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ADV HQ SEATIC
SINGAPORE

Ref: 1939/14-Trans

5 Mar 46

TRANSLATION OF A DOCUMENT
PREPARED BY Maj MATSUMOTO
ON 27 ADV AIR TRAINING UNIT
(RENSEI HIKOTAI)

1. HISTORY

28 Feb 45 The formation of 27 Advanced Air Training Unit (RENSEI HIKOTAI), was commenced at Central Airfield, KETCHIL, KEDAH, MALAYA, and was completed on the same day. The Commander was Maj MATSUMOTO, Tsuyashi. The complement consisted of 460, including officers, (of these 10 are aircrew and ORs, and 116 air cadets of the 15 course), and the unit was to carry out training of pilots for twin-engine assault aircraft, but because of lack of serviceable aircraft, the training of pilots was carried out on 21 TYPE 1 twin-engined advanced trainers.

Apr 45 Received 3 Type 2 two-seated fighters for training instructors and assistant instructors.

End of Jun 45 Of the Air Cadets, 18 were sent from 1 Field Air Replacement Unit (YASEN HOJU HIKOTAI), 63 from 2 Primary Training Unit, (RENSHU HIKOTAI), 14 from 1 Southern Army Air Training Unit, (KOKU KYOIKUTAI), totalling 95.

10 Aug 45 Air Cadets attached to 27 Adv Air Training Unit in Jun were returned to their respective units.

14 Aug 45 At the time the war came to an end, the complement of the unit was 335 including officers, (of these 8 were aircrew officers and ORs, and 15 Air Cadets of the 15 course), and the unit had 16 TYPE I advanced trainers and 2 TYPE 2 two-seated fighters.

2. TRAINING SCHEDULE.

Aim:-

To give training in piloting TYPE I twin-engined advanced trainers to those personnel who have finished the basic training, and to give an efficient and thorough grounding therein.

SUBJECT

ITEMS OF TRAINING

REMARKS

Landing and take-off

1. During daytime training in solo take-off and landing was given.
2. Take-off and landing on a running and take-off and landing with a heavy equipment.
3. Take-off and landing at night were carried out with an instructor.

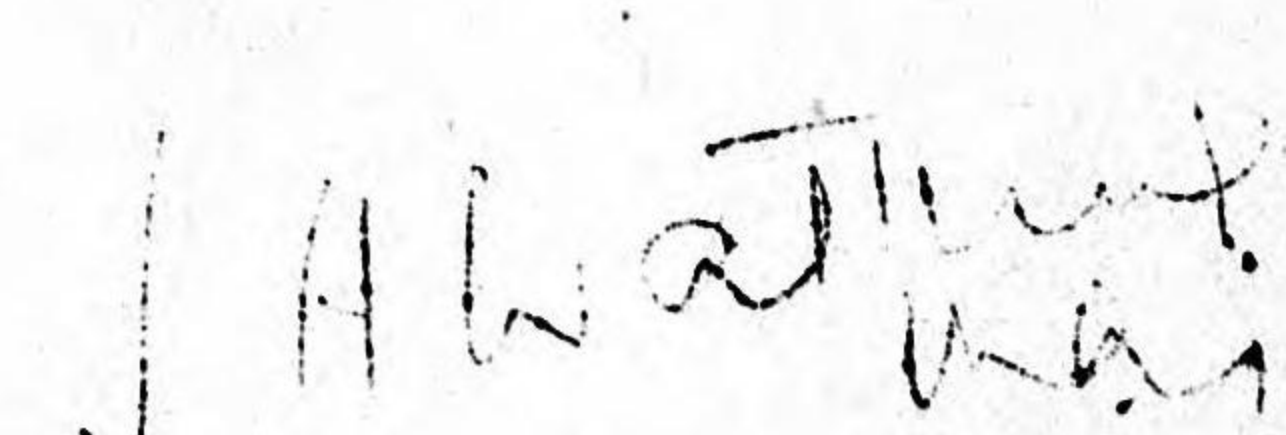
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<u>SUBJECT</u>	<u>ITEMS OF TRAINING</u>	<u>REMARKS</u>
Manoeuvring in air	Various manoeuvres were carried out to enable the trainees to understand the difference between twin-engined and single-engined aircraft.	
Advanced flying	The trainees were given the experience of piloting at high altitude by flying twice to a height of 5,000 metres in TYPE I advanced trainers.	
Instrument flying	Practice was given in blind flying by instruments, and trainees had to see that in 30 mins altitude did not increase or decrease more than 50 metres, nor course deviate more than 10°, nor speed alter more than 10km.	Basic training in navigation was also given.
Navigation	<ol style="list-style-type: none"> 1. Training was given in calculating unknown factors, ability to judge meteorological conditions, and the essentials of engine management. 2. Training in the essentials of making calculations over the sea, and practice in reciprocal navigation on flights of 200 km. 	
Formation flying	Various movements in formation for the 2nd and the 3rd aircraft and fairly long distance navigation were carried out on TYPE I twin-engined advanced trainers.	Using time for navigation, and essentials for piloting accompanying aircraft were taught.
Night flying	<ol style="list-style-type: none"> 1. Take-off and landing at dawn and dusk were carried out. 2. Practice in take-off and landing by pilot lamp or "SPERI" at night and in moonlight, accompanied by an instructor was given. 	
N.B.	<ol style="list-style-type: none"> 1. The term of training was from Mar to Aug 45 but training was not carried out as desired because of lack of materials and staff and weather conditions. 2. For instructors, training in piloting two-seater fighters was carried out. 	


 Major,
 Officer Commanding,
 (E.A. Heaslett).

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