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

785017

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TECHNICAL P
MAINTENAN
JAN. - JUNE

1594

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

785017

10000/135/610

TECHNICAL PUBLICATIONS, STI'S, SI'S & COMMAND
MAINTENANCE INSTRUCTIONS
JAN. - JUNE 1947

28A

From: Air Forces Branch
Allied Force Headquarters

To: Italian Air Ministry

Date: June 11th 1947

Ref: AFH/834/SNS.

TECHNICAL SUBSTITUTIONS & DRAWINGS
NAPIER 500 H.P. & LA LION ENGINES

Herewith are the following documents of license to Napier 500 H.P. Sea Lion Engines.

AF. or Eng. No.	TITLE	Qty
1378	Vol. II, Pt. I index of Leaflets for Napier Sea Lion ^{MAPIER} Craft Engines.	2
1738	Vol. II, Pt. II, Schedule of Fits, Clearances and Repair Tolerances.	1
1738	Vol. III, Pt. I, Schedule of Spare Parts for Lower- Napier 500 H.P. Marine Engines	1
42F501	Machinery Layout	1
369X110	"Power - Napier" 500 H.P. used on: Centre Engine. (Pre-Installation)	1
Y. 2386	Sectional Arrangement of 500 H.P. "Power" Reverse Gear. (Revised)	1
Y. 2592	Arrangement of 500 H.P. Reverse Gear Oil Pump fitted with Ball Valves.	1

Herewith are the following documents applicable to Napier 500 H.P. Sea Lion Engines.

AF. OR DRG. No.	TITLE	QTY
1378	Vol. II, Pt. I index of leaflets for Napier Sea Lion ^{MARINE} Aircraft Engines.	2
1738	Vol. II, Pt. II, Schedule of Fits, Clearances and Repair Tolerances.	1
1732	Vol. III, Pt. I, Schedule of Spare Parts for Power-Napier 500 H.P. Marine Engines	1
42F561	Machinery Layout	1
369x110	"Power - Napier" 500 H.P. used on: Centre Engine. (Pre-Installation)	1
Y. 2386	Sectional Arrangement of 500 H.P. "Power" Reverse Geur. (Revised)	1
Y. 2592	Arrangement of 500 H.P. Reverse Gear Oil Pump fitted with Bell Valves.	1

Please acknowledge receipt of the above mentioned documents.

H. Thompson by *ca*

H. THOMPSON
 WING COMMANDER
 R.C.A.F. AIR COMMODORE
 DIRECTOR,
 A.F.B., A.F.H.Q.

27A

From : - H.Q., R.A.F., MED.ME., M.E.F.
 To : - Allied Force Headquarters, Italian
 Military Affairs Section, Air Forces
 Sub Section, APO 794.
 Date : - 14th May, 1947.
 Ref. : - MEME/76104/ENG. IB.

TECHNICAL DRAWINGS - NAPIER 500
H.P. SEA LION ENGINES

Reference is made to the attached copies of letters dated 14th, September, 1946, and MEME/73874/ENG. 2,

2. Herewith, for distribution to the Italian Air Force are the following drawings and Air Publications.

A.F. or DRG. NO	TITLE	QTY.
1738.	Vol. II, Pt. I, Index of Leaflets for Napier Sea Lion Marine Craft Engines.	2
1738	Vol. II, Pt. II, Schedule of Fits, Clearances and Repair Tolerances	1
1738	Vol. III, Pt. I, Schedule of Spare Parts for Power - Napier 500 H.P. Marine Engines.	1
42F501.	Machinery Layout	1
369X110	"Power - Napier" 500 H.P. used on : - Centre Engine. (Pre-Installation)	1
Y.2386	Sectional arrangement of 500 H.P. "Power Napier" Reverse Gear. (Revised).	1
Y.2592	Arrangement of 500 H.P. Reverse Gear Oil Pump fitted with Ball Valves.	1

Reference is made to the attached copies of letters
 MEME/4214/1/AFALS dated 11th. October, 1946, and MEME/73374/ENG. 2,
 dated 14th. September, 1946.

2. Herewith, for distribution to the Italian Air Force
 are the following drawings and Air Publications.

AF. OR Doc. No	TITLE	QTY.
1738.	Vol. II, Pt. I, Index of Leaflets for Napier Sea Lion Marine Craft Engines.	2
1738	Vol. II, Pt. II, Schedule of Fits, Clearances and Repair Tolerances	1
1738	Vol. III, Pt. I, Schedule of Spare Parts for Power - Napier 500 H.P. Marine Engines.	1
42F501.	Machinery Layout	1
369X110	"Power - Napier" 500 H.P. used on : - Centre Engine. (Pre-Installation)	1
Y. 2336	Sectional Arrangement of 500 H.P. "Power Napier" Reverse Gear. (Revised).	1
Y. 2592	Arrangement of 500 H.P. Reverse Gear Oil Pump fitted with Ball Valves.	1

3. Issue of A.P. 1738, Vol. 1, Pt. 2, has not been made because
 Stocks are at present exhausted. An issue will be made when stocks are again
 available at Air Publications Unit, R.A.F. Station Deversoir.

P.M. Cox
 P. M. COX, S/L
 For/Air Commodore
 Senior Technical Staff Officer
 H.A. R.A.F., MEDAE, M.E.F.



COPY to:-
 :- C.I.S.O.
 :- A.F.A.L.S.
 :- 76874.
 AFU/2007/5.

232

CC: [Signature]

CONFIDENTIAL

273B

From :- Headquarters, R.A.F., MED/AB.
 To :- Air Publications Unit, R.A.F., MED/ME.
 Date :- 14th September, 1946.
 Ref. :- MED/AB/78874/Eng.2.

Ext. Resina 92.

TECHNICAL DRAWINGS - MAPPER 500 H.P. SEA LION ENGINES.

With reference to the above subject, a request has been received from Air Headquarters Italy that blue prints manufacturing drawings and schedules be supplied to the Italian Air Force to assist them in overhauling engines recently received with 63' and 68' High Speed Launches from R.A.F. sources.

2. The Command Intelligence (Security) Officer, has given a ruling that information in this respect can only be supplied to the Italian Air Force up to restricted classification.

3. It is not considered likely that drawings of such a nature will be held by your unit, and it is suggested that they may be obtained from The Ministry of Supply, Research and Development of Marine Craft Department, (S.D.M.C.) through the appropriate Air Ministry Publications Department.

4. The drawings and schedules required would be of the following nature:

- (A) General arrangement drawings of 500 H.P. Napier Sea Lion engine, and 500 H.P. Meadows Gear box.
- (B) Detailed assembly drawings as above.
- (C) Schedule of fits and clearances. (A.P. 1738, Vol.II.)
- (D) Detailed assembly material specification charts.

5. Before authorising the issue of these publications it is requested that you will ensure that they conform to the proviso in para.2, and are below restricted classification.

6. The publications on receipt should be forwarded to A.P.A.L.S. A.H.Q. Italy (Bear) for onward transmission, and details of despatch forwarded to this Headquarters.

(signed) W.J. Jay, F/L.

With reference to the above subject, a request has been received from Air Headquarters Italy that blue prints manufacturing drawings and schedules be supplied to the Italian Air Force to assist them in overhauling engines recently received with 67 and 68 High Speed Launches from P.A.F. sources.

2. The Command Intelligence (Security) Officer, has given a ruling that information in this request can only be supplied to the Italian Air Force on restricted classification.

3. It is not considered likely that drawings of such a nature will be held by your unit, and it is suggested that they may be obtained from The Ministry of Supply, Research and Development of Marine Craft Department, (P.D.M.C.) through the appropriate Air Ministry Publications Department.

4. The drawings and schedules required would be of the following nature:

- (A) General arrangement drawings of 500 H.P. Napier Sea Lion engine, and 500 H.P. Meadows gear box.
- (B) Detailed assembly drawings as above.
- (C) Schedule of fits and clearances. (A.P. 1736, Vol.II.)
- (D) Detailed assembly material specification charts.

5. Before authorising the issue of these publications it is requested that you will ensure that they conform to the proviso in para.2, and are below restricted classification.

6. The publications on receipt should be forwarded to A.F.A.I.S. A.M.O. Italy (Rear) for onward transmission, and details of despatch forwarded to this Headquarters.

(signed)

W.J. Jay, F/L.
Air Commodore,
Chief Technical Staff Officer,
P.A.F., MOD., W.D., W.S.F.

Copies to:- A.F.A.I.S. A.M.O. Italy (Rear).
C.L.O. (AIR) A.F.A.I.S. H.Q. MOD.,
W.D., 10.
S.S.

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(COPY).

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From:- AGHQ 4 Foreign Air Liaison Section,
AGAS Detachment, Rear Air Headquarters Italy.

To :- Air Publications Unit, R.A.F. HQ I.

Date:- 11th October, 1946.

Ref :- AGAS 2/241/1/AGAS.

TECHNICAL DRAWINGS - MAPPER 540 LP. SM.
FROM ITALY.

Reference is made to your letter
 AGU/2026/1A dated 15th September, 1946.

2. As these engines are being sold to the
 Italians on repayment, it is felt that the
 blueprints, drawings etc, should be issued to the
 Italian authorities free of charge.

(Sgt) (R.S.P. 1212121)
 Squadron Leader,
 for Group Captain, Commanding,
REAR AIR HEADQUARTERS ITALY.

From:- Air Publications Unit., RAF., Deversoir.

(26)

To:- A.F.H., Italian Military Affairs Section,
Air Forces Sub-Commission., APO. 794., Italy.

Date:- 12th May. 1947.

Ref:- APU/3229/25.

(SA)

Reference to your IMAS/834/ENG/AF. dated
26th. February. 1947.

2. The following items are NOT AVAILABLE,
but dues-out action has been taken to ensure automatic
issue to your Unit as and when supplies are received.

A.P.No.	Vol.	Pt.	Sect.	Leaflet or A.L.No.
1492	1	-	-	

seen Oct 27-47

358. F. J. J. J.
27/5.
834/ENG

R. J. Stock
(R. J. STOCK), Flight Lieutenant,
Commanding,
Air Publications Unit.
ROYAL AIR FORCE, MEDICE.

1603

25A

From :- Air Headquarters, R.A.F. ITALY, C.M.F.
 To :- Headquarters, No. 324 Wing.
 No. 357 M.U.
 A.F.B., U.M.A.S. Room (for information).
 Date :- 7th May, 1947.
 Ref :- A511/12087/1/En.

SPITFIRE MAINTENANCE SCHEDULE.

The following local amendment is to be made pending issue of a Med.Me. amendment to Spitfire Maintenance Schedule AM.1565J, Volume II, Part 2, Spitfire IX, Section 1A Airframe Daily Inspection item G e 2 :-

Add :- The locking of all Fairay type cowling fasteners must compress the spring in the fastener at least 1/16 inch.

A999
 15/5
 834/2-26

for
 A.P. CHARBOLAN W/Cdr.,
 Air Commodore,
 Air Officer Commanding,
 Air Headquarters, R.A.F. ITALY.

24A

From : Air Forces Branch,
Allied Force Headquarters.

To : Italian Air Ministry, Rome.

Date : 7th May, 1947.

Ref : AFB/834/Eng.

SPECIAL TECHNICAL INSTRUCTION SPITFIRE IX AIRCRAFT

A fatal accident has occurred which is believed to be due to a side panel of the engine cowling coming away in flight.

Investigation has shown that some of the 'FAIRBY' type cowling fasteners were of incorrect size which permitted the pin-button to withdraw from the socket although apparently correctly fastened the combinations of fasteners and sockets are shown in the attached sketches.

It is essential that the combination of fasteners and sockets are preserved as such.

NOTE In view of the varying amounts of wear which may have taken place, it is appreciated that measurement of the fasteners and sockets on aircraft in use to any specific degree of accuracy would be difficult. The dimensions on the sketches are therefore NOT manufacturing dimensions but were obtained by measurement of actual fasteners and sockets and are only quoted as fractions of an inch. It is considered that the visual difference between the two combinations is pronounced enough to make more accurate measurement unnecessary.

2. This information is passed to you so that you can take any action you may consider necessary.
3. For your information the Royal Air Force are carrying out an inspection on all aircraft before the next flight, and on all spares held in Maintenance units.

H. Thompson, W/Odr.
H. THOMPSON, W/Odr.,
For Air Commodore,
Director, AFB, AFHQ.

From :- Air Headquarters, R.A.F. ITALY, C.M.F.
 To :- A.F.H. - A.F.H.Q. Rome.
 Date :- 2nd May, 1947.
 Ref :- AFGI/12927/1/Eng.

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SPITFIRE AIRCRAFT. - S.T.I. 51.

Attached for your information is a copy of S.T.I./Spitfire/51.

2. On examination all Spitfire IX aircraft of this Command were found to be affected and excessive man-power will be needed to comply with the S.T.I. in full. A request has therefore been made to H.Q. MED/A.E. to allow the use of LARGE fasteners in SMALL sockets with the proviso that the spring must be compressed at least 1/16" when locked.
3. You may consider it desirable to bring the contents of this S.T.I. to the notice of the Italian Air Ministry.



for
 A.P. Chamberlain W/Cdr.,
 Air Commodore,
 Air Officer Commanding,
 Air Headquarters, R.A.F. ITALY.

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CONFIDENTIAL

- (A) Air Ministry Special Technical Instruction/Division 51, Section 13, (Interference and Control in Sea/Surface/Undersea to Naval Units only). Power type sockets for engine fasteners incorrect type.
- (B) All Spitfire Aircraft Nos. 1, 11, 14, 15, 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, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
- (C) All Spitfire Aircraft Nos. 1, 11, 14, 15, 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, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

A fatal accident has occurred which is believed to be due to a misalignment of the engine cooling fans occurring away in flight. Investigation has shown that the sockets for some of the power type cooling fasteners were of incorrect size which caused the misalignment to withdraw from the socket although generally correctly designed. There are two combinations of fasteners and sockets affected, although of the same basic design, differ slightly in construction and dimensions (see attached sketch). The combination of fastener and socket with the same dimensions is listed in Appendix A, 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 and is fitted to all engines fitted with the power type cooling fasteners. It is essential that the combinations of fasteners and sockets are those in the attached sketch and preserved as such.

