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10000/109/1186

MONTHLY REPORTS, AIR FORCE SUB/COMM.
OCT. 1944 - DEC. 1946

118.

Folios 104-117 Air Forces Sub Commission Monthly Report for August. Passages of interest have been marked

MC 2/9 Initialled. 19/9

133.

Folios 124-132 Air Forces Monthly Report for Sept. Passages of interest have been marked. 120-123 are Appendices A & B & are flying summaries & engineering reports

G. McM. 22/10. MC 12/10 MC 23/10

145.

Air Forces Sub-Commission Monthly Report for October is at folios 138-144 Passages of interest have been marked. 134-137 are Appendices A & B.

MC 21/XI

G McM 20/11 20/11

158.

Air Forces Monthly Report for November is at 146-157. Passages of interest have been marked.

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Pages 124-132 Air Forces Monthly Report for Sept. Passages of interest have been marked. 120-123 are Appendices A+B & are flying summaries & engineering reports

G. McM. 22/10. M.S. 22/10

MC 23/10

Ea Command 145

Air Forces Sub-Commission Monthly Report for October is at folios 138-144 Passages of interest have been marked. 134-137 are Appendices A+B

MC 21/XI

G McM 20/11

AVM 20/11

Ea Command 158

Air Forces Monthly Report for November is at 146-157. Passages of interest have been marked.

MC 7/12

G McM 23/12 M.S. 23/12

2876

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Ex Comm. 50.

Do Lt. opposite for signature Ex Comm. please. m's 48 - 49 refer.

G. McM. 30/4. H.S. 3014

As amended. MS/2/5

Ex Comm. 63.

Lt. Air Forces s/c monthly report 52-62. for info.

G. McM. H.S. 7/5

MS/26/V.

Ex Comm. 73. monthly

Lt. Air Forces S/C report 64-74 for info.

G. McM. 7/6. H.S. 8/6

76.

5 for A.C. Refab.
31 .. .. ..

MS/7 G. McM. Sent 19/7.

Ex Comm. 88.

Lt. Folios 77-88 is Air Forces s/c monthly Report for June. Passages of interest Comm. marked.

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for info.

G. McM. N.S. 7/5

T.S. 26/v.

Ex Comm.

Ltr. Air Forces S/C Report 69-74 for info. 75. monthly

G. McM. 12/6. N.S. 18/6

76.

5 for A.C. Refd.
36 " " "

W.D. G. McM Dom. 19/7.

Ex Comm. 88.

Ltr. Folios 77-88 is Air Forces S/C monthly Report for June. Passages of interest have been marked.

G. McM. 19/7 N.S. 2017

Ex Comm. 103.

Ltr. Air Forces S/C monthly Report for July and App. A & B are at 89-102. Passages of interest have been marked. 2875

G. McM. 17/8 N.S. 198

T.S. 15/8

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27

C50

24-26 is air forces SC Report for Dec.
I have no special points to bring out.

20 Jan 45

C.S.O.

30

Please see Air Force SC January Report at Folio 29.

C.O.S.
19.2.45

Ex.Com.

32.

Please see Air Force SC. Report for March at 31.

12 Apr.

47.

C50. Airforces S/C monthly report for March is at 41-46. Passages of interest have been marked. This report received 27/4 should have been in 12/4.

27/4.

48.

Ex Comm.

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C.S.O. 30

Please see Air Force SC January Report at Folio 29.

C.O.S.
18.2.45

Sent by S.C. 18/2

Ex.Com. 32

~~C.S.O.~~

Please see Air Force SC. Report for March at 31.

DLL. 2 10/4 PA 12 Apr.

47.

CSO. Airforce S/C monthly report for March is at 41-46. Passages of interest have been marked. This report received 27/4 should have been in 12/4.

G.McM. 27/4.

48.

Ex Comm.

Ref m 47 above. Can you speak to the A.V.M. asking for reports to be rendered promptly by 12th of each month. H.S. 28/4

49.

He is away. Draft a minute for my signature 28/4

NS/29/4

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C.S.O. 10

This is the Air Force S.C's detailed and technical report to Air HQ. You will see that the distribution list does not include 35 copies for AFHQ. Presumably this ruling need not be enforced in the case of the Air & Navy S.C.'s?

For our consolidated monthly report Air Force S.C. have given a synopsis of their detailed report.

WWR
14/10

C.S.O. spoke WWR who arranged with Air Force S.C. that 35 copies this report should be prepared.

11.

35 copies of report received 22 Oct 44.

WWR
22/10

12.

C.S.O.

With the exception of the para. under the heading "General" (Page 7), this is purely technical and you may not wish to study it all.

This time we have received 35 ~~60~~ copies for AFHQ. Folios 13 to 17 Air Force Monthly which was withdrawn at their request.

18.

WWR
10/11

A/Cdr

I think we should read page 14 on this file.

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

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18.

WWR
10/11

A/ Col.

I think you should read page 14 on this file.

13/11 noted. 7 — [illegible]

WWR 14/11

23

WWR 2073

C.S.O.

The Navy report (folios 21-22) follows the usual lines & therefore I have no special comment to offer.

14 Jan 45

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CONFIDENTIAL.

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1/0

AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION,
R O M E.

Monthly Air Report No 49 - December, 1946.

List of Appendices:

Appendix "A" -- Summary of Flying Activity for the Month of December, 1946.

Appendix "B" -- Engineering Report and Aircraft Strength as at 31st December, 1946.

PART I - AIR STAFF.

1. Transport Wing - Centocelle. Members of the Air Staff paid a visit to Centocelle during the month. The aerodrome has been considerably cleaned up and the work on the hardstand in front of the military courier passenger terminal is rapidly nearing completion. This should greatly facilitate the handling of passengers. The repair shops were busy as they do their own 1st echelon maintenance on the station and even make modifications.

2. Bomber Transport Wing and Baltimore Wing - Guidonia. During the month members of the Air Staff made a visit to Guidonia and toured the station with the Commanding Officers of the Night Bomber/Transport Wing and the Baltimore Wing. Work on the aerodrome is progressing satisfactorily. Two large maintenance hangars are partially reconstructed and one of these is now in the process of being covered with corrugated iron. Until it is completed there are not many facilities for carrying out any major repairs. A machine shop has been set up in a nissen hut but is not yet in operation: this particularly hampers the Baltimore Wing as they must make most of their own spare parts. Work is also underway on quarters for officers and sergeants. The sergeants' quarters are nearly completed. The Transport Wing has a very neat set up and the loading and unloading of passengers is done quickly and efficiently. The Baltimore Wing is at present mostly engaged in pilot and crew training. The aircrews are now again fully proficient on this type and pleased with their aircraft.

3. Fighter Wing - Lecce. Intensive activity prevailed throughout the Fighter Wing until 11th December and culminated in a display during the Air Officer Commanding's visit. Intensive efforts were made to provide tyres for the Spitfire Squadrons but these unfortunately arrived too late to allow the Squadrons to take part in the training and flying programme, this was a great disappointment to the personnel concerned. After the inspection on 11th, normal activity was resumed until about the 21st when units were "stood down" for Christmas and New Year to allow as many personnel as possible to be with their families (mostly in the North) during this period.

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4. Bari Airport. Bari Airport has now been taken over by the I.A.F. and all installation are manned and functioning including night flying facilities. At present a small R.A.F. detachment remains to service two Dakota's and personnel are still occupying one hanger and the Officers' Mess. Accommodation in the mess has been provided for the Italian Commanding Officer. It is expected that this detachment will soon move out and leave the field completely to the Italians. Several Allied aircraft have used the field during the month, this has been due to bad weather which would not permit of overflying Bar

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5. Squadron Wing - Taranto. Normal flying training and courier transport flights have been carried out by the Sarpano [illegible] during the month. The serviceability of these aircraft remains high and gradual major inspections take place. The 506s are being converted to comfortable passenger carrying aircraft.

6. Pilot Training School. The pilot training schools are functioning satisfactorily. Continuous bad weather in the Puglie area has hampered flying progress and at Gioia del Colle the grass landing strip has been unserviceable for several days. In the elementary flight, trouble has been experienced due to the lack of propellors for Ca 147's and tyres for Breda 25's. These items are not available in stores but are now on order from the factories.

7. Navigation School - Frosinone. The navigation school is making steady progress despite certain equipment shortages such as compasses and drawing instruments. Due to lack of facilities and bad weather night flying is not possible. It is hoped to move the school to the training area in the South East during the summer.

8. Visits by Air Staff. Visits have been made during December to Centocelle, Urbe, Guidonia, Frosinone, Venice Lido, Linate, Lecce and Bari.

9. Visit of A.O.C. R.A.F. HQ Lecce. On Wednesday 11th December 1946 a demonstration was staged by the Italian Air Force for the Air Officer Commanding R.A.F. Italy and Senior Allied and Italian Officers at the I.A.F. Base at Lecce. The programme consisted of an inspection of the base followed by a display of formation flying and simulated attacks by fighter bombers on the airfield. This was perhaps the first time since the cessation of hostilities that Senior Officers of the three Italian services were present at a flying demonstration given by the Italian Air Force. The flying display was planned to include formation flights by the Macchis and Lightnings, dive bombing attacks on the airfield by the Macchis, low level straffing by the Lightnings and an interception of twin engined aircraft by single engine fighters. Unfortunately the weather was bad, low clouds and heavy showers considerably curtailed the planned programme.

10. Civil Aviation. Permissive authority has been given to the I. A.M. for certain Italian civil aviation services other than scheduled air lines to operate inside Italy, Sardinia and Sicily. This authority refers to companies to operate air charter services carrying freight on non regular schedules, taxi services using light aircraft and acting as feeders for the main aircraft terminals and also for private aircraft used for commercial and business matters.

11. Italian Decorations. The Italian War Cross for Military Valor and the Italian War Cross of Merit were presented to Lt. Colonel Frank E. Marek and 1st Lieutenant Patt Favano respectively. Among those present at the ceremony at the Italian Air Ministry on 19th November, 1946, were Dr. Cingolani, Italian Air Minister, General Aimone-Cat, Chief of Staff Italian Air Force and the General Staff of the Italian Air Ministry.

12. Link Trainers. Of the twelve part worn link trainers acquired by the Italian Air Force from American sources recently, one has been installed at the Air Ministry where a course of 14 pupils has undergone two weeks instrument flying training. This link is also used by officers of the Stato Maggiore for

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13. Movement of Fighter Wings. Approval has been given for the movement of two I.A.F. Fighter Wings from Lecce to the North. The Aerodrome at Orio al

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Continued.....

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Serio (Bergamo) and Vicenza have been prepared and will be ready to receive the Wings during January and February. The 5th Assault Wing will move with their Macchi 205's to Bergamo and the 51st Interceptor Wing will go to Vicenza.

14. Flying Accidents. The Italian Air Ministry has now [illegible] of the A.F.S.C. started to publish a monthly flying accident [illegible] is based on the system at present in use in the Royal Air Force. [illegible] accident occurred at Guidonia during the month when a Baltimore [illegible] engaged on local flying crashed near the airfield. All members of the crew were killed and the aircraft was completely wrecked.

15. Capodichino Airfield. It is expected that Capodichino airfield will be handed over to the Italian Air Force early in February. The U.S. authorities are at present reducing the number of their personnel and are scheduled to cease operations on the 31st of January, 1947. The Italian Military Courier Service is operating flights from the North side of the airfield. The assembly of P-38s' is also being carried out in a nearby hangar which has recently been turned over to them by the departing British units.

16. Amendola Airfield. Agreement has now been reached between the American and the Italian authorities for the handover some time during January of the large American bomber station at Amendola near Foggia to the Italian Air Force. The formal ceremonies marking the conclusion of the transaction will be held at the installation, probably late in January. Amendola is a large airfield with a two mile runway which will accomodate the most modern aircraft. There are approximately 400 buildings on the site and about 70% of these have been completed by the American authorities prior to evacuation.

17. Linate Airfield. Fog at Linate airport has interferred with flying to such an extent that it has not been possible to make many practice flights. Work is proceeding on the repair of H/F, D/F Station.

18. Bergamo - Orio al Serio Airfield. Construction started during November is practically completed and the runway is in good condition and entirely serviceable. A train of 23 wagons bringing materials from the Technical Section of the Fighter Squadron to be transferred to this airport is expected early in January. Seventy three airmen from the Lecce Fighter Squadron should arrive during January.

19. Baltimore Flights. As planned decided, only one flight between Milan and Treviso has been undertaken per week although frequent practice flights have been made when the weather has permitted.

Air Sea Rescue Safety

20. Air Sea Rescue Organisation. A separate department is now forming in the Italian Air Ministry to be directly responsible for Air Sea Rescue and Flying Control. The department will be self contained, and have full control over all personnel and equipment within the Air Sea Rescue Organisation. As Air Sea Rescue and Flying Control unit demands for equipment and supplies will no longer have to go through other departments, the efficiency of the organis-

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21. Air Sea Rescue Mission. Nine exercises have been carried out during this month with fair result and four Rescue sorties undertaken; two of these had negative results, one had to be abandoned due to bad weather, but in the remaining case a positive result was obtained. In all cases the searches were for surface craft. The time spent on these searches being 13 hrs and on practice rescue sorties 20 hrs.

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22. Aircraft Safety. Again, due to delays on point to point communications, overlue action was taken on 35 cases with successful result.

23. Flying Control. As a result of an international conference held in Paris during October and November 1946, Italy was asked to assume responsibility for the control of the Air Traffic in the Milan zone. This was accepted and plans and regulations are now being prepared to set up an Approach Control Zone based on the present system of Approach Control now in force in the Rome Area and at present being operated by the Americans. The zone concerned covers an area within a Radius of 30 miles from Milan and up to a height of 6500 ft.

Italian Meteorological Services.

24. New Stations. Three more new stations were opened during the month at Aosta, Monte Grappa and Gorgona, making a total of 149 in the Italian network.

25. Radio Sonde. Radio-Sonde stations at Milan and Rome worked very well throughout the month.

26. The Radio-Sonde station at Chinisia has now been transferred to Palermo, but owing to the absence of a qualified technician it is not yet working. Owing to the unserviceability of aircraft the Sounding flights at Brindisi and Venice carried out less than half of the scheduled flights.

27. Pilot Balloon Stations. The Pirelli Company has now 1000 Pilot Balloons ready for delivery, and from these the station at Milan has taken 100 for use. Approximately 280 hydrogen cylinders have been sent to Terni for serviceability tests but as yet none have been returned.

28. Liaison. There are now two Italian Officers and two Italian Sergeants receiving instruction in British methods in the British Met. Office at Ciampino.

Intelligence.

29. Security. There was a particularly serious breach of security during the month within the Italian Air Ministry. On the 2nd December a secret meeting was held at the Italian Air Ministry between senior Allied and I.A.F. Officers, to discuss the reorganisation of the Italian Air Force. Although strict precautions has been taken to ensure that this meeting was not made public on Wednesday, 4th December, an article appeared in the communist paper "Unita", giving a resume of of subject discussed and a slightly incorrect list of those present. The article then went on the allege that the R.A.F. was thus laying a stranglehold on the I.A.F. with the aim of using it as a satellite Air Force in the future. A denial of this deliberately false interpretation of the scope of this conference was subsequently is ued by the Air Minister. An investigation is being carried out at the Air Ministry to apportion the blame although it is doubtful whether any satisfactory conclusion can be reached. This incident has caused considerable alarm in I.A.F. circles and it is feared

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30. Morale. The first of Officers to be axed under the scheme for reducing personnel appeared at the end of the month. It is not yet possible to judge the fairness of the result but first reports show that some apprehension is felt at the elimination of a number of Officers who have done good and useful work in the past. After an inspection of the Italian Air Units at

Continued.....

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Lecce airfield by A.O.C. Italy and Director, A...S.C., on 11th December, the Italian C.A.S. addressed all Officers. Among other points made was a request for better cooperation between Senior and Junior Officers and Formations without which any attempt at efficiency would end in failure. The C.A.S. also referred to excellent cooperation between the I.A.F. and the Allies. His address was very well received.

PART II - ORGANISATION & ADMINISTRATION.

31. I.A.F. Strength State. The Strength of the I.A.F. as at 31st December, 1946 was as follows:-

Unit	Location of H.Q.s	Actual Strength. OFF.s	AIRMEN.	TOTAL	NOTES
Air Ministry and Air Staff	Rome	617	1465	2082	
Units Across	Bari	972	6313	7285	
HQ 1st Z.A.T.	Milan	302	1613	1915	
HQ 2nd Z.A.T.	Padua	263	1997	2260	
HQ 3rd Z.A.T.	Rome	509	4085	4994	ITI-ITI
HQ 4th Z.A.T.	Bari	212	2767	2979	(24264)
HQ I.A.F. Sicily	Palermo	118	1454	1572	
HQ I.A.F. Sardinia	Cagliari	78	856	934	
Navy		34	2	36	
Army		7	-	7	
Carabinieri		13	587	600	
With R.A.F.		45	893	938	SR-ITI
With U.S.A.A.F.		59	1549	1608	US-ITI
	Grand Total	3229	23581	26810	

32. Special Flights. A special flight to Cairo by three Italian aircraft was authorised to take place on the 4th of January, 1947. One SM 95 and two G-12 aircraft carrying an Italian Lyrical Company to Cairo at the request of the Greek and Italian Government, backed by the British Embassies in Cairo and Rome. Another special flight to Udine was authorised on 30th December, 1946 to take Vatican Relief Officers to Pola at the request of the Vatican authorities and from Udine, an R.A.F. aircraft took the party of four to Pola to meet representatives who discussed ways and means for urgent relief assistance to the people of Pola and the surrounding district.

33. Clearance of Foreign Aircraft. A new amendment to the Directive covering the clearance of Foreign aircraft has been received from M.A.A.C. This provides for the clearance of all military aircraft by M.A.A.C. and for all civil aircraft to be cleared by the Italian Government.

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With U.S.A.A.F.		59	1549	1608	US-ITI
	Grand Total	3229	23581	26810	

32. Special Flights. A special flight to Cairo by three Italian Aircraft was authorised to take place on the 4th of January, 1947. One SM 95 and two G-12 aircraft carrying an Italian Lyrical Company to Cairo at the request of the Greek and Italian Government, backed by the British Embassies in Cairo and Rome. Another special flight to Udine was authorised on 30th December, 1946 to take Vatican Relief Officers to Pola at the request of the Vatican authorities and from Udine, an R.A.F. aircraft took the party of four to Pola to meet representatives who discussed ways and means for urgent relief assistance to the people of Pola and the surrounding district.

33. Clearance of Foreign Aircraft. A new amendment to the Directive covering the clearance of Foreign Aircraft has been received from M.A.A.C. This provides for the clearance of all military aircraft by M.A.A.C. and for all civil aircraft to be cleared by the Italian Government.

34. Argentine Civil Airline. The Argentine Air Attache' visited A.F.S.C. on the 28th of December with plans for establishing a Civilian Air Line to Ciampino (Rome) from the Argentine. For the use of Ciampino they were instructed to sign a Hold Harmless agreement with the American Government in Washington through their Diplomatic channels and informed that their application had been forwarded to A.F.H.Q. for approval. A letter giving them all instructions for establishing an air line in Italy was handed to them. They were informed that approval from the Allied Commission for the use of Ciampino (subject to the signing of the Hold Harmless agreement) would be forthcoming in the near future.

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35. 1st SAT Command. 244 recruits have been assigned to the 1st Command and 125 airmen of the older classes have been posted. Novi Ligure and Turin Garrisons have been prepared to accomodate respectively 400 and 150 recruits who will be arriving during the first week of January. The 10th of December, being the day of the Patron Saint of the I.A.F., was observed as a holiday. A gift parcel was handed to every airman and a lunch was given to all officers and other ranks in the Command.

36. Gallarate. During the month 13 wagons and 21 trucks containing 26 tons of materials arrived at Gallarate. 4 wagons containing 11 tons of material were despatched. Aircraft spares have been repaired. The Workshops and the Carpentry Sections have completed a large number of jobs for various airports and depots.

Equipment.

37. Maintenance of Present Equipment. The Spitfire tyre problem has been lessened by the discovery of sufficient spare hubs in the Bari area to modify 22 MK IX aircraft so as to take MK V wheels and tyres. An issue of MK V tyres (which are in good supply) was urgently arranged from 357 M.U. but unfortunately arrived too late for the squadrons to take part in the air exercises arranged for the visit of A.C.C. Italy. The British Air Ministry have now accepted the principle that A.C.C. requirements for the Spitfire Squadrons will be met by the U.K. if not available in Italy or Middle East. A demand for 10½ inch. tyres for the remaining unconverted aircraft has accordingly been forwarded. The comprehensive range of spares for the Baltimore which had been promised from the Middle East since July is now arriving at 357 M.U. and will be forwarded to Guidonia immediately.

38. Ammunition. Ammunition and practice bombs for training and also ammunition and H.E. Bombs for an operational reserve have been offered by HQ MTOUSA from their surpluses. It only remains for the Italian Government to accept the offer. British type practice bombs and 303 SAA are not included but are on demand from R.A.F. sources.

39. Transfer of Marine Craft. Authority has been received for the transfer of two more 63 ft. launches at Ischia and of a third launch when it arrives from Malta. This will make a total of eight with the five already in Italian hands. The transfer of the six remaining launches (68 ft) is still in abeyance pending a British Air Ministry decision. A small range of spare parts has been transferred to the I.A.F. but there is no information regarding spare engines or the balance of the spare parts which are essential if the Italians are to operate the launches. Urgent representations have been made to AHQ Italy.

40. Air Sea Rescue Equipment. A fresh start has been made for the supply of Lindholme Gear as the previous efforts appear to have petered out.

Engineering.

41. Baltimore Squadron. Further tests have been carried out by the Squadron at Guidonia with the drogue towing gear. Unfortunately the tests were unsuccess-

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Engineering.

41. Baltimore Squadron. Further tests have been carried out by the Squadron at Guidonia with the drogue towing gear. Unfortunately the tests were unsuccessful, due to a fault in the winch mechanism. Improvements are being made.

42. Civil Aircraft Construction. Permission has been given to the I.A.M. allowing a limited amount of civil aircraft to be built, for use on internal airlines and charter services.

43. Spitfire Squadrons. The long-awaited receipt of 44 tyres for these aircraft has enabled a limited amount of flying to be done.

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44. Communications Service. The prototype four engined aircraft SM 95 which on its return from Farnborough last August has been in the S.M. Works for general overhaul and engine replacement, is now in service with the Italian Organisation.

45. High Speed Launches. On the request of the A.H.Q. Italian I.C. investigated the possibility of finding an overhaul base in the Rome area for the High Speed Launches now at Ischia. Liaison with the Navy Sub Commission revealed that only privately owned bases are to be found in the area.

46. Routine Visits. Visits were made to the Savoia Marchetti Works at Vergiate, where approximately 10 A/C of various types are being overhauled, and six SM 95 are being constructed, progress on the most advanced of which is estimate at 90%. Routine visits were made to Centocelle, Guidonia, Littorio and Bergamo.

Signals.

47. Radar Courses. Radar courses at Frecciniscon and Destro are proceeding satisfactorily. The Italian pupils are very keen and are considered to be good material.

48. Bari. The following facilities now in operation at Bari from Dusk to Dawn: V.H.F. and Darky in Control Tower, M/F Beacon, H/F, D/F.

C. M. M. Greece

C.M.M. GREECE W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
Date:- 4th January, 1947.
Ref:- AFSC/95/1/AIR.

Distribution.

(i) M.A.A.C. Secretariat — 3 Copies
(ii) M.A.A.C. Secretariat for onward transmission to:-
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C.M.M. GRECE W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
Date:- 4th January, 1947.
Ref:- AFSC/75/1/AIR.

Distribution.

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	(c) War Department, Washington.	3 Copies.
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SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF DECEMBER 1946

SUMMARY OF MILITARY COURIER FLIGHTS (*) I.A.F.

	No of Flights	Hours	Passengers Carried	Various freight in lbs.
SM. 79	98	124,05	[illegible]	19748
SM. 75	3	7,00	62	2367
G. 12	105	209,50	1577	63342
SM. 82	89	178,25	1114	85545
Seaplane Wing	37	73,20	183	10511
Baltimore Wing	12	10,55	22	675
	344	603,35	3424	182188

SUMMARY OF FLYING. (x)

	Flights.	Flying hours.
Autonomous Squadron Units' Aeron	43	29,15'
Training School, Frosinone	64	60,25'
Training School, Lecce	594	226,55'
Transport Wing	21	13,00'
Night Flying Wing	57	34,55'
Baltimore Wing	[illegible]	50,05'
Seaplane Wing	[illegible]	[illegible]0'
Fighter Wing	378	331,05'
Total	1328	816,40'

(*) Includes Transport and Communication Flights.

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SM. 79	98	124,05	[illegible]	19748
SM. 75	3	7,00	62	2367
G. 12	105	209,50	1577	63342
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Seaplane Wing	37	73,20	183	10511
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Training School, Frosinone	64	60,25'
Training School, Lecce	594	226,55'
Transport Wing	21	13,00'
Night Flying Wing	57	34,55'
Baltimore Wing	[illegible]	50,05'
Seaplane Wing	[illegible]	[illegible],30'
Fighter Wing	578	331,05'
Total	1328	816,40'

(/) Includes Transport and Communication Flights.

(x) Includes Flights for training, air and sea rescue mission, met. flights various flights (aircraft tests,etc).

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APPENDIX "B"

REGISTERING REPORT AND AIRCRAFT STATE ITALIAN AIR FORCE
AS AT 31ST DECEMBER, 1946.

FIGHTER WING.		**STRENGTH**	**SERVICEABLE**	**TOTAL**
Lecce	P.38	32	22	
Lecce	P.39	13	3	
Lecce	Spitfire IX	36	29	
Lecce	MC.205	26	20	
Lecce	MC.202	3	1	
		110	75	139
LIGHT BOMBER & BOMBER TRANSPORT WING.				
Guidonia	M.187	18	14	
Linate	M.187	3	3	
Guidonia	SAI202	1	1	
Guidonia	S. 82	22	15	
Guidonia	SAI202	1	1	
Centocelle	S. 79	21	13	
Centocelle	S. 73	1	-	
Centocelle	S. 95	1	1	
Centocelle	G. 12	15	9	
		83	57	336
SEAPLANE WING.				
Taranto	CZ.506	3	3	
Cadimare	CZ.506	1	1	
Vigna di Valle	CZ.506	1	1	
Brindisi	CZ.501	4	1	
Brindisi	CZ.506	1	-	
Venezia	CZ.506	3	2	
Vigna di Valle	CZ.506	6	1	
Elmas	CZ.506	4	2	
Taranto	CZ.501	5	2	
Trarnto	RS. 14	6	4	
		34	17	126

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Lecce	MC.202	3	1	
		110	75	159

LIGHT BOMBER & BOMBER TRANSPORT WING.

Guidonia	M.187	18	14	
Linate	M.187	3	3	
Guidonia	SAI202	1	1	
Guidonia	S. 82	22	15	
Guidonia	SAI202	1	1	
Centocelle	S. 79	21	13	
Centocelle	S. 73	1	-	
Centocelle	S. 95	1	1	
Centocelle	G. 12	15	9	
		83	57	336

SEAPLANE WING.

Taranto	CZ.506	3	3	
Cadimare	CZ.506	1	1	
Vigna di Valle	CZ.506	1	1	
Brindisi	CZ.501	4	1	
Brindisi	CZ.506	1	-	
Venezia	CZ.506	3	2	
Vigna di Valle	CZ.506	6	1	
Elmas	CZ.506	4	2	
Taranto	CZ.501	5	2	
Trarnto	RS. 14	6	4	
		35	17	126

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...../Cont. Page 2.

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		STRENGTH	SERVICEABLE	U/S
AUTONOMOUS SQUADRONS UNDER 2 AIRFL.				
Gioia del Colle	S. 79	1	1	
Palese	S. 79	1	1	
Gioia Del Colle	Cant.Z.1007	1	-	
Linate	Cant.Z.1007	1	1	
Gioia del Colle	Cant.Z.314	1	-	
Palese	Cant.Z.314	2	2	
Linate	Cant.Z.314	1	1	
Treviso	Cant.Z.309	1	1	
Venezia	C.R.42	1	-	
Linate	C.R.42	1	1	
Gioia del Colle	R.E.2001	3	3	
Palese	SAI.202	2	2	
Linate	SAI.202	1	1	
Allied Command	SAI.202	1	-	
Linate	F.L. 3	1	1	
		19	15	24
AUTONOMOUS SECTION Stato Maggiore.				
Centocelle	S. 95	1	1	
Centocelle	S. 79	3	3	
Centocelle	CA.313	1	1	
Centocelle	RE.2001	2	1	
Urbe	S. 79	2	1	
Urbe	S. 75	2	1	
Urbe	S. 79	2	2	
		13	10	19
AUTONOMOUS SECTION Sardinia.				
Elmas	S. 79	1	1	
Elmas	SAI.202	1	1	
		2	2	2

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Venezia	C.R.42	1	-	
Linate	C.R.42	1	1	
Gioia del Colle	R.E.2001	3	3	
Palese	SAI.202	2	2	
Linate	SAI.202	1	1	
Allied Command	SAI.202	1	-	
Linate	F.L. 3	1	1	
		19	15	24

AUTONOMOUS SECTION
State Maggiore.

Centocelle	S. 95	1	1	
Centocelle	S. 79	3	3	
Centocelle	CA.313	1	1	
Centocelle	RE.2001	2	1	
Urbe	S. 79	2	1	
Urbe	S. 75	2	1	
Urbe	S. 79	2	2	
		13	10	19

AUTONOMOUS SECTION
Sardinia.

Elmas	S. 79	1	1	
Elmas	SAI.202	1	1	
		2	2	2

...../Cont. Page 3.

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PILOT SCHOOL		**STRENGTH**	**SERVICEABLE**	
Lecce	MC.200	6	5	
Lecce	MC.202	8	4	
Lecce	P. 39	5	1	
Lecce	Spitfire V	1	1	
Lecce	FW.190	4	2	
Lecce	G. 50	2	1	
Brindisi	CR. 42	10	3	
Brindisi	CR. 42 D.C.	2	1	
Gioia del Colle	G. 8	1	1	
Gioia del Colle	CA.164	7	4	
Gioia del Colle	BA. 25	3	1	
Gioia del Colle	SAI200	1	1	
		50	23	51
TRAINING SCHOOL				
Frosinone	M. 187	4	1	
Frosinone	S. 79	2	1	
Frosinone	S. 84	4	3	
Frosinone	SAI202	1	1	
		11	6	12
RICHTER S.R.A.				
Lecce	P. 39	24	-	Store Reserve
Lecce	P. 39	3	-	
Lecce	P. 38	2	-	
Lecce	Spitfire IX	1	-	
Lecce	Spitfire V	10	-	
Lecce	MC.205	12	-	
Lecce	MC.202	13	-	
Lecce	SAI202	9	-	
Lecce	FW.305	1	-	

...../Cont. Page 4.

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Grottaglie	CR. 42 R.C.	2	1	
Gioia del Colle	G. 8	1	1	
Gioia del Colle	CA.164	7	4	
Gioia del Colle	MA. 25	3	1	
Gioia del Colle	SAI200	1	1	
		50	23	51

TRAINING SCHOOL

Frosinone	M. 187	4	1	
Frosinone	S. 79	2	1	
Frosinone	S. 84	4	3	
Frosinone	SAI202	1	1	
		11	6	12

FIGHTER S.R.A.

Lecce	P. 39	24	-	Store Reserve
Lecce	P. 39	3	-	
Lecce	P. 38	2	-	
Lecce	Spitfire I'	1	-	
Lecce	Spitfire V	10	-	
Lecce	ME.205	12	-	
Lecce	MC.202	15	-	
Lecce	SAI202	9	-	
Lecce	ME.309	1	-	

...../Cont. Page 4.

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B. & T. S.P.A.				
Lecce	S.M.82	4		
Lecce	S. 79	1		
Centocelle	S. 79	6		
Centocelle	S. 84	1		
Centocelle	CA.100	1		
Gioia del Colle	Cant.Z.1007	3		
Gioia del Colle	CA.314	3		
Gioia del Colle	CA.310	1		
Gioia del Colle	CA.309	1		
Gioia del Colle	CA.133	1		
Gioia del Colle	SAI202	1		
Gioia del Colle	FI.156	1		
SEAPLANE S.P.A.				
Taranto	Cant.Z.506	14		
Taranto	Cant.Z.501	13		
Taranto	R.S.14	4		
PILOT SCHOOL S.P.A.				
Lecce	Spitfire V	2		
Lecce	MD.200	1		
Lecce	G. 8.	1		
Lecce	G. 50	1		
Lecce	G. 55	1		
Lecce	FW.305	1		
TRAINING SCHOOL S.P.A.				
Frosinone	M. 187	1		
Frosinone	S. 79	2		
Frosinone	S. 84	1		
		141	4	-
		463	209	759

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Gioia del Colle	CA.314	3	-	
Gioia del Colle	CA.310	1	-	
Gioia del Colle	CA.309	1	-	
Gioia del Colle	CA.133	1	-	
Gioia del Colle	SAI202	1	-	
Gioia del Colle	FI.156	1	-	
SEAPLANE S.R.A.				
Taranto	Cant.Z.506	14	-	
Taranto	Cant.Z.501	13	-	
Taranto	R.S.14	4	-	
PILOT SCHOOL S.P.A.				
Lecce	Spitfire V	2	-	
Lecce	MD.200	1	-	
Lecce	G. 8.	1	-	
Lecce	G. 50	1	-	
Lecce	G. 5	1	-	
Lecce	FN.305	1	-	
TRAINING SCHOOL S.T.A.				
Frosinone	M. 187	1	-	
Frosinone	S. 79	2	-	
Frosinone	S. 84	1	-	
		141	4	-
		463	209	759

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Ex. Commissioner 8503

CONFIDENTIAL.

DEC 28 1946 '57

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
R O M E .

Monthly Air Report No.48 - November, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the Month of November, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 30th November, 1946.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. The Military Air Courier Service has functioned spasmodically during the month due to continuous bad flying weather. The airfield at Centocelle has only been out of action on two or three separate occasions and then for not longer that 36 hours at a time. Bologna airfield however which is on a clay foundation has been unserviceable for continuous periods. The flight to the North East has been extended to Udine and the stop at Venice Lido has been discontinued. A concrete dispersal area is being constructed in front of the main traffic Office at Centocelle, this should be in operation early in December, it will enable aircraft on arrival and departure to taxy up to the offices, and passengers will now be able to board aircraft without taking mud and dust into the cabin.

2. Night Bomber Wing - Guidonia. Four or five aircraft of the night bomber wing are being used daily for the Military Courier Services and a new flight for the transport of R.A.F. stores and mail to Pisa has been arranged. Night flying has not yet commenced. The Baltimore Wing flew in from Urbe during the month and the aircraft have been dispersed on firm ground on the airfield. Work is continuing slowly on the clearing of debris and reerection of damaged hangars.

3. Baltimore Wing - Urbe. Due to the continuous rain in the early part of the month Urbe airfield, which has a clay foundation, became waterlogged and unfit for flying. The airfield is in a bend of the Tiber, and due to the high state of the river and the risk of it overflowing its banks all the Baltimores were ordered to fly over to Guidonia at short notice. The move was good practice for the Wing and in fact all the serviceable aircraft were transferred in one day. The take off was made on a short dry stretch of the airfield and all aircraft were only a quarter filled with petrol. A small maintenance party will remain at Urbe until the future of that airfield is decided.

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4. Fighter Wing Lecce - 4th Stormo. Flying training continued normally for the first part of the month without incident or difficulty. At present about forty pilots are well trained on P38's (lightnings) and the remainder young pilots are still flying P39's (aerocrobras) in the Stormo. During the month all the P39's were grounded due to deterioration of fabric and an interruption in flying followed. Some have now been repaired and are again flying. This Stormo has now done about 1000 hours on their P38's and has only had one accident.

5. Fighter Wing Lecce - 5th Stormo. After a series of conferences at Allied Aeron to decide future policy and activity, the Macchi 202's are being withdrawn from one Squadron and given to the flying training school. This Squadron will be equipped with Spitfire 9's from the reserve pool at Rimini. Great enthusiasm is now apparent among personnel who previously felt they were being left out of the picture. Up to date however, they have had more flying practice than the other Stormos, as the Macchis have never been grounded through lack of spares or tyres.

J. Hamilton McM

PH 23/12

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PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. The Military Air Courier Service has functioned spasmodically during the month due to continuous bad flying weather. The airfield at Centocelle has only been out of action on two or three separate occasions and then for not longer that 36 hours at a time. Bologna airfield however which is on a clay foundation has been unserviceable for continuous periods. The flight to the North East has been extended to Udine and the stop at Venice Lido has been discontinued. A concrete dispersal area is being constructed in front of the main traffic Office at Centocelle, this should be in operation early in December, it will enable aircraft on arrival and departure to taxy up to the offices, and passengers will now be able to board aircraft without taking mud and dust into the cabin.

2. Night Bomber Wing - Guidonia. Four or five aircraft of the night bomber wing are being used daily for the Military Courier Services and a new flight for the transport of R.A.F. stores and mail to Rimini has been arranged. Night flying has not yet commenced. The Baltimore Wing flown in from Urbe during the month and the aircraft have been dispersed on firm ground on the airfield. Work is continuing slowly on the clearing of debris and reerection of damaged hangars.

3. Baltimore Wing - Urbe. Due to the continuous rain in the early part of the month Urbe airfield, which has a clay foundation, became waterlogged and unfit for flying. The airfield is in a bend of the Tiber, and due to the high state of the river and the risk of it overflowing its banks all the Baltimores were ordered to fly over to Guidonia at short notice. The move was good practice for the Wing and in fact all the serviceable aircraft were transferred in one day. The take off was made on a short dry stretch of the airfield and all aircraft were only a quarter filled with petrol. A small maintenance party will remain at Urbe until the future of that airfield is decided.

4. Fighter Wing Long - 4th Stormo. Flying training continued normally for the first part of the month without incident or difficulty. At present about forty pilots are well trained on P38's (Lightnings) and the remainder young pilots are still flying P39-s (Aerocobras) in the Stormo. During the month all the P39's were grounded due to deterioration of fabric and an interruption in flying followed. Some have now been repaired and are again flying. This Stormo has now done about 1000 hours on their P38's and has only had one accident.

5. Fighter Wing Lecce - 5th Stormo. After a series of conferences at Units' Aeron to decide future policy and activity, the Macchi 202's are going withdrawn from one Squadron and given to the flying training school. This Squadron will be equipped with Spitfire 9's from the reserve pool at Rimini. Great enthusiasm is now apparent among personnel who previously felt they were being left out of the picture. Up to date however, they have had more flying practice than the other Stormos, as the Macchis have never been grounded through lack of spares or tyres.

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6. Fighter Wing Lecce - 51st Stormo. After a little flying earlier in the month, this Stormo is again grounded due to lack of tyres. The main activity is cleaning and redoping of aircraft but even this is held up periodically due to an acute shortage of dope. Good news of the month for this Stormo was that authority had been received for the supply of spares from allied sources and those spares, especially tyres are eagerly awaited.

7. Sea Flying Wing - Taranto. There is little to report. The Cant. 506 recently overhauled at Sesta Calende has been taken in for major repairs to the wings. It appears that the firm only modified the fuselage and not the wings. A small section of Cant 501's is being used at Taranto for training pilots arriving from other jobs, or P.O.Ws, and this has now a slight reduction in the aircraft at Brindisi.

8. Flying Training Schools. Good flying activity has been reported from all flights and more flying achieved this month than in any previously. Spitfire 5's and Macchi 202's are now being delivered to the school and specialists are being trained on their maintenance. The intention now is that pilots of the 5th Stormo will do a course on Spitfire 5's in the school prior to taking over their Spitfire 9's and this training is getting first priority.

9. At Gioia del Colle good progress has been made with the elementary flight and the recent rains have improved the surface of the grass landing area. G.50's and Fiesler 25's are both in use. The main snag is shortage of propellers for the former. Pilots have been sent North to collect the G55's but they will not be employed to any great extent until a dual is available.

10. Navigation School - Frosinone. The Navigational Course at Frosinone is making steady progress and lectures are well under way, although flying exercises have been limited due to the bad weather conditions. The crews are predominately made up of Air Force personnel but personnel of the Army and Navy are also attending. It is due to finish in March.

11. Visits by Air Staff. Visits were made by Air Staff Officers during the month to the Fighter Wings at Lecce, the Pilot Training School at Brindisi, the Aircraft Safety Centres at Centocelle Litorio and Venice, and Guidonia.

