

ACC

10000/135/537

10000/135/537

IAM COMMUNICATIONS, POLICY
FEB. - MAY 1947

PAGES MISSING OR
PAGINATION INCORRECT -
FILMED AS FOUND

S/LDR RAY.

Reference C.A.V. Elmas I think the complains revolve around the following points:-

1°) "Q" code has been used by Elmas H/P D/P in such a way as to lead to possible confusion (I cannot quote an exaple at the moment). Civillian procedure is used and this probably surprises W/OPs who look on 4575 as R.A.F. freq!

2°) H/P D/P Elmas are following same procedure on 4575/3105 as they do on 333 ie if an aircraft comes up for QDM the attempt to extract info about QAD QAB etc which annoys aircraft and which they should not do since they are not controlling the aircraft but merely giving nav assistance! Perhaps they could be restrained in this direction!

3°) They have been in the habit on 4575/3105 as on 333 of passing aircraft movement messages on this channel. Unfortunately as you are aware this D/P frequency is very strictly confind to nav assistance and ASR and a rather jaundiced view is taken of farther loading on it by inter ground station communication. Perhaps it could be laid on that this cease and 333 be used if no other channel be available? On the other hand in the case of a ditched aircraft 4575/3105 may of course be used for passing information as in the case of the ~~recess~~ anson incident (is this the one concerned in the complaint?).

12/2/47

W. R. L. to R.

631b

0754

785017

(52) LRF V HXX NR V 31/59 ROUTINE

QVR - 3

FROM HQ MEDMC

TO ANGI : ANQ MALTA : INFO : AFSC ROME : AGC MALTA

BT

3319 JUNE 9 U/C . AND ITALY 3663 23 MAY . AUTHORITY GIVEN FOR
~~ITALIAN~~ ITALIAN

AIR FORCE STATION GIAMPINO TO JOIN CHANNEL NEA 16 TO
ACCEPT EMERGENCY AND AIR SEA RESCUE TRAFFIC . GIAMPINO CALL
SIGN INK KING OBOE (R) INK KING OBOE . EFFECTIVE

BT 301304Z 12 JUNE .

BT 301304Z

SENT LMC BY K

MUCH. 2ND LINE FIRST GROUP REASS.... ITALIAN INI ITALIAN .

' 30730 11245

RE AT 1559 BY JEV AR K

3349

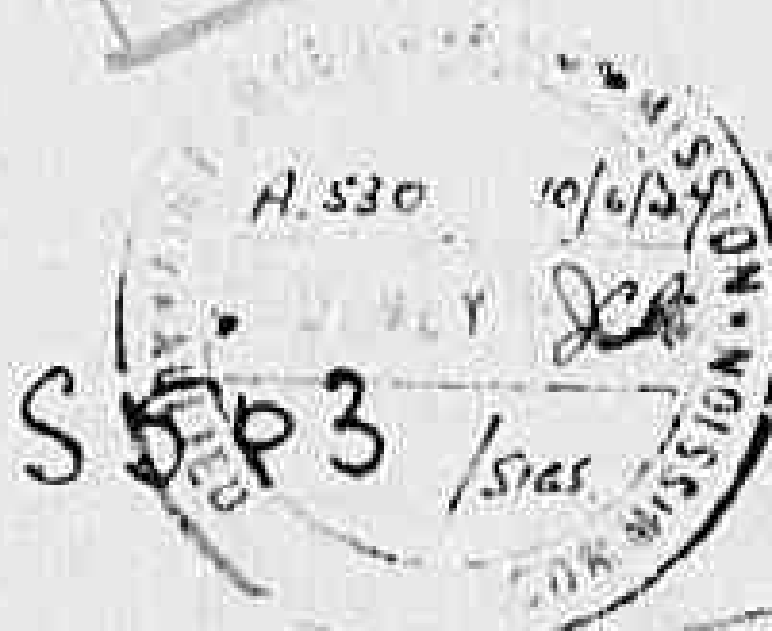
11

108

02043 12th June

N3D
VB5

6314



7656 Kets - Day

3670 Kets - Night

Information passed 14M - Capt. Rizzi 0950 10-6-47. *Amstgk*

0755

Declassified E.O. 12356 Section 1.3/HRD No.