- (1) Not later than 15th August 1944, all aircraft as in Para. (1) are to be examined to ensure that the combinations of fasteners and sockets fitted, are as shown in attached sketch. Power plants are to be examined as soon as possible but before issue. Where discrepancies are found immediate rectification action is to be taken.
- (2) Having investigated on 14th August 1944, the discrepancy that occurs in cooling fans, usually fitted engine cooling fans with fastener sockets, had been fitted with the incorrect size socket. All cooling, sockets and fasteners held in engines in the engine sections are to be examined and action taken as soon as possible. The combinations are to be fitted as recommended.

(3) A Defective Stock Investigation is being carried out to ensure items held at maintenance units, but they must be in power that all replacements are examined as above before fitted.

(4) Record on Form 704 (or 1425 as applicable).

(5) Nil.

(6) Nil.

NOTE 1. Sub-Para 13, 14, 15, 16, 17, 18, 19, 20, 21 and Section 13, 14, 15, 16, 17 are fitted with dual type fasteners.

...the socket although apparently correctly fastened. There are two combinations of fastener and socket affected which, although of the same basic design, differ slightly in construction and dimensions (see attached sketch). The combination of fastener and socket with the dimensions is listed on Schedule II., I, V, VI, and VII and the drawings up to and including No. 1117. The larger dimensional combination being referred to the other marks quoted in para. (3). It is apparent that the combinations of fasteners and sockets as shown in the attached sketch are presumed as such.

(3) Not later than next Daily Inspection, all airplanes as in Para. (1) are to be examined to ensure that the combinations of fasteners and sockets fitted, are as shown in attached sketch. Where plans are to be examined as soon as possible but before issue. Where discrepancies are found immediate replacement action is to be taken.

(4) During investigation it was discovered that certain cowling fasteners, usually fitted complete with fastener sockets, had been fitted with the incorrect size socket. All fasteners, sockets and fastener heads as shown in the attached Sections are to be examined and action taken to ensure that only the correct combinations can be fitted as replacements.

(5) A Defective Stock Investigation is being carried out to cover items held at Maintenance Units, but User Units are to ensure that all replacements are examined as above before fitment.

(6) Record on Form 701 (or 1125 as applicable).

- (7) Nil.
- (8) Nil.

NOTE 1. Spitz-More Ltd. XIV, XV, 21, 22, 24 and Service Nos. 45, 46, 47 are fitted with dual type fasteners.

NOTE 2. In view of the varying amounts of wear which may have taken place, it is appreciated that measurement of the fasteners and sockets on aircraft in use to any specific degree of accuracy would be difficult. The dimensions on the drawings are therefore IIC manufacturing dimensions but were obtained by measurement of actual fasteners and sockets and are only quoted as a guide. It is considered that the visual differences between the two combinations is pronounced enough to allow more accurate measurement unnecessary.

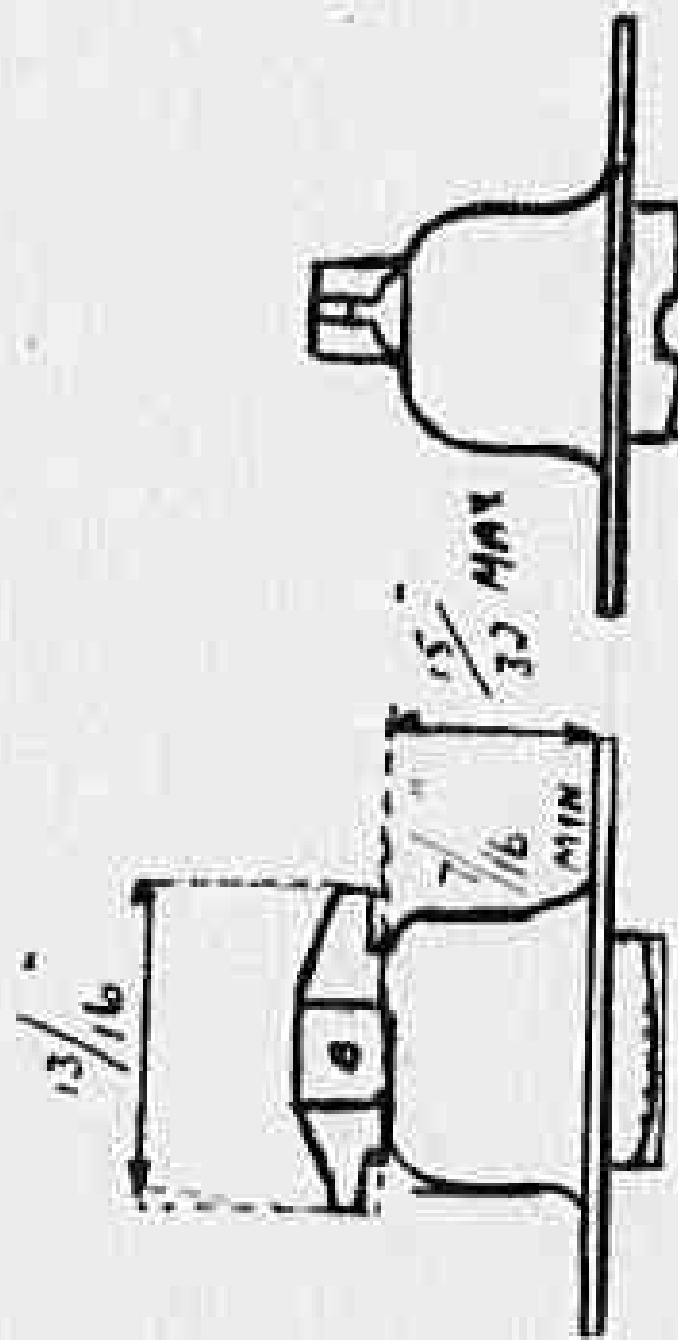
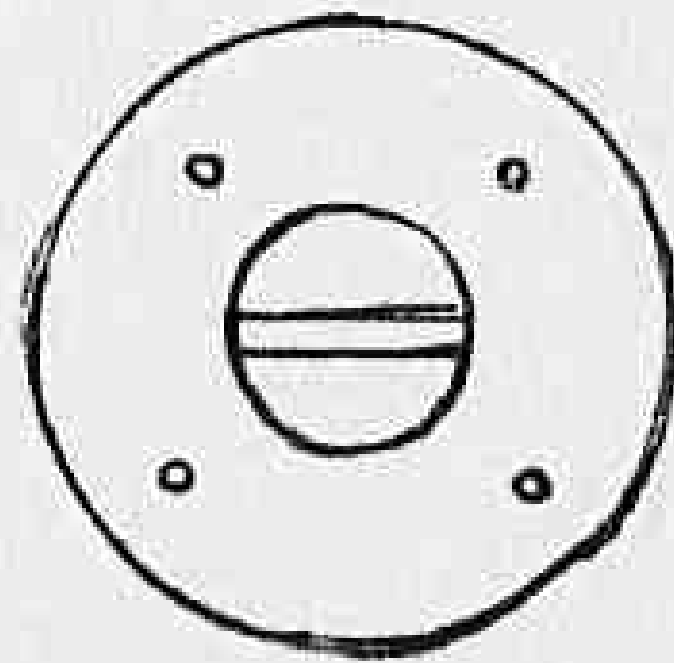
NOTE 3. Equipment Holding Units and Equipment Sections are to institute a regular inspection of subject items, Section 48. All stocks of such items are to be notified to the I.I.C. or C.I.C. for inspection. Returns showing stocks held and quantity of defective items are to be returned to I.I.C. through Controlling Section immediately inspection is completed. Nil return are required. 2/2/51

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STI / SPIT FIRE / SI
STI / SEAFIRE / 43A

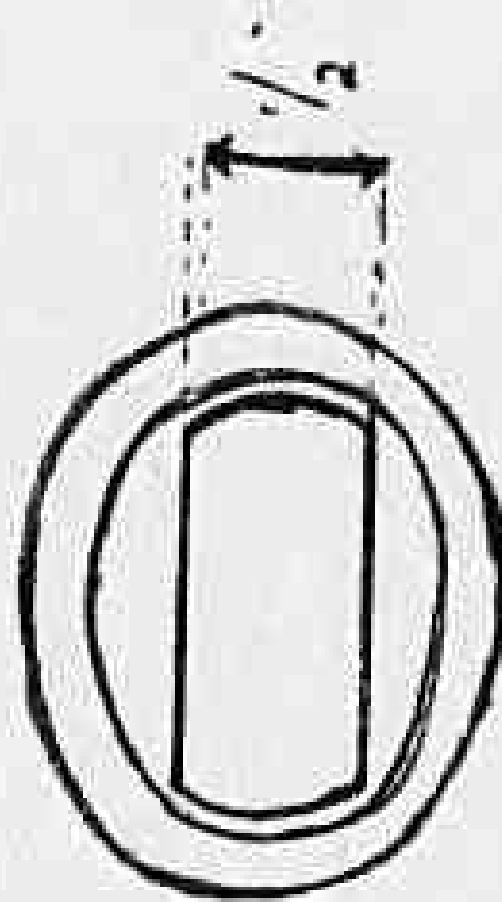
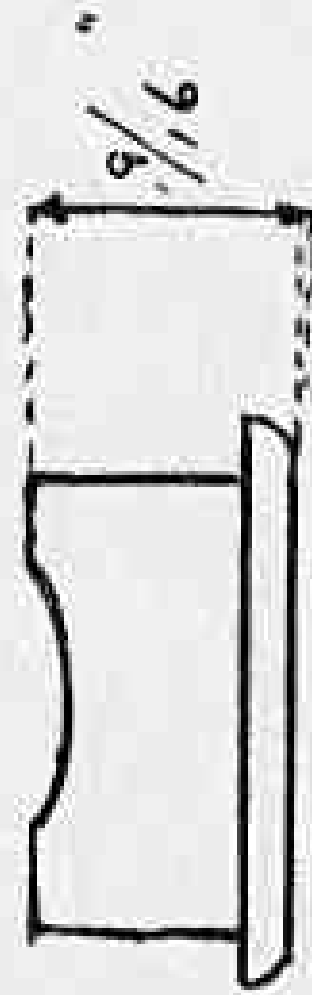
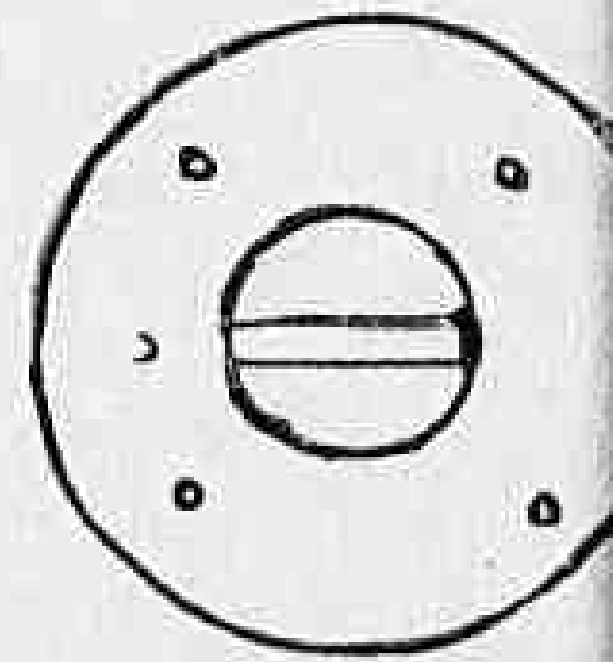
COMBINATION FITTED TO:

SPITFIRE MKS I III V VI XIII
SEAFIRE MKS I II III

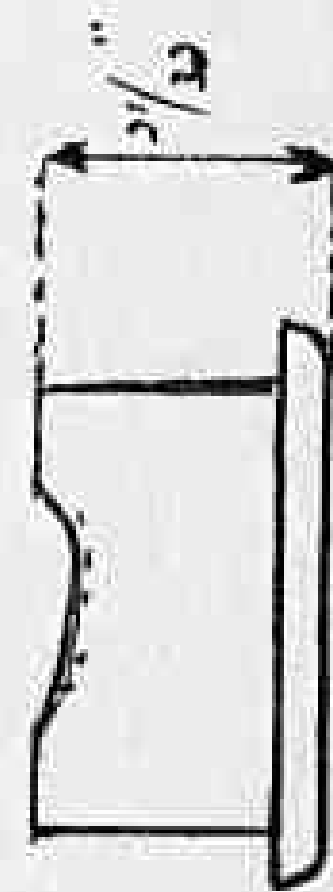


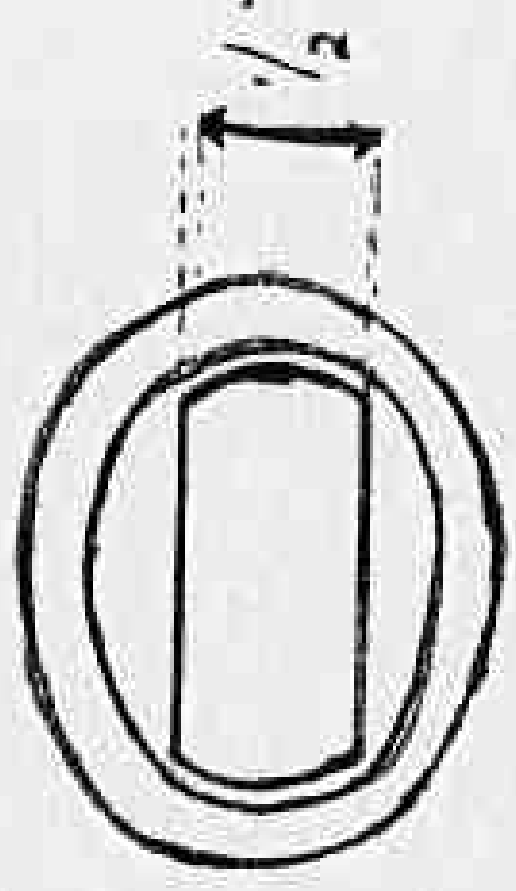
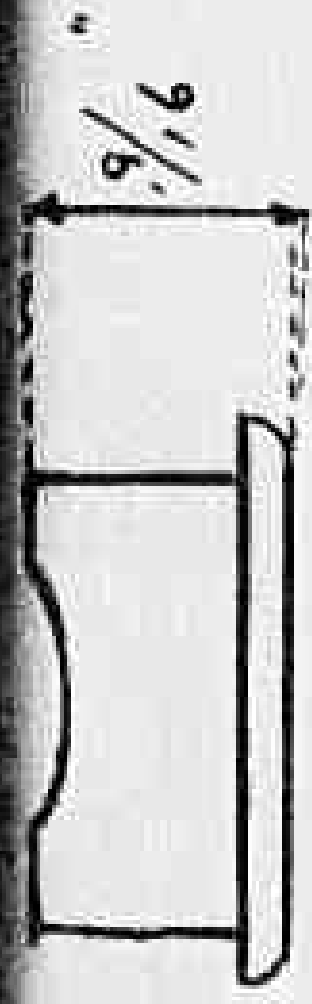
FASTENER