12. Interim Italian Air Force. The Combined Chiefs of Staff's permissive approval of the proposed Interim Italian Air Force was received towards the end of the month. The British Air Ministry's detailed plan for its partial reorganisation and reequipment was released at the same time: this plan is based upon detailed suggestions previously made by the A.F.S.C. after several discussions with and requests made by the Italian Air Force over a long period and it is therefore a practical plan designed to fit into existing Italian Air Force administration, organisation and economic capacity and also with due regard to the limitations imposed upon the I.A.F. by the terms of the Draft Peace Treaty with Italy. Formal acceptance of the proposals in part or in which is however under consideration at the Italian Air Ministry and in Government circles. The Air Minister (Dr. Ciampini) has replied to certain of first adverse Italian Press enquiries (resulting from a look at the

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13. Parachute Display at Guidonia. On Saturday 16th November, Italian Parachutists gave a demonstration of live drops at Guidonia. The display was very well planned and executed and included collective and individual descents, some instantaneous pull offs and some delayed. An interesting feature of the display was a descent from 6000 feet to 4000 feet by pre-parachute at which height the parachutist released his chute and dropped to 1500 feet before pulling the ripcord of a second silk parachute. The display was attended by the Air Minister, Dr. Ciampichi, the Chief of Staff of the Italian Air Force and a large number of Allied and Italian Officers.

14. Director's Visit to Naples. The Director A.F.S.C. visited Naples on 18th November, 1946. He visited the Italian Air Force Cadet Academy and Base at Nisida. The buildings have recently been renovated, and are clean and well kept. The cadets and instructors were well turned out and gave the impression of being a good bunch. It was noted with interest that technical

Continued.....

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instruction was being given by a professor in the French language, similar action is taken in the English language.

15. The Mission Base is sporadically busy dealing with repatriated ex P.O.W's. Five out of 20 P.O.W' meteorological personnel had just arrived from East Africa; they appeared to be well fed and dressed and seemed to appreciate their treatment by the R.A.F. in East Africa; their contentedness was probably partly influenced by the prospect of two months leave before being re-employed in Italy.

16. The Director visited Casadichino and after a conversation with the very helpful American Commanding Officer, some readjustment of accomodation for the Italians was agreed, whereby the Italian Military Courier Service contingent would be lodged with the Italian Detachment working on P.38's taken over from the USAAF. The latter detachment is working well and causes no trouble to the USAAF. Both Detachments are now together on what was the R.A.F. side of the airfield.

Aircraft Safety.

17. Air Sea Rescue Organisation. Eight exercises have been held during the month, and fighters have been airborne on nine Rescue sorties totalling 32 hours in search for three aircraft. During these a certain improvement was noted in the signals communications and it is felt that the R.A.F. has succeeded in "ginger ring up" their wireless operators.

18. Mountain Rescue. The recent crash of the American Dakota in the Swiss Alps, helped to show the difficultion in this type of rescue and the need of good equipment. It should however be stated that the Italian Aircraft Safety Centre at Milan, proved its worth and contributed valuable assistance in the rescue. The R.A.F. gave air assistance by dropping supplies and guiding some of the Rescue parties. Some Italian military parachutists volunteered to be dropped at the scene of the forced landing but their services although accepted were not eventually required.

19. Aircraft Safety. Forty eight overdue actions have been successfully undertaken during the month. The error, to some degree, has been increased due to delays in point to point communications.

20. Radio. The Senior Operations Officer at R.A.F. Station Ciampino has stated that the Central Aircraft Safety Centre at Centocelle and R.A.F. stations generally are coping very well, and supplying the data required for all Radio signals. The information is passed by Teletype from Centocelle to Ciampino for distribute to all concerned.

21. Flying Control. The newly formed Rome Approach Control is functioning very well and is operated by the American Flying Control at Ciampino. The R.A.F. run a sub-control at Centocelle (C.A.V.) from whence all relevant information on aircraft movements on Italian fields in this area are passed to the American Flying Control by direct telephone line.

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19. Aircraft Safety. Forty eight overhaul actions have been successfully undertaken during the month. The use, to some degree, has been increased due to delays in point to point communications.

20. Remark. The Senior Operations Officer at I.A.F. Station Ciampino has stated that the Central Aircraft Safety Centre at Centocelle and I.A.F. stations generally are coping very well, and supplying the data required for all Rescue signals. The information is passed by Teletype from Centocelle to Ciampino for distribute to all concerned.

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Italian Meteorological Services.

22. New Stations. Three new stations, at Scanzo, Vicenza and Trebisacce, were opened during the month, bringing the total of reporting stations in the Italian network to 146.

23. Radio Sonde. The Radio Sonde Stations at Milan and Elmas worked well throughout the month, while that at Ciampino was once more unserviceable many of the time because of shortage of batteries. The Upper Air Sounding Flights at Venice and Brindisi operated at less than half efficiency because of unserviceable aircraft.

24. Pilot Balloon Stations. Apart from one or two stations who still possessed a few remaining British manufactured balloons, the Pilot Balloon stations were idle this month, pending the arrival of the first consignment of Italian Balloons. The Pirelli Company has produced the first 1,000 balloons during the first few days of December, and the balance of the 5,000 quarterly requirement in January. The work of collecting and testing hydrogen cylinders is progressing well.

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25. Elmas — British Mot. equipments at Elmas were assumed officially by the Italian Mot. Service on 1st November, 1946.

26. Instruction in British Briefing Methods. Arrangements have been made to have Italian personnel instructed in British methods at the British Mot. Office at Cinecitta, so that when the British staff is withdrawn there will be no drop in the efficiency of briefing English aircrews.

Intelligence.

27. Meeting. A Meeting of I.A.F. Prevention Commissioners was held at the Italian Air Ministry on 16th and 17th November 1946 and was attended by S.I.C. as an observer. The object of the meeting was to discuss general problems of administration and it was clear that the personnel, at the moment, are worried about the imminent release of a large number of men necessitated by the maximum ceiling which has been laid down in the Draft Peace Treaty. A detailed explanation was given of the system to be used to classify personnel in preparation for this reduction and it was generally agreed that the method adopted ensured equal and just treatment of personnel.

28. The uncertain situation as regards the future of the I.A.F., borne together with the heavy financial burden of a large number of personnel on demobilisation pay but not on the active list, and the unstable national situation add at the moment an unsurmountable barrier to utmost efficiency and discipline.

29. Personnel. F/Lt Lord arrived at the end of the month and proceeded to Milan Detachment. He will also carry out regular liaison duties with 2nd A.A.T. Headquarters, Padua.

3).

PART II - ORGANIZATION & ADMINISTRATION.

30. I.A.F. Strength Stats. The strength of the I.A.F. as at 30th November, 1946 was as follows:

UNIT	LOCATION OF H.Q.s	Actual Strength. OFFICERS	MEN	TOTAL	NOTES
Air Ministry & Air Staff	Rome	411	2412	2823	
Units under command	Bari	971	6082	7053	
1st A.A.T.	Milan	304	2246	2550	
2nd A.A.T.	Padua	267	2604	2871	
3rd A.A.T.	Rome	512	4466	4978	III-III (26026)
4th A.A.T.	Bari	214	2774	2988	
I.A.F. Sicily	Palermo	121	1889	2010	
I.A.F. Sardinia	Cagliari	78	814	892	
Navy		33	2	35	
Army		7	-	7	
[illegible]		12	[illegible]	[illegible]	

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United Nations	Paris	971	6082	7353	
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2nd A.A.T.	Padua	267	2604	2871	
3rd A.A.T.	Rome	512	4466	4978	ITI-ITI
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I.A.F. Sicily	Palermo	121	1889	2010	
I.A.F. Sardinia	Cagliari	78	814	892	
Navy		33	2	35	2857
Army		7	-	7	
Carabinieri		13	608	621	
With R.A.F.		44	1118	1162	BR-ITI
With U.S.A.A.F.		61	1539	1600	US-ITI
Total		3236	25554	28790	

31. Expediting. The Italian Military Air Courier Service operated from Capodichino instead of Pontiglione as from 2nd December, 1946. Pontiglione is being turned back to the rightful owner and to agriculture.

32. Udine. The extension of the Italian Military Courier Service beyond Treviso to Udine began on the 2nd December, 1946. The route followed is now Rome, Bologna, Treviso, Udine. Venice San Nicolo' Airfield closed on 2nd December, 1946 but will probably reopen in the summer.

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33. Clearance of Foreign Aircraft.- Italy. The clearance of foreign aircraft flying into or over Italian Controlled Territory was handed back to the Italian Government on 25th November, 1946. Allied authority is still required over A.M.G. territory.

34. Special Flight to Greece. A special flight of an Italian SM. 95 aircraft to Greece was authorised on 16th November to bring back Italian refugees.

35. Detachment of MS-ITI Company. On the 19th November, 1946, the 31st Air Service Company attached to P.B.S. at Lucborn was disbanded.

36. R.A.F. Mail to Elmas. As from November 20th, the Italian Military Courier Service carries all R.A.F. Mail to and from Elmas, Sardinia.

37. Special Flight to Catania. A representative of the American Export Lines was flown to Catania on the 19th November, by the Italian Air Military Courier Service to direct the salvage operations on an American ship carrying a valuable cargo that was wrecked on the rocks of Catania.

Equipment.

38. Maintenance of Present Equipment. The expected British Air Ministry directive that immediate maintenance requirements for the existing Spitfire IX aircraft should be provided from R.A.F. sources was received and communicated to the Italian Air Ministry. Demands will now be submitted to 357 M.U. Imbilitica will be transcribed to the Middle East for despatch by fast sea route. In effect owing to progressive scarcity of spares in the country, supply will in the main take several weeks. It has accordingly been proposed to the British Air Ministry through a visiting staff officer that an immediate despatch of essential requirements be made from U.K. sources. Even so, the maintenance of the Spitfire IX's will continue to be an acute problem for some little while.

39. Air Firing and Fighter Bomber Training Equipment. Requirements of ammunition and practice bombs have been requested from Allied sources. Unfortunately, in spite of requests in the past that certain stocks should be frozen pending approval of this A.A.F. requirement, large surpluses have in fact been destroyed and it may not now be possible to obtain but scarce supplies from R.A.F. sources in Italy. However, it seems that the U.S. Forces still have large stocks unliquidated which it is hoped to obtain.

40. Transfer of Equipment. Motor vehicles taken over by the A.A.F. from the R.A.F. at Cheerio are being moved to Rome at a satisfactory rate. The marine craft transfer (for Air Sea Rescue) is still in abeyance pending further instructions from the British Air Ministry.

Engineering.

41. Spitfire Aircraft. The Spitfire IX aircraft are still grounded for lack of tyres.

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Engineering.

41. Spitfire Aircraft. The Spitfire IX aircraft are still grounded for lack of tyres.

42. Fairchild Aircraft. The A.A.F.S.C. communication aircraft, HX 437, has moved from Urbe Airport during the month, and is now at Castiglia.

43. Aircraft Construction. Authority has been granted for the building of the prototype Brodi - Zingate 308 four-engined aircraft, and also for a prototype F.I.A.T. G. 218.

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44. "Nuvoloni" Flare. Bad weather prevented the C.T.O. from attending the demonstration of this invention, given at Guidonia in the beginning of November. The Italian Air Ministry is collaborating with Mr. Wiseman, in order to utilise the flare for use from aircraft, for further trials.

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45. R[illegible] Visits. Visits were made to Forbo and Cantocello. Liaison visit was made to R.A.F. Ciampino.

Motor Transport.

46. 3 & T Column - Naples. All vehicles of the Italian 3 & T Column Naples with the exception of three 3 ton Fords, which are retained for ration duty until replaced by alternative transport, are now transferred to the Autogruppo at Rome. All these vehicles have been inspected and found to be in a poor condition mechanically. Three enemy captured heavy vehicles and three trailers are still at the Autogruppo Naples being in too bad a condition to move: disposal instructions are being sought.

Signals.

47. Radar Vehicles. Radar vehicles handed over at Caserta on November 5th have been removed to Torricola, Rome.

48. Radar Courses. Radar courses for I.A.F. personnel have begun at RAF units in the North. One course at Preccinico and the other at Dono. These courses are two months for Radar Mechanics and Controllers, and one month for Radio Operators.

49. Equipment at Bari. V.H.F. D/F; H/F D/F; VHF and Darky in Contr[illegible] Tower and the Radio Beacon at Bari have been handed over to the I.A.F.

PART III - REPORTS FROM DETACHMENTS.

MILAN.

50. Aircraft Safety Centre - Linate - Milan.

(a) Telephone Communications. There have been very few interruptions during the month and there was good communication with the switchboard, but owing to the fact that there is no direct line with Venice some delay occurred when trying to contact the R.A.F. Ufimo in connection with the recent American Dakota incident.

(b) R.T. Communications. Satisfactory results have been obtained on the 6500 kc/s service, but it is considered that a second frequency is essential, full reports on the efforts to pick up the signals from the Dakota 2246 have been sent to Rome.

(c) Rescue Missions. The main highlight of the month was the search for the missing American Dakota in which 2 Baltimores took part; it is considered that this was a very praiseworthy effort and had permission been obtained earlier to cross the Swiss border this might have been even better.

51. Aircraft Safety Centre - Lido - [illegible]

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(c) Rescue Missions. The main highlight of the month was the search for the missing American Dakota in which 2 Baltimores took part; it is considered that this was a very praiseworthy effort and had permission been obtained earlier to cross the Swiss border this might have been even better.

51. Aircraft Safety Centre - Lido - Venice. Telephone communications are working normally and there were no snags, the O.C. the C.A.V. stated he is still in need of a motor-boat, the one which had arrived in the area has been taken over by the Seaplane Base. The question of divided control of the C.A.V. and the Seaplane Base was being discussed by the I.A.N. 2855

52. Baltimore Flight. Due to the reduced numbers of passengers using the service, the Baltimore schedule on the Milan-Treviso-Bolzano route has been reduced to one aircraft per week for the winter months.

53. Gallarate Equipment. Thirty two trucks and twenty four wagons of various materials arrived at Gallarate during the month. Other trucks of materials have also been despatched. Several repair works to aircraft spare parts and also various works at Busto Arsizio depot and other depots and installations have been carried out.

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54. Technical. A visit was made to the Grado Turbo, Fiume, where Engineer Zappata gave the latest information regarding the G 302, no work was in progress on this aircraft as per instructions from A.F.S.C., the fuselage had suffered no damage while being transferred from San Giovanni to Fiume, and it was hoped to get four Bristol Centaurus engines and four Rotol propellers when permission comes through to complete the aircraft.

SRAM

55. Flying Schools. The G59 dual which has been under construction and conversion from a single seater for about a year was completed, tested, and handed over to the school during the month; this has occurred at a very opportune moment as the other two of this type are almost beyond further repair due to lack of spares. One in fact has been confined to storage.

56. The G55 damaged in collision several months ago is still awaiting spares. These have been found and reserved at the factory but cannot be released until the Ministry either contracts with the firm or pays. The same applies to Nardi aircraft one of which, under construction, in the SRAM is also held up.

57. The CR 42's arriving from Trento are generally in a poor condition. The last two to arrive have had to be inspected in the SRAM before passing out to the flight and both have had undercarriage changes due to the excessive play. These defects have been reported but it seems little notice is taken of the reports (by the Italian authorities) as no improvement is so far evident. The Brindisi flight now has two dual CR 42's and has continued training throughout the month. One accident occurred with a solo CR 42 when a pupil ground looped and turned over. This flight started Met. accounts during October and now have two aircraft equipped for this work.

58. Lecce SRAM Depot. There are still three SM 82's and one SM 79 in the SRAM. On two of the former heavy progress is being made and one will be out in about a month. This is a complete rebuild of a derelict fuselage which was taken in during October 1945. On the third, work is now suspended due to lack of wood for cradles for the wing when it is dismounted from the fuselage for long term repair. The SM 79 was allotted from Centocello to the Fighter Group for transport duties but was in such bad condition that it had to be brought in for a complete overhaul.

59. Fighter SRAM Lecce. Work on the modification of the P 38 Photo Recce made to combat noise is going very slowly due to lack of material and also lack of instructions about stressing. Two propeller test rigs have been made up from parts found in SRAM dumps and are now in use. Gaskets for the Hydraulic system are in short supply but attempts are being made to have these manufactured in Italy. Brushes and dynamos are also short. One Nardi is being converted for blind flying, for use in the Lecce school.

60. Deci Airport. The target date for the complete handing over from the R.A.F. is now December 5th. A considerable amount of essential equipment has already been handed over to the Italian [illegible]

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very opportune amount to the other type are almost beyond further repair due to lack of spares. One in fact has been confined to storage.

56. The G55 damaged in collision several months ago is still awaiting spares. These have been found and reserved at the factory but cannot be released until the Ministry either contracts with the firm or pays. The same applies to Nardi aircraft one of which, under construction, in the SRAM is also held up.

57. The CR 42's arriving from Trento are generally in a poor condition. The last two to arrive have had to be inspected in the SRAM before passing out to the flight and both have had undercarriage changes due to the excessive play. These defects have been reported but it seems little notice is taken of the reports (by the Italian authorities) as no improvement is so far evident. The Brindisi flight now has two dual CR 42's and has continued training throughout the month. One accident occurred with a solo CR 42 when a pupil ground looped and turned over. This flight started Met. accounts during October and now have their aircraft equipped for this work.

58. Bomber SRAM Lecce. There are still three SM 82's and one SM 79 in the SRAM. On two of the former good progress is being made and one will be out in about a month. This is a complete rebuild of a derelict fuselage which was taken in during October 1945. On the third, work is now suspended due to lack of wood for cradles for the wing when it is dismounted from the fuselage for Nagoran repair. The SM 79 was allotted from Centocelle to the Fighter Gp HQ for transport duties but was in such bad condition that it had to be brought in for a complete overhaul.

59. Fighter SRAM Lecce. Work on the modification of the P 38 Photo Recce nose to enlist nose is going very slowly due to lack of material and also lack of instructions about stressing. Two propeller test rigs have been made up from parts found in SRAF dumps and are now in use. Brakes for the Hydraulic system are in short supply but attempts are being made to have these manufactured in Italy. Brushes and drawers are also short. One Nardi is being converted for blind flying, for use in the Lecce school.

60. Port Airport. The target date for the complete handing over from the RAF is now December 5th. A considerable amount of essential equipment has already been handed over to the I.A.F., also accommodation. A trained flying control officer has been attached from Lecce to assume control of flying activity here and the tower is manned by three English speaking N.C.O.'s.

61. Intelligence. Much local adverse comment has been levelled at the Commission sitting in Rome to determine the fate of Lt. Cols. and Majors. It appears that the President, General Ferrante has been away from Italy in the service and as a prisoner almost continuously since 1940 and it is felt that he is not up to date with the present I.A.F. and certainly not in a position to judge the ability or suitability of present serving officers.

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Continued.....

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The [illegible] printed [illegible] in that G.H.Q. (Commander-in-Chief Flying Units Headquarters) [illegible] but the point [illegible] that the officer was under [illegible] for such [illegible] will be [illegible] other [illegible] officers in this connection - the complaint seems to be based [illegible] and unusual [illegible] which will be brought to the notice of the Italian Air Ministry.

C.M.H. GREEN W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES [illegible] COMMISSION.

Air Forces sub Commission,
Allied Commission, Rome.
Date : 4th December. 1946.
Ref : AFSC/25/1/AIR.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR
THE MONTH OF NOVEMBER 1946

SUMMARY OF HELPING COURIER FLIGHTS OF (f)
I. & F.

	No. of Flights	Hours	Passengers Carried	Various Units in Lbs.
Sq. 79	157	86,25'	308	8753
Sq. 75	4	12,30'	179	2524
Sq. 12	87	129,00'	1197	25721
Sq. 82	73	147,20'	1027	31637
Sq. 41 Flt.	44	92,30'	212	6197
Sqdn. Hqrs.	22	16,30'	26	810
Total	397	484,15'	2809	72622

SUMMARY OF FLYING. (e)

	Flights.	Flying hours.
Information Service Unit, Hqrs.	73	32,30'
Training School, Fresnos	147	60,50'
Technical School, Lacon	1246	489,45'
Transport Sqd	15	12,00'
Base Flying Unit	40	31,20'
Sqdn. Hqrs.	124	109,15'
Cant 2 1007	6	9,25'
Sqdn. Hqrs.	117	99,30'

S. 79	157	86,25'	378	8733
S. 75	4	12,30'	179	2524
S. 12	87	129,00'	1197	25721
S. 82	73	147,25'	1027	21637
S. Pilot Time	44	92,30'	232	6197
Delivery Ferry.	22	16,20'	26	830
Total	297	484,15'	2879	72622

SUMMARY OF FLYING.

	Flights.	(x) Flying hours.
Instrument Squadron Pilots' Course	73	32,30'
Training School, Prestwick	107	60,50'
Training School, Lossiemouth	1246	483,45'
Transport Flights	15	12,30'
Night Flying Tests	40	31,20'
Instructors' Flights	124	109,15'
Check & Test	6	9,25'
Operational Flights	117	99,30'
Fighter Flights	525	495,35'
Total	2,253	1354,15'

(*) Including Transport and Communication Flights.

(x) Including flights for training, air and sea rescue, night flying tests and ferry flights (direct tests, etc).

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
R O M E

Monthly Air Report No.47 - October, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the Month of October, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st October, 1946.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. The Airfield was closed to traffic for two days due to heavy rains and the inadequate drainage of the field. During this rain period, water had leaked into the electrical system of a parked SM 84 and the short circuit caused a small fire in the main fuselage. The fire was extinguished immediately and only minor damages were suffered. A large parking space in front of the passenger terminal is being levelled and prepared for the laying of P.S.P. in the near future.

2. Night Bomber Wing - Guidonia. The work of re-erecting two large and very badly damaged hangars is progressing very well. A great improvement for the passengers has been evolved by the construction of concrete path ways to all aircraft parking spaces. The night bomber wing is functioning satisfactorily. Four planes daily are used for military courier services.

3. Light Bomber Wing - Urbe. Flying training has continued satisfactorily during the month and pilots have averaged six hours. There has been one accident on the airfield due to a burst tyre which resulted in a swing and undercarriage collapse: there were no casualties. The new SAFA building has been completed and all flying control, Met and briefing services have now been moved there.

4. Flying Training Schools. The Flying school, now dispersed on three fields is making fair progress although there are limiting factors at each field. At Ciois del Colle the initial flight is finding it rather difficult to maintain their light aircraft in a serviceable condition due to the poor surface of the grass field which is not good in spite of forecasts by Unita Aerea and the Stato Maggiore Also, due to the recent rains, the field will undoubtedly go out of action for part of the winter.

5. At Brindisi the month was started with one dual CR 42. However a few days after the start of the course the dual went U/S with sheared timing gear and the engine had to be changed. Although this was done very quickly and training

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5. At Brindisi the month was started with one dual CR 42. However a few days after the start of the course the dual went U/S with sheared timing gear and the engine had to be changed. Although this was done very quickly and training resumed, it is too much to expect training to continue with one dual aircraft and stoppages are inevitable unless other duals are forthcoming very soon.

6. The Lecce flight is also short of aircraft, there are no spares 2848 G50' Macchi 200's or Wardi's and this flight is in a critical situation. The news that the G55 progress was being retarded due to a contract for converting DC/3's was a bitter blow to the school as their future policy was being formulated on the assumption that they would have these aircraft soon and at least one by the end of the month.

7. It would appear that the only way to build up an efficient training school would be to acquire suitable aircraft from Britain or America as none seem to be available in this country. Pupil material is abundant and good but the school cannot survive without outside and immediate help.

8. Aircraft Accident Reporting. The British Air Ministry has recently produced a comprehensive order with regard to accident reporting. Since the order is based on war experience in many theatres and will be of great value to statistical staffs in the analysis of flying accidents it has been suggested to the Italian Air Ministry that a similar order be applied to the I.A.F.

9. A table showing the number of flying accidents, and accidents by flying hours at the various IAF stations for the period 1 April - 30 June 1946 is as follows:

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collapse: there were no casualties. The new SATA building has been completed and all flying control, Met and briefing services have now been moved there.

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Continued.....

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WINGS.	GUIDONIA	TARANTO	FIGHTERS LECCE	AUTONOMOUS SECTIONS	SCHOOLS LECCE-FROSINONE
Flight hours	2534	627	1345	790	961
Number of accidents	4	1	7	1	9
Flight hours for each accident	732	627	193	790	106

10. Navigation School - Frosinone. In spite of bad weather conditions, flying at the navigation school is proceeding according to schedule. A new course of twenty four pupils has started and it is hoped to improve the syllabus of instruction by incorporating parts of AP 1234, especially in general D/R navigation and the use of such instruments as the drift recorder and astro compass. Training in radio navigation, using aids such as M/F D/F, M/F Beacons and H/F D/F, which have previously been the backbone of all navigation in the Italian Air Force, is still being given a high priority at the school.

11. Foniglieno. The Italian Air Force took over this aerodrome from the R.A.F. on 29th September. Approximately sixty I.A.F. personnel have been posted in for maintenance and guard duties. Only one Air Courier Aircraft lands there per day, and the Italian Air Ministry has been warned against spending much on repairing the damaged buildings until the future of this airfield is settled. It may be turned back to agriculture.

12. Air Demonstration at Sagrado. On 24th October two AFSC officers attended a demonstration of close support, dive bombing, strafing, and acrobatics given by the R.A.F. fighters at Sagrado Range. Through the AFSC, the Air Officer Commanding R.A.F. Italy invited officers of the Italian Services; two I.A.F. senior officers attended. The M.M.I.A. was represented by one British officer, the General Commanding the Italian Army School of Cooperation, and a staff officer of the Italian War office. The Italian officers found the demonstration of great value and have requested that they may be asked to attend any future demonstrations.

13. Visits by Air Staff. Air I accompanied by the Italian Liaison Officer visited airfields and administrative units in the Naples area at the beginning of the month. It was found that the Auto Gruppo for the repair and servicing of British M.T. belonging to the I.A.F. had insufficient work to justify its continuance as a separate establishment and steps are now being taken to disband the Auto Gruppo and transfer the personnel and equipment to the M.T. Workshops at Pisida. Whilst in the Naples area a visit was made to the R.A.F. H.S.L. unit in Ischia which is overhauling the RAF launches prior to their transfer to the I.A.F. Routine visits were also made by air staff during the month to Bari, Air H.Q. Italy at Udine, Frosinone, Catania, Centocelle, Guidonia, Urbe

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Aircraft Safety.

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14. Air Sea Rescue Organisation. Nineteen exercises were carried out by the seaplane detachments with varying results. The greatest difficulty encountered during these exercises was poor air to ground communications, but much of the trouble has been attributed to poor operating technique. On the 29th, 30th and 31st ASR aircraft flew thirty two hours searching for three landing craft lof adrift in the South Tyrrhenian Sea when the ropes by which they were being towed from Palermo to Cagliari parted. By 1430 hours on the 31st all three had been taken under tow again in spite of very bad weather and poor visibility.

15. Flying Control. At a conference held in the Italian Air Ministry it was agreed that, in cases where airfields are to be handed over from Italian military to Italian civil control, it will be stipulated that I.A.F. flying control and signals will remain until such time as there are sufficient fully qualified civilian personnel to take over.

16. Aircraft Safety Centres. The five aircraft safety centres continue to give good service in overdue action. During the month forty-eight overdue aircraft were found, mostly weather-bound at diversion airfields.

Italian Meteorological Services.

17. New Stations. One new station, at Pontecagnano, was opened during the

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month, bringing the total of reporting stations in the Italian network to 143. The opening of the important Met station on the island of Pantelleria has had to be postponed until the Naval authorities commence operating the light-house there, and until authority is obtained to place Met personnel there.

18. Radio sonde. The radio-sonde stations at Milan and Elmas both operated well throughout the month, but that at Chiavari was unserviceable most of the time because of lack of batteries. The aircraft at Venice carried out only a moderate service, whilst that at Brindisi was unserviceable for the greater part of the month.

19. Pilot Balloon Stations. Pilot balloon stations throughout Italy ceased operating this month as the stocks of balloons ran out. No further supplies from British sources will be forthcoming, & the Italian Met. Service must become entirely self-sufficient in balloons. The Pirelli Company, which has now undertaken the manufacture of these balloons, will have the first consignment ready for the middle of November.

20. Hydrogen. Preparations are being made to make the Italian Met. Service self-sufficient in hydrogen, as the task of transporting bulky caustic soda and ferrosilicon from Germany is fast becoming impractical. The first batch of cylinders will be ready by the middle of November.

21. Elmas. Arrangements were made this month to hand over the British Met. combination at Elmas to the Italian Met. Service, with effect from 25th October, 1945.

Intelligence.

22. Appointments. Several requests for approval of appointments of Senior I.A.F. Officers were received during the month. Approval was given to the re-employment of 5 Senior Officers to fill posts in the Air Ministry. The effect on I.A.F. morale, of continued re-employment of Senior Officers in an organization which in normal conditions would be considered top heavy, is, however, constantly borne in mind.

23. Morale. The imminence of the reduction in personnel has an adverse effect on morale, particularly among the younger officers. There is some jockeying for position going on among those who are at present unemployed but are endeavouring to get themselves recalled before the general reduction takes place. There is therefore a wide-spread feeling of insecurity even among those who are already in established posts and many are turning towards civil aviation in the hope of better prospects than the post war Italian Air Force can hope to offer.

24. Press. There has been little criticism in the press during the month but articles have appeared which show the grave economic situation of members of all the Armed Forces. The pay of other ranks has been raised and it is learned that the War Ministry is endeavouring to improve the financial position of officers of the Services. These measures should do much to improve morale and discipline generally.

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25. Personnel. The Senior Intelligence officer in Rome W/Cdr. Reid, 2046 F/O Reid of Milan Detachment have been posted to U.K. for release and Flt/O Goff, also of Milan Detachment, has been recalled to Rome, leaving no Intelligence officers in AFSC detachments.

PART II - ORGANIZATION AND ADMINISTRATION.

26. I.A.F. Strength State. The strength of the I.A.F. as at the 31st October 1946 was as follows:

UNIT	LOCATION OF H.Q.s	Actual Strength OFFICERS	OR.s	TOTAL	NOTES
Air Ministry & Air Staff	Rome	599	1390	1989	XXI - III
United Nations	Bari	959	6279	7238	(26806)
1st Z.A.T.	Milan	303	2301	2604	
2nd Z.A.T.	Padua	273	2660	2933	
3rd Z.A.T.	Rome	511	4614	5125	
4th Z.A.T.	Bari	216	3134	3350	
I.A.F. Sicily	Palermo	122	1905	2027	
I.A.F. Sardinia	Cagliari	79	808	887	
Navy		32	2	34	
Army		7	-	7	
Total		3101	23093	26194	

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UNIT	LOCATION OF H.Q.s	Actual Strength OFFICERS	OR.s	TOTAL	NOTES
Total C/F		3101	23093	26194	
Carabinieri		14	598	612	ITI - ITI
With R.A.F.		42	1318	1360	UK - ITI
With U.S.A.A.F.		63	1514	1577	US - ITI
	Grand Total	3220	26523	29743	

27. Air Crew Strength. The Air Crew Strength as at 15th October

Pilots	1290
Navigators	124
Air Gunners	603
Wireless Ops.	967

28. Capodichino. The Commanding Officer at Capodichino has agreed to allow the Italian Military Courier Service aircraft to operate at Capodichino (Naples) instead of Pomigliano. Final arrangements are being made with regard to accomodation, offices, etc.

29. Insurance. By arrangement with the Italian Air Ministry, all British and American Civilian passengers with valid British or American Passports will not have to pay the Insurance rates when travelling on the Military Air Courier Service, unless they elect to do so, but must sign an Indemnity Certificate. All British and American civilians not in possession of British or American Passports and all Italian Civilians will pay the Insurance rates laid down in order not to implicate the Italian Government in any claims made under Italian law.

30. Air Council. The Director visited the Italian Air Minister on the 15th October with D.D. and Org.I. The new post of "Secretary General", a Military and non political post, was approved by the Director. General Monti will fill this post. The Secretary General will be responsible to the Air Minister for the work of certain Directorates, and will coordinate their work with that for which the Chief of Air Staff and the Director of Military personnel are responsible. The post is similar to that of the Air Member for Supply and Organisation in the British Air Ministry. Progress is now again being made with the formation of an Air Council and with the reorganisation of the Italian Air Ministry.

31. Naples and Taranto A.F.S.C. A.F.S.C. Naples Detachment was withdrawn permanently on 15th October, 1946, and A.F.S.C. Taranto on the 1st November 1946. These duties have been redistributed as between AFSC HQ in Rome and AFSC detachment at Bari. Thus, there now remain only two AFSC detachments, namely those at Bari and at Milan.

32. I.A.F. New Rates of Pay. As from the 1st October 1945,(R) 1945 the following are the increased rates of pay: In effect the new rates make emergency service airmen slightly better off when considering the old daily rates and up-

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British Civilian passengers with valid British or American Passports will not have to pay the Insurance rates when travelling on the Military Air Courier Service, unless they elect to do so, but must sign an Indemnity Certificate. All British and American civilians not in possession of British or American Passports and all Italian Civilians will pay the Insurance rates laid down in order not to implicate the Italian Government in any claims made under Italian law.

30. Air Council. The Director visited the Italian Air Minister on the 15th October with D.D. and Org.I. The new post of "Secretary General", a Military and non political post, was approved by the Director. General Monti will fill this post. The Secretary General will be responsible to the Air Minister for the work of certain Directorates, and will coordinate their work with that for which the Chief of Air Staff and the Director of Military personnel are responsible. The post is similar to that of the Air Member for Supply and Organisation in the British Air Ministry. Progress is now again being made with the formation of an Air Council and with the reorganisation of the Italian Air Ministry.

31. Naples and Taranto A.F.S.C. A.F.S.C. Naples Detachment was withdrawn permanently on 15th October, 1946, and A.F.S.C. Taranto on the 1st November 1946. These duties have been redistributed as between AFSC HQ in Rome and AFSC detachment at Bari. Thus, there now remain only two AFSC detachments, namely those at Bari and at Milan.

32. I.A.F. New Rates of Pay. As from the 1st October 1945,(R) 1945 the following are the increased rates of pay: In effect the new rates make emergency service airmen slightly better off when considering the old daily rates and increase of cost of living allowances together. The permanent other ranks, however, are now better off to the extent of between 30% to 90% depending on lenght of service.

Personnel enlisted, re-enlisted or kept on service for emergency:

(a) Less than 40 months service. Daily Rate

Aviere (AC-2)	L.	25 (odd daily rate was L.5 only)
Aviere Scelto (AC-1)	"	27
Primo Aviere (LAC)	"	30

(b) More that 40 months service. Daily Rate.

Aviere (AC-2)	L.	35
Aviere Scelto (AC-1)	"	38
Primo Aviere (LAC)	"	42

Personnel who have signed an engagement for further service, or engaged under special contract (Specialised personnel):

(a)	from the date of enlistment to completion of one year of service									L. 41
(b)	"	one year	to	completion	of	two years	of	service		" 43
(c)	"	two "	"	"	"	five "	"	"		" 60
(d)	"	five "	"	"	"	seven "	"	"		" 80
(e)	"	seven"	"	"	"	eleven"	"	"		" 100
(f)	after eleven years of service									" 110

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33. Demilitarisation of Pantelleria. A flight was carried out to Pantelleria on the 5th of October by Org.II and Air III to inspect the progress of demilitarization of the island. Efforts are first being directed to the completion of the destruction of all military installations on Lampadusa, and in the near future a working party will begin operations in Pantelleria.

34. Florence IAF Academy. The Italian Chief of Air Staff agreed to the use of a large room of the IAF Academy in Florence as a courtroom by the American War Crimes Committee.

35. Brazilian Civil Airline. Approval has been given for the establishment of a Brazilian Civil Airline between Brazil and Italy, to operate weekly, subject to the signing in Washington of the Hold Harmless Agreement for use of Ciampino airfield. The Italian and Brazilian Governments have agreed on the inauguration of the projected air line, but no reciprocal Italian airline to Brazil will be established until an Allied decision has been made on the operation of Italian external air lines.

36. American Award. Lt. Gen. John C.H. Lee - Commander, American Forces MTOUSA, on 22 October presented the American Legion of Merit, Degree of Commander, to Gen. Mario Ajmone-Cat, Commanding General Italian Air Force, in a ceremony at the Excelsior Hotel, Rome. Gen. Ajmone-Cat was awarded the decoration for meritorious service in connection with Allied military activities from Dec. 1944 to May 1945.

Equipment.

37. Transfer of Radar Vehicles. 124 surplus Radar and ancillary vehicles lying at Caserta have been offered to the Italian Air Force on "ultimate settlement" terms. These vehicles have not been in use for many months and it is most unlikely that any are immediately serviceable. It is hoped that Radar spares will be made increasingly available from RAF sources in the North: there are none in the South. The Director of Communications, Italian Air Ministry, has decided to accept the vehicles as they lie: they will be removed to the Signals School near Rome.

38. Transfer of High Speed Launches. The transfer of these launches from the RAF to the IAF has been suspended on instructions from the British Air Ministry. Five launches and a certain amount of spares are already in the hands of the Italians. Air Headquarters is endeavouring to obtain removal of the suspension and, to avoid protracted negotiations as to price, is proposing transfer on "ultimate settlement" terms. On these terms the Italians will not specify any rigid requirements as to condition or performance on take-over.

39. General. The policy on the supply of R.A.F. equipment to the I.A.F., remains undefined. In addition, R.A.F. resources in the country are becoming extremely limited. Consequently, practically no assistance is being rendered to the I.A.F. in the way of equipment, even essential spares being unobtainable. An exception is the issue of 13 sets of tyres for the Spitfire VS. This question of supply is believed to be under active consideration at the British Air Ministry.

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Engineering.

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Engineering. 2814

40. Spitfire Aircraft. The Spitfire IX are still grounded for lack of tyres. Spare tyres have been supplied for the Spitfire V aircraft.

41. P. 38 Lightning Aircraft. One Aircraft at Lecce is being modified to take four.5 Machine guns and three oblique cameras.

42. Fairchild Aircraft. The Mark II Argus used by the A.F.S.C. was delivered to 357 M.U. and a Mark III was collected from Capodichino.

43. Cant 506 Aircraft. A visit was made to Elmas to examine an Aircraft fitted out for Air Sea Rescue work. Four beds were installed, a winch for hoisting survivors aboard, and stowage in the bomb bay for Lindholm gear. The release for the gear is manual. The Italian Air Ministry has been asked to fit an electrical distributor release.

44. Parachute Display. A parachute display by military personnel was held at Guidonia on 19th October 1946. Live jumps were made from two SM 82 Aircraft. Supplies were dropped by paper parachutes, Regolli's Patent. These supplies weighed up to 170 lbs. Plans were made for a parachutist to drop by paper parachute but the Italian Air Ministry Technical Department would not allow this drop as these parachutes had not been accepted and passed as safe for such feats. A dinghy was dropped which inflated on the way down and was fitted with an electrical device that released the parachute when landing on water. Rapid descents were made by the LISI modified parachutes: this device allows the parachutist to spill air from the canopy for as long a period as he wishes, arresting his rapid descent as he pleases. Two live delayed drops were made by experienced parachutists.

45. Routine Visits. Routine visits were made to Urbe, Centocelle, Guidonia, Vigna di Valle and the R.A.F. H.S.L. base at Ischia.

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Motor Transport.

46. General. F/O Brown joined the AFSC as M.T.Offr. on the 16th October.

47. Motor Transport - Caserta. An inspection was made at the M.T. pool Caserta of the vehicles and trailers which the RAF propose to hand over to the IAF. All the prime movers were in a bad state mechanically. One Lancia Aprilia requisitioned vehicle has been disposed of through the appropriate channels.

PART III - REPORTS FROM DETACHMENTS.

MILAN.

48. Aircraft Safety Centre (C.A.V. Linate). The RAF signals fitting party have completed their work as far as it is possible at Linate, and will try to arrange for another party to return with the necessary calibrating gear to complete the setting up of the various receivers. Difficulty is being experienced owing to the closing down of the R.A.F. unit which had been carrying out this work.

49. Exercises. No air sea Rescue exercises were carried out with the Baltimores because there was only sufficient petrol to carry out the normal routine flights, also smoke markers etc. are still required and as there was only one seaplane left at La Spezia it was decided to keep this ready for actual rescue purposes and not risk sending it on practice exercises.

50. Mechanical Transport. All vehicles with the exception of one 15 cwt truck of the Milan Auto Gruppo di Manovra have now been transferred to Rome and the accomodation which they occupied has been handed over to the Sopraintendenza di Finanza.

51. I.A.F. Administration. The training of the first batch of recruits at the Novi Ligure and Turin centres have been concluded; the recruits have been posted to all parts of Italy. A certain number have started special training courses, these take place at the training centres for recruits of the Italian Army at Como and Cuneo.

52. Visits to Factories and Workshops. The Colli Brothers small workshop in Milan was visited. No aircraft work is being carried out and the only completed aircraft has been stored for the time being. The firm are awaiting authority to test fly this aircraft. A visit was made to the IAF M.T. overhaul workshop and stores depot at Sedriano. About twenty vehicles were being repaired the stores are well laid-out and the workshop is well organized, but the owners are pressing for the return of these premises: It is intended to move this unit to Taliedo in the near future.