185017

48 LROF V MMXK NR MXK T 90/20 QVR 2 P/P P/P
FROM AIR HEADQUARTERS ITALY 200938Z
TO HEADQUARTERS MEDME
INFOIA.F.S.C. ROME

BT

S663 20 MAY UNCLASS (.) FURTHER MY S658 18MAY (.) ITALIAN
AIR ~~F2E~~ FORCE NOW PREPARED TO MAN CHANNEL MEA 16 AT CIAMPINO
AIRFIELD AND ACDEPT EMERGENCY AND AIR SEA RESCUE TRAFFIC (.)
CHANNEL MEA 16 PREFERRED TO CHANNELS QUOTED IN MY S658 18MAY (.)
REQUEST COMMENTS (.) IF IN AGREEMENT WITH ITALIN// ITALIN AIR
FORCE MANNING CHANNELS THEY REQUIRE 24 HOURS FOR SETTING UP
AND SERVICEING PRIOR TO TESTS (.) ITALIAN AIR FORCE CALL
SIGN INK KING OBOE (R) INK KING OBOE (.)

BT 200938Z

SENT ACW 1255 (AR) K

RD NR T 90/20 1253/20/B THM N K

10A 645

No trace

AVSC
30/5
S 503
631
1/510

07581

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

78517

5883

635 9A

49 LROF V MMXK NR MXK T 91/20 ROUTINE T
FROM AIR HEADQUARTERS ITALY 200939Z

TO A.F.S.C. ROME

BT

S664 20 MAY UNCLASS (.) REF TELECON S/LDR RAY- F/LT TOCHER MY S663
20 TH MAY ALSO REFERS (.) MEA16 FREQUENCIES 7655 (R) 7655 BY
DAY AND 3670 (R) 3670 ~~M~~ BY NIGHT (.) CALL SIGN ACC MALTA
VICTOR BAKER FIVE (R) VICTOR BAKER FIVE (.) ACC
MALTA A7/MAN CHANNEL CONTINUOUSLY .WILL SIGNAL AS EARLY AS
HQ MEDME GIVE RULING ON MANNING OF CHANNEL (.)

BT 200939Z

CCT WA FIVE (.) ACC IMI ACC

SENT ACW 1245 B2K

RD NR T 91/20 1245/20/B THM B K

A455
20/5
5503 / 5165
6319

1

file

8A

AIR FORCES BRANCH, A.F.H.Q. ROME.

191530 B

AIR HEADQUARTERS, ITALY.

HQ. MED/ME.

0136

UNCLASSIFIED

S275 MAY 19 FURTHER MY S 259 MAY 16 PD EX R.A.F. MEA 16 INSTALLATION CIAMPINO
AVAILABLE 24 HOURS WATCH MANNED BY ITALIAN AIR FORCE FOR ROME/MALTA AIR SEA
RESCUE AND EMERGENCY CHANNEL PD TWENTY FOUR HOURS NOTICE REQUIRED SET UP PD
REQUEST FOLLOWING DETAILS (A) 24 HOURS WATCH KEEPING (B) CALL SIGN R.A.F. MALTA
(C) FREQUENCY (SEEKST ORIGINAL) PD ITALIAN CALL SIGN IKO

6308

AFB/S503/SIGS.

IMPORTANT

C.S.O.

A.C. MERRIEN, F/O

205

A.W. RAY, S/LDR

785017

(11) LROF V MMXX NR T 27/19 ROUTINE
T - ADD
FROM AIR HQ'S ITALY 190910Z
TO AFSC ROME .
BT

S 657 1. MAY . UNCLASSIFIED . REF YOUR S 259 MAY 16 .
REQUEST FREQUENCIES OF CHANNELS QUOTE D . ROME/MALTA . ROME/ELMAS .