STI / SPITFIRE / SI
STI / SEAFIRE / 43A

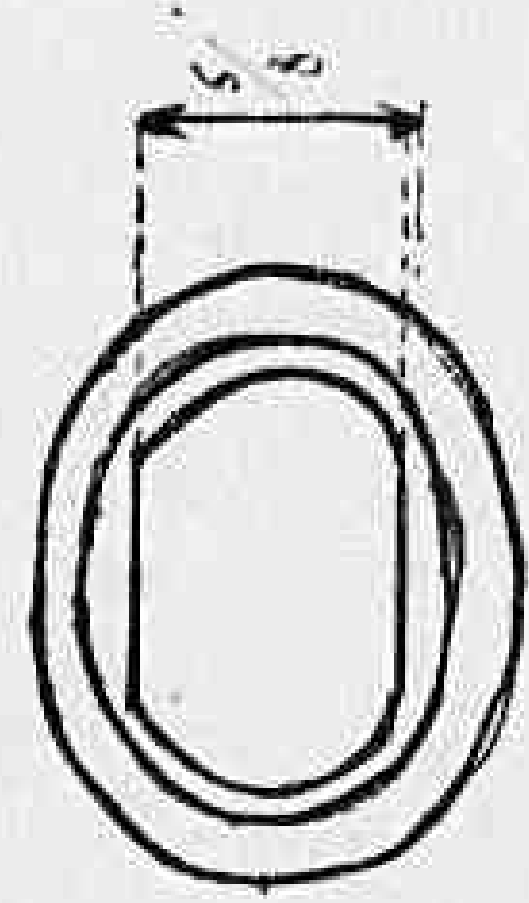
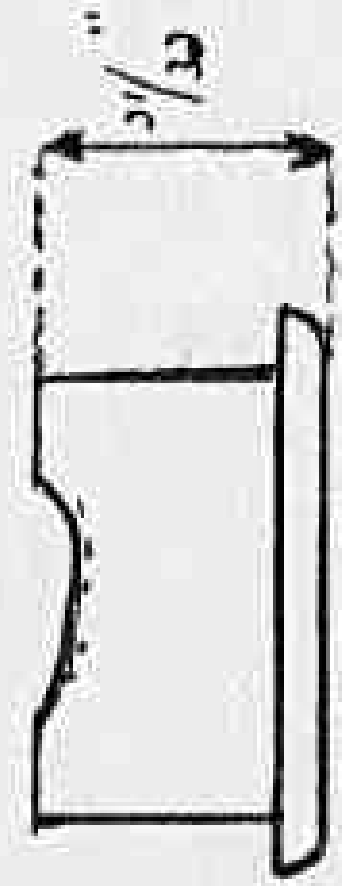


SOCKET



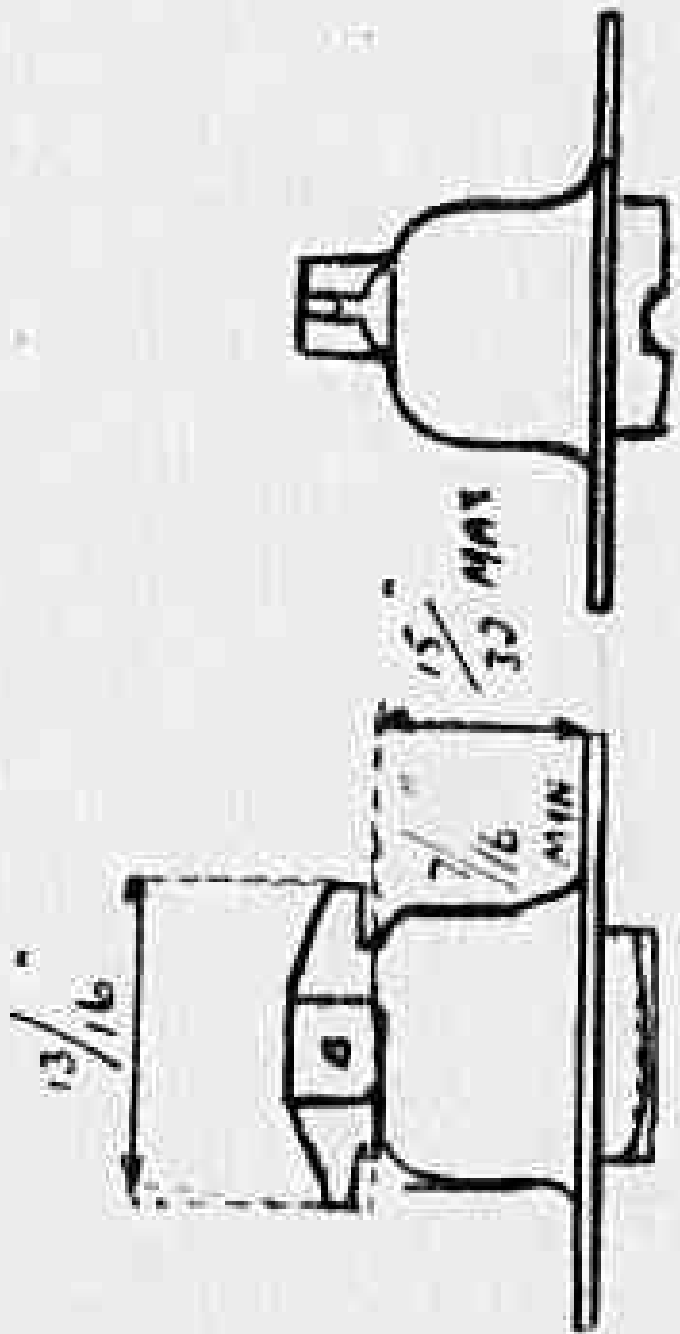
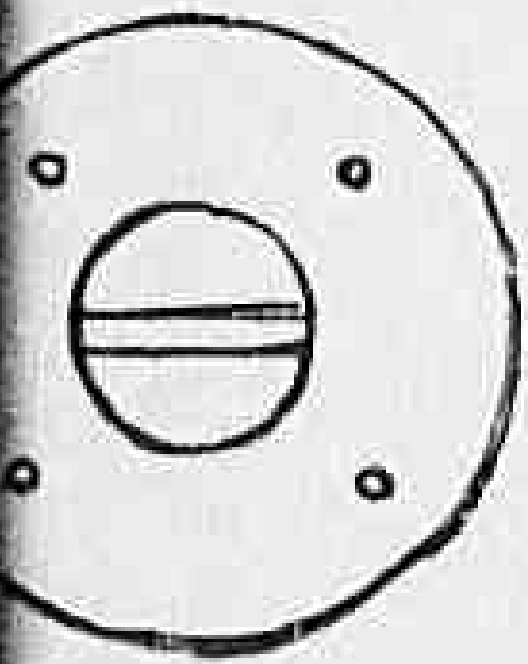


SOCKET



SOCKET

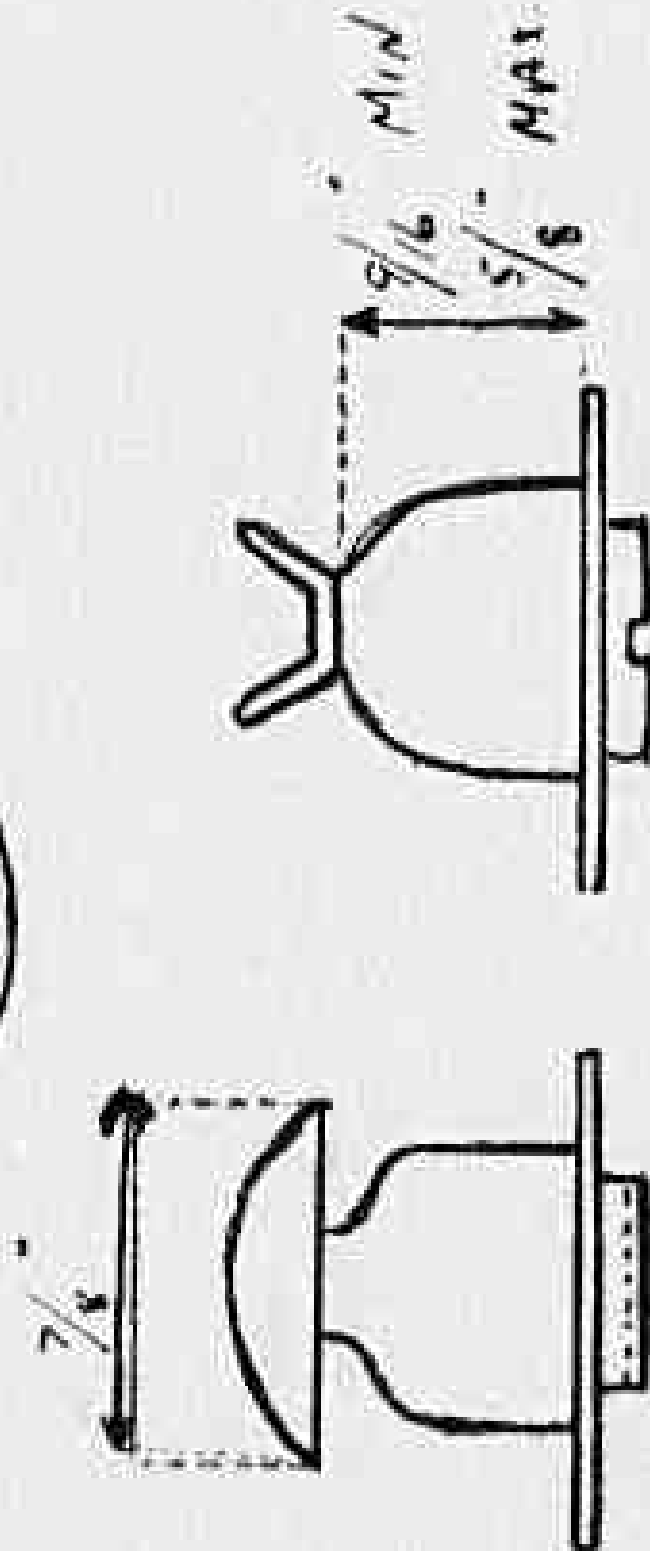
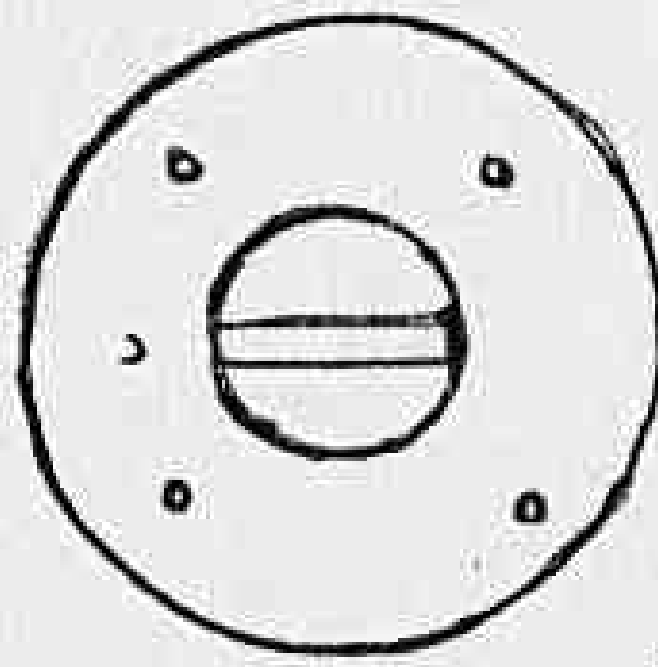
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FASTENER

STI/ SPITFIRE/SI

STI/ SEAFIRE/H3A



FASTENER

COMBINATION FITTED TO:-

SPITFIRE VI VII IX I XI XII XVI

SEAFIRE V XVII

1610

22

R.A.F. Form 1924

POSTAGRAM. Originator's Reference Number: —

To: Allied Force Headquarters,
Italian Military Affairs Section,
Air Forces Sub Section,
APO 79.

DATE/79237/Eng. 1B.
Date: —
3rd April, 1947.

PPSS 167

From: Headquarters, R.A.F., MED/ME.

GA

MED/ME ENGINEER STAFF INSTRUCTIONS.

Reference is made to an extract from your letter
IMAS/034/ENG/AF dated 26th February, 1947, to Air Publications
Unit, MED/ME.

2. Herewith, as requested, one copy each of the following
MED/ME E.S.I. Leaflets :-

- VI/P3. Index for Section 4. Issue 1. Pages 1 & 2.
- VI/P3/S4/Leaflet 1. Issue 1. Pages 1 to 5.

3. The delay in replying to the above mentioned letter is
regretted but due to the recent transfer of the Technical Repro-
duction Section from Helipolis to Abu Sueir it was unavoidable.



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Originator's
Signature *M. Cox.*

P. M. COX, S/LDR.,
ENG. 1B.

Time of
Origin

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

To :- No. 357 H.U.,
• 450 Italy Comm. Flight,
H.Q., No. 324 Wing,
No. 654 Squadron,
Air Force Branch of Allied Force H.Q.,
R.A.F. Station Ciampino (SP).