BARI. 2643

53. Maintenance Organization. The bomber SRAM completed the second SM 82 during the month: this is destined for the Frosinone School. Two of the SM 82's flown in for complete overhaul recently have been found with very extensive cracks in the main longeron. Before the engineer officer could undertake repairs, which

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BARI. 2643

53. Maintenance Organization. The bomber SRAM completed the second SM 74 during the month; this is destined for the Frosinone School. Two of the SM 82's flown in for complete overhaul recently have been found with very extensive cracks in the main longeron. Before the engineer officer would undertake repair, which is a tremendous job, a decision was asked from higher authority. The C.M.C. from Guidonia and the C.T.O. from United Aeros inspected these aircraft and eventually orders were given for the work to be done. This probably is the biggest job ever undertaken by the SRAM and involves the removal of the wing from the fuselage.

54. At Mungivacqua the stores and M.T. repair organisation have been inspected periodically. The stores seem to function well and are now issuing to consumer units all the equipment available. Book keeping and storage is of a very high standard, so high in fact that they have been known recently to request the return of equipment issued to the Sub-Commission in April 1944.

55. Motor Transport. The M.T. repair section under the very able command of Lt. Mastaglia is engaged on the rebuilding old vehicles as well as repairs to crashed ones in current use. The work done and parts made are a credit to this officer's ingenuity and engineering ability.

56. The drivers school which is under a separate command but works very closely with the Mungivacqua organisation is finding difficulty in producing vehicles but is getting down to the job very well and the trainees are constantly attending courses of technical instruction at Mungivacqua whenever pressure of work and transport permit.

57. Personnel. The recruits, who are being trained by the Army, are making good progress. It appears that the material is good and no great difficulties are being encountered in training generally. Formations and units in this area are looking forward eagerly to some new blood to replace the Class 22 airmen who are considerably overdue for release and are generally inefficient due to despondency.

continued.

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50. Courier Service. The airline serving this area has continued with almost clock-work regularity and Allied users are enthusiastic about the service given. On the few occasions when the service has been late, Met. conditions have been responsible and this shows that all concerned tackle their job with a certain commendable discretion. With the withdrawal of the Allied service from Bari a greater capacity of air-lift will be necessary.

C.M.M. GREECE A/CDR.,
AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
Date : 4-11-46.
Ref : AFSC/25/1/AIR.

Distribution.

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C.M.M. GRECE P/COR.,
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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR
THE MONTH OF OCTOBER 1946

SUMMARY OF MILITARY COURIER FLIGHTS OF (*)
I.A.F.

	No of Flights	Hours	Passengers Carried	Various freight in lbs.
SM.79	134	174,10'	651	17.534
SM.75	12	29,40'	312	6.435
G.12	140	272,05'	2179	45.488
SM.82	143	269,40'	2201	59.212
Seaplane Wing	58	115,35'	282	9.411
Baltimore Wing	74	75,55'	148	2.185
Total	561	937,05'	5773	139.265

SUMMARY OF FLYING.

	Flights	(*) Flying hours
Autonomous Squadron Units' Acres	73	50,35'
Training School, Frosinone	306	132,40'
Training School, Lecce	1160	452,40'
Transport Wing	29	24,40'
Night Flying Wing	40	40,40'
Baltimore Wing	226	176,30'
Cant Z 1007	1	0,25'
Seaplane Wing	116	124,20'

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

SM.79	134	174,10'	651	17.534
S..75	12	29,40'	312	6.435
C.12	140	272,05'	2179	45.488
SM.82	143	269,40'	2201	59.212
Seaplane Wing	38	115,35'	282	8.411
Baltimore Wing	74	75,55'	148	2.184
Total	561	937,05'	5773	139.265

SUMMARY OF FLYING.

	Flights	(x) Flying hours
Autonomous Squadron Units' Acres	73	50,35'
Training School, Frosinone	306	122,40'
Training School, Lecce	1160	459,45'
Transport Wing	29	24,40'
Night Flying Wing	40	40,40'
Baltimore Wing	226	176,30'
Cant Z 1007	1	0,25'
Seaplane Wing	115	124,20'
Fighter Wing	796	656,20'
TOTAL	2746	1655,50'

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(ø) Includes Transport and Communication Flights.

(x) Includes flights for training, air and sea rescue mission, test flights, various flights (aircraft tests, etc).

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		STRENGTH	SERVICEABLE	CREW.
AUTONOMOUS SQUADRONS AIR UNIT.				
Gioia del Colle	SM. 79	1	1	
Palese	SM. 79	1	1	
Gioia del Colle	CZ.1007	3	1	
Linate	CZ.1007	1	1	
Gioia del Colle	Cr. 314	1	1	
Palese	Ca. 314	2	2	
Treviso	Ca. 309	1	1	
Linate	Ca. 314	1	-	
Venezia	CR. 42	2	1	
Gioia del Colle	ME.2001	3	2	
Palese	Sai.202	2	2	
Linate	Sai.202	1	1	
Allied Command	Sai.202	1	-	
		20	14	25
AUTONOMOUS SECTION (Sardinia).				
Elmas	SM. 79	1	1	
Elmas	Sai.202	1	1	
		2	2	2
PILOT SCHOOL.				
Lecce	G. 50	1	1	
Lecce	Fn. 305	3	1	
Lecce	Sai.200	1	-	
Lecce	MD. 200	6	3	
Lecce	C. - 8	1	1	
Lecce	R. 39	4	2	
Lecce	Spitfire V	1	1	
Gioia del Colle	Ca. 164	7	4	
Gioia del Colle	Bl. 25	3	3	
Brindisi	CR. 42 D.C.	1	1	
Brindisi	CR. 42	8	5	
Brindisi	FW. 305	1	1	
		37	23	39
TRAINING SCHOOL.				
Frosinone	M. 187	4	3	
Frosinone	SM. 84	4	2	
Frosinone	SM. 79	1	-	
		9	[illegible]	20

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		2	2	2	
PILOT SCHOOL.					
Lecce	G. 50	1	1		
Lecce	Fn. 305	3	1		
Lecce	Sai.200	1	-		
Lecce	MC. 200	6	3		
Lecce	C. - 8	1	1		
Lecce	F. 39	4	2		
Lecce	Spitfire V	1	1		
Gioia del Colle	Ca. 164	7	4		
Gioia del Colle	BA. 25	3	3		
Brindisi	CR. 42 D.C.	1	1		
Brindisi	CR. 42	8	5		
Brindisi	MM. 305	1	1		
		37	23	39	
TRADING SCHOOL.					
Frosinone	M. 187	4	3		
Frosinone	SM. 84	4	2		
Frosinone	SM. 79	1	-		
		9	5	12	
FIGHTER S.E.A.					
Lecce	F. 39	26	-	Store Reserve.	
Lecce	F. 39	1	-		
Lecce	Spitfire IX	1	-		
Lecce	Spitfire V	12	-		
Lecce	F. 38	2	-		
Lecce	ME. 205	12	-		
Lecce	ME. 202	13	-		
Lecce	Sai.202	9	5		
Lecce	MM. 305	1	-		
Lecce	F L . 3	1	1		
Lecce	SM. 79	1	1		
B. & T. S.E.A.					
Lecce	SM. 82	4	-		
Lecce	SM. 84	1	-		
Centocelle	SM. 79	6	-		
Gioia del Colle	CZ1007	1	-		
Gioia del Colle	Ca. 314	3	-		
Gioia del Colle	Ca. 310	1	-		
Gioia del Colle	Ca. 309	1	-		

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...../ B. & T. S.E.A. Cont.....

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B. & T. S.P.A. (Cont.).

Gioia del Colle	Ca.	133	1	-
Gioia del Colle	Sal.	202	1	-
Gioia del Colle	RT.	156	1	-

SERVICE S.P.A.

Taranto	CZ.	506	14	-
Taranto	CZ.	501	13	-
Taranto	RS.	14	4	-

TRAINING SCHOOL S.P.A.

Frosinone	M.	187	1	-
Frosinone	SM.	79	3	-
Frosinone	SM.	82	1	-
Frosinone	Sal.	202	1	-

PILOT SCHOOL S.P.A.

Lecce	MC.	200	1	-
Lecce	CT.	42	2	-
Lecce	G.	- 8	1	-
Lecce	G.	- 50	2	-
Lecce	G.	- 55	1	-
Lecce	MM.	305	1	-
			144	7 -
	GENERAL TOTAL		468	217 771

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APPENDIX "T".

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ENGINEERING REPORT & AIRCRAFT STATE I.A.F. AT 31ST OCTOBER, '46.

		STRENGTH	SERVICEABLE	CREW.
FIGHTER WING.				
Lecce	P.38	30	19	
Lecce	P.39	14	11	
Lecce	Spitfire IX	36	18	
Lecce	MC.205	28	21	
Lecce	MC.202	12	7	
		120	76	204
LIGHT BOMBER & BOMBER TRANSPORT WING.				
Urbe	M. 187	19	12	
Linate	M. 187	3	3	
Urbe	Sai.202	1	-	
Guidonia	S. 82	23	16	
Guidonia	Sai.202	1	1	
Centocelle	S. 79	22	18	
Centocelle	S. 75	1	1	
Centocelle	S. 73	1	1	
Centocelle	S. 84	1	1	
Centocelle	S. 95	1	1	
Centocelle	G. 12	14	10	
		87	64	349
SEAPLANE WING.				
Taranto	CZ.506/BT	4	3	
Cadimare	CZ.506/BT	1	1	
V. di Valle	CZ.506/BT	1	1	
Brindisi	CZ.501	3	-	
Brindisi	CZ.506/BT	3	-	
Venezia	CZ.506/BT	2	2	
V. di Valle	CZ.501	1	1	
V. di Valle	CZ.506/BT	3	-	
Livorno	CZ.506/BT	1	-	
Zinas	CZ.506/BT	4	2	
Cadimare	CZ.506/BT	1	1	
Taranto	CZ.501	3	2	
V. di Valle	CZ.501	1	1	
Taranto	RS. 14	5	4	
Naples	CZ.501	1	1	
		39	19	101

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Urbe	Sai.202	1	-	
Guidonia	S. 82	23	16	
Guidonia	Sai.202	1	1	
Centocelle	S. 79	22	18	
Centocelle	S. 75	1	1	
Centocelle	S. 73	1	1	
Centocelle	S. 84	1	1	
Centocelle	S. 95	1	1	
Centocelle	G. 12	14	10	
		87	64	349

SEAPLANE WING.

Taranto	CZ.506/BT	4	3	
Cadimare	CZ.506/BT	1	1	
V. di Valle	CZ.506/BT	1	1	
Brindisi	CZ.501	3	-	
Brindisi	CZ.506/BT	3	-	
Venezia	CZ.506/BT	2	2	
V. di Valle	CZ.501	1	1	
V. di Valle	CZ.506/BT	3	-	
Livorno	CZ.506/BT	1	-	
Elmas	CZ.506/BT	4	2	
Cadimare	CZ.506/BT	1	1	
Taranto	CZ.501	3	2	
V. di Valle	CZ.501	1	1	
Taranto	HS. 14	5	4	
Naples	CZ.501	1	1	
		34	19	121

AUTONOMOUS SECTION (Stato Maggiore).

Centocelle	SM. 79	3	2	
Centocelle	Ca.313	1	1	
Centocelle	Ca.314	1	-	
Centocelle	Re2001	2	-	
Centocelle	Sai202	1	-	
Centocelle	Sai204	1	-	
Urbe	SM. 79	2	1	
Urbe	SM. 75	2	1	
Urbe	SM. 79	2	2	
		15	7	19

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...../Cont.....

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8503 AF 132

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

Monthly Air Report No.46 - September, 1946. OCT 21 1946

List of Appendices:

Appendix "A" - Summary of Flying Activity for the Month of September, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st September, 1946.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. Except for one aircraft on the Paris trip this force landed at Lyons with engine trouble all the courier flights this month have been successfully completed. Lt. Col. Reinero, commanding the wing has just returned from a visit to England (at the invitation of B.E.A.) and is enthusiastic over his reception and what he saw there. He hopes in time to introduce a number of points of R.A.F. procedure into the wing but as usual lack of equipment, radar, etc., is handicapping this effort.

2. Night Bomber Wing - Guidonia. The Night Bomber Wing is functioning satisfactor Four planes daily are used on the Military Courier services and there are numerous special flights. One S.M.82 has done good work for the R.A.F. in moving a considerabl quantity of equipment from Pomigliano to Catania.

3 During a visit by the Aircraft Safety Officer it was noted that (a) full attenti is being paid to all safety equipment carried on overwater courier flights, (b) the Flying Control Tower is efficient and the R/T. on 6440 k/cs. works extremely well, (c) the troops are housed comfortably and morale is high, (d) the work on restoring damaged hangars is progressing favourably.

4. Light Bomber Wing - Urbe (Littorio). Training is continuing at Urbe and fifty pilots have averaged approximately four hours each for September. Due to the fact th the airfield may become bogged in winter the wing is preparing to move to Guidonia as soon as accommodation can be made available there. The move is tentatively scheduled to start in about a month's time although personnel are not looking forward to leaving the immediate Rome area.

5. Seaplane Wing - Taranto. One Cant. 506 has now returned to the base after certain modifications had been made by the Marchetti firm at Sesto Calende. All bomb aiming windows and bombing and firing positions have now been removed and the interior has been fitted up with a passenger or patient compartment, a toilet and first aid cabi

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as at 31st September, 1946.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. Except for one aircraft on the Paris trip which force landed at Lyons with engine trouble all the courier flights this month have been successfully completed. Lt. Col. Reinero, commanding the wing has just returned from a visit to England (at the invitation of R.E.A.) and is enthusiatic over his reception and what he saw there. He hopes in time to introduce a number of points of R.A.F. procedure into the wing but as usual lack of equipment, radar, etc., is handicapping this effort.

2. Night Bomber Wing - Guidonia. The Night Bomber Wing is functioning satisfactor Four planes daily are used on the Military Courier services and there are numerous special flights. One S.M.82 has done good work for the R.A.F. in moving a considerabl quantity of equipment from Pomigliano to Catania.

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6. Fighter Wing - Lecce. The Fourth Stormo have carried out flying training on their Lightnings during the month. All pilots now have at least 1? hours on the type and during September they averaged 6 hours. There were no accidents. 2037

7. The 5th Stormo have been completely grounded due to lack of tyres and tubes for their Spitfire IX's. The squadrons have now been unable to fly for over two months an this is having a depressing effect on the pilots. Action to supply tyres and tubes ha been taken by a high ranking Ministry of Supply official on his visit to Rome.

8. The 51st Stormo are still flying their Macchis and the aircraft are being maintained to a high state of serviceability. The aircrew are very anxious to convert to Spitfire IX's as soon as possible.

...../9. Flying Training Schools...

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9. Flying Training Schools. The moves of the Primary and Secondary Pilot Training Schools have now been completed. The Primary is at Gioia del Colle where the large grass airfield is of greater value to training on elementary aircraft. The present course has completed 3 weeks training. All Officers and other ranks of the I.A.F. at Gioia have worked hard in effecting the move and making the station work in an efficient and happy manner. The standard of discipline and morale on this station is good.

The Secondary School has the large airfield at Brindisi with its long runways and spacious buildings. Dual on CR 42 aircraft is being given to the pupils but the instructors find that their cockpit is rather far aft for landing vision. At present experiments are being carried out with white markers on the sides of the runway which assist the instructors in levelling out for landing.

11. The Advanced Pilot School remains at Lecce where flying instruction is given on the Macchis and other monoplane types.

12. Navigation School - Frosinone. Work at the School is progressing favourably. A new course consisting of twenty one I.A.F. 2nd Lieutenants on probation, four Naval and three Army officers commenced study on the 25th September. Attention is being paid to the recommendations made by the Air Staff of this Commission that more D.R. Navigation should be practised.

13. Air Courier Service. The Air Courier Service has completed another successful month's flying and is each month carrying bigger pay loads. The Baltimore service in the North has been functioning smoothly and eight return trips Milan-Treviso have been flown.

14. Air-to-Ground Gunnery Range. Gallipoli Polygon 40 00'N 18 00'E for which authorisation was granted for a target firing range has had to be derequisitioned by the I.A.F. The use of Villanova Polygon, Punta della Contessa, has been suggested as an alternative. Authority has been requested for preperations to start immediately on Villanova Polygon. The new position is 40 36'N 18 02' E.

15. Civil Air Lines. BEA and TWA Italian Companies. Contacts have been signed by the Italian Government with BEA and TWA for operating of foriegn International commercial Airlines in Italy. The BEA-Italian company is known as A.I.I. (Aerei Italiani Internazionali) and the TWA - Italian company is known as L.A.I. (Linee Aeree Italiane). Both companies hope to begin operations the latter part of November or early December. (Subject to AFHQ approval).

16. Repairs to Bergamo Orio Airfield. Bergamo Orio airfield is being repaired and barracks are being erected. This airfield will be a useful diversion airfield for Milan during the winter because the former does not suffer from Po Valley fog. The station should be ready by November 1st.

17. Visits by Air Staff. During the month visits have been made by Air I to Lecce, Naples, Taranto Seaplane Wing, Gioia del Colle, Orio (Bergamo) Vicenza Bari and Brindisi. The Aircraft Safety Officer has visited A.S.C. A.H.Q. Italy, Bologna, Urbe and Guidonia.

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Aircraft Safety

18. Air Sea Rescue Organisation. Apart from minor difficulties the Air Sea Rescue Service in the Italian Air Force continues to do good work.

On 1st September three operational sorties were made in search of an American B17 later discovered crashed in the French Alpine foothills near Lyons. In the original search plan, the three Italian aircraft, Cant .506s from Vigna di valle, Elmas and La Spezia respectively, were alloted the areas of the North Tyrrhenian Sea and Gulf of Genoa and flew over thirteen hours.

In addition seventeen training exercises have been held during the month using both Ca 506 and Baltimore aircraft.

Fifteen overdue action reports were received during the month and in each case the missing aircraft was located within a reasonable time.

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After some unavoidable delay, the first five ex R.A.F. High Speed Launches were handed over to the I.A.F.; these boats are now at Taranto undergoing through inspection. The first of these will reach their operational bases shortly and crew training will commence immediately.

19 Flying Control With the cooperation of the Director of American operations Ciampino a system of Instrument Flying Procedure in the Rome area has been evolved. Let-down procedure has been laid down for all aircraft flying in the area and Rome Combined Approach Control will be opened on the 15th of October.

A further effort has been made during September to make the I.A.F. more Flying Control conscious. The I.A.F. have also been requested to reopen the Flying Control at Lecce to train civilian as well as military personnel.

20 Mountain Rescue A complete list has been made of all places in the Alps where a competent search party, under a local professional guide can be formed. In case of necessity it is the responsibity of Milan and Venice Aircraft Safety Centers to give full information to a local representative of the Alpinist Association or the Carabinieri either of whom can arrange a rescue party.

21 Fire Fighting Services In an endeavour to increase the efficiency of Airfield Crash Tender crews, a pamphlet has been prepared of excerpts from the Aviation Rescue Bulletin, giving a complete picture of suggested action in the event of a Crashfire. These notes will be translated into Italian and given wide distribution.

Italian Meteorological Services

22 No further new stations were opened during the month; the total number in the Italian network stands at 142. A fairly extensive coverage on the Italian mainland has now been reached, but additional stations are needed on the islands round the coast of Italy. Great difficulty has been experienced by the Italian Met. Service in trying to open these stations because transport is unobtainable, and the salary fixed by the Air Ministry for civilian Met. observers is very low. (Civilian personnel must be employed in de-militarised places such as Pantelleria and Lampedusa).

23 Only one Upper Air Station, that at Milan, has worked really well throughout the month. The rest of the Radio-Sonde stations have worked spasmodically. The aircraft at Brindisi has made fairly regular ascents and that at Venice has made only three ascents because of lack of instruments.

24 The Statistical Section of the Italian Met. Service has been employed for some time past preparing a summary of the weather to be expected over the Rome-Athens section of the Rome-Cairo route at all seasons. The statistical side of the work has now been completed, but nothing more can be done until a further copy of the complete report on the Rome-Cairo route becomes available.

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Flying Control at Lecce to train civilian as well as military personnel.

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25 The Italian Met. Service assumed all Allied Met. commitments at Bari, on the 23rd of September, 1946.

Intelligence

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26 Visit by Italians Technicians to United Kingdom.
Italian aeronautical technicians visited the United Kingdom as guests of British European Airways. They were flown to England in a B.E.A. Viking and all expressed their admiration for this new product of the Vickers Company. Whilst in England the party visited various aviation factories and installations and showed great interest in the latest British appliances for furthering the safety of airlines, in particular much interest was shown in the latest developments in Radar and the London Airport.

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The visit wound up with a flying display of modern types of civil aircraft, and the general feeling was that the visit was both instructive and beneficial to the Italians, who hope that the journey will open the way to further co-operation between the Italian and British aeronautical industries.

27 War History. A request was received from the British Air Ministry for certain details of the Italian air effort during the late war, and a large amount of material was collected and sent to London for inclusion in the official history of the war. Air Ministry have been asked to send a copy of this history as it affects Italy when the document is complete.

28 Morale There have been no major changes in the Italian Air Ministry. The morale of the I.A.F. is at present unstable and has generally deteriorated consequent upon the decisions of the Paris Peace Conference and on the limits placed on the size of the I.A.F.

29 Padua. A liaison visit was carried out with the I.A.F. Intelligence Detachment in Padua. The general situation in this area shows no unusual features apart from the widespread depression and disciplinary worries caused by inadequate pay and high cost of living, especially when families are separated.

The necessity for again having an A.F.S.C. Liaison Officer here was suggested by the Italian view of the increased number of Allies now in Padua. This is under consideration at A.F. S.C. Headquarters.

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PART II - ORGANISATION AND ADMINISTRATION

31. I.A.F. Strength State. The total number of all I.A.F. officers and other ranks as at the end of September was as follows:

FORMATION	LOCATION OF H.Q.s	Actual Strength OFFRS	OR.s	TOTAL	NOTES
Air Ministry & Air Staff	Rome	597	1341	1938	ITI - ITI
Units' Serve	Bari	938	6207	7145	
1st Z.A.T.	Milan	320	1590	1910	
2nd Z.A.T.	Padua	278	2622	2900	
3rd.Z.A.T.	Rome	482	3952	4434	
4th.Z.A.T.	Bari	216	3175	3391	
I.A.F. Sicily	Palermo	119	1888	2007	
I.A.F. Sardinia	Cagliari	78	825	903	
Navy		16	--	16	
Army		4	1	5	
Carabinieri		12	604	616	
With B.A.F.		51	1471	1522	BR - 1TI
With U.S.A.A.F.	-	65	1521	1636	US - ITI
Grand Total		3176	25297	28473	

32. Turin. An inspection of Turin was made by two A.C.C. staff Officers on 25th September 1946. Considerable activity was reported. A new C.O. has taken over the I.A.F. Unit there; he made a favorable impression on the inspecting officers.

33. Leghorn. The two I.A.F. Companies at present employed by the Americans at Leghorn were inspected by Air II and Org. II and found to be in fairly good shape. The 41st Company is at present moving into new quarters for the winter. Transport seems to be their biggest problem. It has been decided, after a discussion with the Deputy Director Land Forces Sub Commission to leave the two companies in Leghorn for the present.

34. Foggia I.A.F. Units. Several Staff officers of M.M.I.A. and Air Forces Sub Commission paid a visit to the Foggia Area during the month and found conditions among the Italian units in general satisfactory. There has been considerable discussion on the status of I.A.F. units employed by the Americans. The main purpose of this inspection tour was to straigten out the problem and decide on a plan of action. The Americans at Foggia and Amendola are satisfied with the I.A.F. Companies and want them to remain. It has been decided to keep the I.A.F. and Army Units entirely separate in their administration but to maintain a chain of command between the two forces.

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4th Z.A.F.	Bari	216	3I75	3391	
I...F. Sicily	Palermo	II9	I388	2007	
I...F. Sardinia	Cagliari	78	825	903	
Navy		I6	--	I6	
Army		4	I	5	
Carabinieri		I2	604	6I6	
Civil R...F.		5I	I47I	I522	BR - ITI
Fifth U.S...F.	-	65	I52I	I636	US - ITI
	Grand Total	3I76	25297	28473	

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35. Disbanding of I...F. Units. The 20Ist and 215th I...F. Companies employed by the 5th P.O.W. at Portici were disbanded this month. Also, the thirty-two (32) BR - ITI personnel at R...F. Ciampino were returned to the C.M.C. This was done to give work to other nationals and not because of inefficiency on the part of the I...F. unit.

36. Florence Cadet Academy Barracks. The buildings at Florence, into which it was thought at one time that the Cadet Academy would move have now been handed over to the orphans of the I...F. The academy now hopes to move from Aosta (Naples) into the Palace at Caserta when the Allies have moved out.

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37. Purchase of Aircraft by Civilians and Italian Government. The following flights of surplus American aircraft purchased at Capodichino were authorised; 16 C[illegible] aircraft bought by L.a.I. to T[illegible]n, 6 C-47 aircraft Aerea Fasco to Florence, 5 C-47 aircraft of Italian avio linee to Milan. Those aircraft were authorised to be transferred to their terminal bases but not to operate until permission is granted by AFHQ.

38. I.a.F. Recruit Centres. The C.a.R. recruit training centre at Bari was inspected by Air I together with GI Training of M.M.I.a. There were 360 I.a.F. conscripts at the centre and they were in their second week of instruction. The temporary initial training of I.a.F. recruits by the Italian army is working satisfactorily.

Equipment.

39. Policy. A new interim policy on equipment for the Italian Air Force has been desirable for some time owing to the reduction of R.a.F. stock-holding units and consequent inability to supply from R.a.F. Sources coupled with delay in the final peace settlement. This interim policy, or at least some guidance as to responsibility for supplying the I.a.F. was requested from M.a.a.C. on July 15th, but reply is withheld, on the grounds that a decision on MAF Signal 1169 must first be received. However, the Sub Commission has continued to place demands for essential equipment with the remaining R.a.F. Maintenance Unit and it is intended to request provision form Middle East or even U.K. should the equipment not be available in this country.

Spitfires. A considerable amount of Spitfire spares, some 2506 different items including a few propellor and under carriage parts, was authorised for issue to the I.a.F. on the final closing of 114 M.U.; but while the equipment was being prepared for despatch at the M.U., a large withdrawal was being contemplated by A.H.Q. for the British Spitfire wings. In order that the clearance of 114 M.U. should not be further delayed, the move of the spares to Brindisi was allowed to continue, with a warning that a reclaim might have to be effected. Prior to the actual despatch, certain important items including all the tyres and tubes were actually withdrawn to No 357M.U. The list of spares for 'recapture' by the R.A.F was issued towards the end of August and as all had by then been despatched, a party from 114 M.U. proceeded on Sept. 3rd ro Brindisi to carry it out. No details of the recapture have been received at the Sub Commission, and no accounting has been initiated.

Engineering.

Spitfire IX aircraft. The fact that the spitfire wings have been grounded for so long has had a demoralising effect on the maintenance crews at Lecce.

P.38 Aircraft. The assembly of the 40 aircraft allowed is nearly completed. All tools have been turned over by OFLO to a.R.a.F. The I.a.F. are obtaining the tools they require from this Italian disposal organisation.

Varesine. Savoia Marchetti works was visited. Authorised repair work was being carried out on SM 84, 75, 79, 82, 95 and CZ 506 seaplanes.

Linate. Baltimore flight was visited and found to be organised [illegible]

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Variette. Savoia Marchetti works was visited. Authorised repair work was being carried out on SM 84, 75, 79, 82, 95 and CZ 506 seaplanes.

Limits. Baltimore flight was visited and found to be organised in a satisfactory manner, forms 700 being kept correctly. Routine visits were made to; - Centocelle, Urbe, Guidonia, and Vigna di Valle. Liaison visit was made to R.A.F. Ciampino.

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Disposal of Surplus American Equipment to A.C.I. Under a recent overall contract with American C.F.L.O., A.C.I. will take over 500 million dollars worth of equipment on 1st of October. The Italian Air Ministry have made arrangements to take over P.38 tools and equipment to the value of 97 thousand dollars in a separate contract with A.C.I. and C.F.L.O.

PART III - REPORTS FROM DETACHMENTS.

MILAN

40. Work at Turin and Limate Airfields. Lack of material held up repair work on Turin airfield early in the month. A.F.H.Q. intervention with the Ministero Industrio o Commercio secured the release of 250 quintals of bitumen, and it is expected that this will enable the runway to be completed according the schedule.

41. Technical difficulties have led to cancelling the proposal to lay a metal runway at Limate Milan. The alternative adopted is to use Orio al Serio (Bergamo) as a diversionary airfield when weather conditions render Limate unusuable. Facilities are being set up at Orio but no Control Tower, r diogoniometer, or crane are yet available and there is still a shortage of trained personnel.

42. International Samples Fair. After three years of inactivity the International Samples Fair was re-opened in Milan on 12th September. Despite extensive bomb-damage to the site and buildings, labour difficulties due to strikes, and shortage of raw materials generally, the Fair presented a creditable appearance on the opening date.

43. Exhibits were less numerous and varied than in pre-war years and only five outside countries (Switzerland, Holland, Belgium, France and Czechoslovakia) were represented. Transport difficulties were again a limiting factor.

44. The industrial section and precision machine tools were prominent amongst Italian products and extensive orders are said to have been placed from abroad. Fiat, Turin, was the only firm to exhibit an aircraft, a G 12.

45. Attendance figures at the Fair have been high and public morale has been given a much needed boost by the evidence of reconstuction planning and production.

46. I.A.F. Administration. Much reorganisation has taken place within the 1st A.A.I. to reduce the administration to three centres at Milan, Turin and Genoa. The closing down of forma H.Q. has been postponed until 31st October, but by that date the new system should be fully implemented and recruits from Novi Ligure and Turin will have completed their training and will be available for duties.

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43. Exhibits were less numerous and varied than in pre-war years and only five outside countries (Switzerland, Holland, Belgium, France and Czechoslovakia) were represented. Transport difficulties were again a limiting factor.

44. The industrial section and precision machine tools were prominent amongst Italian products and extensive orders are said to have been placed from abroad. Fiat, Turin, was the only firm to exhibit an aircraft, a G 12.

45. Attendance figures at the Fair have been high and public morale has been given a much needed boost by the evidence of reconstruction planning and production.

46. I.A.F. Administration. Much reorganisation has taken place within the Ist A.A.I. to reduce the administration to three centres at Milan, Turin and Genoa. The closing down of Forma H.Q. has been postponed until 31st October, but by that date the new system should be fully implemented and recruits from Novi Ligure and Turin will have completed their training and will be available for duties.

47. Equipment. During September there has been a reduction in the quantity of Stores arriving at Gallarate. Work has been concentrated on sorting, servicing and storing equipment which had been accumulating during previous months and the preparation of inventories. Routine repair and construction work has been carried out by the SP.W. and carpentry sections.

48. Miscellaneous Flying Permits. Amongst special applications granted were the transport of lobsters from Sardinia as publicity for Milan Fair, and for aerial photography of the Fair and the Motor Racing. Authority has been given for a parachute demonstration at San Siro, when forty I.A.F. parachutists will make jumps from an 8.62. Proceeds will go to an I.A.F. Charity. Applications for gliding and the flying of touring aircraft have been refused in accordance with the directive in force.

Continued.....

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N A P L E S

49. Motor Transport. Although this Section is very short of tools and adequate equipment, considerable work is still being carried out to ensure the good servicing of the vehicles allotted to this Command and other transit vehicles. Military skilled personnel are being employed in substitution for civilian labour.

50. Repatriated P.O.W's. About 100 Prisoners of War were repatriated. 80 of them have been assisted, administrative action taken and then they have been sent on leave or discharged from the service. The remaining 20 have been sent to their respective Reception Centres.

51. High Speed Launches. Two High Speed Launches handed over by the Allies to the I...F. arrived at Nicida from Ischia on the 13th September 1946. Another H.S.L. arrived there on the 21st Sept. 1946. Two of these launches have now proceeded to Taranto.

52. Pomigliano Airfield. The R...F. handed over the airfield to the Italian Air Force on 29th September.

B A R I

53. During the recent visit to Treviso for the purpose of modifying a Spitfire IX and studying the installation of bomb racks etc, little was accomplished as the wing was in the process of moving. All personnel concerned were very cooperative but due to lack of equipment only a main rack was fitted, the others are to be sent down to Bari as soon as possible. It is essential that all equipment diagrams etc. should be obtained from official sources in order to start the work of modifying these aircraft, otherwise practice bombing will never materialise. Also during this visit, information regarding the towing of targets with Spitfires was sought but Col. Sforza was told that this was not possible. The result is that the fighters here are rather reluctant to proceed with the scheme before getting official information and diagrams. If these can be provided the intention is to modify two Spit.V's for the school and a further two Spitfire IX's for the use of the Storno.

54. The general lack of flying throughout the fighter wing (through lack of spares) is leading to unrest and an obvious discontent which increases as time goes on, with a deterioration in morale in spite of the normal happy temperament of Italians generally. Although lectures and organised games have been instituted they naturally cannot take the place of flying, especially for young pilots.

55. ...

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55. There are four S.M.82s under overhaul in the Bomber S.R...M. at Lecce as well as one S.M.84 which is destined for the school at Frosinone and is now nearing completion. Good progress is being made with all these aircraft although work is stopped periodically on all of them because of lack of material. Generally speaking however the spares position seems to improve gradually.

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Continued.....

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56. The R.e.f. personnel attached to Brindisi for selection and despatch of Spitf re spares for Treviso are making good progress with a very difficult job. Due to the speed with which these spares were moved from the Naples area considerable difficulty has been experienced in checking all the equipment as each packing case has had to be opened and examined individually, and a considerable amount of the material has been damaged in transit and has to be checked for serviceability before packed for transmission to Treviso. F/Lt. Chestman, in charge of the work spoke very highly of the assistance given by the Italian personnel at Brindisi who apparently have been most co-operative throughout the whole period of attachment.

C.M.M. CROCE A/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
Date : 12-13-46.
Ref : AFSC/25/I/AIR.

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C.M.M. GREEN W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF SEPTEMBER 1946

SUMMARY OF MILITARY COMPLEX FLIGHTS OF I.A.F. (*)

	No of Flights	Hours	Passengers Carried	Various freight in lbs.
SM.79	166	233,25'	948	57.269
SM.75	2	7,15'	52	2.495
G.12	145	319,25'	2377	109.764
SM.82	190	296,25'	2538	142.657
Seaplane Wing	66	126,35'	368	22.329
Baltimore Wing	89	88,55'	192	9.450
Total	658	1074,00'	6325	344.162

SUMMARY OF FLYING

	Flights	(+) Flying hours
Autonomous Squadron Units' Acrys.	98	47,50'
Training School, Frosinone	42	15,55'
Training School, Lecce	559	208,45'
Night Flying School	46	32,05'
Baltimore Wing	354	267,55'
Cant Z 1007	-	-
Seaplane Wing	175	153,55'
Fighter Wing	885	663,35'
Transport Wing	39	22,50'
TOTAL	1108	

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S.M.75	2	7,15'	52	2.493
S.12	145	319,25'	2377	109.764
S.M.82	190	298,25'	2568	142.857
Seaplane Wing	66	126,35'	368	22.329
Baltimore Wing	89	88,55'	192	9.450
Total	858	1074,00'	6525	344.162

SUMMARY OF FLYING

	Flights	(*) Flying hours
Autonomous Squadron Units' Aerea	88	47,50'
Training School, Frosinone	42	16,55'
Training School, Lecce	559	209,45'
Night Flying School	46	32,05'
Baltimore Wing	354	267,35'
Cant Z 1007	-	-
Seaplane Wing	175	153,55'
Fighter Wing	885	663,35'
Transport Wing	39	22,50'
TOTAL	1188	1434,50'

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(*) Includes Transport and Communication Flights.

(+) Includes flights for training, air and sea rescue mission, met flights, various flights (aircraft tests, etc).

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F.
----- AS AT 30th SEPTEMBER, 1946. -----

FIGHTER WING.		STRENGTH	SERVICEABLE	U/S
Lecce	P.38	29	18	
Lecce	P.39	21	7	
Lecce	Spitfires IX	35	11	
Lecce	Mc.205	27	16	
Lecce	Mc.202	13	9	
		125	61	206

LIGHT BOMBER & BOMBER/TRANSPORT WING.				
Urbe	M.167	19	15	
Urbe	M.167	3	2	
Urbe	S.M.202	1	1	
Littoria	S.82	23	14	
Littoria	S.M.202	1	1	
Montecelio	S.79	19	15	
Montecelio	S.75	1	1	
Montecelio	S.73	1	1	
Montecelio	S.84	1	1	
Montecelio	S.95	1	1	
Montecelio	S.82	14	9	
		84	59	384

SEAPLANE WING.				
Taranto	Cz.506	5	2	
Cadimare	Cz.506	1	1	
V.di Valle	Cz.506	1	1	
Brindisi	Cz.501	4	1	
Brindisi	Cz.506	2	1	
Venezia	Cz.506	2	1	
V.di Valle	Cz.506	3	2	
Livorno	Cz.506	1	1	
Rimini	Cz.506	4	2	
Taranto	Cz.501	4	3	
V.di Valle	Cz.501	1	1	
Taranto	Rs.14	7	2	
V.di Valle	Rs.14	1	1	

Lecce	Spitfires IX	35	II	
Lecce	Mc.205	27	I6	
Lecce	Mc.202	I3	9	
		I25	6I	206

LIGHT BOMBER & BOMBER/TRANSPORT WING.

Urbe	M.I87	I9	I5	
[illegible]ate	M.I87	3	2	
[illegible]ipo	Mc.202	I	I	
[illegible]donia	S.82	23	I4	
[illegible]donia	Mc.202	I	I	
[illegible]ntocelle	S.79	I9	I5	
[illegible]ntocelle	S.75	I	I	
[illegible]ntocelle	S.79	I	I	
Centocelle	S.84	I	I	
Centocelle	S.85	I	I	
Centocelle	S.82	I4	8	
		84	59	284

SEAPLANE WING.

Taranto	Cz.506	5	2	
Cadimare	Cz.506	I	I	
V.di Valle	Cz.506	I	I	
Brindisi	Cz.50I	4	I	
Brindisi	Cz.506	2	-	
Venezia	Cz.506	2	2	
V.di Valle	Cz.506	3	I	
Livorno	Cz.506	I	-	
Rimini	Cz.506	4	2	
Taranto	Cz.50I	4	3	
V.di Valle	Cz.50I	I	-	
Taranto	Rs.I4	7	2	
V.di Valle	Rs.I4	I	I	
		36	I9	I32

AUTONOMUS SQUADRONS - MULTI-PLE.

Gioia del Colle	S.79	I	I	
Palese	S.79	I	I	
Gioia del Colle	Cz.I007	3	I	
Gioia del Colle	Cz.3I4	I	I	
Palese	Cz.3I4	2	2	
Lecce	Cz.3I4	I	-	
Treviso	Cz.309	I	I	
Venezia	Cr.42	2	I	
Gioia del Colle	Rs.200I	3	I	
Gioia del Colle	Mc.202	2	2	

Continued.....

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		STRENGTH	SERVICEABLE	ORDER
AUTONOMOUS SQUADRONS - UNITS ATTACHED (Cont'd).				
Lonate	Sai. 202	I	I	
Allied Comm.	Sai.202	I	-	
Gioia del Colle	Fi. 156	I	I	
		20	13	29
AUTONOMUS SECTION (President)				
Urbe	S.M.79	2	I	
Urbe	S.M.75	2	2	
		4	3	3
AUTONOMUS SECTION (Stato Maggiore)				
Pontecelle	S.M.79	3	2	
Pontecelle	Ca.313	I	I	
Pontecelle	Ca.314	I	-	
Pontecelle	Ro.20I	2	-	
Pontecelle	Sai.202	I	I	
Pontecelle	Sai.204	I	-	
		9	2	I2
RESEARCH SECTION.				
Urbe	S.M.79	2	2	4
AUTONOMUS SECTION.				
Rome	S.M.79	I	I	
Rome	Sai.202	I	I	
		2	2	2
TRAINING SCHOOL				
Frosinone	M.I87	4	4	
Frosinone	S.84	4	I	
Frosinone	Cz.I007	I	-	
		9	5	I0
PILOT SCHOOL.				
Lecce	Fn.305	4	3	
Lecce	Sai.200	I	-	

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		13	13	26
AUTONOMUS SECTION (President)				
Urbe	S.M.79	2	1	
Urbe	S.M.75	2	2	
		4	3	3
AUTONOMUS SECTION (Stato Maggiore)				
[illegible]ntocelle	S.M.79	3	2	
[illegible]ntocelle	Ca.313	1	1	
[illegible]ntocelle	Ca.314	2	-	
[illegible]ntocelle	Re.201	1	1	
[illegible]ntocelle	Sai.202	-	-	
[illegible]ntocelle	Sai.204	2	-	
		9	4	12
RESEARCH SECTION.				
Urbe	S.M.79	2	2	4
AUTONOMUS SECTION.				
Rimini	S.M.79	1	1	
Rimini	Sai.202	1	1	
		2	2	2
TRAINING SCHOOL.				
Frosinone	M.167	4	4	
Frosinone	S.84	4	1	
Frosinone	Ca.1007	1	-	
		9	5	10
PILOT SCHOOL.				
Lecce	Fu.305	4	3	
Lecce	Sai.200	1	1	
Lecce	Re.200	6	2	
Lecce	Cr. 42	2	4	
Lecce	P. 39	4	-	
Lecce	Spitfires V	1	1	
Gioia del Colle	Ca. 164	5	3	
Gioia del Colle	Re.25	4	3	
Brindisi	Cr.42	3	-	
Brindisi	Cr.42 C.B.	1	1	
		33	22	27

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Continua.....