BT 190910Z

SENT G.F.W. AR THXX

R A 1139 JFY AR K

483
7A
6
A666
19/5
S 503/5160

6306

file copy

1711550 (6A)

AIR FORCE BRANCH. A.F.H.Q. ROME

AIR HEADQUARTERS, ITALY.

HQ. MED/AM.

0114

UNCLASSIFIED

(5)

S 259 MAY 16 YOUR 3 643 MAY 10 CIVIL AVIATION I/T LINE IN OPERATION BETWEEN ROME
 (ITALIAN AIR FORCE CENTER GENE) AND MALTA TO ROME CONTINUOUS MALTA GENE ROME ROME TO
 GENE GENE TO ROME AIR SEA RESERVE CENTER ITALY TO ANOTHER POSSIBILITY CHANNEL VIA
 ROME IF R.A.M. CONNECTION EXISTS ROME/MALTA TO ITALIAN AIR FORCE LINE OPERATING
 ROME/ROME TO ROME YOU ARE MED/AM ADVISE WHICH CHANNEL TO USE AND TO ISSUE
 INSTRUCTIONS TO CHANNEL SHOULD BE USED IN EMERGENCY AND FOR AIR SEA RESERVE ONLY TO
 ROME U.S.C.A.I.R. (Cairo) BE CONSULTED REF. CIVIL LINKS

5304

AFB/503/5100.

IMPORTANT

O.S.O.

A.C. MURPHY P/O

0 7 8 0

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

785017

BEST COPY POSSIBLE

AIR FORCES BRANCH, A.F.H.Q. ROME

AIR HEADQUARTERS, ITALY.

HQ. MED/HR.

0114

UNCLASSIFIED

239 MAY 16 YOUR 3 64J MAY 10 CIVIL AVIATION E/T LINK IN OPERATION BETWEEN ROME
(ITALIAN AIR FORCE GENCO CELL) AND MALTA PD ROME CONTINUOUS MALTA CLOSURE 2000 HRS PD
GENCO CELL IS WITH AIR SEA RESCUE CENTRE ITALY PD ANOTHER POSSIBILITY CHANNEL VIA
RUMAS IF R.A.P. COMMUNICATION HILLES ELHAR/MALTA PD ITALIAN AIR FORCE LINK OPERATING
RUMAS/ROME PD SUGGEST YOU ASK MED/HR ADVISE WHICH CHANNEL TO USE AND TO ISSUE
INSTRUCTIONS PD CHANNEL SHOULD BE USED IN EMERGENCY AND FOR AIR SEA RESCUE ONLY PD
SUGGEST U.K.C.A.T.R. (GALRO) BE CONSULTED REF. CIVIL LINKS

6304

File Copy

171155D 6A

0114

UNCLASSIFIED

8 239 MAY 16 YOUR 3 643 MAY 10 CIVIL AVIATION 3/4 LINK IN CELEBRATION BETWEEN ROMAN
(ITALIAN AIR FORCE GENO CELLER) AND MALTA PD ROMAN CONTINUOUS MALTA CLOSING 2000 HRS PD
GENO CELLER IS MAIN AIR SEA RESCUE CENTERS ITALY PD ANOTHER POSSIBILITY CHANNEL VIA
ROMAN IF R.A.P. COMMUNICATION HISSER ROMAN/MALTA PD ITALIAN AIR FORCE LINK OPERATING
ROMAN/ROMAN PD SUGGEST YOU ASK HED/HE ADVISE WHICH CHANNEL TO USE AND TO ISSUE
INSTRUCTIONS PD CHANNEL SHOULD BE USED IN EMERGENCY AND FOR AIR SEA RESCUE ONLY PD
SUGGEST U.L.C.A.T.E. (CALLED) BE CONSULTED RE: CIVIL LINKS

6304

ARM/ROM/ROM.