Date :- 9th April, 1947.

Ref :- AIMS/12063/Eng.

DEFECT REPORTS - PROCEDURE.

Appended below is a copy of H.Q. MED.H.S. letter MEDHE/105979/
1/Eng.10, dated 24th March, 1947, forwarded for your information and
necessary action.

A.710
12/1/47
12/1/47

B. Ratcliffe
B. RATCLIFFE
P/Lt.,
Air Commodore,
Air Officer Commanding,
Air Headquarters, R.A.F. ITALY.

MEDHE/105979/1/Eng.10.

24th March, 1947.

Defect Reports - Procedure.

Defects occurring in R.A.F. equipment are to be reported with the
least possible delay to the Ministry of Supply, to the Air Ministry and as
otherwise directed in this order, so that modification or other remedial
action may be taken to prevent a repetition of similar failures or defects.
Furthermore, to ensure that thorough investigation is made into all defects
to which flying accidents have been attributed, reports of all such defects
are to be cross referred to the relevant flying accident reports, Form 765C
(see para.15 below).

2. The procedure detailed in this order cancels all previous instructions
on the method of rendering defects reports and it is to be brought into
effect forthwith by all R.A.F. units.

Reporting Procedure.

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16121
Declassified E.O. 12356 Section 3.3/NND No. 785017

Appended below is a copy of H.Q. MED.M.E. letter MED.M.E./105979/1/Eng.10, dated 24th March, 1947, forwarded for your information and necessary action.

for
R. PASOLINTE P/Lt.,
Air Commodore,
Air Officer Commanding,
Air Headquarters, R.A.F., ITALY.

MED.M.E./105979/1/Eng.10.

24th March, 1947.

Defect Reports - Procedure.

Defects occurring in R.A.F. equipment are to be reported with the least possible delay to the Ministry of Supply, to the Air Ministry and as otherwise directed in this order, so that modification or other remedial action may be taken to prevent a repetition of similar failures or defects. Furthermore, to ensure that thorough investigation is made into all defects to which flying accidents have been attributed, reports of all such defects are to be cross referred to the relevant flying accident report, Form 7650 (see para.15 below).

2. The procedure detailed in this order cancels all previous instructions on the method of rendering defects reports and it is to be brought into effect forthwith by all R.A.F. units.

Reporting Procedure.

3. Failures or defects are to be reported on a defect report form (R.A.F. Form 1022, or in the case of repetition defects, Form 1023) and by signal, when necessary (see paras.6 and 7 below), by all R.A.F. units whenever a failure or defect in an item of R.A.F. equipment is attributed to :-

- (a) weakness in design;
- (b) faulty material;
- (c) imperfect workmanship in manufacture;
- (d) inadequate servicing instructions;
- (e) corrosion, deterioration and/or excessive wear.

4. A defect report is NOT to be rendered in the following circumstances :-

Cont'd / ... 2.

4. (Cont'd).

- (a) when faulty servicing is the basis of disciplinary action against the servicing personnel responsible, due to non compliance with the appropriate servicing instructions.
- (b) when the matter will be the subject of a complaint on the condition of an aircraft as received by the Unit. In these instances the provision of MED.M.S. B.S.I. VI/Pl/S4 leaflet No.1, will apply.
- (c) when items in store or just drawn from store are found to be defective (defects of this nature should be dealt with in accordance with instructions in AP.830 Vol.I, and A.M.O. 588/44, as amended.).

5. When a defect or failure in an aircraft or other technical equipment is discovered by a unit not holding the item on its charge, the discovering unit will take action as follows :-
- (a) Signal the particulars of the item and the nature of the defect or failure to the Ministry of Supply (S.B.A. Defects), reported to the Air Ministry (D.G.S.M.), and Command Headquarters, and the unit holding the item on charge.
 - (b) Raise the appropriate number of copies of Form 1022, entering such details as are known, and forward them to the holding unit. The holding unit will complete and action the forms in accordance with paras. 8 to 20 below.

Serious defects - reporting by signal.

6. When a defect or failure of a serious nature is found, all other equipment of the same category at the unit (except sealed items) is to be examined, where practicable, to see if similar defects exist. A signal reporting such defects is to be sent to the Ministry of Supply (S.B.A. Defects), reported to the Air Ministry (D.G.S.M.) to Command Headquarters and controlling formations. This signal is to include :-
- (a) Aircraft and/or engine, type and mark number, or details of equipment concerned when not installed in an aircraft (e.g., armament defects).
 - (b) Nomenclature, part number and stores reference number of the defective item.
 - (c) Brief particulars of the defect/s, including both nature and location.
 - (d) Details of the extent to which similar equipment has been examined on the unit.
 - (e) Number of similar defects found.

- is discovered by a unit not holding the item on its charge, the discovering unit will take action as follows :-
- (a) Signal the particulars of the item and the nature of the defect or failure to the Ministry of Supply (R.B.A. Defects), repeated to the Air Ministry (D.C.S.M.), and Command Headquarters, and the unit holding the item on charge.
 - (b) Raise the appropriate number of copies of Form 1022, entering such details as are known, and forward them to the holding unit. The holding unit will complete and action the forms in accordance with paras. 8 to 20 below.

Serious defects - reporting by signal.

6. When a defect or failure of a serious nature is found, all other equipment of the same category at the unit (except sealed items) is to be examined, where practicable, to see if similar defects exist. A signal reporting such defects is to be sent to the Ministry of Supply (R.D.A. Defects), repeated to the Air Ministry (D.C.S.M.) to Command Headquarters and controlling formations. This signal is to include :-

- (a) Aircraft and/or engine, type and mark number, or details of equipment concerned when not installed in an aircraft (e.g., armament defects).
- (b) Nomenclature, part number and stores reference number of the defective item.
- (c) Brief particulars of the defect(s), including both nature and location.
- (d) Details of the extent to which similar equipment has been examined on the unit.
- (e) Number of similar defects found.

7. Defects reported by signal in the above manner are to be confirmed immediately on Form 1022 in accordance with paras. 8 to 20 below. The decision as to whether or not a defect is sufficiently serious to warrant reporting action by signal is to be made by the chief technical officer who will be advised by the appropriate specialist officer. Defects in this category will include :-

- (a) any defect affecting the safety of aircraft or requiring immediate remedial action;
- (b) any other defects which the chief technical officer, at his discretion, may decide as requiring urgent reporting action.

Form 1022.

8. R.A.F. Forms 1022 are issued as a series series, as follows :-

Form 1022 (Airframes, etc.) ... For reporting defects in

Cont'd/ ... 3.

8. Cont'd.

... For reporting defects in airframes, safety and a mount equipment (other than explosives).

Form 1022 (Aero - Engines) ... For reporting defects in aero-engines (except engines on the secret list), power plants, propellers, engine-driven gearboxes, engine accessories, oil coolers and radiators.

Form 1022 (Elect.) ... For reporting defects in Instruments and Electrical Equipment including automatic pilots, Bomb Sights, Gun Sights, Torpedo Sights, Oxygen Equipment, Photographic and electrically heated Equipment.

Form 1022 (M.T. and Marine Craft) ... For reporting defects in M.T., marine craft (involving hulls and engines), moorings and petrol electric sets.

Form 1022 (Ground Equipment, etc.) ... For reporting defects in ground equipment (including armament ground equipment), tools, winches, balloons and any other equipment not appropriate to Form 1022 (Airframes), (Aero-Engines), (Elect.), (M.T. and Marine Craft).

Form 1022 (Explosives) For reporting defects in ammunition, explosives (other than torpedo stores), Chemical and smoke weapons and components.

9. Radio equipment. - Forms 1022 are not to be used for the reporting of defective radio equipment, but defect reports on this equipment are to be submitted in accordance with A.M.O. A.525/45, as amended, and MADRE E.S.I. V6/P3 leaflet No.4.

10. Engines on secret list. - Defects in engines on secret list are to be reported by secret Postagram to H.Q. MADRE, copy to Air or Group Headquarters.

11. Defects in P.A.F. equipment used by airborne forces. - Defects in P.A.F. equipment used by army experimental and training establishments to which no P.A.F. personnel are attached are to be reported on Form 1022 (Airframes) in accordance with Appendix 'A' to this order and para.12. below.

12. Distribution and number of copies required of Form 1022. - For all defects except those reported on Form 1022 (M.T. and Marine Craft), six copies of Form 1022 are to be sent by unit (but see para.5. above), and distributed as follows :-

(a) One copy to be retained by unit.

Torpedo Sights, Gun Sights, Gun Sights, Photo-Graphic and Electrically headed Equipment.

- Form 1022 (M.T. and Marine Craft), ...
- For reporting defects in M.T., marine craft (including hulls and engines), moorings and petrol electric sets.
- Form 1022 (Ground Equipment, etc.), ...
- For reporting defects in ground equipment (including element ground equipment), tools, winches, balloons and any other equipment not appropriate to Form 1022 (Airframes), (Aero-Engines), (Elect.), (M.T. and Marine Craft).
- Form 1022 (Explosives)
- For reporting defects in ammunition, explosives (other than torpedos stores), Chemical and smoke weapons and components.
9. Radio equipment. - Forms 1022 are not to be used for the reporting of defective radio equipment, but defect reports on this equipment are to be submitted in accordance with A.M.O. A.525/45, as amended, and ADME S.S.I. 76/P3 leaflet No.4.
10. Engines on secret list. - Defects in engines on secret list are to be reported by secret postgram to H.Q. MEDAF, copy to Air or Group Headquarters.
11. Defects in R.A.F. equipment used by airforce forces. - Defects in R.A.F. equipment used by army experimental and training establishments to which no R.A.F. personnel are attached are to be reported on Form 1022 (Airframes) in accordance with Appendix 'A' to this order and para.12. below.
12. Distribution and number of copies required of Form 1022. - For all defects except those reported on Form 1022 (M.T. and Marine Craft), six copies of Form 1022 are to be raised by units (but see para.5. above), and distributed as follows :-
- One copy to be retained by the unit.
 - Two copies to be sent direct to the Secretary, Ministry of Supply (P.D.A. Defects), Millbank, London, S.W.1.
 - Three copies to be sent to Air or Group Headquarters, who are to complete the forms with the least possible delay. They are to retain one copy and forward two copies to H.Q. MEDAF.
13. Form 1022 (M.T. and Marine Craft). - Five copies of Form 1022 are to be raised (but see para.5. above) for defects relating to technical transport, marine craft (including hulls and engines), moorings and petrol electric sets, and are to be distributed as follows :-
- One copy to be retained by the unit.
 - One copy to be sent direct to the Air Ministry (D.C.S.M.).
 - Three copies to be sent to Air or Group Headquarters, who are to

13. (c) Cont'd.

complete the forms with the least possible delay. They are to retain one copy and forward two copies to H.Q. HQME.

Procedure for transport aircraft. - Normal defect reporting procedure is to be taken by units for transport aircraft, but the following additional copies of Form 1022 are to be raised :-

- (a) One extra copy of Form 1022 is to be raised and forwarded to H.Q. HQME, in respect of all transport aircraft, and
- (b) One further extra copy of Form 1022 is to be raised and forwarded to H.Q. HQME in respect of inactive based transport aircraft based in another command.

Note :- For the purpose of defect reporting preceding a "transport aircraft" is one which fulfills the following three conditions :-

- (a) It is either -
 (i) designed primarily for transport use
 or
 (ii) subsequently adapted for transport use and allotted a separate unit number to identify it in its transport role.
- (b) It is prepared to a "Transport Force Standard of presentation".
- (c) It is operated in a squadron of the Transport Force Gliders or powered gliders, designed primarily or adapted for air transportation, as "transport aircraft".

Notes on completion of Form 1022.

15. Forms 1022 raised on defects to which aircraft accidents have been attributed. - All copies of Form 1022, relating to aircraft accidents for which Forms 765(C) are raised, are to be annotated clearly by the chief technical officer in the top right-hand corner of the form with the word "ACCIDENT" in red ink. Defective items on which reports have been made under this paragraph are to be disposed of in accordance with para. 22. below. For items, subject to Form 1023 action, which have caused an accident see para. 31. below.
16. Forms 1022 raised on equipment undergoing service trials. - When a defect occurs on equipment which is undergoing service trials, Form 1022 is to be annotated clearly "SERVICE TRIALS" in the top right-hand corner of the form in red ink.
17. Description of the defect and use of photograph and diagrams. - The defective item and the nature of the defect are to be described fully on Form 1022, supplemented, where necessary, by photographs. Diagrams are to be forwarded, also when necessary, to explain further the precise nature

aircraft based in another command.

Note :- For the purpose of defect reporting procedure a "transport aircraft" is one which fulfills the following three conditions :-

- (a) It is either -
 - (i) designed primarily for transport use
 - or
 - (ii) subsequently adapted for transport use and allotted a separate mark number to identify it in its transport role.
- (b) It is prepared to a "Transport Force Standard of preparation".
- (c) It is operated in a squadron of the Transport Force either as covered gliders, designed primarily or adapted for air transportation, and "transport aircraft".

Notes on completion of Form 1022.

15. Form 1022 raised on defects to which primary accidents have been attributed. - All copies of Form 1022, relating to aircraft accidents for which forms 765(C) are raised, are to be annotated clearly by the chief technical officer in the top right-hand corner of the form with the word "ACCIDENT" in red ink. Defective items on which reports have been made under this paragraph are to be disposed of in accordance with para. 22 below. For items, subject to Form 1022 action, which have caused an accident see para. 31, below.

16. Form 1022 raised on equipment undergoing service trials. - When a defect occurs on equipment which is undergoing service trials, Form 1022 is to be completed clearly "SERVICE TRIALS" in the top right-hand corner of the form in red ink.

17. Description of the defect and use of photographs and diagrams. - The defective item and the nature of the defect are to be described fully on Form 1022, supplemented, where necessary, by photographs. Diagrams are to be forwarded, also when necessary, to explain further the precise nature of the defect and the location of the affected part. The description of the defect is to include all the following particulars of both the main equipment and the defective part :-

- (a) Nomenclature.
- (b) Serial number and type.
- (c) Manufacturer's part number.
- (d) Inspection stamp impressions and other marks.
- (e) Identification by reference to drawings or figures in the appropriate handbook (A.P., Vol. I) or Schedule of Spare Parts (A.P., Vol. III, part 1).