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		SERVICEABLE	CREW
FIGHTER SQNS.			
Lecce	P.39	25	-
Lecce	P.39	2	-
Lecce	Spitfires IX	2	-
Lecce	Spitfires V	12	-
Lecce	Me.205	13	-
Lecce	Me.202	13	-
Lecce	Mai.202	9	5
Lecce	Fw. 305	1	-
Lecce	Fl. 3	1	-
Lecce	SM. 79	1	1
R & T. SQNS.			
Lecce	SM. 82	4	-
Lecce	S.M.84	1	-
Castrocelle	S.M.79	8	-
Cicia del Colle	Cz.1007	1	-
Cicia del Colle	Cz.314	3	-
Cicia del Colle	Cz.310	1	-
Cicia del Colle	Cz.309	1	-
Cicia del Colle	Cz.193	1	-
Cicia del Colle	Mai.202	1	-
SEAPLANE SQNS			
Taranto	Cz.306	13	-
Taranto	Cz.501	13	-
Taranto	Re. 14	1	-
SCHOOL SQNS.			
Frosinone	M. 187	1	-
Frosinone	S.M.79	3	-
Frosinone	Mai.202	1	-
Lecce	Me. 200	1	-
Lecce	Cr. 42	2	-
Lecce	G. 8	2	-
Lecce	G. 50	3	-
Lecce	G. 55	1	-
Lecce	Ca. 164	2	-
Lecce	Fw. 305	1	-
		145	6

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Lecce	Ma.205	13	-	-
Lecce	Ma.202	13	-	-
Lecce	Sel.202	9	-	-
Lecce	Fa. 305	1	-	-
Lecce	Fl. 3	1	-	-
Lecce	SM. 79	1	-	-
B & T, SRAM.				
Lecce	SM. 82	4	-	-
Lecce	S.M.84	1	-	-
Lactocella	S.M.79	8	-	-
Gioia del Colle	Cz.1007	1	-	-
Gioia del Colle	Ca.314	3	-	-
Gioia del Colle	Ca.310	1	-	-
Gioia del Colle	Ca.309	1	-	-
Gioia del Colle	Ca.133	1	-	-
Gioia del Colle	Sel.202	1	-	-
SMAFLAME SRAM				
Taranto	Ca.506	13	-	-
Taranto	Cz.301	13	-	-
Taranto	Re. 14	1	-	-
SCHOOL SRAM.				
Frosinone	M. 187	1	-	-
Frosinone	S.M.79	3	-	-
Frosinone	Sel.202	1	-	-
Lecce	Ma. 200	1	-	-
Lecce	Or. 42	2	-	-
Lecce	G. 8	2	-	-
Lecce	G. 50	3	-	-
Lecce	G. 55	1	-	-
Lecce	Ca. 164	2	-	-
Lecce	Fa. 305	1	-	-
		145	5	-
GENERAL TOTAL		431	228	778

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8501

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From : Air Forces Sub Commission, A.C., Rome.

To : See Distribution.

Date : 2nd October, 1946.

Ref : AFSC/25/Air.

MONTHLY AIR REPORT

The following amendment is made to this Sub Commission's Monthly Air Report No 45 for August 1946.

Paragraph 1 : delete last sentence.

for C.M.L. GREEN, W/Cdr,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

MONTHLY AIR REPORT NO. 45 - AUGUST, 1946.

SEP 19 1946

List of Appendices :

Appendix "A" - Summary of Flying Activity for the Month of August, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st August, 1946.

Appendix "C" - I.A.F. Order of Battle.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. All schedule courier flights have been carried out satisfactorily. Aircraft of the Wing have also been used to convey Italian Ministers and Representatives to and from Paris for attendance at the Peace Conference. ~~Since the middle of the month a regular twice weekly service has been running between Rome and Paris.~~ Amended by signal 5112 from AFSC to MAAC.

2. Fighter Wing - Lecce. Normal flying activity has taken place during the month but shortage of petrol and maintenance problems have restricted flying to an average of less than 6 hours per pilot for the month.

3. Night Bomber Wing - Guidonia. The work of clearing the debris and of re-erecting two large and very badly damaged hangars is progressing; one of the hangars is now ready for roofing material to be fitted. A small base operations and waiting accommodation for passengers have been erected on the tarmac out of existing materials.

4. Light Bomber Wing - Littorio. Training flying continued all the month and particular attention has been paid to formation flying. One flight is still detached at Linate to run the courier service in the North. The Wing is beginning to experience a general shortage of Baltimore spares and in some cases Italian instruments from the store at Gallarate are being substituted.

5. Navigation School - Frosinone. Thirty two navigators passed out from the course in the middle of August after a three months course of flying and ground training. Another course comprising 36 officers has recently assembled. The school was visited by A.F.S.C. Air Staff officers who found the general standard of navigation and reconnaissance training satisfactory. There was no instruction in astro-navigation and in the flying exercises insufficient attention was given to general D.R., searches and the use of the recce Code. These points have been brought to the notice of the Italian Air Ministry.

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

Appendix "C" - I.A.F. Order of Battle.

PART I - AIR STAFF.

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5. Navigation School - Frosinone. Thirty two navigators passed out from the course in the middle of August after a three months course of flying and ground training. Another course comprising 36 officers has recently assembled. The school was visited by A.F.S.C. Air Staff officers who found the general standard of navigation and reconnaissance training satisfactory. There was no instruction in astro-navigation and in the flying exercises insufficient attention was given to general D.R., searches and the use of the recce Code. These points have been brought to the notice of the Italian Air Ministry. 2823

6. Flying Training Schools. Approval was granted for the Primary Pilot Training School to move from Lecce and to commence exercises at Gioia del Colle. The grass runways, accommodation and installations are quite suitable for this course. The Secondary Pilot School is moving from Lecce to Brindisi and as soon as proper accomodation is available it will be possible for the Advanced Pilot School to move there too. The moving of the Flying Training Schools from Lecce will ease the present congestion which is aggravated by the operation of different types including Fighter Squadron.

7. Target Firing Range of Gallipoli. Air-to-ground firing exercises will start as soon as all Allied flying units that have aircraft operating over this zone have been warned by the Mediterranean Allied Air Committee. Preparation of the firing range at Punta di Pizzo is now in progress and the range will be ready for use when execution authorisation is received.

...../Para. 8

(Signed) Lee 11-12

P.R. 20/9/45

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8. Airfields.

(a) Turin. A.A.F.S.C. inspection of Turin airfield in August revealed certain failings. Action is consequently being taken to provide a furnished waiting-room for passengers and certain work has been put in hand. An aircraft direction "T" is being constructed, but no automatic refuelling pump is available. One unreliable car and one unreliable bus are the only transport available.

(b) Linate Airfield, Milan. The short runway on Linate Airfield has suffered marked deterioration at both extremities; aircraft land on the grass. If the airfield is to remain in use through the winter it is essential that provision be made against bogging etc. One solution would be the provision of 2000 metre metal runway and plans for this are under consideration at the I.A.A.H. Components are available in the South and the only difficulty would be arranging rail transport.

(c) Orio, Bergamo. There has been no recent activity on Orio Airfield, but minimum facilities are being maintained to enable its use as a diversionary airfield (for Milan). A small I.A.F. detachment includes guards, meteorological and signals services. Petrol bowser and transport can be made available; the runway (1500 x 50 metres) and approaches are in good condition.

9. Visits by Director Air Forces Sub Commission. During the month the Director paid official visits to the Headquarters of the 1st A.A.F. (Milan); Orio (Bergamo) and the main stores unit at Caserate. He has also visited the Italian Staging Posts at Linate (Milan) and Turin and the F.I.A.T. aircraft factory.

10. Air Courier Service. The Courier service has been extended to include the following schedule: Milan-Treviso-Bolzano-Milan. The service began on the 15th August 1946 with Baltimore aircraft from Milan, it operates twice weekly on Tuesdays and Fridays. Five seats are available for every journey.

11. A conference was held at Italian Air Ministry and attended by Col. Remondino, Lt. Col. Gassoni, Lt. Col. Reinero and Lt. Col. Rush and Major Kopplinger to discuss and correct a number of problems that had arisen in connection with the Rome-Turin-Milan service. These problems were fully discussed and agreement was reached as to their solution.

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2822

Aircraft Safety.

12. During August a new Italian aircraft safety Centre was opened at Elmas and is operating successfully.

13. All together 4 four operational sorties were made but only one of these was successful. In that case valuable assistance was given to a Cant 501 seaplane which had force landed near the Straits of Messina. Two aircraft were scrambled to search for a C 47 overdue between Elmas and Rome but it was found shortly afterwards that the missing aircraft had landed safely. On the 22nd August an unknown person originated a message to the effect that the Italian Prime Minister's aircraft had crashed. This was

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disproved but not before a Baltimore from Milan had flown a fruitless two hours search.

14. Fifteen overdue actions were successfully undertaken during the period. The Italian Aircraft Safety Service has now considerable experience behind it and is a reliable force.

Italian Meteorological Service

15. Three new stations were opened during the month at Rifredo Lugello (il Giogo), Mondovi and Piano Rosa. There are now 142 reporting stations in the Italian net-work.

16. The work of the Radio-Sonde Stations has not improved, although supplies of spares and consumable stores were distributed at the beginning of the month. The chief reason for this inefficiency is the shortage of caustic soda and ferro-silicon - the chemical used to generate hydrogen. It is hoped that fresh supplies of these chemicals will become available before long from American sources in Germany.

17. Aircraft ascents have been carried out regularly throughout the month at Milan and Brindisi. Now that the spare Radio-Sonde Station held at Ciampino for Venice has been removed to Germany, the Milan aircraft which is at present duplicating the work of the Radio-Sonde section there, was transferred to Venice.

18. With effect from 1st September London, Paris, Moscow and Rome become responsible for the collection and re-broadcast of weather information for the 1st, 2nd, 3rd, and 4th. European Regions respectively. The 4th Region comprises Italy, Greece, Turkey, Syria, Iraq, Tranjordan, Palestine, Egypt and Lybia. From all these countries Surface and Upper Air Reports will be collected by the Italian Met Service and re-broadcast by the Rome National Transmitter, Italian Met Service call sign IMB. In addition to synoptic reports, IMB is also responsible for the transmission of Weather Analyses for the 4th Region.

PART II - ORGANIZATION AND ADMINISTRATION

19. I.A.F. Strength State. The total number of all I.A.F. officers and other ranks as at the end of August was as follows:

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Service

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UNIT	LOCATION	STATE STRENGTH OFFRS	OR.s	TOTAL	NOTES
Air Ministry and Air Staff	Rome	598	1348	1946	2821
United Front	Bari	933	6212	7145	
H.Q. 1st Z.A.T.	Milan	329	1720	2049	
H.Q. 2nd Z.A.T.	Padua	281	1842	2123	
H.Q. 3rd Z.A.T.	Rome	492	3815	4307	iti-iti

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UNIT	LOCATION	OFFRS	OR.s	TOT.L	NOTES
		..OTAL STRENGTH			
R.A. 4th Z...T.	Bari	218	2697	2913	(23529)
L.A. I....F. Sicily	Palermo	117	1382	1499	
R.A. I....F. Sardinia	Cagliari	78	829	907	
Navy		10	—	10	
Army		5	1	6	
Carabinieri		14	610	624	
With R....F.		80	1568	1618	BR-ITI
With U.S.....F.		64	1644	1708	US-ITI
Grand total		3167	23668	26855	

20. Augusta Naval Base. Conferences concerning the Naval Base at Augusta have been held at AFSC Headquarters on 15th May, 1st June, 8th June and 15th July 1946. Represented were ..FSC, Navy S/C, Italian Ministry of Marine, B.C....C., ..ugusta and Rome. Subject to negotiation between the British and Italian Government, the Italian Navy have raised no objections to the establishment of a British Civil Air Base at Augusta. The interim agreement has been concluded and will be held as binding until the full commercial agreement is negotiated between the two Governments.

21. I....F. Recruiting Centres. A Centre for 265 airmen at Novi Ligure and another for 259 airmen at Turin were opened. The recruits have been issued with uniforms and have begun a two months course of instruction after which they will be posted to units. The centres are functioning smoothly and the recruits are showing a keen spirit.

22. American Awards and Decorations. The following awards and decorations were presented to Italian Air Force Officers:

Medal of Freedom with Silver Palm was presented to Col. Aldo Remondino by Lt. Gen. Lee, Commanding ..TOUSA in a ceremony at R.....C. Headquarters in Rome on 30th August, 1946.

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Navy	10	—	10	
Army	5	1	6	
Carabinieri	14	610	624	
With R....F.	30	1568	1618	BR-ITI
With U.S.....F.	64	1644	1708	US-ITI
Grand total	3187	23668	26855	

20. Augusta Naval Base. Conferences concerning the Naval Base at Augusta have been held at AFSC Headquarters on 10th May, 1st June, 8th June and 15th July 1946. Represented were AFSC, Navy S/C, Italian Ministry of Marine, B.C....C., Augusta and Rome. Subject to negotiation between the British and Italian Government, the Italian Navy have raised no objections to the establishment of a British Civil Air Base at Augusta. The interim agreement has been concluded and will be held as binding until the full commercial agreement is negotiated between the two Governments.

21. I...F. Recruiting Centres. A Centre for 365 airmen at Novi Ligure and another for 259 airmen at Turin were opened. The recruits have been issued with uniforms and have begun a two months course of instruction after which they will be posted to units. The centres are functioning smoothly and the recruits are showing a keen spirit.

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Medal of Freedom with Bronze Palm was presented to Lt. Col. Walter G. Mrower, Italian Air Force, by Rear Admiral Stone, Chief Commissioner of Allied Commission. Ceremonies were held at Allied Commission Headquarters on 14th August 1946.

Bronze Star Medal (Posthumous) to the widow of Capt. Rossoni by Lt. Col. Frank E. Marsh, Deputy Director of Air Forces Sub-Commission in a Ceremony held at Padua on the 31st August 1946.

23. Pisa Barracks. Permission was granted to the Italian Air Force to use the R.... Military Barracks in the North West section of Pisa airport (S. Giusto). This will somewhat alleviate the housing shortage in the city of Pisa where I....F. personnel are now quartered.

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Equipment

24. Spitfire Spares. All Spitfire Spares in 114 M.U. were handed over, as previously agreed, to the Italian Air Force during August. Unfortunately the R....F. had a change of policy and almost before the equipment had arrived at Brindisi 25% of it was requested to be returned to the R....F. The most spares which must be returned are tyres and tubes. In all probability I....F. Spitfires will be grounded for want of these items.

25. Baltimore Spares. All Baltimore spares in R....F. depots have been handed over to the I....F.

26. M.S.L. R....F. High speed launches have been offered to the I....F. Air Ministry, London, laid down a price of £ 7000 for each M.S.L. This appears to be high considering the age of the boats and their poor mechanical condition. Italian Air Ministry have been requested to state how much they are prepared to pay for the craft.

Engineering.

27. Spitfire IX Aircraft. Forty aircraft have been assembled and are ready to be taken into service in the fighter group at Lecce. Bari detachment have been requested to fit one Spitfire V for drogue towing from the ground.

28. P.[illegible] Aircraft. Assembly is progressing favourably and the 50th aircraft is being worked on. Shortage of specialist tools is causing some delay. C.F.L.C. have now agreed to supply these tools.

29. One aircraft is being converted for handling instruction in the air (dual control). A [illegible] has been placed in the nose and a transparent nose is being fitted in place of the standard metal construction.

30. Capodichino. 159 M.U. was visited in company with a representative of the I....F., to see the aircraft that was being handed over to AMG for disposal, so that it could be earmarked for purchase by the I....F.

31. S.M. 95 Aircraft. The civilian version of the four engined S.M. 95 has returned from tests at Farnborough, England, and is now at the Savoia Marchetti works being overhauled and prepared for service on the Italian Military Courier Service.

32. Baltimore Aircraft. Difficulty is being experienced in obtaining spares for these aircraft, but the position should ease when the "pack up" is received from R....F. sources and material is obtained from U.K.R. The conversion of one aircraft for drogue

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29. One aircraft is being converted for handling instruction in the air ([illegible]). A [illegible] is being placed in the nose and a transparent nose is being fitted in place of the standard metal construction.

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32. Baltimore Aircraft. Difficulty is being experienced in obtaining spares for these aircraft, but the position should ease when the "pack up" is received from R...F. sources and material is obtained from A.R.A. The conversion of one aircraft for drogue towing is nearing completion.

33. Routine Visits. Visits have been made to Centocelle, 2814
Ciampino, Urbe, Guidonia, Frosinone, Capodichino, Foggiano and Papareschi.

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Intelligence.

34. The new regime under Air Minister Cingolani would appear to be settling down and working well, though at the moment much prominence is being given to the Treaty Terms which are considered harsh by the Air Force. General Amone-Cat (C...S.) has been in Paris with the Italian delegation, and in the meantime a Vice Chief of Air Staff has been appointed to help cope with work. The officer appointed is General Briganti who, during the latter half of 1943 was commanding the Aegean Air Force, and on refusing to collaborate with the Germans was sent to a concentration camp in Poland. He is well thought of by all personnel and his recall has been well received, except from the point of view of the number of Generals being recalled which is considered too high by many I.A.F. officers and is causing some agitation.

35. Following the question of recalling Senior Officers, the new pension scheme has been received well by the medium ranks of the I...F., and affords them the opportunity to retire on moderately substantial incomes and many are taking advantage of the scheme. The feeling is, however, that before the medium ranking officers are retired or given the opportunity to do so, the old established brass hats should leave the service to make way for new blood and give others opportunity to reach General rank.

36. The morale of the I.A.F. generally is good, though quite naturally it is higher in the flying units with a corresponding increase in efficiency, outstanding amongst which is the I...F. Military Courier Service station at Centocelle (under the command of Lt. Col. Reinero). In spite of the Treaty Terms, which are considered hard by the Air Force, the relationship between the I...F. and the A.F.C.C. continues to be cordial and cooperative.

37. There have been no major changes of General Officers this month, except that Colonel Porru has now been installed as Chief of the Minister's Cabinet in place of Colonel Ludovico. Approval has been given by A.F.H.C. for the postings of two I...F. and another position was not effected (after discussion with the Air Minister).

38. Concerning the future of Italy, a well known Italian politician observed that Democracy will work in Italy and he cited the fact that the transition from the Monarchy to Republic had been achieved with practically no disorder. "Fascism", he said "almost suffocated Italy but did not kill it".

PART III - REPORTS FROM DETACHMENTS.

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PART III - REPORTS FROM DEPARTMENTS.

...IR...

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39. ...ircraft Firms and Industry.

(a) Fiat - Turin. In order to carry out a contract to convert eleven C47 aircraft from military to civil type, FIAT have given up the construction of electric trolley-buses, this work being taken over by C...S. Novara. Construction of motor-buses continues.

(b) S.I...I. Vergiate. Twelve aircraft are undergoing general overhaul at S.I...I. Vergiate. These consist of four S79, three S82, two S84 and three Cant Z 506 B seaplanes. ...ll this work is scheduled for completion prior to the end of October.

(c) Macchi, Varese. Activities of the Macchi Firm are mainly concerned with the production of 3-Wheeler trucks, threshing-machines etc. A small aeronautical section was recently re-activated and three prototypes of an MB 308 touring plane constructed in contravention to the existing directive. Application to test-fly these aircraft has been refused.

40. I....F. Administration. As the Italian Salvage Parties have now virtually completed their work, steps are being taken to reduce and concentrate the I....F. organization. The Turin and Milan salvage units have been disbanded and five administrative centres have been closed down in Varese, Bergamo, Novi Ligure, Albenga and Novara. In September it is intended to close the Regional H.Q. at Parma. Ist Z....T. will then be reduced to the three Regional H'Qs at Milan, Turin and Genoa.

41. Equipment.

(a) Gallarate. An inspection of Gallarate Main Stores was carried out on 18th August by the Director. The Stores are well administered, tidy and clean. The Italians (mostly civilians) have done a good job here. Piles of scrap metal were found to be accumulating and a method of disposal not incurring loss to the I....F. is being sought.

(b) Taliedo. Work is in progress at Taliedo to make the I....F. hangars serviceable for occupation. As the premises at Sedriano have been evacuated in favour of the civilian proprietors, the M.T. Repair Unit is being housed temporarily at BRESCIA pending completion of this work in about 2 months time.

42. Application by the American Joint Distribution Committee for vacant hanger space to house refugees for six months has been approved. An estimate is being prepared of the expenses involved for the repair work.

NAPLES

43. Repatriated P.o.W's. During the month of August about 500 Prisoners of War were repatriated. 400 have been assisted, administrative action taken and then they have been sent on leave or discharged from the service. The remaining 100 have been sent to their respective Reception Centres.

44. I....F. Companies. On the 3rd August the 214th I....F. Detachment working with the R....F. at Marcianise was disbanded and the personnel involved transferred to other I....F. Detachments.

45. Cadet School. The Air Minister, Sig. Cingolani, visited Naples in order to decide the question relating to the

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45. Cadet School. The Air Minister, Sig. Cingolani, visited Naples in order to decide the question relating to the transfer of the I....F. Academy. It has been decided that the Academy will not be transferred to Florence but will remain in Naples until the dorequisitioning of the Royal Palace at Caserta. Minister Cingolani also inspected Miside Seaplane base and expressed his satisfaction with the way it is run.

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RARI

46. Normal flying activity continues throughout the fighter wing at Lecce but the petrol supply available never allows of the maximum of six hours per pilot. For economy the 4th Stormo is using the P38s only to keep the pilots familiar with the type and the bulk of training is being carried out on P39's. One fatal accident occurred when a P39 developped a spin during acrobatics and the pilot was unable to recover. The number of accidents of this nature has been discussed at Unita' Aeree but they are at a loss to provide an explanation as in every case the pilots have been very experienced. The 5th Stormo continue normal training on their Macchi 205's. The 51st Stormo have now received their full quota of Spitfire IX's. These have been grounded practically all month because of the critical tyre situation. It appears that they can only hope to get about two more landings out of the tyres fitted at present and are afraid to use these as they wish to keep the aircraft serviceable for any more which may be authorized in the near future.

47. The VCAS, General Briganto, visited units in this area. At Lecce he was met with the usual clamour from the fighters about getting transferred North. He sympathized with their wishes and asked them to try to be patient a little longer, pointing out that higher formations were equally interested in this movement and that everything was being done to bring it about. The choice of General Briganto for this appointment seems to be very popular among personnel in this area, who speak very highly of his integrity and his past service career.

48. The bomber S.T....M. has continued work on one S.M. 84 now nearing completion for the Frosinone School and two S.M. 82's for Guidonia, on all of which good progress has been made. A further two S.M. 82's were flown in from Guidonia for complete overhaul, which was welcomed to offset disturbing unemployment.

49. The Refresher Flying School has made good progress in clearing up the tail end of the last course prior to starting a new course early in September. A complete new syllabus for the school has been prepared for future courses.

50. Unita' Aeree officers were very pleased to hear that the proposed re-organization of the I....F. is not to be carried out without them being consulted. In this connection it seems that conferences have already been held at Rome with Unita' representation. It is understood that Lt. Col. Fanali, a very able and experienced officer of Unita' Aeree is being transferred to Rome in the near future.

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I.E. BRODIE
Air Vice-Marshal,
Director,
Air Forces Sub-Commission.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date : 9th September, 1944.
Ref : AFSC/35/1/Air.

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Executive Commissioner, A.F.H.Q., A.C., Rome,	1 Copy.
A.F.H.Q., Rome	1 Copy.
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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF AUGUST 1946

SUMMARY OF MILITARY COURIER FLIGHTS OF I.A.F.

	No. of Flights	Hours	Passengers Carried	(*) Various freight in lbs.
S.M. 79	129	182,20'	886	45706
S.M. 75	6	15,10'	137	7620
G. 12	149	330,05'	2843	10931
S.M. 82	120	213,30'	1376	74720
Seaplane Wing	62	123,35'	361	18621
Baltimore Wing	90	84,45'	230	12247
TOTAL	556	949,25'	4932	169845

SUMMARY OF FLYING.

	(+) Flights	Flying hours
Autonomous Squadron Units' Aircr.	87	58,50'
Training School, Frosinone	39	37,50'
Training School, Lecce	512	126,05'
Night Flying School	33	12,45'
Baltimore Wing	44	54,25'
Cant Z 1007	3	7,20'
Seaplane Wing	107	116,00'
Fighter Wing	817	596,05'
	1242	999,20'

(*) Includes Transport and Communication Flights.

(+) Includes flights for training, air and sea rescue mission,

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S.M. 75	6	15,10'	137	7620
G. 12	149	330,05'	2243	10931
S.M. 82	120	213,30'	1276	74720
Seaplane Wing	62	123,35'	361	18621
Baltimore Wing	90	84,45'	230	12247
TOTAL	556	949,25'	4932	169845

SUMMARY OF FLYING.

	(+) Flights	Flying hours
Autonomous Squadron United Nations	87	58,30'
Training School, Frosinone	39	37,50'
Training School, Lecce	313	126,05'
Night Flying School	33	12,45'
Baltimore Wing	44	34,25'
Gnat S 1007	3	7,20'
Seaplane Wing	107	116,00'
Fighter Wing	817	596,05'
	1442	989,20'

(*) Includes Transport and Communication Flights.

(+) Includes flights for training, air and sea rescue mission, test flights, various flights (aircraft tests, etc).

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APPENDIX "B"

ENGINEERING REPORT AND AIRCRAFT STATE I.A.F. AS AT 31ST AUGUST, 1946.

			STRENGTH	SERVICEABLE	CREW
FIGHTER WING.					
Lecce	P.39		15	11	
Lecce	P.38		22	12	
Lecce	Spitfire IX		34	7	
Lecce	MC.205		24	17	
Lecce	MC.202		15	8	
			110	55	191
LIGHT BOMBER AND BOMBER RECONNAISSANCE WING.					
Urbe	M.167		20	16	
Linate	M.167		3	3	
Urbe	Sal 202		1	-	
Guidonia	S.82		25	18	
Guidonia	Sal 202		1	1	
Centocelle	S.79		21	13	
Centocelle	S.75		1	-	
Centocelle	S.12		15	10	
Centocelle	S.83		1	1	
Centocelle	S.84		1	-	
CENTOCELLE	S.95		1	1	
Centocelle	S.73		1		
			91	64	349
SEAPLANE WING.					
Taranto	Cant. Z.506/BT		5	3	
Cadimare	Cant. Z.506/BT		1	1	
V. di Valle	Cant.Z. 506/BT		1	-	
Brindisi	Cant. Z.501		5	2	
Brindisi	Cant. Z.506/3		2	-	
Venezia	Cant. Z.506/BT		3	2	
V. di Valle	Cant. Z.506/BT		3	1	
Cadimare	Cant. Z.506/BT		1	1	
Elmas	Cant. Z.506/S		4	2	
Taranto	Cant. Z.501		4	3	
Taranto	RS.14		2	-	
V. di Valle	Cant.301		1	-	
			37	16	122

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Lecce	Spitfire IX	34	7		
Lecce	MC.205	24	17		
Lecce	MC.202	15	8		
		110	55		191

LIGHT BOMBER AND BOMBER TR.S ORA ING.

Urbe	R.187	20	15		
Linate	R.187	5	3		
Urbe	Sal 202	1	-		
Guidonia	S.82	25	18		
Guidonia	Sal 202	1	1		
Centocelle	S.79	21	13		
Centocelle	S.75	1	-		
Centocelle	S.12	15	10		
Centocelle	S.83	1	1		
Centocelle	S.84	1	-		
CENTOCELLE	S.95	1	1		
Centocelle	S.73	1	1		
		91	64		349

GR.PL.NE WING.

Taranto	Cant. Z.506/BT	5	3		
Cadimare	Cant. Z.506/BT	1	1		
V . di Valle	Cant.Z. 506/BT	1	1		
Brindisi	Cant. Z.501	5	2		
Brindisi	Cant. Z.506/S	2	1		
Venezia	Cant. Z.506/BT	3	2		
V. di Valle	Cant. Z.506/BT	1	1		
Cadimare	Cant. Z.506/BT	4	2		
Elmas	Cant. Z.506/S	4	3		
Taranto	Cant. Z.501	7	-		
Taranto	RS.14	1	-		
V. di Valle	Cant.501				281?
		37	16		142

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AUTONOMOUS S.M.DRONS
UNIT' ...

Gioia del Colle	S.M.79	1	1	
Palese	S.M.79	1	1	
Gioia del Colle	Cant.Z.1007	1	1	
Linate	Cant.Z.1007	1	1	
Gioia del Colle	C.. 314	1	1	
Palese	C.. 314	1	1	
Linate	C.. 314	1	1	
Treviso	C.. 309	1	1	
Linate	CR .42	1	1	
Gioia del Colle	RE 2001	2	2	
Gioia del Colle	FJ 156	1	1	
Palese	S.I.202	1	1	
Linate	S.I.202	1	1	
Brindisi	S.I.202	1	1	
Allied Command	S.I.202	1	1	
		20	18	29

AUTONOMOUS SECTION (Stato Maggiore)

Centocelle	S.M.79	2	2	
Centocelle	RE 2001	2	1	
Centocelle	C.. 313	1	-	
Centocelle	S.I 204	1	1	
Centocelle	S.I 202	1	1	
Urbe	S.M. 79	3	1	
Urbe (President)	S.M. 79	1	1	
Urbe (President)	S.M. 75	2	2	
		13	8	20

AUTONOMOUS SECTION (SARDINL.).

Elmas	S.M.79	1	1	
Elmas	S.I 202	1	1	
		2	2	2

PILOT SCHOOL.

Lecce	Mc.200	6	2	
Lecce	CR.42	10	7	
Lecce	C.8	1	1	
Lecce	SPITFIRE V	2	2	
Lecce	C.. 164	3	3	
Lecce	Fi.305	1	1	

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Palese	C.. 314	2		
Linate	C.. 314	1		
Treviso	C.. 309	1		
Linate	CR 42	3		
Gioia del Colle	RE 2001	1		
Gioia del Colle	MM 155	1		
Palese	S.I.202	1		
Linate	S.I.202	1		
Brindisi	S.I.202	1		
Allied Command	S.I.202	1		
		20	13	29

AUTONOMOUS SECTION (Stato Maggiore)

Centocelle	S.M.79	2		
Centocelle	RE 2001	2		
Centocelle	CA 313	1		
Centocelle	S.I 204	1		
Centocelle	S.I 202	3		
Urbe	S.M. 79	1		
Urbe (President)	S.M. 79	1		
Urbe (President)	S.M. 75	2		
		13	6	20

AUTONOMOUS SECTION (SARDINI.).

Elmas	S.M.79	1		
Elmas	S.I 202	1		
		2	2	2

PILOT SCHOOL.

Lecce	Mc.200	6	2	
Lecce	CR.42	10	7	
Lecce	C.8	1	1	
Lecce	SPITFIRE V	2	2	
Lecce	CA 164	3	3	
Lecce	FW.305	4	4	
Lecce	P.39	5	3	
Lecce	B. 25	1	1	
Lecce	S.I 200	1	1	
		31	24	15

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TRAINING SCHOOL				
Frosinone	M.187	4	3	
Frosinone	S.84	3	1	
Frosinone	Cant.Z. 1007	1	-	
Frosinone	S.I 202	1	-	
		9	4	6
FIGHTER S.R...				
Lecce	P.39	26	-	Store reserve.
Lecce	P.39	1	-	
Lecce	Spitfire IX	2	-	
Lecce	Spitfire V	11	-	
Lecce	Mc 205	12	-	
Lecce	Mc 202	11	-	
Lecce	S.I 202	9	6	
Lecce	C. 133	1	1	
Lecce	FL 3	1	1	
B.&.T. S.R...				
Lecce	S.M.84	1	-	
Lecce	S.M.82	2	-	
Lecce	C. 164	1	-	
Contocello	S.M.82	1	-	
Contocello	S.M.84	1	-	
Contocello	S.M.79	8	-	
Gioia del Colle	Cant.Z.1007	1	-	
Gioia del Colle	C. 314	3	-	
Gioia del Colle	C. 310	2	-	
Gioia del Colle	C. 309	1	-	
Gioia del Colle	C. 164	1	-	
Gioia del Colle	S.I 203	1	-	
SEAPLANE S.R...				
Taranto	Cant.Z.506	14	-	
Taranto	Cant.Z.501	13	-	
Taranto	R.5.14	1	-	
PILOT SCHOOL S.R...				
Lecce	Mc.200	1	-	
Lecce	G.8	1	-	
Lecce	G.50	3	-	
Lecce	G.55	1	-	
Lecce	C.164	2	-	

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Lecce	P.39	26	-	Store reserve.
Lecce	P.39	1	-	
Lecce	Spitfire IX	2	-	
Lecce	Spitfire V	11	-	
Lecce	Mc 205	13	-	
Lecce	Mc 202	11	-	
Lecce	S.I 202	9	-	
Lecce	C. 183	1	-	
Lecce	FL 3	1	-	
B.A.T. S.R....				
Lecce	S.M.84	1	-	
Lecce	S.M.82	3	-	
Lecce	C.A 164	1	-	
Centocelle	S.M.82	1	-	
Centocelle	S.M.84	1	-	
Centocelle	S.M.79	8	-	
Gioia del Colla	Cant.Z.1007	1	-	
Gioia del Colle	C.A 312	3	-	
Gioia del Colle	C.A 310	2	-	
Gioia del Colle	C.A 309	1	-	
Gioia del Colle	C.A 164	1	-	
Gioia del Colle	S.M 202	1	-	
SEAPLANE S.R.A.				
Taranto	Cant.Z.506	14	-	
Taranto	Cant.Z.501	13	-	
Taranto	R.S.14	1	-	
PILOT SCHOOL S.R....				
Lecce	Mc.200	1	-	
Lecce	G.8	1	-	
Lecce	G.50	3	-	
Lecce	G.55	1	-	
Lecce	C.A.164	2	-	
Lecce	Fn.305	1	-	
TRAINING SCHOOL S.R....				
Frosinone	M.187	1	-	
Frosinone	S.79	2	-	
		137	8	
	GRAND TOTAL	450	194	754

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APPENDIX "C"

I...F. ORDER OF B.TTLE ..S ..T 31ST ..UGUST 1946.

FIGHTER GROUP - LECCE:

2' WING	9' SQUADRON	75 Flight	Lightning A/C P.38--19	No.of Pilots 57
		96 Flight	P.39--19	
		97 Flight		
	10' SQUADRON	84 Flight		
		90 Flight		
		91 Flight		
5' WING	8' SQUADRON	92 Flight	Macchi 205 A/C----25	No.of Pilots 68
		93 Flight	Macchi 202 A/C----16	
	101' SQUADRON	208 Flight		
		238 Flight		
	102' SQUADRON	203 Flight		
		239 Flight		
51'WING	20' SQUADRON	353 Flight	Spitfire 9 A/C----34	No. of Pilots 70
		330 Flight		
	21' SQUADRON	351 Flight		
		386 Flight		
	153' SQUADRON	361 Flight		
		378 Flight		

BOMBER AND TRANSPORT GROUP - GUIDONIA:

BALTIMORE WING (Urbe Airfield)	132' SQUADRON	255 Flight	Baltimore M.187 A/C----84	No.of Pilots and crews 29
		281 Flight		
	28' SQUADRON	13 Flight		
		260 Flight		
NIGHT WING (Guidonia Airfield)	1' SQUADRON	1 Flight	S.82 A/C-----27	No.of Crews 44
		3 Flight		
	88' Squadron	190 Flight		
		265 Flight		
TRANSPORT WING (Centocelle Airfield)				
	2' SQUADRON	102 Flight	S.79/S.75/S.79/S.83/ S.84	No.of Crews 55
		103 Flight	S.95/G.12 A/C-----40	
	98' SQUADRON	240 Flight		
		241 Flight		

SEA PLANE GROUP-

	82'SQUADRON	139 Flight	Cz.506/TS -Cz.506/C---7	
	(Taranto)	140 Flight		No.of crews 16

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5' WING	6' SQUADRON	92 Flight	Macchi 205 A/C----25	No.of Pilots	
		93 Flight	Macchi 202 A/C----16	68	
	101' SQUADRON	208 Flight			
		238 Flight			
	102' SQUADRON	203 Flight			
		239 Flight			
51'WING	20' SQUADRON	356 Flight	Spitfire 9 A/C----34	No. of Pilots	
				70	
		360 Flight			
	21' SQUADRON	351 Flight			
		386 Flight			
	155' SQUADRON	361 Flight			
		378 Flight			

BOMBER AND TRANSPORT GROUP - GUIDONIA:

BALTIMORA WING (Urbe Airfield)	132' SQUADRON	255 Flight	Baltimore M.187 A/C----24	No.of Pilots and crews 29	
		281 Flight			
	33' SQUADRON	13 Flight			
		260 Flight			
NIGHT WING (Guidonia Airfield)	1' SQUADRON	1 Flight	S.82 A/C-----27	No.of Crews 44	
		3 Flight			
	28' Squadron	190 Flight			
		265 Flight			
TRANSPORT WING (Centocelle Airfield)					
	2' SQUADRON	102 Flight	S.73/S.75/S.79/S.83/ S.84	No.of Crews 55	
		103 Flight	S.95/G.12 A/C-----40		
	98' SQUADRON	240 Flight			
		241 Flight			

SEA PLANE GROUP-

82'SQUADRON (Taranto)	139 Flight	Cz.506/TB -Cz.506/C---7	
	149 Flight		No.of crews 16
83' SQUADRON	141 Flight	Cz.506 - Cz.501-------10	
(Brindisi)	147 Flight		No.of crews 14
84' SQUADRON (Vigna di Valle	140 Flight	Cz506/TB - Cz506/-S	S--
			No. of crews 19
85' SQUADRON (Taranto)	183 Flight	Cz.501 - R.S.14--------12	
	287 Flight		No.of crews 12

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These figures are the operational Strength only and should not be confused with the actual Strength of Fighter and Bomber Aircraft as shown in this Monthly Air Report.

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E.C. 8503 4T 102

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

AUG 17 1946

Monthly Air Report No. 44 - July, 1946.

List of Appendices :

Appendix "A" - Summary of Flying Activity for the month of July, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st July, 1946.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. Petrol supplies have greatly improved during the month and this has enabled the squadrons to increase their flying activity. The 4th Stormo have continued type familiarisation on their P.38's. the 51st Stormo have now been re-equipped with Spitfire IX's and all the pilots have done their familiarisation flying. The 5th Stormo still have their Macchi 205's and have carried out normal flying training. Flying discipline on the whole was good. There was one fatal accident with a P.38 which is at present under investigation.

2. Light Bomber Wing - Littorio. Flying has been carried out on a limited scale. One Flight has been detached to Ianate in order to operate the Courier Service between Milan, Treviso and Bolzano.

3. Night Bomber Wing - Guidonia. The airfield at Guidonia was inspected on 30th July by the Director and Deputy Director of the A.F.S.C. Work is progressing satisfactorily in the clearance of the airfield and in the preparation of damaged quarters for future habitation and use.

At present Guidonia is under consideration by the Italian Air Ministry as a suitable base for the operating of Civil Air Lines.

4. Bomber Transport Wing - Centocelle. Schedule Courier flights for the month were carried out satisfactorily. There were no technical failures and repairs and maintenance progressed normally. The Station Commander undertook to ensure that all captains of aircraft personally briefed civilian passengers as to standard safety precautions, and particularly against leaving their seats

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PART I - AIR STAFF.

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5. Visits by Director A.F.S.C. The Director visited during the month Italian Air Force Units at Guidonia (Transport Squadrons), Florence (Administration Schools and future Italian Cadet College), Bologna (staging Post), Venice (Staging Post, C.A.V., and A.S.R. Detachment), Augusta (future A.S.R. Detachment and Recruit Depot), Elmas (A.S.R. Detachment and Staging Post), Vigna di Valle (A.S.R. Detachment). A visit was also made to A.H.Q. Malta with a view to clearing up aircraft safety responsibilities, particularly in the Tyrrhenian and Ionian Seas.

6. Light Bomber Flying School - Frosinone. Six pilots and one radio operator completed the refresher course, there are at present 32 navigators under training. Work is nearly finished with the clearing of debris from the airfield and hangars.