INCHREANT

0.5.0.

A.C. MURIEL 3/0

203

A.V. RAY, S/LER

0763

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

785017

(58)

(76) LROF V MEEK NR T 90/13 ROUTINE

QVR - 1

FROM AIR HEADQUARTERS ITALY RAF CMF

TO AFSC ROME

INFO HQ MEDME

BT

9085

5643 10 MAY UNCLASS (.)

ATTENTION W/CDR THOMSON (.) WITH CLOSING OF MEA 16 AT RAF UNIT

CIAMPINO HQ MEDME CONSIDER W/T LINK BETWEEN MALTA ^{AND} ~~BE~~ ROME

A AREA IMPERATIVE IN EVENT OF EMERGENCY AND AIR ASEA RESCUE OPERATIONS

FOR CO-OPERATION WITH ITALIAN AUTHORITIES (.) REQUEST YOU ADVISE

WHETHER (A) OTHER CIVILIAN CHANNELS EXIST AND AVAILABLE

FOR USE AS LINK IN EMERGENCY OR (B) POSSIBILITY OF OPENING CIVIL

W/T LINK BETWEEN MALTA AND ITALIAN AUTHORITIES AS REPLACEMENT

FOR MEA 16 (.)

BT 102935Z

RPTNS ... READ. AND AIR SEA RESCUE OPERATIONS AND IN SECOND LINE

READ . MALTA AND ROME OK ?

SENT LMC AR TKW K

RD NR 90/12 AT 1450 AC KK TKS

176629002
8503/965
8503/965

63 LROF V MMXK NR T 222/16 ROUTINE
QVR
FROM AIR HQ 'S ITALY RAF CME 161345
TO AIR FORCES BRANCH , ALLIED FORCE HQ'S.
BT

S 656 . 16 MAY . UNCLASSIFIED .

REF YOUR S 256 DATED 16 TH MAY HERewith CONTENTS OF OUR S 643
N DATED 12 TH MAY .

QUOTE . S 643 12 MAY . UNCLASSIFIED . ATTENTION W/CDR THOMSON .
WITH CLOSING OF M E A 16 AT RAF UNIT GIAMPINO HQ MEDME CONSIDER
W/T LINK BETWEEN MALTA AND ROME AREA IMPERATIVE IN EVENT OF
EMERGENCY AND AIR SEA RESU// RESCUE OPERATIONS FOR :O-OPERATION WITH
ITALIAN AUTHORITIES . REQUEST YOU ADVISE WHETHER (A) OTHER
CIVILIAN CHANNELS EXIST AND AVAILABLE FOR USE AS LINK IN
EMERGENCY OR (B) POSSIBILITY OF OPENING CIVIL W/T LINK BETWEEN
MALTA AND ITALIAN AUTHORITIES AS REP
// REPLACEMENT FOR M E A 16 .

BT 161345Z

SENT G.F.W. AR THX

RD BY S J J 1725 AR CHOW

*Ordering
File*

Roman

*7440 J. J. J.
19/5
523.15105*

167 (5)

07651

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

785017

F

908.

(4)

6775

21 LROF V MMXK NR T 23/28 ROUTINE

QVR 2

FROM AIR HQ ITALY 282837Z

TO CIAMPINO - A.F.SC. ROME .

BT

S 622 28 APRIL . UNCLASSIFIED . W E F 2359 HOURS 30 APRIL AIRFIELD
RADIO FACILITIES MANNED AT PRESENT BY RAF PERSONNEL TO BE MANNED BY
ITALIAN PERSONNEL . RAF PERSONNEL WILL BE DEPLOYED BY THIS HQ AT
AN EARLY DATE .

BT 282837Z

SENT GFW B 2 K

CCTN - WA RADIO FACILITIES

RD AT 1155 JA K K AR X

CIAMPINO

ETC

Chad
9/5.