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18. Form 1022 raised on engines or power plants. -

(a)

18. (a) When Form 1022 relates to a complete aero-engine, a copy of the appropriate Form 1125 is to accompany the two copies of Form 1022 sent direct to the Ministry of Supply, so that the modification state of the engine may be determined readily. This will save unnecessary strip inspection of the engine and investigation into defects which have occurred owing to the non-compliance of an approved notification.
- (b) All copies of Form 1022 raised on engines or power plants are to quote :-
- (i) the serial number of both the power plant and the aero-engine installed therein;
- (ii) the installation position of the engine or power plant in the aircraft.
19. Reference to the previous Form 1022. - The remarks of the chief technical officer are to indicate whether or not similar failures or defects have occurred previously, and the unit reference numbers and dates of previous Form 1022 raised are to be included in the remarks (see para. 20. below).
20. Reference numbers on Form 1022. - It is not necessary to forward a covering letter with Form 1022, but it is to be ensured that they reference number on the Form 1022 includes an indication of the Command, e.g. 10001/1005/7/Sq(HEHE). In all correspondence relating to a particular Form 1022, the unit reference number is to be quoted.
- Disposal of defective items.
21. Items which are the subject of Form 1022 action are to be disposed of as follows :-
- (a) Complete aero-engines or power plants. - These are to be returned promptly to the appropriate maintenance unit, for stripping and report.
- (b) All other items. - These are to be returned to the unit equipment section for retention, pending the receipt of disposal instructions, which will be promulgated by H.Q. ADMAE. When instructions are received, the defective item is to be clearly labelled with Form 1750. The Unit Form 1022 reference number is to be quoted on the label which is to be addressed as directed in the disposal instructions.
22. Defects causing aircraft accidents. - A defective item which has already been the cause of an aircraft accident, and on which reporting procedure as laid down in para. 15. above has been taken, is to be disposed of in accordance with the above instructions. In addition, the label (Form 1750) attached to the defective item is to be endorsed clearly in large red lettering as follows :-
- " This item has caused an accident. It is to be given priority in movement so that full investigation may be carried out."

19. Reference to the previous Forms 1022. - The remarks of the chief technical officer are to indicate whether or not similar failures or defects have occurred previously, and the unit reference numbers and dates of previous Forms 1022 raised are to be included in the reports (see para. 20, below).

20. Reference numbers on Form 1022. - It is not necessary to forward a covering letter with Form 1022, but units are to ensure that their reference number on the Form 1022 includes an indication of the forward, e.g. 1022/1405/7/Eng(MDMS). In all correspondence relating to a particular Form 1022, the unit reference number is to be quoted.

Disposal of defective items. -

21. Items which are the subject of Form 1022 action are to be disposed of as follows :-

- (a) Complete zero-entries on power plants. - These are to be returned promptly to the appropriate maintenance unit, for studying and report.
- (b) All other items. - These are to be returned to the unit equipment section for retention, pending the receipt of disposal instructions, which will be promulgated by H.Q. AEDMS. When instructions are received, the defective item is to be clearly labelled with Form 1750. The units Form 1022 reference number is to be quoted on the label which is to be addressed as directed in the disposal instructions.

22. Defects causing aircraft accidents. - A defective item which has apparently been the cause of an aircraft accident, and on which reporting procedure as laid down in para. 15, above has been taken, is to be disposed of in accordance with the above instructions. In addition, the label (Form 1750) attached to the defective item is to be endorsed clearly in large red lettering as follows :-

" This item has caused an accident. It is to be given priority in movement so that full investigation may be made promptly."

Results of investigation into a failure or defect.

23. The results of the investigation into a failure or defect will be communicated to all Air and Group Headquarters, and units concerned, by means of :-

- (a) monthly summaries of defects prepared by the Ministry of Supply, and promulgated by the Air Ministry (D.O.S.M.), in the case of all defects other than those reported on Form 1022 (M.S. and Marine Craft); or
- (b) communication to Headquarters and units concerned by H.Q. ~~MAIA~~

Retention defects - use of Form 1022.

24. When sufficient Forms 1022 have been received by the Air Ministry or the Ministry of Supply to enable full investigations to be made into any defect, instructions will be issued to headquarters and units that Form 1022

are no longer/ ... 6.

required for similar defects. These instructions will be issued by means of :-

(a) instructions given on the "Monthly Summaries of Defects" prepared by the Ministry of Supply, and promulgated by the Air Ministry (D.C.S.N.).

(b) notification in the appropriate Section of MEDM.E.S.I.'s of all 1023 items given on the "Monthly Summaries of Defects".

25. This procedure supersedes that current during the war and, in future defects to be reported on Form 1023 will only originate from Air Ministry. Units will continue the reporting of defects on Form 1023 where these defects have already been published in the appropriate section of MEDM.E.S.I.'s.

26. When so instructed, as indicated in para. 24. above, units are to report such repetition defects at monthly intervals on Form 1023 (adapted as shown at Appendix 'B' to this order) and not on Form 1022. Similar repetition defects may be entered on Form 1023 as a total.

27. In all cases where instructions have been issued in MEDM.E.S.I.'s for defects to be reported on Form 1023, previous to the date of this order, the defects are to be detailed in full in columns 2 to 7 of the Form 1023 (see Appendix B to this order).

28. In cases where instructions for the defects to be reported on Form 1023 are issued by the means of the Ministry of Supply Monthly Summaries of Defects, the serial number of the item in the appropriate Monthly Summary is to be entered in column 4 of the Form 1023, and, in addition, columns 2, 6 and 7 only need be completed (e.g., see Appendix B to this order).

29. The following further points are to be noted when preparing Form 1023:-

(a) Only defects which are identical both in nature, in location and in the part which fails are to be included in any one total. A defect to the same item of equipment is not necessarily a repetition defect.

(b) Repetition defects on different types of aeroplanes and aero-engines are to be reported on separate Form 1023.

(c) Separate Form 1023 are to be prepared for defects in the following items (repetition defects in electrical or instrument components of any other equipment are to be reported on Form 1023 for electrical apparatus or instruments respectively) :-

- Aeroplanes
- Aero-Engines
- Power plants (items in Stores Section 26)
- Power plants (items in Stores Section 56)
- Propellers
- Engine-driven accessories (excluding electrical and instrument components).
- Radiators and oil coolers.
- Instrument components (including all photographic equipment)

as shown at Appendix 'B' to this order) and not on Form 1022. Similar repetition defects may be entered on Form 1023 as a total.

27. In all cases where instructions have been issued in MEMO S.S.I.'s for defects to be reported on Forms 1023, previous to the date of this order, the defects are to be detailed in full in column 2 to 7 of the Form 1023 (see Appendix B to this order).

28. In cases where instructions for the defects to be reported on Form 1023 are issued by the means of the Ministry of Supply Monthly Summaries of Defects, the serial number of the item in the appropriate Monthly Summary is to be entered in column 1 of the Form 1023, and, in addition, columns 2, 6 and 7 only need be completed (e.g., see Appendix B to this order).

29. The following further points are to be noted when preparing Forms 1023:-

(a) Only defects which are identical both in nature, in location and in the part which fails are to be included in any one total. A defect to the same item of equipment is not necessarily a repetition defect.

(b) Repetition defects on different types of airframes and aero-engines are to be reported on separate Forms 1023.

(c) Separate Forms 1023 are to be prepared for defects in the following items (repetition defects in electrical or instrument components of any other equipment are to be reported on Forms 1023 for electrical apparatus or instruments respectively):-

- Airframes
- Aero-Engines
- Power plants (items in Stores Section 26)
- Power plants (items in Stores Section 56)
- Propellers
- Engine-driven accessories (excluding electrical and instrument components).
- Radiators and oil coolers.
- Instruments (including all photographic equipment)
- Electrical apparatus
- Airfield and ground equipment
- Balloons and winches.
- Balloon equipment
- Mechanical transport
- Marine craft
- Petrol-electric set engines
- Equipment used by airborne forces
- Gunners and R.P. Equipment
- Ammunition.
- Other explosive stores
- Turrets
- Bombing equipment

(d) All returns in respect of monthly consolidated Forms 1023 are required, and may be listed on the same form irrespective of the category of equipment.

30. Items under guarantee. - In the case of equipment subject to a manufacturer's guarantee (such as mechanical transport and marine craft), Form 1023 procedure is not applicable while the item is within the guarantee period. In such cases, Forms 1022 are to be rendered in accordance with paras. 8 to 20 above, as appropriate.
31. Flying accidents. - When the cause of a flying accident is attributed directly or indirectly to a defect which is a repetition defect and reportable on Form 1023, the stores section and reference number of the defective item is to be included in the "1023 action taken" of the Form 7650 on which the accident is reported.
32. Distribution of Forms 1023. - Units are to retain one copy of Forms 1023, and forward one copy to Air or Group Headquarters. The latter are to consolidate reports, and forward one copy to H.Q. MADA, to arrive not later than the 15th day of each month.
33. Existing instructions in AF 1464/9, dated 11.12.45, will be amended in due course.
34. MADA S.S.I., Volume 1/P4/55, leaflet No.1, issue No.2, is cancelled, and the new defect reporting procedure will be published under issue No.4.

(Sgd.) R.C. TORDHAM F/Lt.,
for Air Commodore,
Senior Technical Staff Officer,
H.Q. R.A.F. MEDNE., MADA.

to consolidate reports, and forward one copy to H.Q. MEDAF, to arrive not later than the 15th day of each month.

33. Existing instructions in AF 1464A/9, dated 11.12.45, will be amended in due course.

34. MEDAF E.S.I. Volume 1/P.1/55, leaflet No.1, Issue No.3, is cancelled, and the new defect reporting procedure will be published under issue No.4.

(Sgd.) R.C. FORTNAM R/lt.,
for A/cr Commodore,
Senior Technical Staff Officer,
R.Q. R.A.F. MEDAF, M.B.F.

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APPENDIX 'A'

Defects in R.A.F. Equipment Used By Airborne Forces.

1. The procedure to be adopted for reporting failures or defects occurring in R.A.F. equipment, such as parachute and supply dropping apparatus, used by the army training and experimental establishments to which no R.A.F. personnel are attached, and working in areas away from a R.A.F. Station, is as follows :-

- (a) When an Army unit operating with a R.A.F. unit suspects that a defect or failure (as defined in A.P.11(AA/9)) has occurred in a supply dropping apparatus dropped to it, the Army unit will send a brief report on the defect to the officer commanding the R.A.F. unit dropping the equipment and marked "For the attention of the chief technical officer". This report will contain brief particulars of the date and time the equipment was dropped, particulars of the equipment and, if possible, a statement of the symptoms and the defect.
- (b) The defective item of equipment, suitably labelled, will accompany the report if the equipment is capable of easy transportation and if the R.A.F. unit is within reasonable distance of the Army unit. Where the defective item is not easily transportable, the fact will be mentioned in the report and the item retained by the Army, pending disposal instructions from the R.A.F. unit.
- (c) Upon receipt of the report and the defective item (where it accompanies the report) the chief technical officer is to decide whether or not it is necessary to raise a defect report on Form 1022; such a report, if raised, will follow the normal procedure as detailed in the attached order. The Form 1022 is to incorporate any relevant remarks obtained in the Army report, and the defective item is to be retained pending disposal instructions.
- (d) In cases where the defective item does not accompany the report received from the Army, the chief technical officer is to determine whether or not it is necessary to raise a defect report. If he decides that a report should be raised, he is to arrange, if practicable, with the Army, for the defective item to be sent to him. A defect report is then to be raised in the normal manner.
- (e) In cases where a defect or defects are subject to Form 1023 action, the defect is to be reported on a separate Form 1023 which is to be rendered in accordance with normal procedure.

(f) Forms 1022 or 1023 raised in accordance with these instructions

the army unit will send a brief report on the defect to the officer commanding the R.A.F. unit dropping the equipment and marked "for the attention of the chief technical officer". This report will contain brief particulars of the date and time the equipment was dropped, particulars of the equipment and, if possible, a statement of the symptoms and the defect.

(b) The defective item of equipment, suitably labelled, will accompany the report if the equipment is capable of easy transportation and if the R.A.F. unit is within reasonable distance of the Army unit. Where the defective item is not easily transportable, the fact will be mentioned in the report and the item retained by the Army, pending disposal instructions from the R.A.F. unit.

(c) Upon receipt of the report and the defective item (where it accompanies the report) the chief technical officer is to decide whether or not it is necessary to raise a defect report on Form 1022; such a report, if raised, will follow the normal procedure as detailed in the attached order. The Form 1022 is to incorporate any relevant remarks contained in the Army report, and the defective item is to be retained pending disposal instructions.

(d) In cases where the defective item does not accompany the report received from the Army, the chief technical officer is to determine whether or not it is necessary to raise a defect report. If he decides that a report should be raised, he is to arrange, if practicable, with the Army, for the defective item to be sent to him. A defect report is then to be raised in the normal manner.

(e) In cases where a defect or defects are subject to Form 1023 action, the defect is to be reported on a separate Form 1023 which is to be rendered in accordance with normal procedure.

(f) Forms 1022 or 1023 raised in accordance with these instructions are to be endorsed clearly in the top right-hand corner of the forms with the word "ARMY" in red ink, in order to indicate the report originated from a defect reported by an Army unit.

(g) When the results of an investigation into a defect are received by the R.A.F. unit, they are to be forwarded to the Army unit only if so requested in the original report submitted by the Army.

2. Similar instructions have been issued by the War Office to all Army units concerned.

APPENDIX 'B'

To :- Headquarters (Attention Eng. 10.
R.A.F. MED. BR. (

RETURN OF REPAIRS DEFECTS OR FAILURES IN R.A.F. TECHNICAL EQUIPMENT.

