALLIED FORCE HEADQUARTERS
 I.M.A.S. - AIR FORCES SUB
 SECTION =
 AEROCONA = APC.794 =
 AEROCONA = VILANO =
 AEROCONA = PADOVA =
 AEROCONA = ROMA =
 AEROCONA = BARI =
 AEROCONA = PALERMO =
 AEROCONA = CAGLIARI =
 AEROCONA =

3 PC.
 COMANDO RAGGRUPP.C.T. = LECCE =
 COMANDO RAGGRUPP.B.T. = GUIDONIA =
 COMANDO RAGGRUPP.IDRO = TARANTO =

STATANEO IOI9OI/Op./ DA MERCELEDDI' IO C.M. FINO NUOVA
 COMUNICAZIONE CIELO AEROPORTO URRE AL DISOTTO MILLE METRI
 EST VIETATO SOVRICO PER PROVE PROTOTIPI MANICHE RIMORCHIO
 TIRI CONTRAZERI./PREUISASI LUNGHEZZA CAVO RIMORCHIO TRA
 AEREO ET MANICA EST METRI IOOO./GEN.AIMONSCAT

F/ to Gen.Aimone-Set

403*

UFFICIO COLLEGAMENTO A.F.S.S.

PRCT.N° 484 COLL.

ROMA, 20 Marzo 1947

ALL' AIR FORCE HEADQUARTERS
 I.M.A.S. - A.F.S.S.

R C M A



.....per conoscenza.

A.H.Q.I., R.A.F., C.M.F.
(Attention S/Ldr Law)

THAS/L3/L4/AIR.

Flying Control Certificate.

5th March 1947.

Reference our recent telephone conversation herewith confirmation of particulars requested.

Name: BUILT BRID Age: 52/10 Rank: F/2 R-0: H/A

Feb-March 1944
S/Ldr Airfield Control, at West Walling.

April 1944
Airfield Control Course at Watchfield. Passed with 98% marks.

Mar-June 1944
Instructor on Airfield Control at Watchfield.

July 1944
S/Ldr Flying Control officer at West Walling.

Aug-Sept 1944
Flying Control School at Watchfield. Passed with 82% marks.

Oct-Nov 1944
O.C.F.U. at Officer School Oxford. Passed (marks not given)

Nov-Dec 1944
S/Ldr Flying Control Officer Helms-on-Spalding Moor.
Post Course.

22nd Dec 1944
Certificated for Full Flying Control Helms, without supervision (see attached copy of certificate)

Dec 1944-April 1945
Flying Control Officer Helms-on-Spalding Moor.

April-July 1945
Flying Control Officer. Colons (Feglia) Italy under 205 Op.

Oct 45-Aug 46
Flying Control Officer. Bari, Italy.

Aug-Nov 46
Senior Flying Control Officer, Bari.

Nov 46-to date
Aircraft Safety Officer (Air III), A.F.S.S., I.M.A.S., Rome.

4037

particulars requested.

Name: ROBERT ELLIS No. 56240 Rank: F/O E-24 M/A

Feb-March 1944
U/T Airfield Control, at West Malling.

April 1944
Airfield Control Course at Watchfield. Passed with 98% marks.

May-June 1944
Instructor on Airfield Control at Watchfield.

July 1944
U/T Flying Control officer at West Malling.

Aug-Sept 1944
Flying Control School at Watchfield. Passed with 82% marks.

Oct-Nov 1944
O.C.T.U. at Officer School Oxford. Passed (marks not given)

Nov-Dec 1944
Post Course. U/T Flying Control Officer Holmes-on-Spalding Moor.

22nd Dec 1944
Certificated for full Flying Control Duties, without supervision (see attached copy of certificate)

Dec 1944-April 1945
Flying Control Officer Holmes-on-Spalding Moor.

April-July 1945
Flying Control Officer. Calons (Foggia) Italy under 205 Sp.

July 45-Aug 45
Flying Control Officer. Bari, Italy.

Aug-Sept 45
Senior Flying Control Officer, Bari.

Nov 45-to date
Aircraft Safety Officer (Air III), A.T.S.S., I.M.A.S., Rome.

Robert Ellis

R. ROULT F/O
for Air Vice Marshal,
Director,
Air Forces Sub Section.

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