A.318

ORD.

30/4/57

5503/5163

9 6294

0 7 6 7

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

785017

BEST COPY POSSIBLE

Record Copy to Replace Unstable Original
Property of the National Archives

3

From: S.S.C.
Air Forces Branch, Allied Force Headquarters

To : Air I
Air III
CIC I
CIC IV
S.I.O.
C.T.O.
S. E.A.C.
C.A.C.
Eng I

Date: 19th March 1947

Ref : AFB/357/CRC

SURVEY OF AFSC, AFSC AND AFSC

On Ratification Day our Branch ceases work as advisors to the Italian Air Force, and during the subsequent few weeks, personnel will be posted, offices and accommodations requisitioned and all files on our work headed into the Archives Branch of Allied Force Headquarters.

2. In order that the air attaches, British and American, will have a record of our aims and achievements, heads of sections will prepare in draft form a general survey of their sections activities during the past three years culminated into our aims, our endeavours to achieve the aim and the overall result of our endeavours.

3. A broad outline of the subjects of each officer's report is given in Appendix A: this however is to be used as a Guide only.

4. CRC. 1 will be responsible for the collecting and the initial checking of all reports; they will then be handed to the S.S.C. for a final check before copies are typed.

5. Preliminary drafts of reports should be ready by 22 March 1947.

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4. Org. I will be responsible for the collecting and the initial checking of all reports; they will then be handed to the S.S.O. for a final check before copies are typed.

5. Preliminary drafts of reports should be ready by 22 March 1947.

Handwritten signature

.....

5503/568

File a return to me as soon as possible
Auth 20/3/47

APPENDIX "A"

- S.S.O. Operational effort of I.A.F. during the latter stages of the war.
- AIR I All aspects of Flying and Ground Training Meteorological Branch.
- AIR III Flying Control and Air Sea Rescue.
- ORG I Italian Military Courier Service.
Work of US-III.a and BAI-III units.
Reorganization of Italian Air Council.
Derequisition of airfields.
Administration. Discipline. Welfare in the I.A.F.
- ORG IV Italian Civil Aviation.
- S.I.O. General Intelligence Report.
I.A.F. Personalities.
- C.F.O. Reorganization of I.A.F. maintenance.
Supervision of aircraft construction.
Italian Aircraft Industry.
Inventions.
- ERG. I I.A.F. Mechanical Transport.
Autogruppe.
- S. En.O. Reorganization of Equipment Branch
Supply of British, American aircraft and spares.
- C.S.O. Reorganization of I.A.F. Signals.
International Civilian Aviation Communications.

From : Italian Air Force
 Inspectorate of telecommunications and Aircraft
 Safety- Division 1- Meteorological Section (2)
 (1)

To : Aerotele Milan - Palma Rome - Bari - Palermo -
 Cagliari
 Stataereo Rome (by hand)
 Aerounite Bari
 Maristat Rome
 Ministero Poste - Inspect; Gen. Traff. T.R.T. Rome
 Ministero Poste - Servizio 6° Rome
 Assistaereo Linate - Venezia - Centocelle - Brin-
 dini - Catania - Cagliari
 Maridrografico Genova
 A.F.3.C. A.C.

Date : 5th March 1947

TELEGRAMMI 12433/TML/319// TO ALL AEROTELE FOR INFORMA-
 TION STATAEREO ROME AEROUNITE BARI MARISTAT ROME MINISTE-
 RO POSTE GEN. INSPECT. TRT ROME MINISTERO POSTE SERVIZIO
 6° ROME TO ALL ASSISTAEREO AND MARIDROGRAFICO GENOVA//
 FROM 0800 HRS. ON THE 15th March, 1947 WE WILL REVERT TO THE
 NEW OFFICIAL TIME// AT THAT HOUR AND DATE ALL WATCHES AND
 CLOCKS MUST BE ADVANCED BY ONE HOUR// CONSEQUENTLY THE
 ACTUAL SOLAR TIME OF THE RADIO AND SET. SERVICES MUST BE
 SET FORWARD SIXTY MINUTES// FOR EXAMPLE ACTUAL SERVICE OF
 0100 G.M.T. WILL CORRESPOND TO 0200 HRS OFFICIAL TIME//
 WRITE DOWN THE FOLLOWING VARIATIONS WITH A NON-DELI-
 BERATE, REGARDING G.M.T. HRS. LISTED ON PUBLICATION
 S.F.2 EDITION 1947// INFORM INTERESTED PARTIES THROUGH
 AIRMAIL// PLEASE PARLAN.