Category of Equipment

Serial No. (1)	Nomenclature of Main Item of Equipment. Type, No., etc. (2)	Nomenclature of Subsidiary Equipment Type, No., etc. (3)	Nomenclature of defective Part, Stores Ref., Part No., etc. (4)	Nature of defect or failure. (5)
(NOTE :- Item published in MED. BR S.S.I's)	Merlin 24.	Air Compressor System.	Coupling flexible Drive 3600/53051 Pt. No. D11656	Shearing and breaking of rubber coupling prior Mod. No. 2157.
12. (NOTE:- This is the Monthly Summary of Defects Serial No.)	Merlin 66			

* Separate forms to be used for :-

- | | | |
|--|---|------------------------------|
| Airframes
Aero Engines.
Power Plants (Items in Stores Section 26)
Power plants (Items in Stores Section 56)
Propellers
Engine driven accessories. (Excluding electrical and instrument components.)
Radiators and oil coolers.
Instruments (Including all photographic equipment).
Electrical Apparatus. | Airfield and Ground Equipment.
Balloons and Winches.
Balloon Equipment.
Mechanical Transport.
Marine Craft.
Petrol-electric Set engines.
Equipment used by airborne forces.
Gunnery and R.P. Equipment.
Ammunition. | Other
Turrets.
Bombing |
|--|---|------------------------------|

APPENDIX 'B'

Attention Eng. 13.

REPORT OF REPAIRS DEFECTS OR
FAILURE IN R.A.F. TECHNICAL EQUIPMENT.

Form 1023

Air or Group
Headquarters
Reference No.
Period Ending

Category of Equipment

Nomenclature of an Item of Equipment, No., etc.	Nomenclature of Subsidiary Equipment Type, No., etc.	Nomenclature of defective Part, Stores Ref., Part No., etc.	Nature of defect or failure.	Number of defects.	Average running time.
(2)	(3)	(4)	(5)	(6)	(7)
in 24.	Air Compressor System.	Coupling flexible Drive 3610/53037 Pt. No. D11656	Shearing and breaking of rubber coupling prior to Mod. No. 2137.	4	120 hours.
in 66				3	83 hours.

used for :-

- Stores Section 26)
- Stores Section 56)
- es. (Excluding electrical
and instrument components.)
- all photographic equipment).
- Airfield and Ground Equipment.
- Balloons and Winches.
- Balloon Equipment.
- Medical Transport.
- Motor Craft.
- Petrol-electric Set engines.
- Equipment used by Airborne Forces.
- Gunpow and S.P. Equipment.
- Ammunition.
- Other explosive stores.
- Turrets.
- Bombing equipment.
- Signed
- Air or Group
Headquarters

From : I.A.F. Defence Ministry -
 General Directorate of Arms and Munitions.

To : Air Forces Branch, A.F.H.Q.

Date : 24th March 1947.

Ref. : RS/2791/ARM/515 Coll.

(20)
(5)

SENDING PUBLICATIONS.

no trace

We wish to acknowledge receipt of the two copies of AP 1641L which reached us together with letter APB/834/ENG dated 17/3/47, for which we are grateful.

the DIRECTOR GENERAL.

Translated by Mr. COSTIGAN.

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Mod. 105

24-3 1947 (20)

REPUBBLICA ITALIANA
MINISTERO DELLA DIFESA

Armando
AERONAUTICA

UFFICIO DEL MINISTRO

DIREZ. GENERALE ARMI E MUNIZIONI

UFFICIO STUDI

RS/2791/ARM/515 Colle

OGGETTO

Invio pubblicazioni

Disposta al p. n. 1

THE AIR FORCES BRANCH
ARMED FORCE HEADQUARTERS
A.F.C. 794 (TRAINING OFFICIO)
COMBLEMENTS I.F.F. (A.F.H.Q.)
S.I.F.E.

Si accusa ricevuta delle due copie dell'A.P. 1641 I.
pervenute con foglio n. A.F.E./834/ENG in data 17/8/1947, e si
ringrazia per il cortese invio.

IL DIRETTORE GENERALE
(GEN. B. A. I. LEONE)

Leone

*Il primo foglio per ogni foglio non solo rappresenta l'indirizzo della risposta
di cui l'indirizzo di provenienza è in appalto*

DIR. GEN. AFFARI E INDIRIZZI
UFFICIO STUDI
RS/2791/ARM/515 Col. C. C.

UFFICIO COLLEGAMENTI S.E.D.E. - A.F.H.O.

Proposta al P.N.A. del

OGGETTO

Invio pubblicazioni

Si accusa ricevuta delle due copie dell'A.P. 1641 I.
Irrvenute con foglio n° A.F.D./884/ENG in data 17/3/1947, e si
ringrazia per il cortese invio.

IL DIRETTORE GENERALE
(GEN. A. I. IECOME)

*Il primo foglio per ogni libro non è copiato e conservato nella copia
di cui costituisce la base di lavoro in un unico*

From :- Air Headquarters, A.F.S. Wing, D.M.S.

- To :- No. 324 Wing.
- No. 45 Squadron.
- No. 144 Squadron.
- No. 253 Squadron.
- No. 357 S.U.
- Bomb. Reserve.
- D.M.S. Bulgaria.

Date :- 20th March, 1947.

Ref :- AFI/12309/2/eng.

- All Italy Com. Flight.
- Austria Com. Flight.
- No. 654 ACF Squadron.
- RAF Units (SE) Cilempino.
- No. 125 S.F. Base.
- No. 130 S.F. Unit.
- Air Force Branch of A.F.S. (Information).

19

A.F. AF/ISS/1 - PRACTICE AIR CORD HOUSINGS - FRAYING OF BRAIDED COVER.

Appended below is H.O. Serial, letter 12309/2/eng.30, dated 6th March, 1947, forwarded for your information and necessary action.

6-Red-413

For
S. RAJAGOPALAN P/Asst.,
Air Comdant,
Air Officer Commanding,
Air Headquarters, B.A.F. WING.

12309/2/eng.30.

5th March, 1947.

A.F. AF/ISS/1 - PRACTICE AIR CORD HOUSINGS - FRAYING OF BRAIDED COVER.

The following Air Ministry Servicing Instruction is forwarded for information and action.

2. (A) All Servicing Instructions/Miscellaneous/31 Practice Air Cord Housings - Fraying of Braided Cover.
- (B) All Air Cord Housings, Stores ref. 15/199 in use by Service Units.
- (C) Cases reported of fraying of the braided outer cover adjacent to the soldered re-inforcing wire on the end attached to the jack cover.
- (D) (i) At next daily inspection all air cord housings, Stores ref. 15/199 in use are to be bound with adhesive tape. The binding is to embrace a inch of the re-inforcing wire and extend along the braided outer cover for a distance of 9/16 inches.
- (ii) At each subsequent daily inspection, the housing is to be examined and the adhesive tape binding renewed as necessary.

A.S. 51/4530/31 - PARACHUTE AIR CORD
WIRING - WITING OF HIDE COVER.

Approved under A.S. 51/4530, Section 31, Volume 2, Part 1, Section 31.1, dated 1947, formulated for your information and necessary action.

6-R-413

For
Mr. WARDEN, 7/14/47,
Mr. GIBSON, 7/14/47,
Mr. ROBERTS, 7/14/47,
Mr. WARD, 7/14/47.

51/4530/31 - PARACHUTE AIR CORD
WIRING - WITING OF HIDE COVER.

A.S. 51/4530/31 - PARACHUTE AIR CORD
WIRING - WITING OF HIDE COVER.

The following Air Ministry wiring instruction is forwarded for information and action.

2. (a) A.S. 51/4530/31 - PARACHUTE AIR CORD
WIRING - WITING OF HIDE COVER.
- (b) All 340 Cord Housing, Stores of 15V/19) are used by Service Units.
- (c) Cases reported of fraying of the braided outer cover adjacent to the soldered re-insulating wire on the end attached to the unit cover.
- (d) At next daily inspection all 340 cord housing, Stores Ref. 15V/19) in use are to be burnt with adhesive tape. The burning is to ensure a burn of the re-insulating wire and extend along the braided outer cover for a distance of 2 1/2 inches.
- (e) At each subsequent daily inspection, the housing is to be examined and the adhesive tape binding renewed as necessary.
- (f) Where initial detection of this S.A. of Para 1507 and other inspections detailed in A.S. 1182 Vol. 1, Part 1, Section 6, paras. 11 and 1111 to include this inspection pending the issue of A.S. 1182, Volume II, Part 2.
- (g) Nil.
- (h) A new type of 340 cord housing is being designed but it will be some time before stocks become available.

211

The above A.S. 51/4530, will be incorporated in A.S. 51/4530 Volume 2, Part 1, Section 31.1 in due course.

834/10 Aug.
A602
95/3

(Sd/-) S. G. WARDEN 2/11/47,
For Mr. WARDEN,
Senior Technical Staff Officer,
AIR MINISTRY, Whitehall, London, W.C.2.

It is now a requirement that all electrical instruments and electrical equipment, which has been repaired, be recognized as such, as has been decided to adopt the following series of markings:

1. Instruments and electrical equipment repaired by repair contractors will be marked with an "R" in red ink on the left hand side of the letter "I", the month and the last two figures of the year in which the repair is carried out. These code letters, which will normally be the initials of the repair contractor, shall be stamped by the Ministry of Supply (Directorate of Aircraft Equipment Production).

(b) Instruments and electrical equipment, possessed by various repair agents at home and abroad, as to be marked in a similar manner, but, in lieu of a code letter, the number of the repairing unit is to be used, e.g., an instrument repaired at No. 13 maintenance unit in Cairo, 1947 is to bear the marking "13.387".

2. Repairs panel or date-brand instruments and electrical equipment are to be marked as above on the back of their cases in blue, orange, yellow, I. 1014 (Stovon Ref. 354/69). The position for marking other types of instruments and electrical equipment is to be agreed with the C.I.C. or I.I. Inspector, as appropriate.

3. Units wearing Form 1000 on instruments and electrical equipment are to indicate the repair marking on the top, where applicable.

4. Units are instructed that strict compliance with this order is to be observed, especially in the case of repairs.

Handwritten signature and date: J.M.F. 19/3. Stamp: CS 508-COMM/18/14/4. Stamp: A 523. Stamp: 834/189.

Handwritten signature: J. J. J.

210

Handwritten notes: J. J. J. Supply Department, Air Operations, Air Operations, Air Operations.

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

17

To :- No. 304 Wing.
No. 126 Wing.
No. 357 Wing.
A.S.S. Italian Military Affairs Section, A.S.S.

Date :- 11th March, 1967.

Ref :- 812/12097/Am.4.

300 LB. BOMBING TO BOMBERS.

The following instructions have been received in letter 812/73947/Am.4. dated 25th February, 1967, following inquiries into the release of 300 lb. bombs.

2. Spitfire and Mustang aircraft have been cleared for carriage of 300 lb. bombs when fitted with the No.77, A.I. tail units only. All B-17, B-24 and B-29 bombs carried on fighter bomber aircraft must be fitted with the No.77, A.I. tail units.

3. The relevant publications will be issued in due course.

Seen 15-11-67

J. W. G. Lewis

For: A.S.S. ITALY - 1/14.,
Air Controller,
Air Officer Commanding,
Air Headquarters, A.S.S. ITALY.

Internal :-

A.S.S.
A.S.S.
A.S.S.

14/3
A 1499
834/Eug.

From : - Air Mail, 1947, 1947, 1947.
 To : - 000 Distribution.
 Date : - 10th March, 1947.
 Ref : - AIR/12074/47.

16

REPORT OF THE AIR MAIL INVESTIGATION
CONDUCTED BY THE AIR MAIL INVESTIGATION
COMMISSION

Referred to in the letter AIR/10004/47, dated 24 February, 1947, forwarded for your information and necessary action.

B. L. ...
 1. AIR MAIL INVESTIGATION
 AIR MAIL INVESTIGATION
 AIR MAIL INVESTIGATION
 AIR MAIL INVESTIGATION

10th March, 1947.

REPORT OF THE AIR MAIL INVESTIGATION
CONDUCTED BY THE AIR MAIL INVESTIGATION
COMMISSION

The following information received under cover of Air Mail letter A.61390/43/19(a) dated 24th Jan. 1947 is forwarded for your action.

2. An accident recently occurred to an United Aircraft Co. biplane of a Fairly Good fixed pitch metal propeller blade.
 During the defect investigation it was found that the fracture developed from an extensive crack in the portion of blade sheet concealed by the box. Cracking of the blade sheet occurred despite the use of plastic Dow's block designed to prevent this type of defect.
3. As no further design improvement to prevent this type of failure can be contemplated, it is necessary to expedite the measures of the inspection detailed in A.M. 1596a. Your attention is drawn to the fact that 50% and to reduce the period between strip examination to a maximum of 10 hours. Other design aircraft using Fairly Good propellers are not affected.
4. It is requested that you bring to the notice of your units the importance of daily inspecting all types of Fairly Good fixed pitch metal propellers for signs of cracks in the blade sheet, particular attention being paid to both sides and edges adjacent to the Dow's block. A typical example of the type of crack to be detected is illustrated in A.M. 1596a, Vol. 1, Fig. 28 and as such cracks will show up as a thin hair line extending from beneath the Dow's block, a Dow's block with a significant stress to 5 disintegrators should be used for the inspection.

Blaswell
3/16/58
Mr. [unclear]
[unclear]

27 February, 1958.

Subject: [unclear]
Reference: [unclear]

The following information received under cover of Mr. [unclear] letter (61500/42/109) dated 23d Jan. 1957 is forwarded for your action.

An accident recently occurred in an orbital aircraft due to fracture of a primary and fuel pitch inlet pyrolytic block.
During the block assembly it was found that the fracture developed from an excessive crack in the portion of block about 1/8 inch by 1/8 inch. Cracking of the block about occurred despite the use of aluminum beam block designed to prevent this type of defect.

As no further design improvement to prevent this type of failure can be contemplated, it is necessary to expedite the acceptance of the SOP and to reduce the period between study completion to a maximum of 100 hours. Other design elements being being and preparation are not affected.