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7. Elmas Airfield Sardinia. A conference was held at Elmas airfield, Sardinia on 16th July, 1946 which was attended by the S.S.O. of the A.F.S.C. and the representatives of the A.C.C., Malta and their staffs. Representatives of H.Q. MED/ME and officers from the Italian Air Ministry and Air Force also attended. The purpose of the conference was :-

(a) to ascertain to what extent R.A.F. manpower could be conserved by the substitution of Italians in the place of R.A.F. personnel on the station and (b) to consider whether it would be practical at this stage to withdraw all R.A.F. personnel and hand the entire manning of the station over to the I.A.F.

After careful consideration of the two possibilities it was recommended to keep the R.A.F. nucleus and to reduce British personnel by gradual and easy stages and to put I.A.F. personnel in their places. It was agreed that in two or three months time the situation should again be reviewed to see whether the I.A.F. are in a position to take over the commitment without injuring Allied interests.

8. Flying Accidents. There were two accidents exemplifying breaches of Flying Training discipline at the Fighter Training School in Lecce, involving the loss of lives and aircraft.

One accident involved a pilot who had not completed training of emergency procedure on the P.38 Lightning type aircraft. Finding himself in a dangerous position this pilot called to the control tower for instructions. Either the instructions given were not correct, or the pilot failed to carry them out correctly, and on the approach to land the aircraft was seen to stall and spin into the ground killing the pilot.

Another accident involved aerobatics being carried out below the minimum altitude allowed for the P.39 aircraft. These aircraft collided in mid-air killing both pilots in the crash. All Wings have been reminded of the need for strict aerodrome discipline and that disciplinary action is to be taken against any pilots who contravene local flying orders.

9. Airfields. A total of forty-two (42) airfields have been de-requisitioned by the U.S.A.A.F. during the past month and turned over to the Italian Air Ministry with permission that the airfields may be converted to agricultural purposes. The airfields de-requisitioned are as follows :-

Canne	San Severo	Favara
Castelluccio	Spinazzola	Pistoia
Cattolica	Stornarella	Rosa/Centocelle
Celone	Stornara	Pantellaria
Cutella	Torretta	Corvia
Guilia	Torterella	Cancello
Lesina	Triola	Del Quarto
Lucera	Venosa	Lucca/Tassignano
Mondolfo	Vincenzo	Plaino
Pantanella	Villafranca/Main	[illegible]

After careful consideration of the two possibilities it was recommended to keep the R.A.F. nucleus and to reduce British personnel by gradual and easy stages and to put I.A.F. personnel in their places. It was agreed that in two or three months time the situationshould again be reviewed to see whether the I.A.F. are in a position to take over the commitment without injuring Allied interests.

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Another accident involved acrobatics being carried out below the minimum altitude allowed for the P 39 aircraft. Those aircraft collided in mid-air killing both pilots in the crash. All Wings have been reminded of the need for strict aerodrome discipline and that disciplinary action is to be taken against any pilots who contravene local flying orders.

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Castelluccio	Spinazzola	Pistoia
Cattolica	Stornarone	Rome/Centocelle
Celone	Sternara	Pantellaria
Cutella	Torretta	Cervia
Guilia	Tortorella	Cancello
Lecina	Triola	Del Quarto
Lucera	Venosa	Lucca/Tassignano
Mondolfo	Vincenzo	Plaino
Pantanella	Villafranca/Main	Sparanise
Piagiolino	Bellaria	Battipaglia
Rosignano	Bonvegnante	Candida
San Giovanni	Chiaravalle	Le Grocc
Pisa/Al Bovola	Ricte	Vada

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In addition, arrangements have been made by the M.A.A.C. Secretariat to transfer responsibility for the following airfields from U.S.A.A.F. to British control : Aviano, Udine/Campoformido North, Villa-Orbia/Udine, Villacorba and Villafranca/Calboni.

10. Refresher Flying School - Lecce. Normal flying activity has continued through the month and the present course on primary types has been practically completed. Continual unserviceability has, however, caused some delay with the secondary types. Maintenance of the Mc.200 is becoming increasingly difficult and it has been suggested that they be thrown up and replaced by Mc.202 no longer required by the 5th Stormo.

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11. Air Courier Service. A conference was held at this Headquarters attended by members of the A.F.H.Q., Col. Gussoni of the I.A.M. and the Officer Commanding Centocelle, with a view to improving the Air Courier Service. The conference resulted on a complete new time-table which it is intended to put into operation on the 5th August, 1946.

In this new time schedule it will be possible for through passages to avoid the night stay in Rome. Feeder lines will arrive in Rome at such times and also to ensure that passengers routed to the North or South will be able to proceed without delay. The bus services have also been revised to come into line with the new air service.

One new Air Courier Service has also been inaugurated and will operate between Milan, Treviso and Bolzano; Baltimore aircraft based at Linate will be used on this line.

12. French Civil Air Lines. Approval has been granted in principle for French Airlines to operate on the routes : Paris-Milan-Rome
Paris-Rome-Turin
Paris-Venice-Balkans.
It is not expected that these will operate for several months.

13. Other Civil Air Lines. The operation of a Spanish Civil Air Line has been approved in principle and proposed routes have been submitted. This line should be in operation sometime during the month of August.

A request has also been received from a Swedish Airline Company for an increase in schedule from twice monthly to once weekly.

14. Tactical Reconnaissance Training. For a trial modification of the P.38 Lightning mounting oblique cameras and four .5 cal. machine-guns in the nose is successful their re-equipment of a P.38 Squadron for addition nose will be considered.

15. Spitfire and Lightning Aircraft. During the month of July there have been no difficulties experienced in the assembly of these aircraft. Tools and equipment for the maintenance of the P.38's have not yet been delivered to the Italian because of a delay by O.F.L.C. on payment for this material.

16. Move of I.A.F. Academy. A start has been made to transfer the Officer Cadet School from [illegible] to FLORENCE, it is expected that the move will be completed by September.

AIRCRAFT SAFETY.

17. Air Sea Rescue Searches. In conjunction with the Italian Navy, two unsuccessful A.S.R. sorties were carried out to search for two drifters weather-bound in the Gulf of Taranto. These ships later made port. In all ten exercises were held during the month and a new A.S.R. frequency (4560 K/cs.) was

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18. Hand-over of Aircraft Safety Services to I.A.F. The first of the Italian crews to take over the High Speed Launches at Ischia arrived on that island on 27th July, and six boats are now ready to be taken over from the R.A.F.

The postings of F/Lts. Jones and Masterton from Venice and Milan respectively marked another step in the complete hand-over of all Aircraft Safety Services in Italy to the Italians

ITALIAN METEOROLOGICAL SERVICE.

19. Four new reporting stations were opened during the month at Civitavecchia, Pavullo, Monte Bisbino and Portofino. There are now 139 reporting stations in the Italian net-work.

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20. The work of the Upper Air Stations has not been satisfactory this month. The stations at Elmas and Chinisia have been short of essential spares and transmitters, while the aircraft at Brindisi has been unserviceable for the entire month. The necessary material has now arrived in this country and is being distributed, when this has been done all Upper Air Stations should be functioning normally.

21. The type and quantity of equipment to be purchased from the British Mat. Stores at Caserta has now been decided by the Italians, but official prices for some of the items are still not available.

22. Arrangements have been made for the Italians to operate Met. Offices at Augusta and Bari. The unit at Augusta will commence its service on 1st August. The date for the opening of the one at Bari has not yet been fixed.

23. The Italian delegates to the International Meteorological Organisation Conference in Paris returned to Rome on 7th July. The main work dealt with the Collection and distribution of Met. information and the standardisation of Codes. X

SIGNALS.

24. Civil Aviation - Communications. In accordance with instructions received from U.K.C.A.N.R. a transmitter and receiver were installed at CENTOCELLE on the 15th July for the use of Civil Air Lines. This service will be used for all Civil Aviation aircraft movements and will be on the point to point service ALMAZA-ROME-MALTA. Contact was made with ALMAZA on the night of 20th July, nothing has yet been heard from MALTA.

25. M/F D/F Station Bologna. The M/F D/F Station at Bologna came into service on 13th July. The station will operate from dawn to dusk.

PART II - ORGANISATION AND ADMINISTRATION.

26. I.A.F. Personnel. The number of Italian Air Force personnel employed with R.A.F. and U.S.A.A.F. Units has decreased during July. The total is now 3,313. 1,385 with the U.S.A.A.F. and 1,928 with the R.A.F. The total strength of the Italian Air Force as at 1st July was 27,598, 3,255 officers, 24,324 Other Ranks. X

27. Reorganisation of R.A.F. and other Commands. New regulations have been sent out by the Italian Air Ministry to all Commands to reorganise their Staffs. The reorganisation will create a more simple structure thus enabling the strength of the Italian Air Force to be decreased still further.

28. War Casualties in the Italian Air Force. Total War Casualties Officers and Men I.A.F. 10th June, 1940 - 8th May, 1945.

	Killed in Action	Missing	Total.
Officers			

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28. War Casualties in the Italian Air Force. Total War Casualties Officers and Men I.A.F. 10th June, 1940 - 8th May, 1945.

	Killed in Action	Missing	Total.
Officers	526	708	1,234
N.C.O's.	550	742	1,292
Troops (O.R's)	1,934	1,880	3,814
Totals	3,010	3,330	6,340

ENGINEERING.

29. Assembly of P.38 Lightnings. The assembly of P.38 aircraft is proceeding satisfactorily at Cinecittà. The special tools required by the Italain Air Force for these aircraft have not yet arrived but negotiations between the I.A.M. and the American O.F.L.C. to purchase them are in progress. The special photographic P.38 aircraft were inspected by the C.T.O. with a view to modifying them to take 3 oblique cameras and four 0.5 machine guns, one aircraft is to be flown into CENTOCELLE for a mock up of the modification to be carried out.

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30. Assembly of Spitfire IX Aircraft. The inspection, repair and assembly of Spitfires IX aircraft at Brindisi is proceeding satisfactorily. All the relevant publications and maintenance schedules have been handed over to the Italian Air Force and translations are being made.

31. Baltimore Aircraft. One Baltimore aircraft at [illegible] is being fitted up for target towing and should be completed in the near future. A number of salvaged Cyclone engines have been handed over to the Baltimore Wing and will be used for spare parts.

32. Visit of S.M.95 to United Kingdom. During the month an S.M.82 left Guidonia with a spare engine for the S.M.95 at R.A.E. Farnborough. The latter was then affected to the S.M.95 which had completed flight and handling tests. Both aircraft have now returned to Italy.

33. Visits by Technical Staff. The following visits have been made by the Chief Technical Officer.

(a) to the FIAT firm in Turin with a representative of the I.A.R. to examine and discuss modifications to G.12, G.212, G.46 and G.55 aircraft.

(b) The C.R.L.A. works at Ricti. It was ascertained that the workers at present at Leversa would be returned in the very near future.

(c) Normal routine visits were made to Centocelle, Guidonia, Urbe and Frosinone.

CIVIL AVIATION SECTION.

New Ministers.

34. A new Italian Government was formed and consequently there was a change in the Air Minister and Under Secretary. After a number of false rumours as to who the new Minister was likely to be, Dott. Cingolani, a Christian Democrat was appointed. The new Under Secretary is Giosue Fiorentino who is a Socialist. Dott. Cingolani's wife is one of the first women deputies in the Constituente.

35. Dott. Cingolani has been connected with the Christian Democrat movement since the beginning, and even during Fascism he upheld Democratic principles until in 1938 he was forced to desist. During his career he has been largely connected with organisations of a social character; he founded the Young Catholic Federation, was one of the founders of the Partito Populare Italiano and was Secretary of State for Labour and Social Services, etc.

36. The new Under Secretary of State for Air, Giosue Fiorentino is by profession an engineer. He fought in the last war and was taken prisoner by the Germans; at the end of the war, whilst still a student, he [illegible]

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36. The new Under Secretary of State for Air, Giosue Fiorentino is by profession an engineer. He fought in the last war and was taken prisoner by the Germans; at the end of the war, whilst still a student, he dedicated himself to Socialist propaganda; in 1920 he became Socialist Mayor of his birthplace, Palma di Montechiaro, Sicily. After the 'March on Rome' he continued Socialist propaganda under the direction of Matteotti although there were police surveillance and numerous arrests. In 1924 an attempt was made on his life by the Fascists which resulted in the death of one woman and injuries to a child. He was arrested and an attempt was made to fabricate proceedings blaming him for the crime. In spite of the Fascists he continued disseminating Socialist propaganda until he was again arrested in Milan in 1926, but he escaped and returned to his native town; he was not allowed to follow his profession and was forced to live on a paternal legacy. On the liberation of Palma di Montechiaro by the Allied he recommenced his political activities and was nominated Mayor on 21st July, 1943, since when he has been Chief Member for Sicily and Deputy in the Costituente (Socialist Party List).

37. On the whole the Italian Air Ministry Officers seem to be pleased with the appointment; they are hopeful that the present Air Minister will do more for the Service than the former incumbent and that he will accept advice from his

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Air Force Staff. Anyway the new Minister, the Under Secretary and the Chief of Air Staff seem to be friendly.

38. The Director of the A.F.S.C. called on Dott. Cingolani on his appointment as Air Minister and emphasised the more important points of policy and other outstanding matters. He requested that a frank spirit should exist between the I.A.F. and A.F.S.C., and suggested that to save embarrassment all tricky problems should be discussed before being committed to paper.

39. Press Attacks. There have been numerous attacks in the Socialist newspaper 'Avanti' on recent promotions and retirements of certain Senior Officers of the Italian Air Force. The majority of these attacks are without foundation and are malicious. However, a number of Colonels have been promoted to General merely to afford them better pensions on retirement, but the 'Avanti' has not been slow to turn this fact into an alleged scandal.

MOTOR TRANSPORT.

40. Two Auto-Unions, German type civilian cars, found to be held by the I.A.F. 2nd Z.A.T. contrary to Allied Commission Directive were recovered and handed over to C.R.M. Branch for disposal thorugh the appropriate channels.

41. In accordance with M.A.A.C. orders all I.A.F. units holding Allied vehicle have been informed that no further demands for spares will be accepted by A.F.S. The I.A.F. have been advised to apply to A.R.A.R. which receives Allied vehicles from Chief Disposal Officer of Ministry of Supply.

A.F.S.C. OFFICIAL DANCE ON 12TH JULY, 1946.

42. On 12th July, 1946 the Director, Deputy Director and Officers of the A.F.S.C. held a dance in the Volpi Palace in order to entertain their many friends among the Allied and Italian population of Rome.

43. The dance was a great success and was attended by about 200 official and private guests from the Corps Diplomatique and the Fighting Services. Many Allied Officers were present apart from the British and American, the most noticeable of whom were the French and Russian Representatives.

44. Members of the Italian Forces were invited but were unable to accept the invitation. The day before the dance the Italian Chief of Air Staff came to see the Director, A.F.S.C. and said that before taking single handed action, he had consulted the Secretary General of the Ministry for Foreign Affairs, and was advised to inform his officers that in view of the delicate political situation (consequent upon the agreements just reached by the Big Four in respect of the Italian Peace Treaty), it would be unwise to accept invitations to the dance.

45. The reasons put forward by the C.A.S. were both external and internal :

(i) [illegible]

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45. The reasons put forward by the C.A.S. were both external and internal :

(i) External - because the press would make use of it as the occasion for a tirade upon the Italian Air Force, accusing them of lack of sensibility and irresponsibility.

(ii) Internal - because it would cause a split in the Italian Air Force ranks, some of whom would show their sympathy with the Allies with whom they are in close contact, whereas others not so closely in touch would remain aloof.

46. The Secretary General of the Ministry for Foreign Affairs also sent a personal message to the Director saying that he had advised the Italian Chief of Air Staff not to accept the invitation (for similar reasons) which, in brief may be expressed as "Italy is in mourning at its treatment by the Big Four, and dancing in Italy is a sign of joy".

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47. Both the Italian Chief of Staff and the Secretary General for Foreign Affairs were most polite about the whole thing, and added that their decision must not be taken as an unfriendly gesture to the Allies in general and the Allied Commission in particular.

PART III - REPORTS FROM DETACHMENTS.

MILAN.

48. Aircraft Firms and Industry. No improvement has been shown in the positi of aircraft firms generally. Engineer Caproni [illegible] a visit to London by air in hope of finding work for his firm but achieved nothing in the aeronautical field. A chance of supplying motor-lorries would only be possible with a different rate of exchange or by leaving a greater percentage of foreign currency at the disposal of the producer.

49. The Avia aircraft firm, Vercelli, has effected the sale of four Turismo planes to purchasers in Switzerland and applied for permission to deliver them in flight from Vercelli via Linate (customs clearance) to Locarno.

50. Authority has been granted for the test flying of the Cator 110 aircraft at C.R.L.A. Works, Lavono, Varese. Specification data and a report on the plane's airworthiness are being prepared.

51. Linate Airfield. During the month one or two irregularities have been observed at Linate airfield. A Baltimore pilot who indulged in dangerous low stunt-flying over airfield buildings was reprimanded and steps taken to prevent a recurrence. The Polish Communications flight was found to be ignoring regulations, particularly booking out and in procedure, and to be making unauthorised flights. This matter was taken up with the Polish Commanding Officer who promised to improve discipline.

52. A marked improvement has been shown in general security and discipline among airfield ground crew since the appointment of the new C.O., Col. Lazzarini

53. Air Courier Service. The following recommendations have been put forward to improve the Service :-

(a) Daily signal to Milan A.B.C. at 14.00 hours detailing aircraft scheduled for next day's flight and guaranteeing their return.

(b) One reserve aircraft to be held at Milan.

(c) Itinerary to be altered to Rome-Turin-Milan, instead of Rome-Milan-Turin.

54. With the closing down of Allied Commission, Milan, other accommodation will be necessary for the office of Col. Hauch, I.A.F. Officer i/c Courier Service. This has been found in the Italian Air Force Headquarters building,

of aircraft firms generally. Engineer Caproni made a visit to London by air in hope of finding work for his firm but achieved nothing in the aeronautical field. A chance of supplying motor-lorries would only be possible with a different rate of exchange or by leaving a greater percentage of foreign currency at the disposal of the producer.

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55. British Overseas Airways Corporation. On 23rd July a B.O.A.C. passenger aircraft landed at Linate to conclude the ultimate arrangements for the forthcoming service between England and Italy, due to commence on 1st August. A.F.S. liaison was extended to B.O.A.C. representatives. Agreement was reached with the I.A.F. for the cession of premises and the construction of a 22,000 litre petrol tank. Fuel held in custody by the I.A.F. was handed over to the Shell Agent, Mr. Casanova. In the absence of a permanent B.O.A.C. representative at Milan, Aviolinea Fire on Linate will act as agent for the new airline.

56. Baltimore Flight. During the month eighteen flying hours have been carried out by the Baltimore Flight based on Linate Airfield. The main operations have been eight return flights Milan-Bolzano carrying Allied Commission personnel, and two exercises in connection with the HF/DF Station. In addition eight training flights have been made.

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57. 1st Z.A.T. - Recommendations by Gen. Drago. General Drago, I.A.F. General Commanding 1st Z.A.T., has made the following proposals for re-organisation with the 1st Z.A.T. :-

(a) Airfields. Airfields in 1st Z.A.T. have been listed in four categories : 1 - Serviceable. 2 - Almost serviceable. 3 - In need of extensive repairs, b t worth repairing. 4 - Not worth repairing. A programme has been drawn up with recommendations for the immediat turning over of category 4 to agricultural purposes and the commencing of repairs to category 2.
Albenga is the first airfield scheduled for repair. Certain estimates and tenders have already been made. The Piaggio Firm is thought to have an interest. Sarzana (airport for La Spezia) is also high on the list.
Orio airfield, which is already serviceable and is thought to be particularly suitable on account of central position etc., is to be prepared as a special Reception Airfield. Accommodation for 800 personnel is planned, with other additions and improvements. This will be held vacant for eventual occupation by Allied or Italian personnel in case of need.

(b) Administration. Several I.A.F. departments have now completed their functions and no useful purpose is served by their retention. Amongst the departments which should be closed are :-
(i) C.A.R. Personnel, who have not presented themselves by a certain date to be declared deserters. Returning P.O.W's, etc. to be dealt with by a separate office.
(ii) Salvage. Amount of material now being recovered is negligible Salvage parties are to be disbanded.
(iii) Uffici Stralci. I.A.F. personnel working in civilian firms to be withdrawn and firms to deal direct with I.A.M.

(c) Aircraft. Application that the aircraft strength of the I.A.F. be divided equally among the four Z.A.T's, or at least that a certain number of aircraft be operated from the North.
Unfavourable comment has been made on the recent promotions to General of several I.A.F. officers, and there is no realisation by the public in the North, of the number of aircraft or scope of the I.A.F. services in other areas.

(d) Economy. Many difficulties are being experienced at the moment through lack of resources and credit. Firms are reluctant to supply shoes, clothing, materials etc. until cash accompanies the order. Even such items as writing paper are in short supply. Several new measures will be introduced to effect economies. Barter of surplus I.A.F. stores will not be approved, but a recommendation made for sale of certain items to obtain funds for the purchase of others.

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58. Equipment. 2802
(a) Gallarate. Activity at Gallarate Central Stores has been completely normal. The influx of material was double that of the preceding month and more than 160 lorryloads of equipment was unloaded and stored.
Outgoing issues to units were below average.
Repair work carried out in the workshops has been limited mainly to undercarriages, radiators etc., of miscellaneous aircraft. The carpentry section has been active in the construction of crates, furniture, etc.

(b) Taliedo, Milan. With the departure of 335 German Engineering Coy. from huts on Taliedo successful application has been made to the Town Major for the return of these premises to the I.A.F. This enables the clothing stores to be re-established and the Air Force laundry to be put back into operation. It is intended to transfer

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the Bricks, Works and Construction material from Monza and the Servizi from Sedriano in due course. Four of the five Taliedo hangars, however, have been temporarily allocated to the firms of Caproni, SAIE, Ormano, and A.R.A.R.

NAPLES.

59. Repatriated P.O.W's. During the month of July about 500 Prisoners of War were repatriated. Administrative action has already been taken in respect of 400 of these to discharge them from the Service. They are at present on Release Leave. Of these the remaining 100 have been sent to their respective Reception Centres.

60. Aircraft Factories.

Alfa Romeo, Pomigliano. - have tested during the month 5 D.B.601, type, engines.

Magnaghi, S. Anastasia. - are repairing twenty exhaust-gas collectors. Work is now nearing completion.

Navalmeccanica, Naples - are proceeding in the construction of the last 5 water radiators (metal-sheet type) for Mc.205's.

61. I.A.F. Companies. The Company which has been working with R.A.F. Marcianise Airport Comm. Squadron is now being disbanded.

LECCE.

62. Flying and Training. The fourth [illegible] have carried on with their type familiarisation on P.40's during the month but flying was temporarily suspended for a while following a fatal accident. A Court of Enquiry is at present investigating the incident but the general opinion at present is that the pilot fainted, because he was in wireless communication half a minute before the crash and then reported everything is order.

63. So far 37 Spitfire IX's have been delivered to the 51st Stormo from Brindisi and all Spitfire V's have been withdrawn for general overhaul. Their final allotment is not yet known.

64. Navigation and reconnaissance exercises have been produced in order to improve the general efficiency of the pilots.

2801

65. No air firing has been attempted; there is no armament officer and no ammunition available and for this reason the laying out of a range has not yet been put in hand. The area, however, has been chosen and as soon as ammunition is available and final M.A.A.C. approval given steps will be taken to give all pilots firing practice.

66. The Mess of the Refresher School [illegible]

Reception Centres.

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Alfa Romeo, Pomigliano. - have tested during the month 5 D.B.601, [illegible] type, engines.

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61. I.A.F. Companies. The Company which has been working with R.A.F. Marcianise Airport Comm. Squadron is now being disbanded.

LECCE.

62. Flying and Training. The fourth [illegible] have carried on with their type familiarisation on P.38's during the month but flying was temporarily suspended for a while following a fatal accident. A Court of Enquiry is at present investigating the incident but the general opinion at present is that the pilot fainted, because he was in wireless communication half a minute before the crash and then reported everything in order.

63. So far 37 Spitfire IX's have been delivered to the 51st Stormo from Brindisi and all Spitfire V's have been withdrawn for general overhaul. Their final allotment is not yet known.

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66. The Move of the Refresher School. This has caused much local controversy. Permission was orginally asked to move the school complete to Brindisi; this was later varied and the present proposal is to have one flight at Brindisi, one at Gioia del Colle, and one at Lecce. The Commanding Officer does not consider this a wise proposition as it means a split command, lack of continuity and increased overheads in personnel and transport. He has informed Units' Heads of his views and suggested that Gioia should be used as an emergency or relief landing ground.

67. Engineering. Further to report submitted recently work has now stopped on the S.M.79 which was transported to Lecce. One S.M.84 has now been completed and test flown during the month. It is equipped with six seats and tables for navigation training and is allotted to the Frosinone School. Good progress has been made on two S.M.82's under repair but generally the S.R.A.M. capacity is not being fully utilised and more work would be appreciated to keep the employees busy until the S.R.A.M. is moved to Guidonia.

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68. Intelligence. The present system for the reduction in strength of the Air Force has caused considerable comment. The feeling seems to be that the committee doing this job is incompetent and that the wrong type is being retain in the service. It has been quite frankly stated that it would be a better and fairer scheme if our Sub-Commission could control these activities and vet the people who are being retained in the Service. One example quoted was that of Col. Leone of Guidonia who has been gazetted as "at disposition". The feeling is that with his service experience he would be an ideal officer to retain as a General as he would think on behalf of the Service rather than on his own account as so many officers seem to be doing.

69. Transfer of Detachment. On 31st July Leone Detachment was moved complete to Bari. The property in Leone was returned to the Italian Air Force. There is a possibility that this may be returned to the owner in which case alternati arrangements for accomodation of visiting A.P.S.C. personnel will be made. When communications are completed further information will be forwarded.

Christian

for S.A.M. GUEST, W/CMR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 9th August, 1946.
Ref :- AFSC/35/1/AIR.

Distribution.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF JULY, 1946.

SUMMARY OF MILITARY COURIER FLIGHTS OF I.A.F. (*)

	No. of Flights	Hours	Passengers Carried.	Various Freight in lbs.
S.M. 79	160	236.40'	820	5,670
S.M. 75	-	-	-	-
C.12	135	271.30'	1,963	87,309
S.M. 82	124	206.05'	1,350	89,001
Seaplane Wing	45	94.15'	201	20,010
Baltimore Wing	73	68.55'	191	10,953
TOTALS	537	877.25'	4,525	212,943

SUMMARY OF FLYING.

	Flights	Flying hours.
Autonomous Squadron Units' Acros	82	53.10'
Training School, Frosinone	153	185.20'
Training School, Lecce	370	210.15'
Night Flying School	34	13.30'
Transport Wing	45	29.00'
Baltimore Wing	355	276.40'
Cent. Z.1007	9	11.20'
Seaplane Wing	133	117.40'
Fighter Wing	1,025	783.50'

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SUMMARY OF FLIGHTS OF R.A.F. (*)

	No. of Flights	Hours	Passengers Carried	Various Freight in lbs.
S.M. 79	160	236.40'	820	5,670
S.M. 75	-	-	-	-
G.12	135	271.30'	1,963	87,309
S.M. 82	124	206.05'	1,350	89,001
Seaplane Wing	45	94.15'	201	20,010
Baltimore Wing	73	68.55'	191	10,953
TOTALS	537	877.25'	4,525	212,943

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Training School, Frosinone	153	185.20'
Training School, Lecce	370	210.15'
Night Flying School	34	13.30'
Transport Wing	45	29.00'
Baltimore Wing	355	276.40'
Cant. Z.1007	9	11.20'
Seaplane Wing	133	117.40'
Fighter Wing	1,025	723.50'
TOTALS	2,206	1,620.45'

(*) Includes Transport and Communication Flights.

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 31st JULY, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW
Lecce	P.39	18	17	
Lecce	P.38	17	9	
Lecce	Spitfire V	11	2	
Lecce	Spitfir IX	24	14	
Lecce	Spitfire IX	11	10	Serv. Reserve
Lecce	Mc. 205	27	22	
Lecce	Mc. 202	15	6	
		123	80	194

LIGHT BOMBER & BOMBER TRANSPORT WING.				
Urbe	M.187	20	14	
Linate	M.187	3	3	
Urbe	Sai.202	1	-	
Guidonia	S.M. 82	26	16	
Guidonia	Sai.202	1	-	
Centocelle	S.M. 79	25	19	
Centocelle	S.M. 75	1	1	
Centocelle	G.12	[illegible]	11	
Centocelle	S.M. 83	1	1	
Centocelle	S.M. 84	1	1	
Centocelle	S.M. 95	1	-	
		95	66	354

SEAPLANE WING.			
Trento	Cant.Z.506/BT	4	3
Cadimare	Cant.Z.506/BT	1	1
Taranto	Cant.Z.506/C	1	1
Brindisi	Cant.Z.501	4	1
Venice	Cant.Z.501	1	1
Brindisi	Cant.Z.506/S	3	-
Venice	Cant.Z.506/BT	2	2
V. di Valle	Cant.Z.506/BT	3	2
Cadimare	Cant.Z.506/BT	1	1
Elmas	Cant.Z.506/BT	1	1
Elmas	Cant.Z.506/S	1	1

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Lecce	Spitfir IX	24	14	
Lecce	Spitfire IX	11	10	Serv. Reserve
Lecce	Mc. 205	27	22	
Lecce	Mc. 202	15	6	
		123	80	194

LIGHT BOMBER A BOMBER
TRANSPORT WING.

Urbe	M.187	20	14	
Linate	M.187	3	3	
Urbe	Sai.202	1	-	
Guidonia	S.M. 82	26	16	
Guidonia	Sai.202	1	-	
Centocelle	S.M. 79	25	19	
Centocelle	S.M. 75	[illegible]	1	
Centocelle	G.12	[illegible]	11	
Centocelle	S.M. 83	[illegible]	1	
Centocelle	S.M. 84	2	1	
Centocelle	S.M. 95	1	-	
		93	66	354

SEAPLANE WING.

Trento	Cant.Z.506/BT	4	3	
Cadimare	Cant.Z.506/BT	1	1	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	4	1	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/S	3	-	
Venice	Cant.Z.506/BT	2	2	
V. di Valle	Cant.Z.506/BT	3	2	
Cadimare	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/S	3	1	
Taranto	Cant.Z.501	4	3	
Taranto	R.S. 14	7	-	
		35	17	14

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AUTONOMOUS SQUADRONS UNITA' AEREA				
Gioia del Colle	S.M. 79	2	2	
Gioia del Colle	Cant.Z.1007	2	1	
Gioia Del Colle	CA.314	1	-	
Palese	CA.314	1	-	
Limate	CA.313	2	1	
Treviso	CA.309	1	1	
Limate	CR.42	1	-	
Gioia del Colle	RE.2001	2	2	
Gioia del Colle	FJ.156	1	-	
Gioia del Colle	SAI.202	2	1	
Palese	SAI.202	1	-	
Limate	SAI.202	1	-	
Allied Command	SAI.202	1	-	
		18	14	32
AUTONOMOUS SECTION (President).				
Urbe	S.M. 79	1	1	
Urbe	S.M. 75	2	1	
		3	2	3
AUTONOMOUS SECTION (Stato Maggiore).				
Centocelle	S.M. 79	2	2	
Centocelle	RE.2001	2	1	
Centocelle	CA.314	1	-	
Centocelle	SAI.204	1	-	
Centocelle	SAI.202	2	1	
Centocelle	CA.313	1	1	
		9	5	15
RESEARCH SECTION.				
Urbe	S.M. 79	3	2	2
AUTONOMOUS SECTION - SARDINIA				

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Gioia del Colle	CR.42	2	2	
Gioia del Colle	RE.2001	3	2	
Gioia del Colle	FU.156	1	1	
Gioia del Colle	SAI.202	1	1	
Palese	SAI.202	1	1	
Linate	SAI.202	1	1	
Allied Command	SAI.202	1	-	
		18	14	32

AUTONOMOUS SECTION (President).

Urbe	S.M. 79	1	1	
Urbe	S.M. 75	2	1	
		3	2	3

AUTONOMOUS SECTION (Stato Maggiore).

Centocelle	S.M. 79	2	2	
Centocelle	RE.2001	2	1	
Centocelle	CR.314	1	-	
Centocelle	SAI.204	1	-	
Centocelle	SAI.202	2	1	
Centocelle	CR.313	1	1	
		9	5	15

RESEARCH SECTION.

Urbe	S.M. 79	3	2	2

AUTONOMOUS SECTION - SARDEGNA.

Elmas	S.M. 79	1	1	
Elmas	SAI.202	1	1	
		2	2	2

TRAINING SCHOOL.

Frosinone	M.187	4	3	
Frosinone	S.M. 79	3	2	
Frosinone	S.M. 84	2	1	
Frosinone	Cant.Z.1007	1	-	
Frosinone	SAI.202	1	-	
		11	6	14

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PILOT SCHOOL					
Lecce	Mc.200	5	-		
Lecce	CR.42	10	-		
Lecce	G.50	1	1		
Lecce	G.8	1	1		
Lecce	Cl.164	5	5		
Lecce	FH.305	3	3		
Lecce	P.39	2	2		
Lecce	Spitfire V	1	1		
Lecce	Bl.25	1	1		
Lecce	S.I.200	1	1		
		31	24	8	
FIGHTER S.R.A.					
Lecce	P.39	16	-	Store Reserve.	
Lecce	P.39	13	-		
Lecce	Spitfire IX	1	-		
Lecce	Mc.205	13	-		
Lecce	Mc.202	12	-		
Lecce	SAI.202	9	5		
Lecce	CA.133	1	-		
Lecce	FH.3	1	1		
B. & T. S.R.A.					
Lecce	S.M. 79	5	-		
Lecce	S.M. 84	2	-		
Centocelle	S.M. 82	2	-		
Centocelle	S.M. 84	1	-		
Gioia del Colle	Cant.Z.1007	2	-		
Gioia del Colle	CA.314	3	-		
Gioia del Colle	CA.310	1	-		
Gioia del Colle	CA.309	1	-		
Gioia del Colle	SAI.202	1	-		
SEAPLANE S.R.A.					
Taranto	Cant.Z.506/BT	13	-		
Taranto	Cant.Z.506/S	2	-		
Taranto	Cant.Z.501	13	-		
Taranto	RS.14	2	-		
SCHOOL S.R.A.					
Lecce					

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Lecce		B.25	1	1	
Lecce		S.M.200	1	1	
			31	24	8

FIGHTER S.P.A.

Lecce	P.39	16	-	Store Reserve.
Lecce	P.39	13	-	
Lecce	Spitfire IX	1	-	
Lecce	Mc.205	13	-	
Lecce	Mc.202	12	-	
Lecce	S.M.202	9	5	
Lecce	Cr.133	1	-	
Lecce	FL.3	1	1	

R. & T. S.P.A.

Lecce	S.M. 79	5	-	
Lecce	S.M. 84	2	-	
Centocelle	S.M. 82	2	-	
Centocelle	S.M. 84	1	-	
Gioia del Colle	Cant.Z.1007	2	-	
Gioia del Colle	Cr.314	3	-	
Gioia del Colle	Cr.310	1	-	
Gioia del Colle	Cr.309	1	-	
Gioia del Colle	S.M.202	1	-	

SEAPLANE S.P.A.

Taranto	Cant.Z.506/ET	13	-	
Taranto	Cant.Z.506/S	2	-	
Taranto	Cant.Z.501	13	-	
Taranto	RS.14	2	-	

SCHOOL S.P.A.

Lecce	Mc.200	2	-	
Lecce	G.8	1	-	
Lecce	G.50	2	-	
Lecce	G.55	1	-	
Lecce	Cr.164	2	-	
Lecce	FN.305	3	-	
		125	6	-
	GENERAL TOTAL	453	224	638.

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8503 AF

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CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.43 - JUNE, 1946.

JUL 18 1946

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of June, 1946.

Appendix "B" - Aircraft State as at 30th June, 1946.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. The early part of the month saw little flying activity due to the continuing shortage of fuel. Thus ground training and sports were predominant. With the arrival of fuel flying activities were increased. Flying discipline remained good and flying control functioned very well. Training is continuing on Spitfire V's for the Macchi Pilots who are taking them over, on Spitfire IX's for the squadrons being re-equipped, and on P.38s for the Fourth Stormo. With the arrival of P.38s several P.39s have been put into storage.

2. Light Bomber Wing - Littoria. An inspection of this airfield was carried out by two officers of A.F.S.C. The field and workshops were found in generally good condition. A discrepancy was noted in the handling of parachutes.

3. Night Bomber Wing - Guidonia. Repair of 3 hangars is being carried on satisfactorily. Work is proceeding on clearing debris from the aerodrome and technical area.

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4. Bomber Transport Wing - Centocelle. All schedule flights for the month were carried out. In general all aircraft were found in good condition, and maintenance crews are observing all safety regulations.

5. Light Bomber Flying School - Frosinone. The pilot refresher course and navigator training crews are using four Baltimore aircraft, two C7.1007s and two S.M.82s. Aerodrome and hangar areas have been cleaned up. Bulk petrol is now being received by rail tankers from Naples.

6. Refresher Flying School - Lecce. Of the six Spitfire [illegible] has

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

Appendix "A" - Summary of Flying Activity for the month of June, 1946.

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4. Bomber Transport Wing - Centocelle. All schedule flights for the month were carried out. In general all aircraft were found in good condition, and maintenance crews are observing all safety regulations.

5. Light Bomber Flying School - Frosinone. The pilot refresher course and navigator training crews are using four Baltimore aircraft, two C.47/Ds and two S.M.8s. Aerodrome and danger areas have been cleaned up. Bulk petrol is now being received by rail tankers from Naples.

6. Refresher Flying School - Lecce. Of the six Breda 25s only one has arrived to date. It is only in fair condition and is unmodified, i.e. without brakes and tail wheel.

7. Spitfire IX aircraft. Good progress has been made in checking and assembling Spitfires at Brindisi with the result that 17 were delivered to Lecce by the end of the month and 7 were ready for delivery as soon as they could be accepted by the maintenance crews at Lecce.

8. P.38 Lightning Aircraft. There are now 20 Lightning Aircraft completely assembled and test flown. All check outs of these aircraft have been satisfactory. Nine of these aircraft have been transferred to the fighter wing at Lecce where normal squadron work and training is being

Continued/2.....

Lee M-EE

(J/PR Nc)

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

Appendix "A" - Summary of Flying Activity for the month of June, 1946.

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Continued/2.....

(J/CPR Mc)

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

carried out. The Italian pilots have encountered no difficulties in flying this type of aircraft which is new to them.

9. Air Courier Service. During the election special precautionary measures were enforced. Passengers were limited to Allied Military personnel for certain days. All arrangements have been made to enable the fare paying system to be introduced on the 1st July.

10. Italian Civil Airlines. The Italian Government has been authorised to establish offices on Allied controlled airfields in order that greater control may be exercised in enforcing Italian custom and immigration laws. Also authority to request spot cash payments for petrol, oil and airfield services from civilian pilots landing on Italian controlled airfields has been granted. These do not become operative until the Italian Government notify this Headquarters the names of the airfields concerned and until the British, American and other authorities have been informed.

11. Sale of surplus aircraft to Italian Government. Authority for the Italian Government to purchase 20 surplus C.47 aircraft from CFLC has been given provided:-

(i) That the aircraft are not to be flown until proper authority is obtained.

(ii) That all instruments of war be removed from the aircraft.

(iii) That these aircraft be allotted to civilian aviation.

12. Tactical Reconnaissance Training. Authority has been given by A.H.Q. Italy to attach an I.A.F. Photographer to a Tac.R squadron. Two Italian officers sent to an R.A.F. Tac.R. squadron in the North have completed their training. Work is now in progress to re-equip the fighter wing with material for a Tac.R squadron.

Aircraft Safety.

13. During June the four CAV's now operational, controlled one simple search resulting in the discovery of a Cant Z.501 force landed on Lake Varano. In addition, six practice exercises were held. These exercises revealed some signal snags but it is hoped to obviate them by commissioning a new M/F D/F station at Gorga and by allocating a new H/F control frequency for A.S.R. use.

14. Plans were begun for a new seaplane base at Augusta and new operations rooms at Catania and Elmas, and it is hoped to have all three operational before the end of the summer. The derequisitioning of the Seaplane Base at S. Andrea by the Royal Navy was completed on the 23rd June. In agreement with the Ministry of Marine, the Seaplane Detachment, now at Treport, will be moving there in the near future.

15. An addition to A.S.R. forces was provided by the authority to have standing by, at 30 minutes notice, one Baltimore at Milan, one Baltimore at Littorio, and six single-engined fighter at Lecce. These aircraft will be used for local searches when necessary.

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from civilian pilots landing on Italian controlled airfields has been granted. These do not become operative until the Italian Government notify this Headquarters the names of the airfields concerned and until the British, American and other authorities have been informed.

11. Sale of surplus aircraft to Italian Government. Authority for the Italian Government to purchase 20 surplus C.47 aircraft from CFLC has been given provided:-

(i) That the aircraft are not to be flown until proper authority is obtained.

(ii) That all instruments of war be removed from the aircraft.