6296

Translated by L.A.C. POST



Mod. 56-E



MINISTERO DELL'AERONAUTICA

ISPELLEZIONE TELECOMUNICAZIONI

Indicazioni d'urgenza	1. DELL'ASSISTENZA DEL VOLO 1. Divisione Meteorologica - Sezione 1. ^a	Circuito d'invio
TELEGRAMMA		

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

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUMERO	PAROLE	Data di presentazione	
					Giorno	Ora e minuti

AEROTELE MILANO PADOVA ROMA BARI PALERMO CATANIA

GLIARI

STATAEREO ROMA (a. mano)

AEROUNITA' BARI

MARISTAT ROMA

MINISTERO POSTE-Ispett. Gen. Traff. TRT-ROMA

MINISTERO POSTE-Servizio 6° ROMA

ASSISTAEREO LINATE VENEZIA CENTOCELLE BRINDISI

CATANIA CAGLIARI

MARIDROGRAFICO GENOVA

TELEMETAEEREO 12483 / TEL. 3.99 / DESTINATARI TUTTE AEROTELE PER
CONOSCENZA STATAEREO ROMA AEROUNITA' BARI MARISTAT ROMA MINI-
STERO POSTE ISPETTORATO GENERALE TRT ROMA MINISTERO POSTE
SERVIZIO 6° ROMA TUTTE ASSISTAEREO ET MARIDROGRAFICO GENOVA./.
DALL'ORA 0200 GIORNO SEDICI MARZO C.A. VERRA' RIPRISTINATA
ORA LEGALE ././ PERTANTO DA TALE ORA ET DATA SFERE OROLOGI
DEBONO ESSERE SPOSTATE AVANTI DI UNA ORA ././ CONSEGUENTEMEN-
TE ATTUALI ORE SOLARI DEI SERVIZI RADIO ET METEORICI DEBONO
ESSERE SPOSTATE AVANTI DI SESSANTA MINUTI ././ COSI' AD ESEMPIO
SERVIZIO ATTUALE DELL'ORA 0100 T.M.E.C. CORRISPONDERA' AT O-
RE 0200 LEGALI ././ APPORTARE A DAPIS././ NON COPIATIVO ././ CON-
SEQUENTI VARIANTI AT ORE T.M.E.C. STAMPATE SU PUBBLICAZIONE
U.T.2 EDIZIONE 1946 ././ INFORMARE ENTI INTERESSATI AEROPORTI
COMPRESI ././ GENERALE BARBA

L'ISPELLEZIONE DELLE TELECOMUNICAZIONI
(Generale D. A. - G. BARBA)

ALLIED FORCES HEADQUARTERS IMAZ-AFSC-APO-794 ROMA

5 MAR 1947



ITALIAN AIR MINISTRY
Directorate of Telecommunications.

Rome, 6th February 1947.

Ref. 210192

MEMORANDUM FOR MAJOR RAY, A.C., ROME

After having received your signal about the unsatisfactory service of the C.A.V. at Elmas, this Directorate immediately sent a technical Officer to seek the reasons for your complaint.