It is requested that you bring to the attention of your staff the importance of daily inspecting all types of primary and fuel pitch inlet assemblies for signs of cracks in the block about, particular attention being paid to both sides and edges adjacent to the beam block. A typical example of the type of crack to be avoided is illustrated in Vol. 1, Fig. 2 and on each corner will show a crack as a thin hair line extending from around the beam block, a hair which is significant since 5 to 8 diameters result in a hole for the inspection.

The High Inertia Vehicle (HIV) for each type of inlet, whether used at 100 hrs. or 1000 hrs. is shown in [unclear]. It is noted that Vol. 1, Fig. 2 is a typical example of an acceptable inlet.

30.

14/3 ASH
c/n

(Sign.) [unclear] 2/16/58
[unclear]
[unclear]

834/Eng.

357 466, 32, 413, 45 413, 114 413, 255 413,
[unclear] [unclear] [unclear] [unclear] [unclear] [unclear]
[unclear] [unclear] [unclear] [unclear] [unclear] [unclear]

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11/3/47
AUS
834/209

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DEFECT REPORTING PROCEDURES

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Author:
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DEFECT REPORTING PROCEDURES

A detailed examination of the existing procedure for the reporting of defects, and for the supply of replacement parts has been made by J.G. ... with a view to determining, and if possible eliminating, the reasons for the inefficient handling of the present system.

2. This organization has estimated that the machinery (aircraft and 20 years ago, and since retained from time to time in service conditions, etc.) for obtaining information on defects, and for procuring the necessary replacement parts may well be restricted to a narrow air force. Furthermore, these in which the service, and particularly at unit level, a lack of confidence in the existing defect reporting system, caused chiefly by the long delay between the time a fault is reported, and the time at which a unit becomes aware of the action which has been taken. The supply of replacement parts and their subsequent installation is largely in the hands of the Ministry of Supply, which will, the aircraft industry; the air industry has little control or interest over the industry for the production of replacement parts.

3. It has been decided as a long term project to study a new system to solve this problem by submitting it to the production and service divisions of the Air Ministry for their investigation, which a view to developing a procedure which will not adequately the present day work of the service. It should be realized, however, that an investigation of this kind will take at least six months to complete.

Handwritten notes at the top left of the page.

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(Sgt.) ...

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(e) Strong representations are to be made to the Ministry of Supply for the establishment of a committee, on the lines of the earlier Information Committee on Light Alloys, to consider all matters, to conduct negotiations to procure equipment and materials.

5. The Ministry of Supply is to be kept informed of all developments, including the latest progress outlined at meetings. (a) and (b) above, in addition to other alloy materials, in being available in this case. Matters, and will represent the Ministry of Supply in this regard. Details of developments are to be reported as necessary on receipt of information.

6. It is requested that the attention of the Ministry of Supply is drawn to the efforts which are being made to improve the light alloy situation and the progress in the light alloy market, and it is to be stressed that the Ministry of Supply is to be kept informed of all developments in this regard. Details of developments are to be reported as necessary on receipt of information.

7. Further consideration is being given to the introduction of a weekly return throughout the Ministry of Supply to indicate all new information and progress reported by units, and to the cancellation of the same. This will be discussed with the Ministry of Supply and the Ministry of Supply during the course of the next few weeks. Details of developments are to be reported as necessary on receipt of information.

(Sgt.) J.B. PAVAGE, M.A.,
 Air Commodore,
 Senior Technical Staff Officer,
 Ministry of Supply, London.

MEMORANDUM

- 321. Mr. G.
- M.A.P. Elliot.
- M.A.P. Clements.
- M.A.P. O'Connell.
- M.A.P. G.A.
- M.A.P.
- Mr. G.A.P.
- 126 M.A.P.
- 57 M.A.P.
- M.A.P.
- M.A.P.
- M.A.P.
- M.A.P.
- Mr. G.A.P.
- 18 M.A.P.

- 6 M.A.P.
- Mr. G.A.P.
- 120 M.A.P.
- 130 M.A.P.
- Sub-Commissioner
- M.A.P.
- 276 M.A.P.
- M.A.P.
- M.F.S.H. Rowe

200

1644

14A
D-2123

(AG 461 D-), "Request for Publication TM 9-1980, 21 Jan 47, Hq MTO)

461.01 2nd Ind

OFFICE OF THE AIR ADVISOR, Mediterranean Theater of Operations, APO 512,
US Army, 10 March 1947.

TO: Air Forces Sub-Commission, LACAP, Rome, APO 794, US Army.

TM 9-1980, "Bombs for Aircraft," for use by Italian Air Ministry,
forwarded herewith.

FOR THE THEATER COMMANDER:

2 Incls:
Incl #1, n/c
Incl #2, TM 9-1980

J. W. Brown
J. W. BROWN
Colonel, GSC
Air Advisor

*Seen by [unclear] by [unclear]
Publication returned
11-III*

*A.480 11/3
83h/Eng.*

MISSION
ROOM

(AG 461 D-), "Request for Publication TM 9-1980, 21 Jan 47, Hq MTO)

461.01

2nd Ind

OFFICE OF THE AIR ADVISOR, Mediterranean Theater of Operations, APO 512,
US Army, 10 March 1947.

TO: Air Forces Sub-Commission, LACAP, Rome, APO 794, US Army.

TM 9-1980, "Bombs for Aircraft," for use by Italian Air Ministry,
forwarded herewith.

FOR THE THEATER COMMANDER:

2 Incls:
Incl #1, n/c
Incl #2, TM 9-1980

J. W. BROWN
Colonel, GSC
Air Adviser

1646

785017

14B

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

In reply
refer to

AG 461 D-0

21 January 1947

SUBJECT: Request for Publication TM 9-1980

TO : Commanding General
United States Air Forces in Europe
APO 633
ATTN: Publications Section

1. The attached letter from Air Forces Sub-Commission requests issuance of Technical Manual 9-1980, which is not available in this theater.

2. It is requested that if this manual is in stock in your theater, and A-2 of USAFE has no objection to its use by the Italian Air Ministry, a copy be forwarded to this headquarters marked Attention: Air Advisor.

FOR THE THEATER COMMANDER:

068689

Robert A. Campbell
ROBERT A. CAMPBELL
1st Lt., AGD
Asst Adjutant General

JAN 1947
USAFE

1 Incl:
Ltr, AFEC, 14 Jan 47,
subj: TM 9-1980

461 GS

1st Ind.

HEADQUARTERS, US AIR FORCES IN EUROPE, APO 633, US Army, 25 February 1947.

TO: Commanding General, Hqs Mediterranean Theater of Operations, APO 512,
US Army (Attn: Air Advisor)

Basic communication complied with.

FOR THE COMMANDING GENERAL:

A. W. Seibt

A. W. SEIBT
MAJOR AGD
ASST. ADJ. GEN.

FEB 26 1947
HQ USAFE

2 Incls:
Incl #1, n/c
Incl #2 (added) TM 9-1980

20.

1647

14C
D-547

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION
APO 794

14 January 1947

SUBJECT: T.M. 9-1980.
TO : War Department - Publications Branch.
THRU : Office of Air Advisor, Hq MFOUSA, APO 512, U.S. Army.

1. It is requested that Technical Manual 9-1980, "Bombs for Aircraft" be forwarded to Hq Air Forces Sub-Commission.
2. This publication has been requested by the Italian Air Ministry to be used by their bomb disposal squads.
3. This Manual is not available in this theater.

FOR THE DEPUTY DIRECTOR

Ray Wilson, Jr.
RAY WILSON, JR.,
Major, Air Corps.

14D

From: WD

TO: USFET

Reur F-1890 dated 1 Feb 47, War Department approval of such release is not required ref Par 3d and 9 e(1) of WD-DCMI-46.

Dir of Intell.

Major [unclear]

23660

1649

14E

461 GA 1st Ind.
 HEADQUARTERS, US AIR FORCE IN EUROPE, APO 633, 6th Army, 25 February 1947.
 TO: Commanding General, HQs Mediterranean Theater of Operations, APO 512,
 US Army (Att: Air Advisor)

Basic communication complied with.

ATTN THE COMMANDING GENERAL:

AIR FORCE
 RECEIVED
 FEB 26 1947

200

2 Incls:
 Incl #1, n/c
 Incl #2 (added) 9-1980

(13)

From :- Air Publications Unit,
R.A.F. Station Deversoir, M.E.

To :- Allied Force Headquarters, Italian Military Affairs Section,
Air Forces Sub Section, A.P.O. 794.

Date :- 25th February, 1947.

Ref :- APU/MISC.

AIR PUBLICATIONS. 3A

Your letter/~~XXXXXXXX~~ DMAS/834/ENG/AP dated 11.2.47.
has been noted, but no action taken, owing to the move to
R.A.F. Deversoir.

(2) Action will be taken at the earliest convenience.

G.V. Ingham
(G.V. INGHAM), Warrant Officer,
for Flight Lieutenant, Commanding,
Air Publications Unit,
Royal Air Force DEVERSOIR.

7/3
AKL
834/Eng

Noted 8-11

12

From :- Air Publications Unit,
R.A.F. Station Deversoir, M.E.

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

Date :- 21st February, 1947.

Ref :- APU/MISC.

AIR PUBLICATIONS.

40A
old Pmt.

Your letter/~~XXXXXXXX~~ AFSC/334/ENG dated 24.1.47.
has been noted, but no action taken, owing to the move to
R.A.F. Deversoir.

(2) Action will be taken at the earliest convenience.

S.W. Graham
(S.W. INGRAM), Warrant Officer,

for Flight Lieutenant, Commanding,
Air Publications Unit,
Royal Air Force AMD/ME.

*Noted off
8-III*

A.109
6/3
834/eng

11

From :- Air Publications Unit,
R.A.F. Station Devernoir, M.E.

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

Date :- 24th February 1947.

Ref :- AFU/MISC.

AIR PUBLICATIONS.

OLD PART
ENCL 42A.

Your letter ~~APBC/831/ENG~~ APBC/831/ENG dated 28.1.47.
has been noted, but no action taken, owing to the move to
R.A.F. Devernoir.

(2) Action will be taken at the earliest convenience.

S. V. Ingham
(S. V. INGHAM), Warrant Officer,

for Flight Lieutenant, Commanding,
Air Publications Unit,
Royal Air Force AFU/MISC.

1/3
up. *A 381*
831/eng *5-11/47*

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(41) ERDF V. HXK NR T81/27 R/S QVR 12

FROM AHQ ITALY

TO 324 WING : 357 NU : RAF (SP) UDINE : KLAGENFURT : CIAMPINO:

AHQI C/FLT : AHQI C/FLT DET : AUSTRIA C/FLT :

AUSTRIA C/FLT DET : AFSC ROME : A A C VIENNA : 125 SP

132 SP : AIR ATTACHE BELGRADE : AC C ROMANIA : ACC BULGARIA

BT

AIR FORCE

X

T.532 27/2/47 UNCLASSIFIED (.) (A) AIR MINISTRY S I I /ANSON/12 V

ELEVATOR CONTROL ROD LOCKED BY ICE ACCUMULATION . (E) ANSON- ALL

MARKS . (C) CASES REPORTED OF ELEVATOR CONTROL ROD LOCKED IN ICE

ACCUMULATION PANEL REAR BOTTOM PART NUMBER 5 C/1679 AND PANEL

INTERMEDIATE BOTTOM PART NUMBER 6 C/1679 . LOCATED IN FUSELAGE

UNDER TAIL PLANE . A P 1555 A AND E VOL 111 PART 1 PAGE

~~233~~ ^{Orcl} PLATE 74 REFERF , (D) BEFORE NEXT FLIGHT EXAMINE

PANUNVOTTON REAR PART NUMBER 5C/1679 TO ESNURE DRAINHOLE IN

BOTTOM OF THOUGH IS NOT RESTRICTED BY FABRIC OR FOREIGN

MATTER . IF DRAIN HOLE HAS BEEN OMITTED DRILL ONE 1/4 INCH

HOLE IN BOTTOM OF THROUGH 1 INCH AFT OF JOINT BETWEEN

PANEL REAR BOTTOM AND PANEL INTERMEDIATE BOTTOMSAND REMOVE

ANY ACCUMULATION OF ICE OR WATER . (E) RECORD OF FORM 727

OR 1125 AS APPLICABLE . (F) NIL (G) NIL CONTROLLING FORMATIONS

T.532.27/2/47 UNCLASSIFIED (.) (A) AIR MINISTRY S T I /ANSON/10 V

ELEVATOR CONTROL ROD LOCKED BY ICE ACCUMULATION . (E) ANSON- ALL MARKS . (C) CASES REPORTED OF ELEVATOR CONTROL ROD LOCKED IN ICE ACCUMULATION PANEL REAR BOTTOM PART NUMBER 5 C/1679 AND PANEL INTERMEDIATE BOTTOM PART NUMBER 6 C/1679 . LOCATED IN FUSELAGE UNDER TAIL PLANE . A P 1555 A AND E VOL 111 PART 1 PAGE

233 ^{and} FLATE 74 REFERF , (D) BEFORE NEXT FLIGHT EXAMINE PANOUNVOTON REAR PART NUMBER 5C/1679 TO ESNUTE DRAINHOLE IN BOTTOM OF THOUGH IS NOT RESTGICTED BY FABRIC OR FOREIGN MATTER . IF DRAIN HOLE HAS BEEN OMITTED DRILL ONE 1/4 INCH HOLE IN BOTTOM OF THROUGH 1 INCH AFT CF JOINT BETWEEN PANEL REAR BOTTOM AND PANEL INTERMEDIATE BOTTOMSAND REMOVE ANY ACCUMULATION OF ICE OR WATER . (E) RECORD CF FORM 727 OR 1125 AS APPLICABLE . (F) NIL (G) NIL CONTROLLING FORMATIONS TO REPEAT TO ALL AFFECTED SUB FORMATION S AND UNITS INCLUDING TRUNK ROUTE TRANSPORT STATIONS (.)

See 3-140



BT 2/27522
SENT TR B 1 K
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6TH A G TO AHQI C/FLT
FIRST GP LINE 7
233 ...AND PLATE
233 AND PLATE K

RD 5XXX T81/27 JW AT 2359 HRS AR K

From :- Air Headquarters, R.A.F. TRAIN, C.I.F.
 To :- No. 32 Wing.
 A.F. Sub-Comm. Room ✓
 Date :- 17th Feb. 1947.
 Ref :- AAI/12093/1/Eng. etc.