(iii) That these aircraft be allotted to civilian aviation.

12. Tactical Reconnaissance Training. Authority has been given by A.H.Q. Italy to attach an I.A.F. Photographer to a Tac.R squadron. Two Italian officers sent to an R.A.F. Tac.R. squadron in the North have completed their training. Work is now in progress to re-equip the fighter wing with material for a Tac.R squadron.

Aircraft Safety.

13. During June the four CAV's now operational, controlled one simple search resulting in the discovery of a Cant Z.501 force landed on Lake Varano. In addition, six practice exercises were held. These exercises revealed some signal snags but it is hoped to obviate them by commissioning a new H/F D/F station at Gonon and by allocating a new H/F control frequency for A.S.R. use.

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15. An addition to A.S.R. forces was provided by the authority to have standing by, at 30 minutes notice, one Baltimore at Milan, one Baltimore at Littorio, and one single-engined fighter at Lecce. These aircraft will be used for land searches when necessary.

16. During the month, a visit was paid by a delegation from the A.F.S.C. and the Italian Air Ministry to the R.A.F. High Speed Launch base at Ischia. The delegation expressed general satisfaction with the boats and as soon as Italian crews are sufficiently trained, the first three boats will be handed over. Thereafter one boat will be 100% serviced and handed over each week. Pending financial agreements, the boats will be on loan.

17. To obviate unnecessary overdue actions, authority was given by A.H.Q. Italy to have all diversion arrival signals repeated to C.A.V. Centocelle (Rome).

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18. Much valuable help was given by the I.A.F. at Frosinone in locating and salvaging the wreckage of an American B.17 which crashed on Monte Meta on 11th November, 1945. The wreckage was only discovered on the 28th May, and from the 8th of June until the 12th, preliminary rescue parties directed by the C.A.F., Centocelle, did good work in the recovery of bodies and material.

Italian Meteorological Services.

19. Three new reporting stations, at Gioia del Colle, Deseenzano and Aviano were opened during the month. There are now 135 reporting stations in the Italian net-work.

20. The Italian radio-sonde operators at Foggia have now been found satisfactory accommodation and they commenced running the station on the 1st June. There is still no authority to hand over the spare radio-sonde apparatus held at Ciampino to the Italians for use at Venice, and the equipment is now being used for spares for other stations. Aircraft ascents continue to be made at Milan and Brindisi. At the former station the aircraft is equipped with a 'home-made' meteorograph that has been giving satisfactory results in place of the proper instruments.

21. On the 19th June two Italian officers from the Met. Service visited A.H.Q. Italy to select items of British equipment for purchase by the Italian Met. Office.

22. A conference was held at the Italian Air Ministry on the 4th June between British, American and Italian Met. representatives to discuss the facilities provided by the Italian Met. Service, especially with regard to the demands of British and American aviation.

23. The heads of the Italian Met. Office left Rome to attend an International Met. Conference in Paris that opened on 14th June. The main task of the conference is the simplification and standardisation of synoptic codes.

PART II - ORGANISATION AND ADMINISTRATION.

24. Strength of Personnel. Total strength of Italian personnel are 26,436 Italian Air Force, 1772 Italians working for the R.A.F, 1413 Italians working for USAAF. It will be noted that the strength has been reduced; every effort is being made to bring the total strength down to 26,000. British ITI's total has been cut further since June 1st by 134 due to the disbanding of the 25th Company R.A. at Capodichino.

25. Augusta Naval Base. The Italian Minister of Marine has agreed to BOAC retaining the R.A.F. base at Augusta providing BOAC move out of two buildings required by the Italian Navy. BOAC will eventually lease the base from the Italian Government.

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Intelligence.

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2793

Intelligence.

26. Election notes. Apart from a few isolated incidents elsewhere, Naples was the main trouble spot during the election period, and a number of people were killed and injured during an organised demonstration, mostly in favour of retaining the monarchy. With the exception of the ex-King, most members of the Royal family left Italy early in June, some proceeding to Egypt, others to Brussels, and the ex-Queen left aboard an Italian cruiser for Lisbon later to be joined by her husband who made a somewhat hasty exit in a Savoia Marchetti 95 on June 13th. So far, the country seems to be settling down to the new regime in an orderly manner, and no serious disorders have been reported. Taking the election period as a whole, it has been gratifying to note the smoothness in which the whole affair was conducted.

27. Stolen SM.79 aircraft. Further to the report last month of the theft of

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an SM.79 aircraft from Linate airfield, Milan, it is now confirmed that this aircraft was flown to Belgrade from Gorizia airfield by Slav pilots escorted by two Slav fighters. Negotiations are now proceeding between the two Governments for the return of this aircraft to its rightful owner.

28. Italian administration. So far no announcement has been made as to who will be the new Air Minister in the Government, but it is reported that there may be one Minister for the three Service Ministries with an Under-Secretary for each, but this has not been confirmed. It is reasonably certain, however, that the present Minister Cavalotto, will not be responsible for the Air Ministry in the future.

Signals.

29. Italian Air Force - Radar Defence Plan - Equipment. With the exception of VHF D/F vehicles, more than sufficient Radar and VHF mobile equipment to equip one Mobile Defence Sector was frozen at No.4 M.T.S.E. Vesuvius on the authority of British Air Ministry to hand it over to the I.A.F. The equipment comprises approximately 120 vehicles.

Engineering.

30. Taliedo. Inspected and found suitable as a repair maintenance unit for Allied types of aircraft and engines.

31. Breda Sesto San Giovanni. Inspected BZ.308, the fuselage of which is not yet prepared for removal to Bresso. The designer stated it would be ready in about two weeks.

32. Colli Bros, Milan. Inspected light aircraft manufactured by this firm and consider it worth testing.

33. The following I.A.F. Units were visited by O.T.O. during the month - Brindisi, Capodichino, Frosinone, Rome Autogruppo Guidonia.

PART III - REPORTS FROM DETACHMENTS.

Milan.

34. Baltimore flight. Operations by the Baltimore flight during June have included three return flights to Rome carrying VIP's and one each to Treviso and Turin. On 19th June a Baltimore aircraft was used for making a parachute test, and on 27th June for rescue-search purposes.

An additional Baltimore aircraft has been brought to Linate for use by the CAV, for Air Sea Rescue service and to carry out exercises in conjunction with the W/T/D/F station.

Arrangements are in hand for initiating the proposed regular service between Milan and Bolzano, where the grass has been cut and other preparations made for the reception of aircraft. Heavy rain has made the airfield temporarily unserviceable, but it is expected that the first flight will be flown early in

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Signals.

29. Italian Air Force - Radar Defence Plan - Equipment. With the exception of VHF D/F vehicles, more than sufficient Radar and VHF mobile equipment to equip one Mobile Defence Sector was frozen at No.4 R.F.S.B. Vesuvius on the authority of British Air Ministry to hand it over to the I.A.F. The equipment comprises approximately 120 vehicles.

Engineering.

30. Taliedo. Inspected and found suitable as a repair maintenance unit for Allied types of aircraft and engines.

31. Breda Sesto San Giovanni. Inspected BZ.306, the fuselage of which is not yet prepared for removal to Bresso. The designer stated it would be ready in about two weeks.

42. Colli Bros, Milan. Inspected light aircraft manufactured by this firm and consider it worth testing.

53. The following I.A.F. Units were visited by C.T.O. during the month - Brindisi, Grpodichino, Frosinone, Rome Autogruppo Guidonia.

PART III - REPORTS FROM DETACHMENTS.

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Arrangements are in hand for initiating the proposed regular service between Milan and Bolzano, where the grass has been cut and other preparations made for the reception of aircraft. Heavy rain has made the airfield temporarily unserviceable, but it is expected that the first flight will be flown early in July.

35. Use of aircraft to protect fruit and crops. Permission has been given for the use of an Avia FL3 aircraft to spray the olives in the Rapallo-Sestri Levante area with GESAROL insecticide. The scheme envisages a total of twelve flights spaced at regular intervals over the months of July, August, and September. Accord has been reached between the I.A.M. and Ministry of Agriculture, and arrangements have been made through 1st ZAT for the provision of necessary aircrew and other personnel. The undertaking is of an experimental nature and if it proves successful, plans for a large scale campaign using bigger aircraft will be put forward.

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36. Linate airfield. Following upon Allied instructions of air traffic regulations on Linate airfield, a request was forwarded to A.H.Q. Italy that Allied airfields be notified that the L.A.F. has a Flying Control Office on all airfields to handle clearances and arrivals. Aldis lamps were obtained from R.A.F. M.U. at Treviso to enable the tower operator to use regular international signals for controlling traffic.

2,000 gallons of 80-octane fuel have been received at Linate for storage and issue to visiting civilian type aircraft flying from U.K. under A.M. authority. Detailed instructions have been issued to the L.A.F. for the safeguarding and control of this petrol and procedure laid down for book-keeping entries and receipts.

Arrangements were made for the monthly allocation of 1,000 litres for use by Swedish Air Lines operating between Copenhagen, Milan and Naples. A supplementary request by 663 Polish ACP Squadron for petrol for additional training flights was referred to A.H.Q. Italy.

The two Fairchild-Argus aircraft KK.427 and MB.639 previously kept at Linate have been transferred to Treviso on 17th June by pilots from D.A.F. Communications Flight.

37. Genoa Seaplane Base. During a visit made to Genoa Seaplane Base on the 6th June, it was found that considerable progress had been made. Two serviceable launches were available, accommodation and welfare for personnel were satisfactory, and the small M.T. repair section was functioning in good order. In addition to recovery and repair of lorries, which have been sent to Rome, this section has been servicing motor launches for L.A.F. use. War damage to buildings has been made good by local authorities who consider the seaplane service one of the main amenities of the city.

38. Flying Accident (Trento). One flying accident was reported on the 25th May when a CR 42 landing at Gardolo (Trento) airfield hit a trailer and crashed. The pilot was unhurt but the aircraft sustained heavy damage and is almost a write-off.

39. Equipment.

(a) Collarate. Incoming material for the month comprised some 76 lorry loads and 7 box-cars of equipment against an outgoing total of 30 lorry loads and 90 tons by rail. Demolition work included the breaking down of 14 Messerschmidt fuselages from Cascina Costa, completing the destruction of all German aircraft in Northern Italy. The workshops, carpentry section and M.T. depot have been active.

(b) Busto, Arsizio. The process of clearing this sub-depot, prior to closing, has now been almost complete. The remaining equipment will be transferred to Lonate Pozzolo instead of previous intentions to transfer materials to Aquasanta (5 miles south of Rome).

40. L.A.F. Administration. Special arrangements were made for all L.A.F. personnel to register their vote. Emergency measures and extra guards were provided for L.A.F. Headquarters in case of public disturbances. No incidents were reported. Application was made to H.Q. 59 Area for a release order of spares for servicing Milan Autogruppo lorries.

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...reverted to A.H.Q. Italy.

The two Fairchild-Argus aircraft MK.427 and MB.439 previously kept at Linate have been transferred to Treviso on 17th June by pilots from D.A.F. Communications Flight.

37. Genoa Seaplane Base. During a visit made to Genoa Seaplane Base on the 6th June, it was found that considerable progress had been made. Two serviceable launches were available, accommodation and welfare for personnel were satisfactory, and the small M.T. repair section was functioning in good order. In addition to recovery and repair of lorries, which have been sent to Rome, this section has been servicing motor launches for I.A.F. use. War damage to buildings has been made good by local authorities who consider the seaplane service one of the main amenities of the city.

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39. Equipment.

(a) Gallarate. Incoming material for the month comprised some 76 lorry loads and 7 box-cars of equipment against an outgoing total of 30 lorry loads and 50 tons by rail. Demolition work included the breaking down of 14 Messerschmidt fuselages from Cassino Crate, completing the destruction of all German aircraft in Northern Italy. The workshops, carpentry section and M.T. depot have been active.

(b) Busto, Arsizio. The process of clearing this sub-depot, prior to closing, has now been almost complete. The remaining equipment will be transferred to Loreto Peccolo instead of previous intentions to transfer materials to Aquasanta (30 miles outh of Rome).

2791

40. I.A.F. Administration. Special arrangements were made for all I.A.F. personnel to register their vote. Emergency measures and extra guards were provided for I.A.F. Headquarters in case of public disturbances. No incidents were reported. Application was made to H.Q. 59 Area for a release order of spares for servicing Milan Autogruppo lorries.

41. Billetting and Accommodation, Headquarters, II ZAT. Headquarters II ZAT at Padua have experienced further accommodation difficulties. A British Tank Detachment was detailed to occupy the airfield and take over all buildings thereon. A contract for repair of these buildings had just been signed by the I.A.F. in order to provide winter quarters for 400 airmen who would have to evacuate by that date the barracks in which they are at present temporarily housed. Energetic intervention with the O.C. Tank Regiment, Town Major and Resident Engineer led to the allocation of other premises to the British detachment, and preservation of the airfield accommodation for the I.A.F.

Naples.

42. Motor Transport. Considerable work has been carried out by this Section

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in order to keep serviceable the old vehicles at present in use at this Command. Owing to the short supply of fuels and lubricants, a strict control is being kept on the use of the vehicles.

43. Repatriated P.O.W's. About 600 Prisoners of War were repatriated. 400 have been interrogated, assisted, administrative action taken and then discharged from the service or sent on leave. The remaining POW's have been sent to their respective Reception Centres.

44. Aircraft companies.

Alfa-Romeo, Pomigliano; are proceeding in the repair of DB.601 and RA.1000 engines. No tests took place during the month.

Macchi, S. Anastasia; are proceeding in the repair of 20 exhaust-gas collectors and machine tools for the I.A.F.

Naval Mechanics, Naples; are proceeding in the construction of the last 5 water radiators (metal-sheet type) for MC.205's.

45. Sicily. The R.A.F. Staging Post at Catania has now closed and the main airport buildings handed over to the I.A.F.

Lecce.

46. Fighter Wing. F/Lt. Smith and W.O. Gregory (both ex 332 M.U) have been attached to this detachment to assist the Italians with the hand over of Spitfire aircraft. The information they can give is most useful and greatly appreciated as it saves a considerable amount of time in the checking work. They also propose to go through all equipment left and assist the Italians in sorting out the Spitfire IX spares and cataloguing them.

47. Aircraft for anti-malaria spraying. The Fighter Wing was asked, and agreed, to assemble three cased aircraft for U.N.R.R.A. to be used for anti-malaria spraying in Italy, Greece and Albania. Within four days of starting work the first aircraft was ready for air test, a very agreeable surprise to the American engineer who arrived to supervise the work. The fitting of spraying equipment, most of which will be manufactured locally, is also being undertaken by the fighter SHQ.

48. Aircraft accidents. During the month the school had two accidents with Macchi 200's. The first was the result of a pilot spinning while doing aerobatics and bailing out. He sustained a broken leg. The second happened when a pilot coming in to land tried to overshoot by turning steeply off the line of approach with u/c and flaps down, to avoid another aircraft, at the same time pulling the stick back. The aircraft stalled and the pilot was killed.

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48. Aircraft accidents. During the month the school had two accidents with Macchi 205's. The first was the result of a pilot spinning while doing acrobatics and bailing out. He sustained a broken leg. The second happened when a pilot coming in to land tried to overshoot by turning steeply off the line of approach with u/c and flaps down, to avoid another aircraft, at the same time pulling the stick back. The aircraft stalled and the pilot was killed.

L.E. JARMAN, C/CAPT,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 15th July, 1946.
Ref: AFSC/25/1/AIR.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF JUNE, 1946.

	No of flights.	Hours.	Passengers carried.	(1) Various freight in Kgs.
SM.79	147	235,40	819	36,164
SM.75	6	22,55	61	1,185
G.12	61	131,45	743	22,102
G.82	97	140,40	421	40,258
SEAPLANE WING	38	77,25	170	6,668
BALTIMORE	56	62,05	148	2,820
	405	670,30	2,362	109,197

SUMMARY OF OTHER FLIGHTS OF I.A.F.

	Flights	(ii) Flying hours.
AUTONOMOUS UNITA AEREA	17	8,00
TRAINING SCHOOL, FROSINONE	156	96,30
TRAINING SCHOOL, LECCE.	477	235,40
NIGHT FLYING SCHOOL	86	30,20
TRANSPORT WING	52	31,25
BALTIMORE WING	337	186,55
SPARVIERO WING	118	112,40
G.A.F. 21007	-	-
FIGHTER WING	565	345,05
	1,808	1,047,35

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(i) Includes Transport and Communication flights.

(ii) Includes Flights

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S.M.79	147	235,40	819	36,164
SM.75	6	22,55	61	1,185
G.12	61	131,45	743	22,102
S.82	97	140,40	421	40,253
SEAPLANE WING	38	77,25	170	6,668
BALTIMORE	56	62,05	148	2,820
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FLIGHT FLYING SCHOOL	86	30,20
TRANSPORT WING	52	31,25
BALTIMORE WING	337	165,55
SEAPLANE WING	118	112,40
G.R.D. 21007	-	-
BOMBER WING	565	345,05
	1,808	1,047,35

2788

(i) Includes Transport and Communication flights.

(ii) Includes flights for training, air and sea rescue mission, met flights, various flights (aircraft tests, etc).

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APPENDIX "D".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 30TH JUNE, 1946.

		STRENGTH	SERVICEABLE	CREW
FIGHTER WING.				
Lecce	P.39	30	18	
Lecce	P.38	12	9	
Lecce	Ca.133	1	1	
Lecce	Sal.202	2	2	
Lecce	Spitfire V	12	7	
Lecce	Spitfire IX	17	11	
Lecce	Mc.205	18	18	
Lecce	Mc.205	11	2	Serv. reserve.
Lecce	Mc.202	18	15	
Lecce	Mc.202	3	-	Serv. Reserve.
		124	83	196
LIGHT BOMBER & RECCE/TRANSPORT ETC.				
Urbe	M.187	23	18	
Linate	M.187	2	2	
Urbe	Sal.202	1	1	
Guidonia	SM.82	25	21	
Guidonia	Sal.202	1	-	
Centocelle	SM.79	25	19	
Centocelle	G.12	11	10	
Centocelle	SM.84	1	-	
Centocelle	SM.82	1	-	
Centocelle	SM.75	1	-	
Centocelle	SM.95	1	1	
		92	72	347
SEAPLANE ETC.				
Taranto	Cant.Z.506/BT.	3	3	
Cattolica	Cant.Z.506/BT	1	1	
Stagnone	Cant.Z.506/BT.	1	-	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	5	1	
Venice	Cant.Z.506/S	2	2	2787
Brindisi	Cant.Z.50 /S	1	-	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/BT	1	1	
Venice	Cant.Z.506/BT	1	1	
V. di Valle.	Cant.Z.506/BT	3	2	
Cattolica	Cant.Z. 06/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/S	1	1	

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Lecce	Spitfire V	12	7	
Lecce	Spitfire IX	17	11	
Lecce	Mc.205	18	18	
Lecce	Mc.205	11	2	Serv. riserve.
Lecce	Mc.202	18	15	
Lecce	Mc.202	3	-	Serv. Riserve.
		124	83	196

LIGHT BOMBER & BOMBER/TRANSPORT SQDNS.

Urbe	M.187	23	18	
Lecce	M.187	2	2	
Urbe	Sal.202	1	1	
Guidonia	SM.82	25	21	
Guidonia	Sal.202	1	-	
Castelvetrano	SM.79	25	19	
Castelvetrano	G.12	11	10	
Castelvetrano	SM.84	1	-	
Castelvetrano	SM.83	1	-	
Castelvetrano	SM.75	1	-	
Castelvetrano	SM.95	1	1	
		92	72	347

SEAPLANE SQDNS.

Taranto	Cant.Z.506/HT.	3	3	
Cagliari	Cant.Z.506/HT	1	1	
Stagnone	Cant.Z.506/HT.	1	-	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	5	1	
Venice	Cant.Z.506/S	2	2	
Brindisi	Cant.Z.50 /S	1	-	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/HT	1	1	
Venice	Cant.Z.506/HT	1	1	
V. di Valle.	Cant.Z.506/HT	3	2	
Cagliari	Cant.Z. 06/HT	1	1	
Elmas	Cant.Z.506/HT	1	1	
Elmas	Cant.Z. 06/S	3	1	
Taranto	Cant.Z.501	5	3	
Taranto	RS.14	7	4	
		37	23	142

AUTONOMOUS SQUADRONS - ITALIA AEREA.

Gioia del Colle	SM.79	1	1	
Foloso	SM.79	1	1	
Gioia del Colle	CantZ.1007	2	1	
Lecce	Cant.Z.1007	1	-	
Gioia del Colle	Cr.314	1	-	
Foloso	Cr.314	1	1	
Lecce	Cr.313	1	-	
Treviso	Cr.309	1	1	
Lecce	Cr.42	2	1	

Continued/2.....

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78.

		STR. AR	SERVICEABLE	CREW
AUTONOMOUS SQUADRONS - RUTA AEREA. (Cont'd).				
Gioia del Colle	CR.42	1	1	
Gioia del Colle	Re.2001	3	2	
Gioia del Colle	Sal.202	2	2	
Linate	Sal.202	1	1	
Pratica	Sal.202	1	1	
Allied Comm.	Sal.202	1	-	
Gioia del Colle.	Fi.156	1	1	
		21	14	32
AUTONOMOUS SECTION (President).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (Stato Maggiore).				
Centocelle	SM.79	2	2	
Centocelle	Re.2001	2	1	
Centocelle	Cr.314	1	1	
Centocelle	Sal.202	2	1	
Centocelle	Sal.204	1	-	
Centocelle	Cr.313	1	1	
		9	6	15
REGRANCH SECTION.				
Urbe	SM.79	3	2	4
AUTONOMOUS SECTION - SAPIENZA.				
Elmas	SM.79	1	1	
Elmas	Sal.202	1	1	
		2	2	2
TRAINING SCHOOL.				
Frosinone	M.167	4	3	
Frosinone	SM.79	3	2	
Frosinone	SM.84	1	1	
Frosinone	CZ.1007	1	-	
Frosinone	Sal.202	1	-	
		10	6	10
PILOT SCHOOL.				
Lecce	P.36	3	2	
Lecce	Spitfire V	2	1	

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AUTONOMOUS SECTION (President).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (State Inquiore).				
Centocelle	SM.79	2	2	
Centocelle	Re.2001	2	1	
Centocelle	Ca.314	1	1	
Centocelle	Sod.202	2	1	
Centocelle	Sm.204	1	-	
Centocelle	Ca.313	1	1	
		9	6	15
RESEARCH SECTION.				
Urbe	SM.79	3	2	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sm.202	1	1	
		2	2	2
TRAINING SCHOOL.				
Frosinone	M.187	4	3	
Frosinone	SM.79	3	2	
Frosinone	SM.84	1	1	
Frosinone	Cz.1007	1	-	
Frosinone	Sm.202	1	-	
		10	6	10
PILOT SCHOOL.				
Lecce	P.39	3	2	
Lecce	Spitfire V	2	1	
Lecce	G.55	1	-	
Lecce	Mc.200	5	-	
Lecce	Cr.42	8	6	
Lecce	G.50	2	1	
Lecce	G.8	1	-	
Lecce	Cn.164	4	1	
Lecce	Fn.305	2	-	
		28	11	25

Continued/3.....

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		SERVICEABLE	SERVICEABLE	CREW
FIGHTER SQNS.				
Lecce	No.205	12	-	
Lecce	No.202	6	-	
Lecce	F.39	16	-	
Lecce	Sel.202	7	4	
Lecce	Sel.200	1	-	
Lecce	FL.3	2	2	
B.& T. SQNS.				
Lecce	SM.82	2	-	
Lecce	SM.84	2	-	
G.del Colle	CT.1007	1	-	
G.del Colle	Ca.311	3	-	
G.del Colle	Ca.309	1	-	
G.del Colle	Ca.310	1	-	
Centocelle	SM.79	5	-	
Centocelle	SM.84	1	-	
Urbe	Ca.309	1	-	
RECONNAISSANCE SQNS.				
Torino	Ca.506/BT	12	-	
Torino	Ca.506/S	3	-	
Torino	Ca.501	12	-	
Torino	RS.14	2	-	
SCHOOL SQNS.				
Lecce	No.200	2	-	
Lecce	Ba.25	1	-	
Lecce	G.50	1	-	
Lecce	G.8	1	-	
Lecce	Ca.164	3	-	
Lecce	SM.305	4	-	
		102	6	-
GENERAL TOTAL:		431	228	776

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CONFIDENTIAL.

8503 M.O.

774

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ITALY.

Monthly Air Report No.42 - MAY, 1945.

JUN 17 1945

List of Appendices:

Appendix "A" - Summary of Flying Letters for the month of May, 1945.

Appendix "B" - Aircraft State as at 31st May, 1945.

PART I - THE AIR SCENE.

1. Fighter Wing - Lecce. Flying training can only possible during the first half of the month; the patrol strike rounds all aircraft after the 15th and a more intensive round training can therefore substitute. The use of the allocation of Spitfire IX aircraft has created a good impression which has resulted in a decided increase in morale.

2. Night Fighter Wing - Vittoria. Flying activity was on a reduced scale owing to the patrol strike.

3. Night Fighter Wing - Ombrone. The G.42 is standing by to fly to Fambrough with a servicing party and a spare engine for the G.A.F. Tempest there.

4. Photo Reconnaissance Wing - Castrocillo. With the exception of a break of three days when no petrol was available, all scheduled flying here carried out. One G.42 flying to Malta returned to Castrocillo on two of its three engines after being airborne for half an hour. She all-up was restored an hour later.

5. Visit to British Air Ministry. The Director A.F.S.C, visited the British Air Ministry there, subject to official channels, to obtain a replacement to the supply of certain aircraft, flaring circuit and signals equipment, and to a limited number of the high speeding Italian vessels being given certain courses in the ... with a view of improving the standard of training in various Italian Air Force Schools.

2782

6. Instructor Training School - Lecce. The training here remains as before when all aircraft were rounded through lack of petrol. The knowledge that it is intended to use Spitfire V aircraft for advanced flying training has been received with enthusiasm.

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Appendix "A" - Aircraft State as at 31st Dec, 1916.

PART I - AIR STAFF.

1. Flying in - Lecce. Flying training can only possible during the first half of the month; the petrol strike cancelled all aircraft after the 14th and a new intensive night training has therefore substituted. The news of the allocation of Spitfire IX aircraft has created a good impression which has resulted in a decided increase in morale.

2. Flying in - Littorio. Flying activities on a reduced scale owing to the petrol strike.

3. Flying in - Castrovillo. The S.82 is standing by to fly to Tambroni with a service part and spare engine for the S.82 crashed there.

4. Other transport in - Castrovillo. With the exception of a break of three days, no petrol was available, all scheduled flights were carried out. One S.12 flying to Milan returned to Castrovillo on two of its three engines after being airborne for half an hour. The flight was resumed an hour later.

5. Visit to Italian Air Ministry. The Director A.F.H.Q. visited the Italian Air Ministry, Rome, subject to a Postal channels, he obtained a promise to the supply of certain aircraft, spare craft and vehicle equipment, and to a limited number of English speaking Italians required being given certain courses in the U.K. with a view of introducing the standard of training in various Italian Air Force Schools.

2784

6. Instructor Flying School - Lecce. The training programme was broken when all aircraft were grounded through lack of petrol. The knowledge that it is possible to use Spitfire V aircraft for advanced flying training has been received with enthusiasm.

7. Flying Instructors Flying School - Foggia. The limited amount of flying possible only allows those pilots who have recently passed out solo to continue in practice.

8. Spitfire Training Aircraft. The A.O.C. Training Officers inspected the six new A.25 aircraft at Foggia and reported favourably on the after a flight trial. These will be used for advanced training at Lecce. One A.25 on its flight through to Lecce crashed at Pisa.

9. Tactical Reconnaissance Training. The two Italian Officers recently attached to Desert Air Force for tactical reconnaissance training are submitting a report on their instruction to A.O.C. Force by the Italian Air Ministry. Italian Photo reconnaissance Officer will probably be attached to Desert Air Force for a short course.

Continued/2.....

Lee M-25-76.

(Hoare M.A.)

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10. Pilot Training P.38. Four Italian Pilots have flown the newly issued P.38 aircraft from Castelbenito and have shown above average ability. These pilots will, when fully experienced, train other pilots to become efficient on this type of aircraft.

SIGNALS.

11. Allied Aircraft - Radio Facilities. It has been confirmed that details of the Italian Radio Facilities are now issued to Allied aircraft at bricfing and they also carry relevant extracts from the "Italian Radio Navigation Handbook".

12. Milano. This airfield was visited by the C.S.O. and Lt/Col. Ciampetti of the I.A.F. The R/T installations will not be serviceable for a month as the I.A.F. have to install their own transmitter and calibrate the receiver for site errors.

AIRCRAFT SAFETY CENTRES.

13. Aircraft Safety Centre C.A.V. Udine, Milan. C.A.V. Offices have been opened at Udine Airfield. Well equipped operations room and switchboard have been established. Initial difficulties were encountered with telephone and wireless communications and direction finding with Air Force aircraft.

14. Bari, Venice. A separate operations room has been set up in the Aircraft Control Tower. Telephone Communication with all D.A.F. airfields, D.A.F. Headquarters and Rome is satisfactory. While only R/T facilities exist at present, it is hoped to establish an R/T Station in the near future. Air Force cases in Italy is now entirely under Italian Control. The seaplanes have been airborne on three occasions on rescue operations. Co-operation is working well.

15. Restitution of Aircraft from Spain. The restitution of an Italian S.79 aircraft previously interned in Spain was effected on 9th May, 1946. The aircraft, piloted by Lt/Col. Duilio Fanali, left Pal di Caroa, Spain, on 6th May, 1946, and landed on Centocelle Airfield, Rome, on 9th May, 1946. It was then taken to Milan, Bresso, for refuelling and maintenance.

16. Iceland. During the month a search by 15 flying hours was carried out for an aircraft missing on a flight from Iceland to Scotland. Seaplanes were also employed to search the whole route. Arrangements were not entirely satisfactory, and due to petrol shortage only 9 of the 15 flying hours took off.

2783

ITALIAN AIR COURIER SERVICE.

17. Rome, Paris, Zurich. Para para on the I.A.F. Courier Service has not started its work yet, due to lack of approval from the Italian Air Ministry. It is expected that it will start in June, and in anticipation an I.A.F. Officer is to be appointed to the Air Courier Centres at Paris and Milan, to deal with security measures.

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...Milan. This airfield was visited by the C.S.O. and Lt/Col. Giannetti of the I.A.F. The V/H installations will not be serviceable for a while as the I.A.F. have to install their own transmitter and calibrate the equipment for site errors.

AIRCRAFT SAFETY SERVICE.

13. Aircraft Safety Centre C.A.V. Linate, Milan. C.A.V. offices have been occupied at Linate Airfield. All communications required by Statement have been established. Initial difficulties were encountered with telephone and wireless communications and direction finding with See Reason aircraft.

14. M.A.S., Venice. A separate operations room has been set up in the Airport Control Tower. Telephone Communication with all R.A.F. airfields, R.A.F. Headquarters and Navy is satisfactory. While only V/H facilities exist at present, it is hoped to establish an H/F Station in the near future. Air traffic control in Italy is now entirely under Italian Control. The seaplanes have been airborne on three occasions on rescue operations. The organisation is working well.

15. Restitution of Aircraft from Spain. The restitution of an Italian S.79 aircraft previously interned in Spain was effected on 9th May, 1946. The aircraft, piloted by Lt/Col. Emilio Pucelli, left Palma di Majorca, Spain, on 6th May 1946, and landed on Centocelle Airfield, Rome, on 9th May, 1946. It was then flown to Pisa, Serravalle, for refurbishing and maintenance.

16. Iceland. During the month a search by 13 Fl Fortresses was carried out for an aircraft missing on a flight from Pisa to Iceland. Seaplanes were also employed to search the whole route. Arrangements were not completely satisfactory, and due to petrol shortage only 9 of the 13 Fl Fortress took off.

RADIO LIAISON OFFICER SERVICE.

17. Rome-Paris-Bari-C. There is no R.A.F. Courier Service has not started as yet, due to lack of approval from the Italian Air Ministry. It is expected that it will start in June, and in anticipation an R.A.F. Officer is to be appointed to the Air Cooling Centres at Paris and Milan, to deal with accounting procedure.

18. A new Courier Service is being started from Milan to Athens, running twice weekly. This is primarily to carry mail, special freight and passengers for the Allied Commission Liaison Detachment at Athens.

19. The normal Courier Services during May were as specified from the 14th till 20th May to a petrol distribution strike which affected the whole country.

METEOROLOGICAL SERVICE.

20. Reporting Stations. One new reporting station has opened at Cervinia which makes a total of 137 stations in the Italian network.

21. National Radio Transmitter (R.T.). The transmitter continues to give satisfactory service and the teletype link but on the Italian Air Ministry now Ciampino is functioning well.

22. Radio Semaphore Equipment. The radio-semaphore station at Pisa has not yet opened because of difficulties in the accommodation and provision of Italian Operators.

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25. Short Aviation Weather Reports. On the [illegible] the Radio Stations at Milan, Turin, Pisa, Florence, Catania and Cagliari, broadcasting short aviation weather reports at inter-synoptic hours within the hours of darkness. This service was requested by the Allied representatives at the International Air Conference in Berlin.

PART II - ORGANISATION AND ADMINISTRATION.

26. Italian Air Force Personnel. Agreement was reached [illegible] for I.A.F. Service personnel to be employed at R.A.F. Stations Foggia, Gioia and Bari, for Radio Control and Flying Control duties. Such I.A.F. personnel have been interned, several were found to be suitable for after Security Vetting will commence employment. The I.A.F. will be responsible for their administration.

27. Reduction in Personnel. The new lines are being drawn to reduce the number of R.A.F. strength of the I.A.F., Army and Navy. It is anticipated that within the year 769 Generals and Senior Officers and 7,000 N.C.O's will be released from service.

(a) Terms will be given to release Generals and Senior Officers after 12 years regular service and 25 years active service.

(b) Formation of Commissions to select officers for release from those who have reached their age limit.

(c) Released officers will receive two years allowances in the rank they held on being released plus three years wartime allowance and a special pension allowance of a special monthly allowance.

28. Arrests. Conferences have been held in connection with B.C.A.C. who wish to retain control of the Italian Navy Base at Augusta. The Allied Military Government have sent a note to the Italian Government requesting that arrests may be taken over by B.C.A.C. as Commercial centres. The Italian Government have intervened that they continue to use Italian Police in further discussion between the Navy Sub-Commission, Italian Ministry of Marine, A.C.A.C. and A.F.H.Q.

29. Interpretation of regulations. Consultation with Sir Carmichael Low to [illegible] Political Adviser for Italy, on [illegible] to the action which is willing to be involved in political matters, on account that [illegible] and at the moment are larger than the Commission will [illegible] Commission is bringing the facts of this matter to the attention of the Italian Price Minister.

2782

Engineering.

2. [illegible] circuit are now being used by R.A.F. Personnel at Cape Milano, but difficulty is being experienced through lack of specialist tools and ground equipment. Work on convoy is being [illegible] to speed up the handing over of necessary tools from the officer in charge of the

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[illegible] will continue employment. The I.A.F. will be responsible for their administration.

27. Reduction in Personnel. The new lines are being pressed to reduce the officer and W.O. strength of the I.A.F., by next May. It is anticipated that within the next 750 Generals and Senior Officers and 7,000 N.C.O's will be released from service.

(a) Powers will be given to release Generals and Senior Officers after 12 years regular service or 17 years active service.

(b) Formation of Commissions to select officers for release from there the new regular, their age limit.

(c) Released officers will receive two years allowance in the rank they held on being released plus three years pension allowance and a special pension allowance as a special monthly allowance.

28. Climate. Conferences have been held in connection with B.O.A.C. who wish to retain control of the Italian Navy Base at Augusta. The Naval Office have sent a note to the Italian Government requesting that control may be taken over by B.C.A.C. on Commercial lines. The Italian Government have indicated that [illegible] may continue to use [illegible] Further discussion between the Navy Sub-Commission, Italian Ministry of Trade, [illegible] and A.T.C.C.

29. Demarcation of responsibilities between [illegible] Owing to close contact by Air Commissioner for Services, and in view of the fact that the Italian Air Force is to be involved in political questions, it was decided that a fish and chips [illegible] should be set up and that the services and supply would [illegible] for the whole project has been accepted. The Commission is indebted for the terms of this letter to the Association of the Italian Air Force Veterans.

2782

Engineering.

30. S.55 aircraft are now being assembled by I.A.F. Personnel at Cerbaldino, but difficulty is being experienced through lack of specialist tools and [illegible]. Every endeavour is being made by A.C.S.C. and I.A.F. to expedite the handing over of necessary tools from the Officer in charge of the Aircraft Modification Committee (O.F.I.C).

31. Provision has been made to institute a production line at Pomigliano for repairs and replacement of Spitfire IX aircraft handed over to the I.A.F. This will be manned by I.A.F. personnel from Lecce.

32. Three CR.506 seaplanes are with Service crews for overhaul, and negotiations have taken place concerning the transfer by road, rail or sea to Vergiate of an extra CR.506 for overhaul.

33. It is the intention of the I.A.F. to form a main repair depot for Spitfire aircraft and lines in the north, Selo's airfield - Milan - has been approved by A.C.S.C.

34. The following were visited by the Chief Technical Officer of A.C.S.C. during [illegible]:

Continued/.....

1. Servizio Informazioni - Buona Colonia.
2. Ufficio Zone - Ufficio Piano Marino, Naples.
3. [illegible] - Naples.
4. [illegible] - Caserta.
5. SIM - Finisi.

33. The Italian Air Ministry has advised the Chief Technical Officer as to the types of aircraft and engines which are to be retained, the number to be scrapped.

Equipment.

34. The British Air Ministry have authorised the handing over to the U.S.S.R. of 57 Spitfire IX aircraft from Finisi. In addition all spares, ground equipment, airscrews, W/T, etc, available in this country are also to be handed over to the U.S.S.R. The majority of the aircraft are handed over on July 27th, any additional spare other equipment will be transferred on June 7th.

Invalidation.

35. With the advent of the elections, various propaganda courses have been taken. A Communist manifesto was 'circulated' to the other ranks of the Italian forces to 'start their votes as quickly as possible after 2nd June. The propaganda disseminated, purported to show how by the soldiers can be treated well if all the Officers live, but as far as the Italian Air Force is concerned the men run no risk to be reasonably contented with the conditions under which they serve. General Lyne Ott, the U.S.A.F. issued an Order of the Day to all Italians concerning their duties before, during, and after the Elections.

36. On July 27th an Italian S.79 aircraft was stolen from Finisi airfield by five individuals [illegible], believed to be Italian Communists who are ex-P.O.W.s. The aircraft belonged to the School of Specialised Navigation and was due to return to its base in the morning of the theft. Later information was received later that the aircraft landed at Belgrade (Near Germin), but that it was not captured by the Yugoslavs. A full investigation is being carried out by Italian Air Ministry Officials; the Chief of the Air Staff sent General Ajmi to conduct the inquiry.

37. After a lull in attacks on Finisi in the papers, there are once again elements of a campaign initiated by the Minister for Air and the Director of Civil Aviation who, they allege, have proved with the interest of all concerned and interested parties in the Air Force and have placed the Nation's future in jeopardy for two years.

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38. A Portuguese study has been made on Colonel Zanchino, Assistant Chief of Air Staff, who is opposed by the "Non Repubblicano" a group favouring the return of the King's eldest son in Spain. The Air Ministry have stated that there is no truth in it.

39. Further ex Colonels of the R.A.F. [illegible]

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Italian Air Ministry have authorised the hand-over to the U.S.S.R. of 57 Spitfire IX aircraft for evaluation. In addition all spares, ground crew, equipment, etc, available in this country are also to be handed over to the U.S.S.R. The majority of the aircraft will be handed over by May 27th, remainder plus other equipment will be transferred during June/July.

Intelligence.

35. With the advent of the elections, various propaganda sources have been taken. A Communist manifesto is attributed to the other rules of the game and [illegible] to secure their position as quickly as possible after 2nd June. One report [illegible] disarmed, purported to show how badly the soldiers are treated and how well the officers live, but so far as the Italian Air Force is concerned the men appear to be reasonably contented with the conditions under which they serve. Admiral Ellery Stone, U.S.N., Chief of the Psychological Warfare Branch, commends their duties before, during, and after the Elections.

36. On May 27th an Italian S.79 aircraft was stolen from Lucca airfield by five unidentified men, believed to be Italian fascists disguised as U.S. Officers. The aircraft belonged to the School of Aviation and was due to return to its home station on the same day. Information received later stated that the aircraft landed at an unknown (Near German) airfield but that it was not captured by the Russians. A full investigation is being carried out by Italian Military Officials, the Chief of the Air Staff Control Commission to conduct the inquiry.

37. After a lull in attacks on Airfields in the north, there are once again reports of increased activity by Partisan formations in the Director of Civil Aviation who, it is alleged, have armed with the district of [illegible] in Greater Venetia in the Air Force and have plans of the Italian's [illegible] in operation for the return.