Said Officer found that all is due to the following reasons:-

- 1°) The English say that sometimes the Italian Station uses "Q" code which has not comprehensive results.
 - 2°) Sometimes the Italian Station asks the aircraft when flying for details of their origin, destination and about the passengers carried.
 - 3°) Some aircraft movement messages are sent to Malta on the English channel of 4575/3105 on which aircraft ask for assistance.
- To all this we must object:-
- a) The English aircraft have never shown that they have not understood the Italian transmissions. On other hand the "Q" code, used in the Italian station was sometime ago copied by the code in use in the R.A.F. and is, at present, in use while they are awaiting to adopt the P.I.C.A.O. "Q" code, which ought to start working on next May. While awaiting that the P.I.C.A.O. "Q" code will be universally adopted, that is to say until the 1st of May, the Italian personnel at Elmas could be given the English code exclusively for the assistance to the English aircraft.
 - b) All the details Elmas station asks are regarding only the origin and the destination of the aircraft which left their zone without giving any signals. Such informations are indispensable to the Relief Centre in case of any trouble. If they will persist not to give such information the Relief Centre could not assume any responsibility for the research and rescue operations.

However, we wish to know the disposition of the Allied Commission to give exact orders to the Elmas station.

Said Officer found that all is due to the following reasons:-

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- c) Following what the Radio Station at Malta suggested, the message changed between Elmas and Malta, regarding the aircraft movement in such locality, were passed on the channel of 4575 K c/s. If said channel cannot be used we wish to know in which way the Italian station will give the departure communications for Malta, considering that the Radio York House does not effect a regular and continuous service.

Translated by Miss Maiolini.

TENENTE COLONNELLO GIANSAINTI

ITALIAN AIR MINISTRY
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GENERAL COLONNELLO GIANFANTI

Translated by Miss Mainini.

0777

785017

Mod. 145 E

Roma 10 FEB 1947

10



Ministro dell'Aeronautica

UFFICIO TELECOMUNICAZIONI

ISPELTORE TELECOMUNICAZIONI

Direzione

Prot. N. 210192 Allegato

Risposta al Foglio del

Gen. 3/2

OGGETTO: TRASMISSIONI PER IL MAGGIOR RAY COMMISSIONE ALLIATA.

R O M A

Le seguito della vostra segnalazione circa il non soddisfacente servizio svolto dalla C.A.V. di Elmas, fu immediatamente inviato sul posto un Ufficiale Tecnico dell'Ispektorato Telecomunicazioni.

Detto Ufficiale ha cercato di individuare i motivi che avevano potuto dar luogo alle lamentele ed ha appurato che esse erano dovute alle seguenti cause:

- 1°) La stazione Italiana (secondo il personale Inglese di Elmas) usa alcune volte voci del codice "Q" che non risultano comprensibili
- 2°) La stazione Italiana domanda sovente ai velivoli in volo notizie circa la provenienza, la destinazione, passeggeri trasportati, ecc.
- 3°) Alcuni messaggi relativi al movimento velivoli sono dati a malincuore sul canale Inglese di 4575/1200 Kc/s dove i velivoli richiedono l'assistenza.

U.S.

A tali osservazioni si deve obiettare:

- a) Non si è mai verificato il caso che velivoli Inglesi abbiano comunicato di non capire le trasmissioni italiane.

Decreto
Del. V. 210192
Allegato

Resposta al Foglio del
Dir. 312
OGGETTO: COMUNICAZIONE PER IL SERVIZIO RAY COMMISSIONE ALIATA.
ROMA

Le seguito della vostra segnalazione circa il non soddisfa-
cente servizio svolto dalla C.A.V. di Elmas, fu immediatamente in-
viato sul posto un Ufficiale Tecnico dell'Ispettorato Telecomuni-
cazioni.