9A
 834

LINE SERIES CODES CONTROL
MANUAL OF INSTRUCTIONS

9.8.

The attached letter AAI/12093/1/Eng. 7. dated 3rd February 1947, is forwarded for information and necessary action.

J. J. J. J.

for

F. J. J. J.
 Flight Lieutenant,
 Air Vice-Commandant,
 Air Officer Commanding,
 Air Headquarters, R.A.F. TRAIN.



Copy to :- AAI/12093/1/Eng. etc. ✓

See AAI/12093/1/Eng. etc. 28-11-47

G O B Y .

From :- Headquarters, R.A.F. MED/MS., R.A.F.
 To :- See Distribution.
 Date :- 3rd February 1947.
 Ref :- MEMO/78947/1/Eng.7.

9B:

CARRIER Bomb Light Series Mk.III.
Carriage of Practice Bomb.

Accidental release of practice bombs is still occurring owing to excessive clearance between the loading latch and the bomb hook of the R.A. Release Unit Type A Mk. III. A further modification introducing a tie-plate for fitting between the axis pins of the loading latch and bomb hook, to prevent the gap increasing during use, has been approved. Details of this modification will be forwarded to you when finalised.

2. Until the introduction of the above modification, the necessity for checking the gap at each minor inspection as called for in A.P.1095B, Volume II, Leaflet C.2, (Amendment 1) is to be brought to the notice of all concerned.

See [Signature] 28 Feb 47

(Sgd.) A.J. AGRESTE F/Lt.,
 For Air Commodore,
 Senior Technical Staff Officer,
R.A.F. MED/MS., R.A.F.

1657

From : Allied Force Headquarters, Italian Military Affairs Section.
 Air Forces Sub Section, APO 794.

To : A.P.U., R.A.F., MED/ME. *8/17*

Date : 26th February 1947.

Ref. : INAS/834/ENG/AF.

AIR PUBLICATIONS AND ESI'S.

- It is requested that Leaflet No. 1 and Index of Vol. 4, Part 3, Section 4 (approved types of British aero-engine sparking plugs) of MED/ME E.S.I.'s may be forwarded to this unit.
2. It is also requested that 2 copies of A.P. 1492, Vol. I, (Towed Targets and associated Equipment) may be issued to this Unit.
3. Further to our letter, ref. AFSC/834/ENG, dated 28th January 1947, may the publications demanded by us on that date be hastened, as they are urgently required.

H. Thompson

H. THOMPSON, W/Cdr
 for Air Vice Marshall, Director.
 Air Forces Sub Section,
 I.M.A.S., A.F.H.Q.

7A

From :- Air Headquarters, R.A.F. IRELAND, C.M.F.
 To :- See Distribution.
 Date :- 20th Feb. 1947.
 Ref :- A901/12153/Amc(Elect)

AIRCRAFT ACCUMULATORS - SERVICING.

With reference to the above subject, certain proposals have been received from the Air Ministry for the introduction of a scheme to record the life history of accumulators and to originate a standard method of daily records. The proposals in a finalised form will ultimately be published in a reprint of A.F. 10950, Vol. I, Chapter 2.

2. As an interim measure and having due regard to the extreme shortage of Electrical personnel in the Command, the following is to be introduced as soon as practical.

- (i) A serial number will be allotted by the Electrical Section for each accumulator. This will be painted on both ends of accumulator, using paint antisuiphuric, yellow (Stores Ref. 33A/420, 421 or 422).
- (ii) The date of initial charge, prefixed by the letters I.C. will be painted above the metal between the side not already dated by the manufacturer, using paint anti-sulphuric, yellow.
- (iii) The percentage result of capacity tests and date, prefixed by the letters C.T. will be painted, or stencilled, in 1 inch letters below the metal band, commencing on the left hand side, using similar yellow paint. Subsequent capacity tests will be recorded across the accumulator, commencing again at the left side when necessary.
- (iv) When an aircraft accumulator is no longer fit for aircraft use, i.e. capacity below 75%, the words GROUND USE ONLY will be painted below the capacity test figures using paint anti-sulphuric red, (Stores Ref. 33/416, 417 or 418).

3. Any difficulties which may be anticipated with the introduction of the above, or constructive criticism, is to be communicated to this Headquarters.

[Handwritten signatures and stamps]
 J.M. GLENN P/Lt.,
 Air Vice-Marshal

received from the Air Ministry for the introduction of a standard method of daily records. The proposals in a finalised form will ultimately be published in a reprint of A.P. 10950, Vol. I, Chapter 2.

2. As an interim measure and having due regard to the extreme shortage of Electrical personnel in the Command, the following is to be introduced as soon as practical:

- (i) A serial number will be allotted by the Electrical Section for each accumulator. This will be painted on both ends of accumulator, using paint antisuiphuric, yellow (Stores Ref. 53A/420, 421 or 422).
- (ii) The date of initial charge, prefixed by the letters I.C. will be painted above the metal between the side not already dated by the manufacturer, using paint anti-sulphuric, yellow.
- (iii) The percentage result of capacity tests and date, prefixed by the letters C.F. will be painted, or stencilled, in 1 inch letters below the metal band, commencing on the left hand side, using similar yellow paint. Subsequent capacity tests will be recorded across the accumulator, commencing again at the left side when necessary.
- (iv) When an aircraft accumulator is no longer fit for aircraft use, i.e. capacity below 75%, the words GROUND USE ONLY will be painted below the capacity test figures using paint anti-sulphuric ref. (Stores Ref. 53A/416, 417 or 418).

3. Any difficulties which may be anticipated with the introduction of the above, or constructive criticisms, is to be communicated to this Headquarters.

Handwritten: 1-1-48
Handwritten: A-268
Handwritten: 24/2

Stamp: RECEIVED
 24/2

Handwritten: J.M. GIBBY P/Lt.,
 Air Vice-Marshal,
 Air Officer Commanding,
 Air Headquarters, R.A.F. ITALY.

Distribution :-

- No. 324 Wing.
- RAF Station (AF) Udine.
- RAF Station (SP) Klagenfurt.
- RAF Unit (SP) Ciampino.
- No. 654 (AOP) Squadron.
- No. 654 (AOP) Squadron (Dot).
- RAF Italy Comm. Flight.
- RAF Italy Comm. Flight (Dot).
- Austria Comm. Flight, Klagenfurt.

- Austria Comm. Flight (Dot) Vienna.
- No. 357 M.U., Treviso.
- No. 357 M.U. (Dot), Udine.
- No. 357 M.U. (Dot), Klagenfurt.
- A.F.S.C. Allied Comm. Rome.
- Air Div. Allied Comm. Vienna.
- No. 125 S.P. Banca (Roumania).
- No. 130 S.P. Lomva (Yugoslavia).

1660

FROM: Allied Force Headquarters.
 Italian Military Affairs Section.
 Air Forces Sub Section. A.F.O. 794.

TO: Air Headquarters. R.A.F. Italy.

DATE: 19.Feb. 1947.

REF: IMAS/834/ENG/AF.

6A.

AIRCRAFT INSPECTION SCHEDULES.

With reference to your letter AHQ/12401/ENG, dated 11/2/47,
and MED/ME E.S.I.'s V1/P3/S4.

A nil return is hereby rendered by this unit.

J.W. Turner
 J.W. TURNER. F/Lt.
 for AIR VICE MARSHALL.
 DIRECTOR.
 A.F.S.S. I.M.A.S.

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

To :- No. 357 S.G.
No. 324 wing.
A.N. S.I. Comm. Flight.
A.N. S.I. Comm. Flight (Det).
A.M.C. Belgrade.

H.M.M. Bulgaria.
H.M.M. Roumania.
Austria Comm. Flight.
No. 654 AOP Squadron.
A.S.S.S. Rome.

5A

Date :- 17th Feb. 1947.

Ref :- AMI/12401/Brq.

AIRCRAFT INSPECTION CHECKLIST.
Half Yearly Review of Instructional Items.

Units' attention is drawn to SI/VI. S.S.I's.
V1/15/34. Leaflet No. 3. with reference to the above subject.

2. Nil returns are in future to be forwarded if applicable.

blapete



for
S.O. 1011.
Squadron Leader,
Air Vice-Marshal,
Air Officer Commanding,
Air Headquarters, . . . ITALY.

*Just in
19/2*

A.172

From : Indian Air Force "State Engineers"
 Engr. Department Technical Section

To : A.P.M.D. A.S. - Rome

Date : 11th February 1947

Ref. : 370314/31.1/11/373 Coll.

None

HA
(T)

NOTES FOR SHIPPING A.S. NOTES.

41A on P.1.

Enclosed is receipt of the above mentioned notes attached to your A/30/304/201 dated 30 January 1947 addressed to us.

A172

834/Eng.

For SMITH OF THE AIR STAFF
 (General. A. ...)

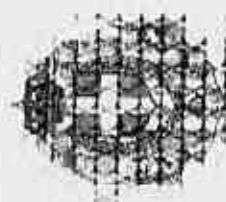
CHIEF OF THE DEPT
 (Col. E. ...)

Translated by ...

Just file
15/2.

Med. 122

REPUBBLICA



ITALIANA

Roma, 11 FEB 1947

Nota Maggiore R. Aeronautica

3° REPARTO - 322. TECNICA

Aut. 3703/4 ST/1. Mag. 273 Coll.

OGGETTO *Nota per piloti Spitfires.*

Al A.C. - A.F.S.C.
(tramite Ufficio Collegamento)

S E D E

4A

Si accusa ricevuta della pubblicazione in

oggetto pervenuta allegata elfoglio AFSC/834/Eng.

del 24/1/47.-



Ad. C. C. C.
IL S.C.F.O DI STATO MAGGIORE
(Gen.S.A. - A. Briganti)

IL CAPO DEL 3° REPARTO
(Col. A.A.R. n. pil. - E. Cigeras.)

Col. Cigeras

*Il primo fascio pervenuto alla Direzione... con alla spina
il Col. Cigeras, la Direzione non è in grado*

S E D E

4A

3° REPARTO - SEZ. TECNICA

Del. 1.3703/457/1/Maggioli 273 Coll. *disposto al p. n.°*

OGGETTO Note per piloti Spitfires.

Si accusa ricevuta della pubblicazione in

oggetto pervenuta allegata al foglio AFSC/834/Eng.

del 24/1/47.-

Officina

IL S.C.F.O. DI STATO MAGIORE
(Gen. S.A. - A. Brigantini)



M. CAPO DEL 3° REPARTO
(Col. A.A.r. n. pil. - E. Cigeran)

Col. Cigeran

In ogni lettera pervenuta in riferimento a questa nota...

From : Allied Force Headquarters, Italian Military Affairs Section
 Air Forces Sub Section, A.F.O. 794.

To : A.P. UNIT R.A.F. MEDWE. 3A

Ref. : IMAS/834/ENG/A.F.

Date : 11th February 1947.

PHOTOGRAPHIC PUBLICATIONS.

It is requested that two copies of each of the following publications be supplied to this headquarters:-

- A.P. 1255 A
- " " C
- " " D
- " " E
- " " F
- " " G
- " " H
- " " J
- " " K
- " " L
- " " M

H. Thompson

H. THOMPSON, W/Cdr
 for Air Vice Marshall, Director
 Air Forces Sub Section
 I.M.A.S., A.F.O.

From : Allied Force Headquarters, Italian Military Affairs Sect.
Air Forces Sub Section, A.P.O. 794

To : Italian Air Ministry, Rome. 2A

Ref. : IMAS/834/INTG/AF.

Date : 11th February 1947.

MILITARY PHOTOGRAPHIC AND PHOTO-CARTOGRAPHIC SERVICES.

Reference your letter U1/700152/1 dated 22nd January 1947.
Publications covering the above mentioned subject have been
requested from higher authority. When received they will be passed
on to your liaison office.

A. Thompson
for H. SHONSON, W/Cdr
Air Vice Marshall, Director.
Air Forces Sub Section,
I.M.A.S., A.P.O.

16671

785017

1502

INSIATION

From: STATO MAGGIORE DELL'AERONAUTICA
UFFICIO "I"

To : AIR FORCES SUB-COMMISSION (INT. SECTION) ROME.

Ref : UI/700152/1

Date: 22nd January 1947

IA

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A.P. 13530
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MILITARY PHOTOGRAPHIC AND PHOTO-CARTOGRAPHIC SERVICES.

This Office would appreciate as much information as possible regarding the organisation of photographic and photo-cartographic services in the R.A.F.

Technical publications concerning the materials and methods employed would be particularly useful.

CHIEF OF OFFICE "I"
(Lt. Col. Pilot & P. SANTINI)

See 8/11/47



10.

STATO MAGGIORE DELL'AERONAUTICA

UFFICIO "I"

Protocollo NUI 700/52 / 1

2-1502

Roma, il

22 GEN 1947

di: ALL' AIR FORCE SUB COMMISSION
INTELLIGENCE SECTION

= R O M A =

Risposta di Foglio del

Div. Sez. N.

OGGETTO: Servizi fotografici e fotocartografici militari.

Questo Ufficio gradirebbe in quanto ottenibili no
tizie in merito all'organizzazione dei servizi fotogra
fici e fotocartografici attuata nella R.A.F.-

Sarebbero particolarmente utili pubblicazioni tec
niche riguardanti i materiali ed i metodi impiegati.-

IL CAPO UFFICIO "I"
(Ten. Col. Pil. = F. SANTINI)



1668

1669

785017

ROMA

Risposta al Foglio del

Div.

Set.

N.

OGGETTO: Servizi fotografici e fotocartografici militari.

Questo Ufficio gradirebbe in quanto ottenibili notizie in merito all'organizzazione dei servizi fotografici e fotocartografici attuata nella R.A.F.-

Sarebbero particolarmente utili pubblicazioni tecniche riguardanti i materiali ed i metodi impiegati.-

IL CAPO UFFICIO "I"
(Ten.Col. Pil. F. SANTINI)

187

1670