2781

38. A further attempt has been made to Colonel Tamburino, Assistant Chief of Air Staff. This is caused by the "Non Ingerenza" of an incoming the release of the ex-King's private funds in Spain. The Air Ministry have replied that there is no truth in it.

39. Twenty one Colonels of the R.A.F. are about to be promoted to Brigadier (1 Air Vice Marshal and twelve Generals (1 of whom are to be promoted to Generals (1 Division, and three Gen. (1 Divisions to General (1 Giovanni. The majority of these are officers due to retire, and their promotion will, therefore, not be a reward for their long service in Italian Military aviation.

PART III - MEANS FOR EXECUTION.

Men.

40. The recruiting and training set up by the U.S. Commission [illegible] their instructions of Cent. 1007 and S.1.82, and the declaration of C.79s, the [illegible] Supply sections have turned out 240 crews for storage and transport aircraft components.

41. Air Force Italian training establishments [illegible] engines with an output of 30 per month.

Continued/5.....

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47. [illegible]. Instructions have been circulated on this subject with respect to all ranks, services of which a precis [illegible] recommendations to eliminate these activities have been forwarded to H.Q.C.

48. Security. Pre-operation disturbances, if not assuming serious proportions, but the location of a political plot against the order for all Allied personnel in Milan to carry on as for a short period. Yet on 2nd May, the day of their responsibilities right up to the actual hour of their withdrawal. Precautions were taken to immobilise [illegible] explosives and other articles [illegible], to avoid [illegible].

49. A.M.G.T. [illegible]. [illegible] with the Italian authorities close, on the withdrawal of Allied troops to Milan. Detailed visits [illegible] in order to attend to matters arising in the [illegible].

Units.

50. [illegible]. On [illegible], Board Ordnance took over [illegible] at the C.M.P. [illegible], which is initially very intensive [illegible] leaves to new premises [illegible] the transitional [illegible] for the transfer of the [illegible] to that location.

51. [illegible] P.O.'s. A present number of 1,300 E.N.S.A. and P.O.'s proceed [illegible].

52. Concerts. Six concerts within [illegible] have been held in conjunction with the Army [illegible] Command authorities.

53. Sports. Sporting activities have been encouraged by all units and [illegible] activities [illegible] location order).

Leave.

54. Southern Italy School - Leave Position. [illegible] is in progress for the construction of the new [illegible], and [illegible] and 3.30), and it is hoped that this will improve circuit [illegible] shortly. Conditions have been bad at the school and the [illegible] points increased.

(a) The elimination of all other [illegible] from the school [illegible] on having the overloads [illegible] by Easterbies.

(b) The stoppage [illegible] of trains and the elimination of the [illegible] circuit, but nothing can be done in this direction until the delivery of new [illegible] and G.S.'s.

55. English speaking courses. When the students were interviewed at the conclusion of the present course, it was found that a much lower percentage [illegible] with one exception their knowledge of the English language was very little.

56. Sports. Some footballs have been made available by A.F.H.Q. but most interest has been shown in the game. Internal tournaments, and fixtures with civilian teams have been arranged.

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-5-

55. Aircraft Safety. It is confirmed that Gur is directed to cease hon them [illegible] of the Australian colour is in daily use in the school.

56. Below I forward, C.A.O. of [illegible], has instituted action in order that effect is to be collection of diaries [illegible] which they will either be overhauled or scrapped. Secondly a review of all [illegible] will be made to determine any [illegible], and after this the [illegible] will be kept up to date as [illegible].

L.E. [illegible],
AIR VICE-MARSHAL,
DEPUTY,
AIR BOARD SECRETARIAT.

Air Force Sec.-Co dination,
Allied Commission, Bo c.
Dated 13th June, 194[illegible].
Ref ..SC/2[illegible]/1/III.

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A...C. Melbourne. 1 copy
A. ...C. Perth. 1 copy
A. ...C. Darwin. 1 copy
A. ...C. Allan. 1 copy
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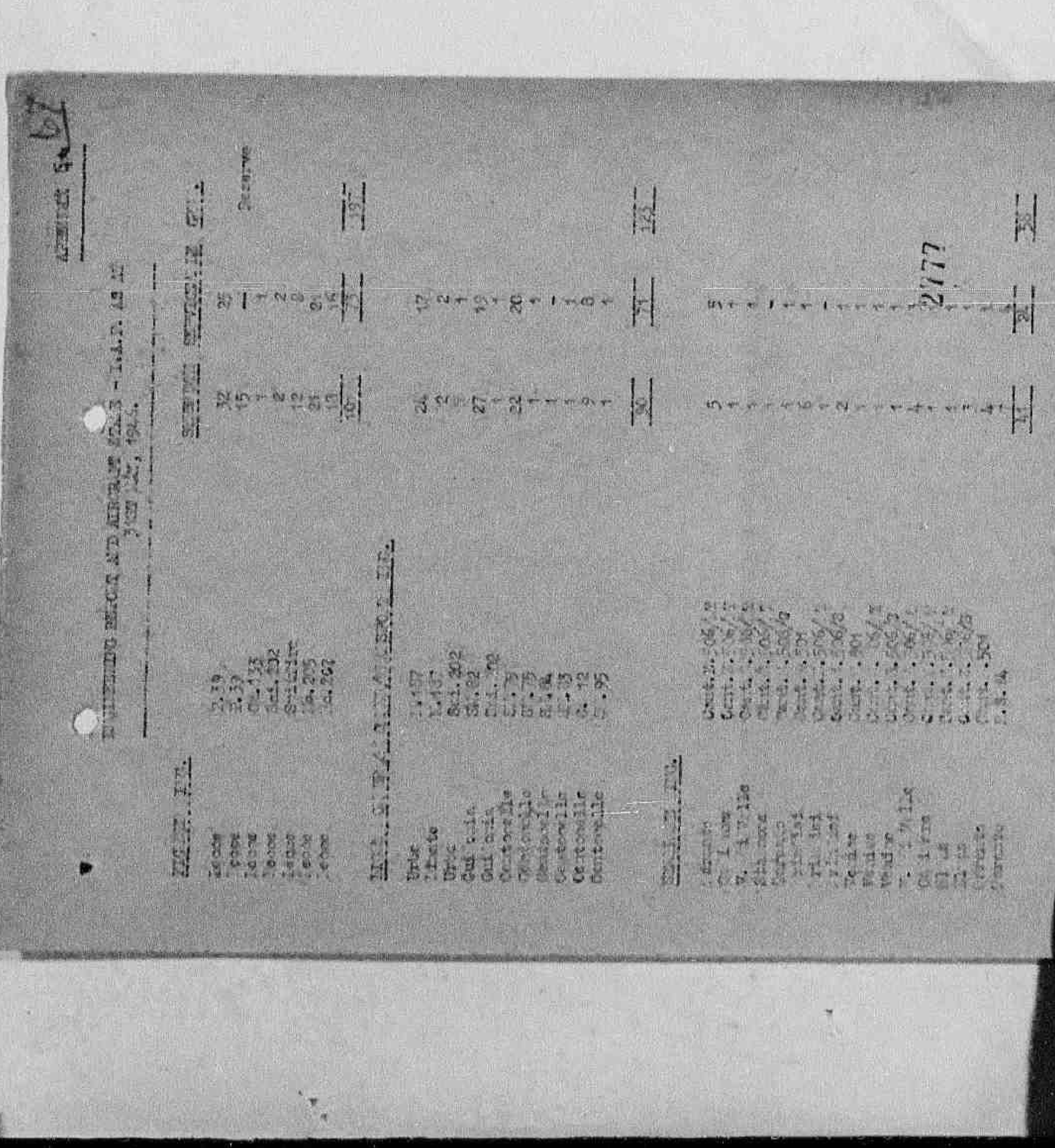

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FROM: AIR OFFICE-MARSHAL I.E. BROCKE, CBE.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

AFSC/25/AIR.

20th May, 1946.

MAY 20 1946

Dear Lush, 50

Reference your 8503/50/EC dated 3rd May. We will try to let your office have our Monthly Reports by the 10th of the month, but we usually find it difficult to get the thing out quickly as we have to wait for reports from outside detachments, and we are usually faced with lack of sufficient typing staff. However, we will do our best.

Yours

Brigadier M.F. Lush,
Executive Commissioner,
Headquarters,
Allied Commission, Rome.

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, FCRE.

MAY 15 1946

Monthly Air Report No.41 - APRIL, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of April, 1946.

Appendix "B" - Aircraft State as at 30th April, 1946.

Appendix "C" - Regulations governing clearance of foreign aircraft entering Italy.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. Flying has continued up to the limitation imposed by the availability of petrol. Morale is good, and the station personnel realise that the petrol supply problem is their own responsibility. Summary of flying activity in the I.A.F. during April is shown at Appendix "A".

2. Allocation of P.38's (Lightnings). These aircraft are eagerly awaited by all. Forty aircraft are now being assembled at Capodichino airfield, Naples. These are almost ready for their first test flight, after which they will be flown to Lecce, where conversion of personnel will be carried out.

3. Light Bomber Wing - Littoria. One aircraft has been detached to the training school, Frosinone, to replace the one which crashed there last month. Two aircraft remain detached at Linate (Milan).

4. Flying Personnel. Twenty ex R.C.A.F's have already taken over flying duties after completing refresher and conversion courses at Frosinone. Morale fairly good.

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5. Night Bomber Wing - Guidonia. This station has been extensively damaged, both hangars and installations being hit. The I.A.F. intention is to repair three hangars and make this station the major inspection and repair centre for land planes.

6. Bomber Transport Wing - Centocelle. Once again all scheduled flights

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6. Bomber Transport Wing - Centocelle. Once again all scheduled flights were completed without incident.

7. Discipline and Morale. Discipline during working hours is good. A large number of the personnel are ex-civil aviation employees and there is some malcontent among them owing to rumours that civil aviation in Italy is in the process of being established. They feel that they are being denied the opportunity of re-employment in their pre-war work.

8. Seaplane Wing - Taranto. This base was inspected on April 18th by the Italian C.A.S - General Aimone Cat, accompanied by General Certa and Staff.

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9. Flying Activities. 99 hours were flown on air transport work, and 1 hour 45 minutes on target towing exercises. Two A.S.R. exercises accounted for a further 3½ hours flying.

10. C.A.V. Building, Brindisi. The newly installed operations room has been inspected by representatives of the A.F.S.C, and approved.

11. Seaplane Detachment - Vigna di Valle. This station is slightly damaged and is being repaired. A 20 ton crane is serviceable and a 10 ton crane unserviceable. Beaching trellises and equipment are being salvaged from the lake and some of the former accommodation should be useable in the near future. The transformer station and standby power set are completely serviceable. The I.A.F. intend to make this station the major inspection and repair centre for seaplanes.

Training.

12. Refresher Flying School - Lecce. The school continues its normal training programme but lack of petrol, unserviceability and strong cross winds have curtailed activity considerably. It is hoped to start early morning flying in the near future to avoid the strong cross-winds. School aircraft and future requirements have been reviewed by the Chief Technical Officer of the A.F.S.C. A flying control officer has been posted to the school and is giving lectures in addition to checking airfield discipline.

13. Light Bomber Flying School - Frosinone. 6 Pilots and 1 Wireless Operator completed training during the month of April. 8 Pilots, 14 Navigators and 1 Wireless Operator are now under training.

14. Supply of training aircraft. Six Breda 25s located at the Bresso airfield have been inspected by the Chief Technical Officer of the A.F.S.C. These aircraft are single engine biplanes, dual control, and suitable for elementary pilot training. Authority has been granted for them to be overhauled and assigned to the Refresher flying school, Lecce. A further arrangement has been made whereby all the CR.42 aircraft engaged on Meteorological flights, or communication duties, will be withdrawn. They will be re-assigned to the Lecce flying school. The allotment of other aircraft for liet. flight duties is under consideration.

15. Tactical Reconnaissance Training. Authority has been granted for the Italian Spitfire Squadron - at present equipped with Spitfire V's - to convert to tactical reconnaissance. By arrangement with H.Q. R.A.F. Desert Air Force, two Italian Air Force Officer pilots have been attached to the Polish Squadron of D.A.F. Treviso, for Tac/R Training. Upon completion of this course they will return to Lecce, accompanied by a Polish Officer pilot who will supervise the training of the Spitfire squadron there.

2772

16. Ground Courses. Two I.A.F. Officers are to be attached to the American A.T.C - Cisapino airfield. They will undertake a 30 days course in the study of A.T.C's system of radio communication and meteorology. ✓

17. General Services School. The third course consisting of 30 Senior NCO's commenced at the School's new quarters in Florence, on 25th April, 1946.

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18. Director of Training. The end of April saw the departure of Colonel Robert F. Worlon, (U.S.A.A.F), formerly head of the A.F.S.C. Training Department. His new assignment will be with H.Q. United States Air Forces Europe, Wiesbaden, Germany.

Aircraft Centre.

19. Transfer of Duties to Italian C.A.V's. During April the CAVs at Rome and Brindisi took over Aircraft Safety duties in Southern Italy from the R.A.F. Two successful exercises were held using the Seaplane Base at Vigna di Valle, and one using bases at Taranto and Brindisi. The changeover appears to have been made satisfactorily, but landline difficulties are still being experienced between the central CAV at Rome and the subsidiaries at Bologna and Brindisi. At the moment this trouble is being covered by the Italian W/T point to point system, but ✓

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it is anticipated that the Italian Air Ministry will be able to improve the telephone link-up before May 8th, on which date the Safety Centre Northern Italy, at Bolzano is scheduled to close.

Italian Military Courier Service.

20. Fare-saving scheme. The scheme has been temporarily delayed. Tickets have now been printed and are awaiting distribution to all courier line offices. Instructions covering the operation of the scheme are also to be issued by the I.A.F.

21. SM.95 aircraft. The new Italian SM.95 made its debut in the military courier service on the 27th of April. This aircraft is a four engined aircraft which can carry a maximum of 50 passengers and has a top speed of 390 kilometres per hour. The ceremony which was held at Centocelle airport was attended by the Minister for Air (Doctor Cevolotto) and numerous politicians, as well as representatives of Allied and Italian services. Cevolotto made a brief speech illustrating what the Italian military courier service had accomplished in the field of transporting passengers and goods, and concluded by stating that the Transport Group had carried out 25,000 flights, carried over 9,000 passengers, and had flown a distance of 2,786,474 kilometres, all without incident.

Meteorological Service.

22. Reporting Stations. Reporting stations were opened at Carloforte, Volterra and Frosinone. There are now 131 stations in the Italian network.

23. National Radio Transmitter (IAC). This transmitter continues to give satisfactory service and the teletype link between the Italian Air Ministry and Ciampino is functioning well.

24. Radio-Sonde Equipment. A radio-sonde section is to be sent to Venice as soon as the necessary equipment is obtained. The Italian Air Force is training more radio-sonde specialists, and there will be sufficient personnel available for the work.

25. Reorganisation of Italian Meteorological Services. A small reorganisation was effected on April 15th chiefly affecting the constitution of the various zones. The new schedules are working well and no complaints have been received from any source.

2771.

PART II - ORGANISATION AND ADMINISTRATION.

26. International Conference. During the month the Italian Air Force despatched a Commission composed of experts to participate in the Paris conference on Civil Aviation. They discussed International Civil Air Lines and the problems of bases.

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27. Reduction of Commands. From April 5th all I.A.F. Nucleus Commands were disbanded. This is part of the general plan to revert to the normal peace-time organisation.

Intelligence.

28. Radio-Sonde Transmitters. A great deal of prominence has been given in local and Allied newspapers to the mysterious dropping of wireless sets by unknown aircraft in various parts of Italy. In fact no wireless transmitters were dropped in Italy by aircraft, but a number of 'Radio Sonde' were despatched for meteorological purposes, and it was these instruments which were found and started the spate of rumours.

29. Retirement of Senior Officers. Commissions have been set up by the Italian Air Ministry to review the retirement of senior officers. These Commissions are

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generally unpopular with the Italians because they feel that a stable government should be in power before work is started on this subject.

30. Civil relations. The relationship between the Regia Aeronautica and the civil population continues to be completely normal, and there have been no incidents or demonstrations, and no unfavourable articles have appeared in the press.

Engineering.

31. Italian Aircraft Firms. A tour of inspection of aircraft and aircraft engine manufacturers in the North of Italy has been carried out by the C.T.C. of the A.F.S.C. The following firms were visited:

Breda at Sesto San Giovanni and Dresso.
Piaggio at Ancona.
Macchi at Varese.
Alfa Romeo at Milan.
Isotta Fraschini at Milan.
Fiat at Turin.
Farina at Turin.
Caproni at Taliedo, Milan and Trento.
Aria Lombardi at Vercelli.
Augusta at Cascina Costa.
Savoia Marchetti at Sesto Calende, S. Anna and Vergiate.
Caproni at Vizzola Ticino.

Visits have also been made to the following I.A.F. Units: Novara, Gallarate, Linate, Malpensa and the Technical Headquarters at Milan. A.H.Q. Italy (Caserta) and 159 M.U. were also visited.

32. Retention of unauthorised aircraft by I.A.F. An up-to-date complete and comprehensive return has been requested from the Italian Air Ministry showing all aircraft, military and civilian, in the country. A committee of A.F.S.C. and I.A.F. representatives will decide upon their retention or destruction to salvage. Definite orders have again been issued to the I.A.F. for the complete destruction of all German aircraft by the 20th May, 1946.

Equipment.

33. Concentration of Equipment Depots in North Italy. All but a very few sub-depots have now been concentrated into Gallarate and Novara and the equipment from the few remaining depots will be transferred to these central depots within the next few weeks. It is anticipated that by the end of June at the latest all sub-depots will have been cleared and closed down.

2770

Mechanical Transport.

34. Recovery of ex-enemy captured vehicles. The firm of Caproni, Trento, has received a considerable sum in payment for work completed. A contract has been made for the repair of vehicles by the S.A.C.O. firm of Balsamo

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35. I.A.F. M.T. School of Instruction - Monte Rotondo. The second course consisting of 30 pupils finished on March 30th. It was not possible to commence another course in April through lack of entrants. The third course will commence on May 2nd and finish June 30th, 1946. 100 pupils are entered, and 60 have already arrived.

PART III - REPORTS FROM DETACHMENTS.

Lecce.

36. Lumber S.R.A.I. Work continues on the overhaul of 2 SM.84s and 3 SM.82s, the last aircraft to be overhauled at Lecce. Acute shortage of Lino, fabric and plywood is seriously hindering progress. This shortage is being experienced by all the S.R.A.I's but is much more noticeable in the case of the big aircraft. During the month an SM.79 which crashed several months ago was completed and successfully test-flown.

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37. English speaking course. The course of instruction in English is still continuing and seems popular. It is expected to last a further fortnight.

38. Visits. On the 11th of April General Bradley, U.S. Military Attaché visited Lecce and carried out a detailed inspection of all technical and domestic installations. During the visit the General commented at some length on the age of the aircraft in use and the amount of work required to maintain them, and also gained some idea of the difficulty in obtaining normal consumer items and raw materials, and in working generally with little industrial backing. He stated the necessity of cutting out unnecessary overheads and getting down to the stark-rising of a small but efficient air force.

39. On the 17th of April the Station was visited by the Italian C.A.S, General Aimone Cat and staff officers. During his visit considerable agitation among fighter personnel generally was obvious, the reason being their desire to be moved North, and as yet having no information of this happening. The general wish seems to be to move soon in order that winter quarters can be established before the bad weather sets in, and to make the best use of air transport, other means being so limited.

Naples.

40. Cadet School. The Italian Air Force Academy at Nisida is functioning normally. On the evening of the 13th April, 1946, a dance was held to celebrate the passing out of the Cadets belonging to the 3rd Course. It is a tradition that all Military Academies should hold a dance 100 days before the passing out of Cadets. Allied and Italian authorities and the Chief of the Italian General Staff, General Aimone Cat, attended the dance.

41. Motor Transport. It was originally decided to close the M/T workshop with the transformation of Naples Area from "Command" to "Garrison" Status, but the demand for transport has made it necessary to continue this Section for an indefinite period. Difficulties are encountered in meeting requirements arising from the transportation of the ever increasing number of repatriated Prisoners of War.

42. Repatriated P.O.W's. During the month of April about 1,000 Prisoners of War have been repatriated - amongst these were officers from India. The morale of P.O.W's arriving from British and American Camps is high and their physical condition good.

43. Aircraft factories. During the month of April the activity of the Aviation Firms has slowed down owing to the lack of new contracts from the Italian Air Force Administration.

44. I.A.F. Companies. On the 6th April 1946 the 206th Detachment on duty with No.114 M.U, R.A.F, was disbanded and the personnel involved transferred to various I.A.F. Units as replacements for those discharged from the Italian Air Force.

45. Seaplanes. During the month of April 10 training flights have been made in conjunction with the Navy, making use of a Cant Z.501 detached at Nisida

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46. Assembling of P.38 aircraft. During the first days of April ground crews skilled in the assembling of P.38 aircraft arrived at Capodichino and billets were arranged on the airfield. The Chief of the Italian General Staff, General Aimone Cat and General Gosta inspected the work in progress and expressed satisfaction. The aircraft all appear to be in good condition, and several have only had a few flying hours.

Milan.

47. Equipment.

Gallarate. The main activity at Gallarate Central Stores has been the sorting, listing and classification of incoming and outgoing material. During

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April 21 between [illegible] and 122 lorry-loads of incoming stores were handled against 16 box-[illegible] and 8 lorry-loads for outward delivery. Extensive servicing, pressing and repairing of aircraft spares was carried out by the Gallarate Servicing Section, over a thousand items being checked and stored during the month. Machine tools were rendered serviceable for local use and U.S. engines and obsolete aircraft parts broken down for scrap. Much repair and construction work of a miscellaneous nature was carried out by the Workshop and Carpentry Sections.

Milan. Approval has been secured for I.A.P. to use the Caproni hangars at Taliedo for centralising bulk stores amounting to 7,000 tons, at present housed in premises which industrial firms have reclaimed. The hangars are now occupied by the Caproni and Grismani Firms, but orders have been given for these firms to evacuate by the 15th May when the transfer of I.A.P. equipment will commence. The I.A.P. store in Via Varvitelli, Milan, has been closed down and about forty tons of material (mainly spare engine parts, crated), have been transferred to Novara and Gallarate.

48. Italian Civil Aviation. A three days Congress has been held in Milan to discuss the technical and economical aspect of air transport in Italy. Subjects discussed were inception of air-lines, aircraft and organisation. ✓

49. Linate airfield. Work is still in progress to set up and render serviceable the H.F./D/F. and V/F equipment on the airfield. A technical fitting party from 378 M.U. R.A.F. is working between Manlu and Linate. All non-essential radio equipment is being sorted out for return to R.A.F. Stores. The air-courier service has been functioning smoothly but difficulties have occurred over the supply of petrol. Shortages have been due to under-estimating the consumption of aircraft, excessive refuelling of presidential planes, visiting British aircraft and transport hold-ups between Leghorn and Milan. Steps have been taken to eradicate these troubles.

50. Aeronautical study and research. The Italian Air Ministry has received applications from Milan Polytechnic for permission to resume study and research in the Laboratorio Pi Aeronautica. Permission was granted for experiments to be continued into the structure of parachutes to withstand high-speed opening. A request has also been made for components and spare parts of unserviceable Allied aircraft to be made available for instructional purposes. ✓

51. Inventions. Aeronautical inventions studied during April included a new principle for the gradual and automatic variation in flight of airscrew pitch, and a mounting for piston-shafts designed to increase efficiency. ✓

2768

52. Security. Clandestine production of arms and concealed dumps of weapons still give rise to anxiety, but no damage or loss to I.A.F. property has been reported. Airfield security and safeguarding of stores has been satisfactory.

53. I.A.F. Administration. Concern has been caused by the inspection of I.A.F. Headquarters building in Milan with a view to its possible requisition by an American formation. This building houses every type of aeronautical installation and service, offices messing and sleeping accommodation for several hundred personnel, and about five-hundred tons of miscellaneous equipment which has been

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52. Security. Clandestine production of arms and concealed dumps of weapons still give rise to anxiety, but no damage or loss to I.A.A.F. property has been reported. Airfield security and safeguarding of stores has been satisfactory.

53. I.A.F. Administration. Concern has been caused by the inspection of I.A.F. Headquarters building in Milan with a view to its possible requisition by an American formation. This building houses every type of aeronautical installation and service, offices messing and sleeping accommodation for several hundred personnel, and about five-hundred tons of miscellaneous equipment which has been brought in over a period of ten months. Efforts are being made to discourage the requisitioning of this building.

54. Command of 1st Z.A.T. Headquarters. General Drago was appointed to the Command of 1st Z.A.T. Headquarters, Milan, on the departure of General Biffi.

L.E. J[illegible], GROUP CAPTAIN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

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5b

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 13th May, 1946.
Ref: AFSC/25/1/AIR.

Distribution.

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ANNEXURE "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 30TH APRIL, 1946.

NUMBER AND TYPE.		STRENGTH	SERVICEABLE	CREW.
[illegible]	P.39	34	34	
[illegible]	P.39	13	3	
[illegible]	CL.13A	1	1	
[illegible]	SAI.202	2	2	
[illegible]	Spitfire	12	8	
[illegible]	Mc.205	18	17	
[illegible]	Mc.202	18	17	
		98	82	199

LIGHT BOMBER & TORPEDO/TRANSPORT WING.

Urbe	M.167	24	19	
Littorio	M.187	2	2	
Urbe	SM.202	1	1	
Guidonia	S.82	25	15	
Centocelle	S.79	24	17	
Centocelle	S.75	1	1	
Centocelle	S.84	1	1	
Centocelle	S.83	1	1	
Centocelle	G.12	7	5	
Centocelle	S.95	1	1	
		88	64	122

SEAPLANE WING.

Taranto	Cant.Z.506/T	7	4	
Taranto	Cant.Z.506/C	1	1	
V. di Vallo	Cant.Z.506/T	2	2	
Brindisi	Cant.Z.501	5	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	2	2	
Venice	Cant.Z.506/S.	1	1	
Brindisi	Cant.Z.506/S.	2	1	
V. di Vallo	Cant.Z.506/T.	2	2	
[illegible]	Cant.Z.506/S.	2	2	

[illegible]	Mc.205	13	17	
[illegible]	Mc.202	16	17	
		98	82	199

[illegible] & DIVER/TRANSPORT UNS.

Urbe	S.187	24	19	
Limbo	S.187	2	2	
Urbe	Sm.202	1	1	
Gui[illegible]nia	S.82	25	15	
Cent'celle	S.79	24	17	
Cent'celle	S.75	1	1	
Cent'celle	S.84	1	1	
Cent'celle	S.83	1	1	
Cent'celle	G.12	7	5	
Cent'celle	S.95	1	1	
		88	64	122

CRUISING UNS.

Taranto	Cant.Z.506/T	7	4	
Taranto	Cant.Z.506/C	1	1	
V. Di Valle	Cant.Z.506/T	2	2	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	2	2	
Vendee	Cant.Z.506/S.	1	1	
Brindisi	Cant.Z.506/S.	2	1	
V. Di Valle	Cant.Z.506/T.	2	2	
Cagliari	Cant.Z.506/T.	2	2	
Elmas	Cant.Z.506/T.	2	2	
Elmas	Cant.Z.506/S.	3	1	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	5	
		42	25	57

ANTISUBS SQUADRONS - UNITA AEREA.

G. Sul Colle.	S.79	1	1	
G. Sul Colle.	Cant.Z.1007	3	2	
G. Sul Colle.	Ca.314	3	2	
G. Sul Colle.	Ca.309	2	1	
G. Sul Colle.	Mc.2001	3	-	
G. Sul Colle.	Sm.202	2	2	
G. Sul Colle.	BR.156	1	-	

Continued/2.....

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		STERNUM	SERVICEABLE	CREW
AUTONOMOUS SQUADRONS - UNITA AEREA (CONT'D).				
Palese (Bari)	Ca.310	1	-	
Palermo	Ca.314	1	-	
Palermo	Sai.202	1	1	
Linate	Ca.313	2	1	
Linate	Sai.202	1	1	
Linate	Cr.42	2	1	
Treviso	Ca.309	1	1	
Brindisi	Cr.42	1	1	
Alliel Cuneo	Sei.202	1	1	
		25	15	24
AUTONOMOUS SECTION. (Minister).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (Stato Maggiore).				
Centocelle	SM.79	2	2	
Centocelle	Ca.313	1	1	
Centocelle	Br.2001	2	2	
Centocelle	Sai.204	1	-	
Centocelle	Sai.202	2	2	
		8	7	15
FERRYING SECTION.				
Urbe	SM.79	2	1	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	1

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		26	15	24
AUTONOMOUS SECTION. (Minister).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (State Mayeure).				
Centocelle	SM.79	2	2	
Centocelle	CR.313	1	1	
Centocelle	Re.2001	2	2	
Centocelle	Sai.204	1	-	
Centocelle	Sai.202	2	2	
		8	7	15
HEADQUARTERS SECTION.				
Urbe	SM.79	2	1	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	1
SCHOOLS.				
Lecce	Ro.200	9	3	
Lecce	FW.305	3	1	
Lecce	G.50	3	1	
Lecce	Cr.42	3	3	
Lecce	Cn.164	7	1	
Lecce	G.8	1	1	
Lecce	P.39	2	2	
Lecce	Spitfire	2	2	
Pratica	M.187	4	4	
Pratica	SM.79	1	-	
Pratica	S.84	1	-	
Pratica	Cant.Z.1007	1	1	
Pratica	Sai.202	1	-	
		42	19	73

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		STRENGTH	SERVICEABLE	OPER.
FIGHTER SQNS.				
Lecce	Mc.205	25	-	
Lecce	Mc.202	9	-	
Lecce	Sm.202	7	4	
Lecce	Fl.3	2	1	
Lecce	Dr.20	1	-	
T.B./S. SQNS.				
Lecce	SM.82	2	-	
Lecce	SM.79	1	-	
C. del Colle	Cant.Z.1007	1	-	
S.V. Turente	Ca.314	2	-	
S.V. Turente	Ca.310	1	-	
Centocelle	SM.79	5	-	
Centocelle	SM.84	3	-	
Urbe	Ca.309	1	-	
SEAPLANE SQNS.				
Taranto	Cant.Z.506/T.B.	7	-	
Taranto	Cant.Z.506/S.	3	-	
Taranto	Cant.Z.501	12	-	
Taranto	R.S.14.	2	-	
SCHOOL SQNS.				
Lecce	G.8	1	-	
Lecce	Re.2001	7	-	
Lecce	Mc.200	17	-	
Lecce	Fn.305	1	-	
Lecce	Sal.200	1	-	
		111	5	-
GENERAL TOTALS:		422	223	498

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Appendix "C".

REGULATIONS CONCERNING CLEARANCE OF FOREIGN AIRCRAFT ENTERING ITALY.

Instructions have been issued by A.F.H.Q. to all Military Missions in Rome that effective 25th March, 1945, all foreign aircraft entering Italy must have specific clearance from the M.A.A.C. Secretariat. Requests for permission to fly over or land in Italy must be made to the M.A.A.C. Secretariat through their local authorities, if possible, at least five days in advance of E.T.A.D. embodying the following information before clearance can be effected:

a. Type, number and make of aircraft.
b. Name of crew members.
c. Route to be followed.
d. Nature of flight, if any.
e. Approximate duration of stay.
f. Aircraft services required.
g. Confirmation that passengers have all necessary visa which can be obtained through Italian Embassy or Legation Channels.

2. Failure to obtain clearance in accordance with these instructions, aircraft, crew and passengers are to be kept under observation until such time as notification of clearance is received either from the M.A.A.C. Secretariat, or Air Headquarters, A.A.F. Italy.

3. In addition, passengers and crews, other than British or American service personnel, not in possession of valid entry documents, are to be handed over to either:

a. Italian public safety airfield control.
b. Italian public safety port control.
c. The local Questura.
d. The local Carabinieri.

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4. The above provisions are not applicable to British and American aircraft providing civilians conform to para 1g, supra, and if normal warning is sent. Also excluded from the above provisions are the existing weekly shuttle French Military Courier Service Flights and internal flying of light aircraft in use by the French Air Attaché in Rome.

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Ref: 8503/30/30.

3. May 1946.

It would be appreciated if your Monthly Reports, which are of great interest, could reach this office by the 10th of the month as undue delay in receipt of the various reports means that the Allied Commission Monthly Report in which yours is included is delayed. I would be glad if you would issue instructions to this effect.

M. S. LUSH

Air Vice Marshal I. Brodie,
Director,
Air Forces Sub-Commission.

MSL/JC.

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See m. 58

See 7-6x

PA

8103 A1 46

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.40 - MARCH, 1946.

APR 26 1946

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of March, 1946.

Appendix "B" - Aircraft state as at 31st March, 1946.

Appendix "C" - Programme of Courses in progress in the I.A.F, and proposed future courses.

Appendix "D" - Italian Meteorological Services.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Activity. The petrol supply position showed a great improvement during the month. This, together with a period of good flying weather has enabled a full programme to be operated. Summary of flying activity in the Italian Air Force during March is shown at Appendix "A".

2. Accidents. One accident occurred, involving an Aerocobra (P.39). The aircraft went into a flat spin while engaged on patrol exercises, and crashed on the airfield. The pilot baled out successfully.

Light Bomber Wing - Litterio. 2761

3. Flying Activities. 119 flights were made during the month, giving 77 hours flying time. Of this total 4 special flights were made for the I.A.F, and 21 flights for the Italian Government, carrying in all, 65passengers. No Allied personnel were carried during the period under review. Two aircraft remain detached at Linate (Milan).

4. Maintenance. Spares are anxiously awaited for the Baltimore aircraft, principal requirements being engines, aircrews, and tail wheel tyres.

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Appendix "B" - Aircraft state as at 31st March, 1946.

Appendix "C" - Programme of Courses in progress in the I.A.F, and proposed future courses.

Appendix "D" - Italian Meteorological Services.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Activity. The petrol supply position showed a great improvement during the month. This, together with a period of good flying weather has enabled a full programme to be operated. Summary of flying activity in the Italian Air Force during March is shown at Appendix "A".

2. Accidents. One accident occurred, involving an Aircobra (P.39). The aircraft went into a flat spin while engaged on patrol exercises, and crashed on the airfield. The pilot baled out successfully.

Light Bomber Wing - Littorio.

3. Flying Activities. 119 flights were made during the month, giving 77 hours flying time. Of this total 4 special flights were made for the I.A.F, and 21 flights for the Italian Government, carrying in all, 63passengers. No Allied personnel were carried during the period under review. Two aircraft remain detached at Linate (Milan).

4. Maintenance. Spares are anxiously awaited for the Baltimore aircraft, principal requirements being engines, airscrews, and tail wheel tyres.

5. Morale. Uncertainty of the future tends to lower morale. The new Commanding Officer is liked and respected by the station personnel.

Work Services.

6. Urbe. This station has been extensively damaged, but good use of any serviceable buildings is being made. A number of servicing sections are under canvas. All hangars are damaged beyond repair. Bomb damage to airfield is being rectified but no attempt beyond external clearing has been made to square up the hangar sites.

Night Bomber Wing - Guidonia.

7. Organisation. Cleaning up of the airfield progresses satisfactorily, and the runway is almost completed. The weigh-bridge capable of weighing aircraft up

Continued/2.....

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See Min 47-48-51.

1 Enclosure

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to 20 tons is being repaired.

Bomber Transport Wing - Centocelle.

8. Activities. All scheduled flights were carried out without incident. Morale is excellent, and this airfield still gives the impression of being the best organised Italian airfield.

Seaplane Wing - Taranto.

9. Organisation. A detachment of 2 Cant 506 seaplanes of No.286 Squadron have been transferred to the Vigna di Valle base for Air Sea Rescue duties in the Tyrrhenian Sea area. The Brindisi Seaplane base is opening a new air sea rescue operations room within the C.A.V. (Aircraft Safety Centre). This is now being equipped with the necessary communications, charts and furnishings.

10. Flying activities. 125 hours were flown on air transport work, and 15 on target towing for the Italian Navy. One Air Sea Rescue sortie was requested by the Admiral Commanding, La Spezia. The occupants of the dinghy were eventually found safe in S. Remo harbour. 5 air sea rescue exercises were held.

Training.

11. Refresher Flying School - Lecce. A thorough review has been made of the aircraft situation in the school. Proposals are under consideration which will lead to the establishment of a constructive long term policy for the supply and maintenance of training aircraft, which will enable the school to operate a standardised training programme.

12. Light Bomber Flying School - Frosinone. General activity has slowed down owing to one of the three remaining aircraft having crashed. The latter was caused by engine failure on take-off, the pilot escaping without injury. One SM.84 and a Cant Z.1007 have arrived for use in the school. During the month one pilot only has completed training, while three pilots and one wireless operator remain under training.

13. General Service School. The second course, consisting of Senior N.C.O. pilots ended on the 23rd March, 1946. As from April 1st, 1946 the school will be moved from Frosinone to Florence.

14. English Language Courses. The Italian Air Ministry has ordered that all these courses, which are now held at all major I.A.F. Headquarters and Stations, shall be extended from three to four months. There will be a final examination for all personnel attending the courses. Those persons failing the first examination will be required for re-examination within four months from the date of failure.

15. Special Training Courses - I.A.F. Academy. Two special one year courses have been authorised for 15 Junior officers and 15 Senior N.C.O's respectively. The aim will be to grant permanent commissions to these officers and senior N.C.O's with especially good war records.

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16. Flying Training. A short flying training instructors course was held for six instructors of the refresher school, Lecce. Lectures and air exercises were given by the A.F.E.C. flying training instructor, and considerable interest was shown by all. The pilot instructors were of a low average standard, and are hindered in their work by lack of suitable equipment, such as inter-communication in the aircraft between instructor and pupil. The instructor relies entirely on pre-flight briefing followed by air demonstration.

17. Air Sea Rescue - Organisation. Aircraft Safety. The Italian Air Force is now furnishing the only A.S.R. service available in Italy, due to the folding up of all R.A.F. air sea rescue units.

18. Planning. The Italian C.A.V's are being prepared to take over the services of the Allied aircraft safety centres. In this respect Rome and Brindisi

Continued/3.....

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C.A.V's will become operational on April 14th, with the Rome C.A.V. earmarked as the controlling C.A.V. for the Italian and Allied aircraft safety service.

Italian Military Courier Service.

19. Para-paying scheme. Final details of this project are now being worked out between the Italian Air Ministry and the Ministry of Transport, before it is put into effect.

20. Activities. Improved weather conditions have permitted unrestricted operations. Owing to increased requests for high priority airlift to Genoa, the initial weekly service has been increased to two flights. Sardinia is now served by two SM.82s weekly from Guidonia to Cagliari and return, and three SM.79s from Centocelle to Alghero and return.

Meteorological Service.

21. Reporting stations. Reporting stations were opened at Siracusa, Stromboli, Chinisia, La Spezia, Radicofani and Monte S. Angelo. There are now 128 stations in the Italian Meteorological net-work.

22. Directorate of Communications and Meteorological Information Centre. These two offices have returned to the pre-1943 site of the Italian Air Ministry. This move enabled all the teletype faults to be corrected and the line from Ciampino airfield is now working well.

23. National Radio Transmitter (INB). This transmitter has given very satisfactory service and no complaints have been received from Allied units. It has been arranged that coded landing forecasts will be made four times daily for the following airfields: Milan, Turin, Venice, Treviso, Bologna, Centocelle, Pisa, Frosinone, Bari, Lecce, Brindisi, Catania, Palermo, Cagliari and Alghero. This service will begin on April 15th.

24. Italian Air Force Radio Beacons. Arrangements have been made for the beacons at Milan, Venice, Brindisi, Palermo, Cagliari and Olbia, to transmit a small collective of weather reports from nearby airfields. Broadcasts will be made at half-hour intervals.

25. Special reports. As from 1st April, 1946 all Italian airfields will pass special reports, four times daily, giving details of the serviceability of the airfield and of the signal services in existence.

26. Re-organisation of Italian Meteorological Services. The main changes affect the constitution of the various zones, in an effort to facilitate the collection and re-broadcasting of reports. The re-organisation will also affect the broadcast time schedules of the Regional Centres, Milan, Venice, Rome, Brindisi, Catania and Cagliari, and of the National Radio Transmitter (I.N.B). A summary of Italian Meteorological Services is contained in Appendix "D".

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Signals.

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Signals.

27. Aircraft Safety Communications. Provision has been made for the handing over to the I.A.F. of a skeleton of private wire communications for operational circuits between the C.A.V's and Rome. This also includes the lines to the seaplane bases and the centres at Bologna and Naples. These lines will serve both Allied and Italian needs.

28. Air Sea Rescue. The I.A.M. is arranging for W/T watches to be kept at Rome and the C.A.V's to provide for air/ground communications for A.S.R. aircraft under Italian control. Eventually a watch will be kept on the HF/DF distress frequency.

29. I.A.F. and Italian Navy Liaison. It has been proposed to secure communications between the Naval stations guarding the international distress frequency 500 kc/s, and the aircraft safety centres North and South Italy.