Detto Ufficiale ha cercato di individuare i motivi che ave-
vano potuto dar luogo alle lamentele ed ha appurato che esse era-
no dovute alle seguenti cause:

- 1°) La stazione Italiana (secondo il personale Inglese di Elmas)
usa alcune volte voci del codice "Q" che non risultano compren-
sibili
- 2°) La stazione Italiana domanda sevente ai velivoli in volo noti-
zie circa la provenienza, la destinazione, passeggeri traspor-
tati, ecc.
- 3°) Alcuni messaggi relativi al movimento velivoli sono dati a mal-
ta sul canale Inglese di 4375/3105 Mc/s dove i velivoli richie-
dono l'assistenza.

A tali osservazioni si deve obiettare:
a) Non si è mai verificato il caso che velivoli Inglesi abbiano co-
municato di non capire le trasmissioni italiane. D'altra parte
il codice "Q" usato dalle stazioni Italiane fu a suo tempo copia-
to dal codice in uso nella RAF ed è tuttora in vigore in attesa
di adottare il codice "Q" della PIAO che dovrebbe entrare in vi-
gere il 1° Maggio prossimo. Sono già in corso provvedimenti di
stampa per il nuovo codice.

In attesa che sia universalmente accettato il codice "Q" del-



Ministro dell'Interno

ISPELTOLETO LEVA E MATRICOLA

Mod. 146 E

Circolo 19 Anno

11

Divisione

Sez. 1^a

Allegato

Risposta al Foglio del

Dir. Sez. 242

OGGETTO

(seguito)

La Piana, e cioè sino al 10 luglio, al personale italiano della stazione di Piana potremo essere consegnato il codice inglese esclusivamente per l'acquisizione di velivoli di nazionalità inglese.

- b) Le notizie che la stazione di Piana comunica riguardano solo il tipo di velivolo, la provenienza e la destinazione dei velivoli che sorvolano la zona di giurisdizione e che non furono segnalati con messaggio di partenza. Tali notizie sono indispensabili al locale centro di soccorso per svolgere adeguatamente il proprio compito. Nel caso che si insistesse perché la notizia non viene demandata, il locale centro di soccorso non potrebbe più assumere la responsabilità delle operazioni di ricerca e salvataggio.

Comunque si desidera conoscere esattamente le disposizioni della Commissione Alleata a tale riguardo onde dare precisa ordini alla stazione di Piana.

- c) I messaggi scambiati tra Piana e Malta riguardano il movimento dei velivoli tra tali località e furono presentati nel canale di 4757 Kc/s in seguito a suggerimento fatto dalla stazione radio di Malta. Se tale canale non può essere usato si desidera conoscere come la stazione di Piana può dare i messaggi.

Divisione
D. A. 2

A.
Allegato

Risposta al Teleg. del
Dir. Sez. N. 2

OGGETTO

(seguito)

la Fila, e cioè sino al 1° giugno, al personale italiano della stazione di Filmas potremo essere concesso il canale inglese esclusivamente per l'occasione di velivoli di destinazione inglese.

b) Le notizie che la stazione di Filmas dovrebbe riguardare solo il tipo di velivolo, la provenienza e la destinazione dei velivoli che sorvolano la zona di giurisdizione e che non furono segnalati con messaggio di partenza. Tali notizie sono indispensabili al locale centro di soccorso per svelgere adeguatamente il proprio compito. Nel caso che si insistesse perché in le notizie non siano demandate, il locale centro di soccorso non potrebbe più assumere la responsabilità delle operazioni di ricerca e salvataggio.

Comunque si desidera conoscere esattamente le disposizioni della Commissione Alcatraz a tale riguardo onde dare precisi ordini alla stazione di Filmas.

c) I messaggi scambiati tra Filmas e Malta riguardano il movimento dei velivoli tra tali località e furono passati nel canale di 40707 Mc/s in seguito a suggerimento dato dalla stazione radio di Malta. Se tale canale non può essere usato si desidera conoscere come la stazione di Filmas può dare le comunicazioni di partenza per Malta considerando che la Radio Room York House non effettua, e quanto risulta un servizio regolare e continuativo.

(Ten. Col. ... R. N. - F. CLASANTI)

Laurent

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