Continued/4.....

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30. International Frequencies. Permission has been requested for the C.A.V. Rome to join the 5660 kc/s network.

31. Linate (Milan). The installation of the HF/DF station is complete and air calibration tests are being arranged. Work on the installation of the Control Tower is held up temporarily for lack of equipment.

PART II - ORGANISATION AND ADMINISTRATION.

32. Demobilisation. All I.A.F. personnel of the 1922 class have been demobilised. The actual active strength is now approximately 22,000 excluding those being paid at home.

33. Disbanding of Commands. The North of Italy General Command was disbanded on March 15th, 1946. The I.A.F. Nucleus Command was disbanded on March 31st, 1946, and was replaced in Naples by the I.A.F. Regional Garrison Command.

34. Retention of personnel. Special Sub-Commissions have been formed in all I.A.F. Commands for the training and examination of N.C.O's of the I.A.F. The object is to select the most efficient N.C.O's for retention when the strength of the I.A.F. is announced by the peace treaty. At present, the strength of the N.C.O's vis-a-vis other ranks is excessive.

35. Transportation of food by air. The projected air services from Sardinia to Rome and from Venice to Milan, for the purpose of transporting fish and medical and relief supplies, remains in abeyance. This is due to the apparent unwillingness of the Air Minister to sign the contract and the reluctance of the High Commissioner for Sardinia to allow fish out of the country; further action is being taken to hasten.

36. Italian Air Ministry Building. Movement of the Italian Air Ministry into their pre-1943 site has been completed. The building was earmarked for A.F.H.Q. and was at one time occupied by the Austrian Control Commission.

37. I.A.F. Building - Florence. This building, until recently occupied by New Zealand personnel, has been de-requisitioned, and returned to the I.A.F. It was the former site of the I.A.F. Post-Cadet Training School which will re-open there on the 15th April, 1946, as a general service school.

38. International Conference. The I.A.F. Officers who attended the International Met. Service Conference and the Air Navigation and equipment demonstration in London, returned to Rome during the month and were very favourably impressed.

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39. Italian Air Mails (Internal). Information has been received from the Communications Sub-Commission that Internal Air Mail services are in operation by all Italian Courier lines. The air mail fee is 4 lire for every 15 grams. The use made by the public of these services is not so great as was expected because mail services by rail are constantly improving.

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33. Disbanding of Commands. The North of Italy General Command was disbanded on March 15th, 1946. The I.A.F. Nuclear Command was disbanded on March 31st, 1946, and was replaced in Naples by the I.A.F. Regional Garrison Command.

34. Retention of personnel. Special Sub-Commissions have been formed in all I.A.F. Commands for the training and examination of N.C.O's of the I.A.F. The object is to select the most efficient N.C.O's for retention when the strength of the I.A.F. is announced by the peace treaty. At present, the strength of the N.C.O's vis-a-vis other ranks is excessive.

35. Transportation of food by air. The projected air services from Sardinia to Rome and from Venice to Milan, for the purpose of transporting fish and medical and relief supplies, remains in abeyance. This is due to the apparent unwillingness of the Air Minister to sign the contract and the reluctance of the High Commissioner for Sardinia to allow fish out of the country; further action is being taken to hasten.

36. Italian Air Ministry Building. Movement of the Italian Air Ministry into their pre-1943 site has been completed. The building was earmarked for A.F.H.Q. and was at one time occupied by the Austrian Control Commission.

37. I.A.F. Building - Florence. This building, until recently occupied by New Zealand personnel, has been de-requisitioned, and returned to the I.A.F. It was the former site of the I.A.F. Post-Cadet Training School which will re-open there on the 15th April, 1946, as a general service school.

38. International Conference. The I.A.F. Officers who attended the 4th International Met. Service Conference and the Air Navigation and equipment demonstration in London, returned to Rome during the month and were very favourably impressed.

39. Italian Air Mails (Internal). Information has been received from the Communications Sub-Commission that Internal Air Mail services are in operation by all Italian Courier lines. The air mail fee is 4 lire for every 15 grams. The use made by the public of these services is not so great as was expected because mail services by rail are constantly improving.

40. Italian Air Mails (Europe). It is also learned that Italy has air mail service to the following European capitals, conveyed by R.A.F. services: London, Bucharest, Budapest, Tirana, Sofia, Athens, Belgrade, Malta, Paris, Marseilles. The air mail fee in this case is 15 lire for every 20 grams.

Civil Aviation.

41. Civil airlines. The Italian Government has now been granted permissive authority for running of Italian civil airlines which does not include gliding, club or private flying. The regulation of commercial aviation in Italy will hereafter be the responsibility of the Italian Air Ministry (Department of Civil Aviation) under the supervision of the A.F.S.C. The following communique from the Press throws an interesting sidelight on public opinion: "a remarkable and encouraging step toward the recovery of our political autonomy, and reconstruction of Air Transport".

Continued/5.....

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42.

Engineering.

42. **Serviceability - Allied Fighters.** The P.39 (Airacobra) serviceability now stands at 100%, while the Spitfire's is in the region of 90%. This is a creditable achievement considering the difficulty of obtaining spares.

43. **Italian Fighters.** The Macchi 205 squadron has 100% serviceability and the Macchi 202s show over 90%. The school aircraft are down to 40% due to the age of the aircraft employed, and lack of replacements and spares.

44. **Bomber Transports.** The serviceability of these aircraft is being maintained at 75% which is quite satisfactory considering the amount of flying being done. The aircraft state for the I.A.F. as at the end of March is shown in Appendix "J".

Mechanical Transport.

45. **M.T. School.** The course for fifty learners continues at Monterotondo - (Rome).

PART III - REPORTS FROM DETACHMENTS.

Lecce.

46. **Salvage.** The work of breaking up a number of P.39s is now well advanced, and all salvageable parts have been removed. Definite orders have been issued for the breaking up of two obsolete Ju.87 aircraft.

47. **Air Discipline.** During recent weeks there has been a noticeable increase in breaches of low flying regulations by the fighter pilots. Severe disciplinary action is being taken by the C.O. against all offenders. It is also hoped to institute a system of aircraft marking in order to facilitate identification of offending pilots.

48. **English Speaking Courses.** These are held three times weekly, each period being of two hours duration.

Naples.

49. **Cadet School.** There are 56 pupils attending the three courses at the I.A.F. Academy.

50. **Motor Transport.** Transportation of ex-P.O.W's, rations and materials, has occupied all available vehicles. Difficulties have been reported in the supply of petrol and oil throughout the month.

51. **Repatriated P.O.W's.** Another 700 P.O.W's have been repatriated. 400 were released at the end of their home-coming leave.

52. **Aviation Firms.** The activity of the Aviation Firms is slowing down due to

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Mechanical Transport.

45. M.T. School. The course for fifty learners continues at Monterotondo - (Rome).

PART III - REPORTS FROM DETACHMENTS.

Lecce.

46. Salvage. The work of breaking up a number of P.39s is now well advanced, and all salvageable parts have been removed. Definite orders have been issued for the breaking up of two obsolete Ju.87 aircraft.

47. Air Discipline. During recent weeks there has been a noticeable increase in breaches of low flying regulations by the fighter pilots. Severe disciplinary action is being taken by the C.O. against all offenders. It is also hoped to institute a system of aircraft marking in order to facilitate identification of offending pilots.

48. English Speaking Courses. These are held three times weekly, each period being of two hours duration.

Naples.

2757

49. Cadet School. There are 56 pupils attending the three courses at the I.A.F. Academy.

50. Motor Transport. Transportation of ex-P.O.W's, rations and materials, has occupied all available vehicles. Difficulties have been reported in the supply of petrol and oil throughout the month.

51. Repatriated P.O.W's. Another 700 P.O.W's have been repatriated. 400 were released at the end of their home-coming leave.

52. Aviation Firms. The activity of the Aviation Firms is slowing down due to lack of new contracts from the Air Ministry:

(a) Alfa Romeo, Pomigliano d'Arco: hold 40 overhauled engines, which cannot be despatched owing to the lack of cases.

(b) Semplex, Benevento: is making the 3 last lots of brackets for Cant Z.506.

(c) Macchi, S.Anastasia: have completed the production of rubber gaskets. They are now repairing 30 exhaust pipes for SM.79 and the machine tools which have been received from Sardinia.

(d) Navalmeccanica, Naples: slowly completing the last 5 radiators for Macchi 202.

53. I.A.P. Companies. Duties are being carried out normally. On the 1st March the 205th Company stationed at Castellammare di Stabia was disbanded. On the same

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day with the same men, the 216th Company was formed and is on duty at the No.1 R.A.F. General Hospital, Torre del Greco.

54. Seaplanes. On March the 23rd a Cant Z.501 arrived at Rhodia from Terranto in order to do training flights in conjunction with the Italian Navy.

55. Organisation. The Independent I.A.F. Campania Command has received orders to disband and to become H.Q. Regional Command under No.3 Z.A.T. Rome.

56. General: The Minister for Air. Avv. Cevalotto visited Naples on the 23rd March in order to inspect units, and in particular the R. Academy and P.O.W. Reception Centre. American and British films are now a regular feature at the I.A.F. Headquarters in Naples. An English language course meets twice weekly in Naples.

Milan.

57. Linate Airport. Difficulty was experienced in maintaining stocks of petrol. Rail transport from Leghorn to Milan was not forthcoming and recourse had to be made to three road tankers.

58. Captured Enemy Material. With the exception of the Verona depot, all C.E.M. depots have now been handed over to the A.C.A.F. organisation.

59. Aircraft and Airfields. Six training type Breda Ba.25 aircraft were traced to the R.A. depot at Bresso. Information is being collected as to availability of spares, running-times of engines, and efficiency of the aircraft with a view to bringing them into service at the flying training school at Lecco.

60. Civil Aircraft. Final tests of the IM.5 aircraft, to determine rate of climb and other characteristics, were carried out at Vercelli under the auspices of Italian Air Ministry officials.

61. Inventions. Several inventions have been examined during March. These included a combined car and autogyro, a mobile field kitchen and devices for variable pitch airscrews.

62. I.A.F. Administration. A break-down occurred during March in the supply of rations for the I.A.F. of 1st and 2nd Z.A.T. owing to the non availability of railway box-cars at Bari.

Padua.

63. Caproni's Trento. Payment has, at long last, been forthcoming from the Italian Air Ministry for work done by Caproni's. 7 million lire were received in the earlier part of the month making a sum total to date of nine and a half million lire. It is estimated that Caproni's have enough work for approximately 6 weeks.

64. Electricity supplies. The difficulty regarding the curtailing of elec-

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in Naples. An English language course meets twice weekly in Naples.

Milan.

57. Line to Airport. Difficulty was experienced in maintaining stocks of petrol. Rail transport from Leghorn to Milan was not forthcoming and recourse had to be made to three road tankers.

58. Captured Enemy Material. With the exception of the Verona depot, all C.B.M. depots have now been handed over to the A.F.H.Q. organisation.

59. Aircraft and Airfields. Six training type Breda BA.25 aircraft were issued to the R.A. Manager at Brescia. Information is being collected as to availability of spares, running-times of engines, and efficiency of the aircraft with a view to bringing them into service at the flying training school at Lecce.

60. Civil Aircraft. Final tests of the IM.5 aircraft, to determine rate of climb and other characteristics, were carried out at Vercelli under the auspices of Italian Air Ministry officials.

61. Inventions. Several inventions have been examined during March. These included a combined car and autogyro, a mobile field kitchen and devices for variable pitch airscrews.

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Padua.

63. Caproni's Trento. Payment has, at long last, been forthcoming from the Italian Air Ministry for work done by Caproni's. 7 million lire were received in the earlier part of the month making a sum total to date of nine and a half million lire. It is estimated that Caproni's have enough work for approximately 6 weeks.

64. Electricity supplies. The difficulty regarding the curtailing of electricity supplies has been put right.

65. Spares. The difficulty of obtaining spares is not so great as it was, and it has been possible to buy enough for present requirements. The real difficulty is the shortage of tyres, especially for civilian type cars.

66. Desenzano. The repair of vehicles at Desenzano is now proceeding apace; 16 were repaired during February.

I.E. BRODIE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 23rd April, 1946.
Ref: AFSC/25/1/AIR.

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Distribution:

M.A.A.C. SECRETARIAT (8 copies) (2 for MED/ME, 2 for Historical Records Section, Malta, and 1 for Air Ministry, London, if required).
M.E. MED/ME (Cairo) (Allied & Foreign Air Liaison Section). 1 copy.
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Executive Commissioner, H.Q. A.C. Rome. 1 copy.
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Appendix "A". 39

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF MARCH 1946.

Summary of Courier Service.

	No of Flights.	Hours.	Passengers Carried.	(*) Various freight in lbs.
SM.79	186	296,30	1.339	66.257
SM.82	183	159,40	1.561	113.092
G.12	57	118,35	784	14.379
SM.75	16	30,55	372	6.742
SEAPLANE WING	62	120,05	384	26.901
DAKOTA WING	30	40,20	306	450
	456	766.05	4.746	227.821

Summary of other flights of I.A.F.

	Flights.	(++) Flying hours.
AUTONOMOUS SQDN. UNITA AEREA.	109	45,35
TRAINING SCHOOL (B) FROSINONE.	123	30,30
TRAINING SCHOOL (C) LECCE.	45	30,10
PILOT SCHOOL, LECCE.	504	220,40
KITE FLYING SQDN.	32	14,50
TRANSPORT WING.	82	40,40
DAKOTA WING.	89	35,45
CANT. Z.1007	5	3,30
SEAPLANE WING.	100	86,45
FIGHTER WING.	838	623,50
	1,977	1,143,15

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+ Includes transport and communication flights.

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	No of Flights.	Hours.	Passengers Carried.	(•) Various freight in lbs.
SM.79	166	296,30	1.339	66.257
SM.82	103	159,40	1.561	113.092
G.12	57	118,35	784	14.379
SM.75	16	30,55	372	6.742
SEAPLANE WING	62	120,05	384	26.901
DALMINE WING	30	40,20	306	450
	456	766.05	4.746	227.021

Summary of other flights of I.A.F.

	Flights.	(++) Flying hours.
AUTONOMOUS SQDN. UNITA AEREA.	109	45,35
TRAINING SCHOOL (P) FROSINONE.	123	30,30
TRAINING SCHOOL (C) IFCOE.	45	30,10
PILOT SCHOOL, LECCE.	504	220,40
NIGHT FLYING SQDN.	32	14,50
TRANSPORT WING.	82	40,40
BALTIMORE WING.	89	36,45
CANT. Z.1007	5	3,30
SEAPLANE WING.	100	86,45
FIGHTER WING.	888	623,50
	1,977	1,143,15

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\+ Includes transport and communication flights.

++ Includes flights for training, air sea rescue, met flights, various flights (aircraft tests, etc).

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ENGINEERED FIGHTER AND AIRCRAFT STATE - I.A.F. AS AT 31ST MARCH 1946.

FIGHTER WING.		SUPERIOR	SERVICEABLE	CREW.
Lecce	F.59	32	32	
Lecce	F.39	14	1	
Lecce	Ca.133	1	1	
Lecce	Sal.202	2	2	
Lecce	Spitfire	11	8	
Lecce	Me.205	18	18	
Lecce	Me.202	18	17	
		96	79	190
LIGHT BOMBER & RECCE/TRANSPORT WING.				
Urbe	M.187	25	19	
Linate	M.187	2	2	
Urbe	Sal.202	1	1	
Guidonia	Sm.82	24	14	
Guidonia	Sal.202	1	1	
Centocelle	Sm.79	23	18	
Centocelle	Sm.75	1	1	
Centocelle	Sm.74	1	1	
Centocelle	Sm.83	1	1	
Centocelle	G.12	5	5	
		84	65	126
SEAPLANE WING.				
Taranto	Cant Z.506/T	6	4	
V.di Valle	Cant Z.506/T	2	2	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	1	1	
Venice	Cant.Z.506/A.S.R.	1	1	
Brindisi	Cant.Z.506/A.S.R.	2	1	
V.di Valle	Cant.Z.506/T	3	3	
Cagliaro	Cant.Z.506/T	2	2	
Elmas	Cant.Z.506/T	1	1	2753
Elmas	Cant.Z.506/A.S.R.	3	-	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	3	
		40	21	53

AUXILIARY SQUADRONS (RSA AIR)

LIGHT BOMBER & RO 37/TRANSPORT WING.

Urbe	M.187	25	19	
Linate	M.187	2	2	
Urbe	Sal.202	1	1	
Guidonia	SM.82	24	14	
Guidonia	Sal.202	1	1	
Centocelle	SM.79	23	18	
Centocelle	SM.75	1	1	
Centocelle	SM.74	1	1	
Centocelle	SM.83	1	1	
Centocelle	G.12	5	5	
		84	65	126

SEAPLANE WING.

Taranto	Cant Z.506/T	6	4	
V.di Valle	Cant Z.506/T	2	2	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	1	1	
Venice	Cant.Z.506/A.S.R.	1	1	
Brindisi	Cant.Z.506/A.S.R.	2	1	
V.di Valle	Cant.Z.506/T	3	3	
Cellimare	Cant.Z.506/T	2	2	
Elmas	Cant.Z.506/T	1	1	2753
Elmas	Cant.Z.506/A.S.R.	3	-	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	3	
		40	21	53

AUTONOMOUS SQUADRONS WITH AIRCRAFT.

G.del Colle	S.79	1	1	
G.del Colle	Cant.Z.1007	4	2	
G.del Colle	Cr.314	3	2	
G.del Colle	Cr.309	2	1	
G.del Colle	Ro.2001	2	-	
G.del Colle	Sal.202	2	2	
G.del Colle	FV.156	1	-	
Foloso	Cr.310	1	-	
Foloso	Ro.2001	1	-	
Palermo	Cr.314	1	1	
Palermo	Sal.202	1	1	
Linate	Cr.313	2	1	
Linate	Fn.305	1	1	
Linate	Sal.202	1	1	
Linate	Cr.42	2	2	
Treviso	Cr.309	1	1	
Brindisi	Cr.42	1	1	
Allied Command	Sal.202	1	1	
		28	18	60

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			SERVICEABLE	SERVICEABLE	U/S.
AUTONOMOUS SECTION (to Minister).					
Urbd		Sl.79	1	1	
Urbe		Sl.75	2	2	
			3	3	3
AUTONOMOUS SECTION (State Enterprise).					
Centocelle		Sl.79	2	2	
Centocelle		Cr.314	1	-	
Centocelle		Cr.309	1	-	
Centocelle		Re.2001	2	1	
Centocelle		Cr.42	1	-	
Centocelle		S-i.204	1	1	
Centocelle		S-i.202	2	2	
			10	5	3
AUTONOMOUS SECTION - SAVOIA.					
Elmas		Sl.79	1	1	
Elmas		S-i.202	1	1	
			2	2	2
SCHOOLS:					
Lecce		Re.200	10	1	
Lecce		MM.305	3	1	
Lecce		G.50	2	1	
Lecce		Cr.42	6	3	
Lecce		Cr.154	7	3	
Lecce		G.8	1	1	
Lecce		P.39	2	2	
Lecce		Spitfire	2	2	
Trapani		C.187	3	2	
Trapani		S.84	1	1	
Trapani		CR.1007	1	1	
Trapani		S-i.202	1	1	

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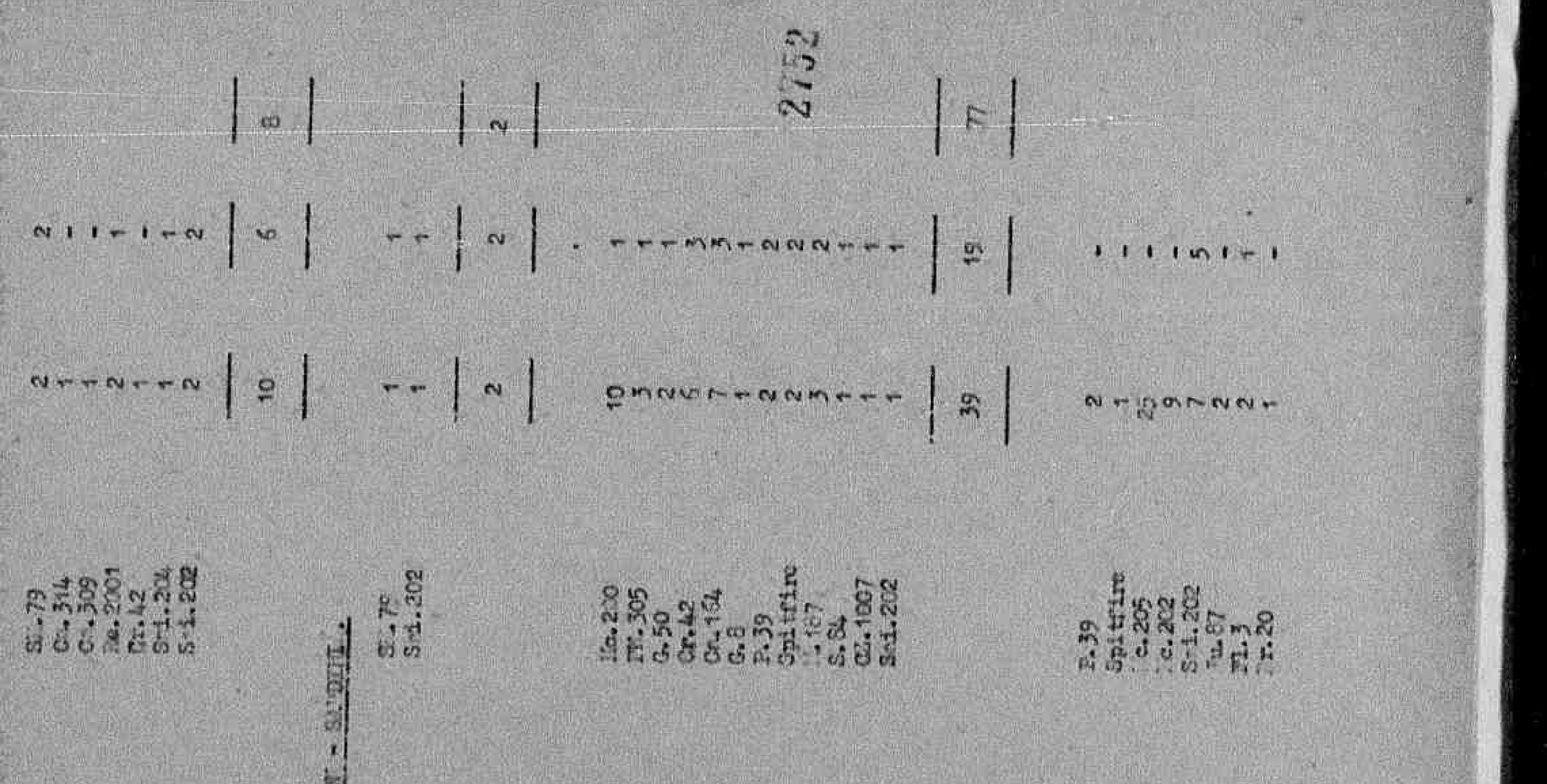

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		STRENGTH	SERVICEABLE	O.T.U.
R.A.F. SQNS.				
ILOCE	Sp.82	2	-	
ILOCE	S.79	1	-	
S.V.[illegible]	Cr.312	2	-	
S.V.[illegible]	Cr.310	1	-	
CENTOCELLE	Sp.79	7	-	
CENTOCELLE	Sp.84	3	-	
S.A.A.F. SQNS.				
Taranto	CR.506/T	10	-	
Taranto	CR.506/ASR.	3	-	
Taranto	CR.501	12	-	
Taranto	R.S.14	2	-	
SCHOOL SQNS.				
Lecce	G.50	1	-	
Lecce	Re.2001	7	-	
Lecce	Re.2002	15	-	
Lecce	MC.200	16	-	
Lecce	MC.305	1	-	
Lecce	Sri.200	1	-	
		133	6	
TOTAL:		435	217	519

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Appendix "C".

PROGRAMME OF COURSES IN PROGRESS IN THE I.A.F. AND PROPOSED FUTURE COURSES.

1. The I.A.F. are at present holding the following courses:

(a) Italian Air Force Academy at Nisida (Naples). A course for training 15 Officer Pilots for regular service has recently been initiated. In the same Academy all cadets that were unable to finish their studies before the 8th of September, 1943, are completing them, after having been favourably discriminated.

(b) Air Observers School - Frosinone. The 5th Course for 16 Officer Pilots to acquire the Observers license, will commence w.e.f. the 10th April, 1946.

(c) Pilot School at Leverano - Lecce. 24 Cadet Pilots are being trained to acquire the Pilot license and the military pilot license.

(d) From Centocelle, radio range courses using the Ciampino airfield range, are under the direction of an instructor from the former Italian Blind Flying School. These Courses are given to pilots regarded as potential blind flying instructors. Blind flying training programmes are arranged in all Italian flying units, under the supervision of a qualified officer pilot.

2. The following courses will begin in the near future:

(a) Special Course for Sgt. Officers at the School of Telecommunication Specialised Personnel - Torricola (Ciampino - Rome). The course will be initiated in April 1946.

(b) Special Course for officers of the Technical Branch. Trade of Sgt. technical Assistant. This course will be initiated next month.

(c) Telecommunication Training Course for Senior and Junior Pilot Officers. The course will initiate w.e.f. 1st May, 1946.

(d) Wireless Operators, NCOs and ORs of the same trade (Wireless Operators), starting w.e.f. 1st May, 1946 at Torricola.

(e) Mechanic Wireless Operators for NCOs and ORs of the A/c trade, which will be initiated w.e.f. 1st May, 46 at Torricola. 2750

(f) Electro mechanics for NCOs and ORs specialised in the following trades: Fitter, Motor and Armourers. Date and locality where the course will take place is to be fixed.

(g) The second Flying Control Course is ready to commence at Lecce as soon as suitable accommodation is available.

3. A pilot course for 30 Cadets [illegible]

(b) Air Observers School - Trasimeno. The 5th Course for 16 Officer Pilots to acquire the Observers licence, will commence w.e.f. the 10th April, 1946.

(c) Pilot School at Leverano - Lecce. 24 Cadet Pilots are being trained to acquire the Pilot licence and the military pilot licence.

(d) From Centocelle, radio range courses using the Ciampino airfield range, are under the direction of an instructor from the former Italian Blind Flying School. These Courses are given to pilots regarded as potential blind flying instructors. Blind flying training programmes are arranged in all Italian flying units, under the supervision of a qualified officer pilot.

2. The following courses will begin in the near future:

(a) Special Course for Lst. Officers at the School of Telecommunication Specialised Personnel - Torricola (Ciampino - Rome). The course will be initiated in April 1946.

(b) Special Course for officers of the Technical Branch. Trade of Lst. technical Assistant. This course will be initiated next month.

(c) Telecommunication Training Course for Senior and Junior Pilot Officers. The course will initiate w.e.f. 1st May, 1946.

(d) Wireless Operators, WCOs and COs of the same trade (Wireless Operators), starting w.e.f. 1st May, 1946 at Torricola.

(e) Mechanic Wireless Operators for WCOs and COs of the A/m trade, which will be initiated w.e.f. 1st May, 46 at Torricola.

2750

(f) Electro mechanics for WCOs and COs specialised in the following trades: Fitter, Turner and Armourers. Date and locality where the course will take place is to be fixed.

(g) The second Flying Control Course is ready to commence at Lecce as soon as suitable accommodation is available.

3. A typist course for 30 Ors is now taking place in the Caserma Cavour, Rome. The course will end on April, 28th.

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Appendix "D".

SUMMARY OF REPORT ON THE ITALIAN METEOROLOGICAL SERVICES.

1. Reporting Stations.

There are now 128 reporting stations open, supplying the following service:

40 1st. Class stations reporting every 3 hours from 0000 to 2100 G.M.T.
70 2nd. Class stations reporting every 3 hours from 0300 to 1800 G.M.T.
18 3rd. Class stations reporting every 3 hours from 0600 to 1800 G.M.T.

In addition 96 of these stations report hourly in the abbreviated International Code from 0400 to 1700 G.M.T.

A further 14 stations are still projected and arrangements have been made to take over several American weather stations in Italy.

2. Regional Centres.

These centres collect and broadcast all observations and reports from stations in their respective Zones.

In addition they supply all forecasts (for aviation, shipping and public use), provide all information needed for Aircraft Safety, carry out research and check work at the outstations.

Regional Centres are situated at Milan (controlling 25 stations), Venice (19 stations), Centocelle (20), Brindisi (24), Catania (14) and Cagliari (12).

3. Meteorological Information Centre (Italian Air Ministry).

This centre collects and re-broadcasts all Italian data and a certain amount of foreign data (re-broadcasting N. Africa, Corsica, Austria and 30 selected European stations). It also broadcasts all other information of use to Aircraft Safety and general weather forecasting. It supplies routine information to Prosinone and, on request, to Guidonia and Urbe airfields. It issues forecasts to the press, radio, Italian Naval Ministry and the Italian Air Ministry.

4. Airfield Meteorological Offices.

2749

These act as 1st, 2nd or 3rd Class reporting stations, passing observations to the Regional Centres by the quickest available means. Four times daily they pass Serviceability Reports, consisting of statements concerning the state of the airfield and of the existing signals services. Route forecasts are obtained from the Regional Centre and passed to the pilot on a special route forecast form. This form is handed to the destination Met. Office, with notes

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as reporting every 3 hours from 0600 to 1800 G.M.T.

In addition 96 of these stations report hourly in the abbreviated International Code from 0400 to 1700 G.M.T.

A further 14 stations are still projected and arrangements have been made to take over several American weather stations in Italy.

2. Regional Centres.

These centres collect and broadcast all observations and reports from stations in their respective Zones.

In addition they supply all forecasts (for aviation, shipping and public use), provide all information needed for Aircraft Safety, carry out research and check work at the outstations.

Regional Centres are situated at Milan (controlling 25 stations), Venice (19 stations), Centocelle (28), Brindisi (24), Catania (14) and Cagliari (12).

3. Meteorological Information Centre (Italian Air Ministry).

This centre collects and re-broadcasts all Italian data and a certain amount of foreign data (re-broadcasting N. Africa, Corsica, Austria and 30 selected European stations). It also broadcasts all other information of use to Aircraft Safety and general weather forecasting. It supplies routine information to Fresinone and, on request, to Guidonia and Urbe airfields. It issues forecasts to the press, radio, Italian Naval Ministry and the Italian Air Ministry.

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5. Upper air ascents.

Five radio-sonde ascents are made (at Milan, Centocelle, Pescia, Palermo and Cagliari) twice daily and are included in the Regional Collectives for 0600 and 1800 G.M.T. An aircraft ascent is made daily at Brindisi. It is proposed to move the aircraft now at Milan (and not functioning on account of the excellent radio-sonde service there) to Venice, where a Meteorological flight would be of great value.

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6. Pilot Balloon Ascents.

These are made twice daily at Potenza, Brindisi, Paola, Cagliari, Catania and Alghero. When more balloons are available a more satisfactory network of stations making ascents will be formed.

7. Communications.

The Italian Air Ministry is connected by direct teletype link to the American Weather Central at Ciampino. This line is used for the exchange of Italian and Allied weather information. All other communications are by radio, telephone, Air Force "general" teleprinter lines, radio 'Phones and State telegraph lines.

8. Ground/Air Communications.

Small collectives of weather reports from nearby airfields are broadcast half-hourly by the six radio beacons used by the Italian Air Force.

9. Equipment.

Sufficient equipment is now at the disposal of the Italians - with the exception of the special thermometers needed for taking sea temperatures and various instruments used in Meteorological aircraft ascents.

10. Personnel.

Efforts are being made to civilianise the Italian Meteorological Services. At the moment there are 703 military personnel and 120 civilians employed on meteorological duties by the Italian Air Ministry. With increasing demands being made upon the Italians by the Allied Meteorological services a serious shortage of trained personnel is being experienced and, to remedy this, an application has been made to hasten the repatriation of Italian Meteorological personnel now Prisoners of War in Kenya.

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8503

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: HEADQUARTERS, ALLIED COMMISSION,
OFFICE OF THE EXECUTIVE COMMISSIONER.

DATE: 9TH APRIL, 1945.

REF: AFSC/25/3/AIR.

APR 10 1945

REPORT FOR MONTH OF MARCH.

The Italian Air Force is still being employed in active operations over Yugoslavia and the Istrian Peninsula. The number of sorties carried out during the month was a record.

The Fighter Wing attacked a variety of targets, one train being set on fire and two destroyed by bombs.

The Seaplane Wing has been called out on a number of Air/Sea Rescue sorties, and although wreckage was found in the positions indicated, no survivors were seen.

The Bomber/Transport Wing has transported a large weight of supplies and dropped them over Yugoslavia. In addition they have evacuated a large number of Partisan and Yugoslav wounded.

The Light/Bomber Wing has dropped a considerable weight of bombs with good results. There has been one accident in this Wing involving the death of the crew of one aircraft.

The morale of the Force remains satisfactory, and a good spirit of co-operation is well in evidence in the Italian Air Ministry.

W.A.B. Bowen-Buscarlet

W.A.B. BOWEN-BUSCARLET
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

(Miss Llewellyn)

see M32

8503 A

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION
C. CONFIDENTIAL SECRET

REPORT - JANUARY 1945.

FEB 17 1945

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month has again been reduced very considerably. This is mainly due to the fact that the enemy has retreated beyond the fighter range from the bases in Southern Italy, and that bases further North from which he could be reached by the fighters are still occupied by Royal Air Force squadrons.

2. FIGHTER WING.

The Fighter Wing has been practically inactive during the month, for the reasons given in paragraph one above.

3. SEAPLANE WING.

There has been little demand on this Wing during the month. The number of Air/Sea Rescue sorties was increased slightly over those carried out last month, but no rescues were effected. Arrangements for the use of seaplanes on the transport service continue to be made, and a terminal in the Rome area for seaplanes has been allotted.

4. BOMBER/TRANSPORT WING.

Approximately the same number of sorties was carried out this month as last month. Supplies were dropped over Albania and Yugo-Slavia, and aircraft landed at airfields in both countries to deliver and pick-up personnel.

In addition nearly eight tons of food was dropped on CASTEL DI SANGRO in the Appenines which had been cut-off for some time by snow.

5. COURIER/TRANSPORT SQUADRON.

The Courier/Transport Squadron continued on much the same scale of effort as in previous months, and despite the bad weather conditions the postal service to Rome got through on all but 5 days.

2746

6. LIGHT/BOMBER WING.

The bad weather conditions during the month naturally reduced this Wing's sorties, but a very reasonable tonnage of bombs was dropped, with good results.

7. SCHOOL.

There is still a surplus of trained crews and no serious attempt has been made by the Italian Air Force to [illegible]

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7. SCHOOL.

There is still a surplus of trained crews and no serious attempt has been made by the Italian Air Force to inaugurate proper courses at the school. The school is, however, about to move to another airfield as its present one is urgently required for other purposes.

8. SERVICEABILITY OF AIRCRAFT.

The serviceability of aircraft remains satisfactory. Considerable work on the fighters has been done during the slack period so that they will be ready when operations recommence.

The serviceability of the Bomber/Transport aircraft remains approximately the same, but it is hoped that certain urgently needed spares and equipment will shortly be available.

The serviceability of the Light/Bomber Wing remains good.

Continued /2.....

see M30

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9. MANPOWER.

The situation as regards manpower remains unchanged, and is under investigation.

10. RATIONING.

The increase for the personnel of operational units notified in last months report has been received favourably, but efforts are still being kept up to try for some more improvements for the flying crews.

Our attempts to obtain a release of a small quantity of toilet requisites has been refused. The Chief Commissioner, Allied Commission, has now instructed the Industries Sub-Commission to see if anything can be manufactured by local resources, so as to improve the position.

11. GENERAL.

Unfortunately during the beginning of the month Doctor Carlo Scicloja, who has been in a poor state of health for a very long time, found that his strength was unable to compete with the very hard work required in his post as Air Minister. He therefore resigned, and M.S. Doctor Luigi Gasparotto was appointed Air Minister in his stead. First impressions of the new Air Minister are satisfactory.

The question of defascistation still remains very unsatisfactory.

There are indications of a slight lowering of morale in the Italian Air Force, but this always appears at a time when the operational effort is small, and it is hoped that when the squadrons can resume their active co-operation with the Allies, the position will improve.

P. DE HAAN, W/CIR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 15TH FEBRUARY, 1945.
REF: AFSC/S.20/AIR.

2445

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P. DE HAAN, W/CDR.,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

2745

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 15TH FEBRUARY, 1945.
REF: AFSC/S.20/AIR.

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

(26)

SECRET.

CONFIDENTIAL

JAN 19 1945

REPORT - DECEMBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month has been reduced considerably. This has been due partly to the bad weather conditions prevailing over the operational area, and partly to the fact that the enemy has withdrawn Northwards in the Balkans and is moving out of range of the Italian Fighter Wing. On 14 days during the month the only flying possible was weather reconnaissances, and this has naturally affected the number of sorties carried out.

2. FIGHTER WING.

The number of sorties carried out by the Wing has been considerably reduced for the reasons given in paragraph one above. On the other hand results have been satisfactory and enemy transport has been damaged and destroyed. Very few bombs have been dropped as they have had to carry long range tanks in lieu of bombs in order to reach their objectives. Major Muriotti, Commanding the 4th Stormo, was shot down by anti-aircraft fire on November 27th, and it is feared that he could not have survived. He was a brave and capable fighter leader who would have been judged exceptional by the standard set in any Air Force. Apart from this, losses have been small.

3. SEAPLANE WING.

There has been little demand on this Wing except for Air/Sea Rescue service; rather more sorties than usual have been carried out for this purpose, but these unfortunately had no result. Preparation for the use of the Seaplanes on the Transport Service continues.

4. LIGHT BOMBER WING.

Both the Light Bomber Squadrons are now at their operational base and have carried out a satisfactory number of sorties throughout the month. The British Officer Commanding the R.A.F. Wing which controls these two Squadrons is satisfied with the operations which they have carried out, and reports that the Italians are most helpful and co-operative in all respects.

5. BOMBER TRANSPORT WING.

2744

In spite of bad weather conditions nearly the same number of sorties were carried out by this Wing during the month as during the preceding month. A satisfactory weight of supplies was either carried or dropped, and a number of British and other personnel and equipment was evacuated from the Balkans.

6. COURIER/TRANSPORT SQUADRON.

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5. POWER TRANSPORT WING.

In spite of bad weather conditions nearly the same number of sorties were carried out by this Wing during the month as during the preceding month. A satisfactory weight of supplies was either carried or dropped, and a number of British and other personnel and equipment was evacuated from the Balearns.

6. COURIER/TRANSPORT SQUADRON.

This Squadron has now been moved on to an entirely Italian airfield in the Rome area. The number of sorties carried out has been satisfactory and the service is much used by Government Officials who would otherwise be put to serious inconvenience and loss of time through inadequate road and rail transport facilities.

7. SCHOOL.

The School is now ready to accept pupils and has its full quota of training aircraft. The Instructors are present and it is ready to commence the first course as soon as the pupils arrive. For the moment there is still a surplus of trained crews.

8. SERVICEABILITY OF AIRCRAFT.

The serviceability of Fighter aircraft shows a slight decrease. This is only to be expected in view of the intensive nature of the operations carried out during the month of December which used up a large number of engine hours. A quantity of

Continued /2.....

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Dakota-type engines and spares for them has been discovered in France, and has been released to the Italian Air Force by S.H.A.E.F.

The serviceability of the Lodger Transport aircraft has remained approximately the same. Tyres present the biggest difficulty at the moment, and unless suitable sizes can be found the aircraft will shortly be grounded. Another cause of unserviceability is the question of engine spares, and in this connection a quantity of spares has been found in the Middle East and has been released to the Italian Air Force.

The serviceability of the Light Bomber Wing remains good.

9. MANPOWER.

The situation as regards manpower remains unchanged.

10. RATIONING.

Notification has just been received of an increase of 3 ounces of flour and ½ ounce of olive oil per day, for the personnel of the operational units. While half a loaf is better than no bread, it is felt that this is insufficient to keep these men properly fed and to maintain their morale.

Attempts are also being made to obtain a release for a small quantity of toilet requisites to the Italian Air Force. At present they are unable to obtain such items as razor blades, shaving and toilet soaps etc, except in the black market, and the prices of these are far beyond the purses of the airmen.

11. GENERAL.

The outstanding event of the month has been the change in the personalities holding the key positions in the Air Ministry. Subsequent to the Cabinet Crisis the following have been appointed:

AIR MINISTER	-	DOCTOR CARLO SFORZA
UNDER SECRETARY FOR AIR	-	GENERAL PELLEGRINO
CHIEF OF AIR STAFF	-	GENERAL AIMONE CAT

In general these new appointments have been received well and there has been singularly little criticism in the Press.

The Air Officer Commanding this Sub-Commission spent the Christmas period with the operational units and was accompanied by the new Chief of Air Staff, General Aimone Cat. He found was well received everywhere and the operational crews are obviously content to accept his leadership, provided he maintains the efficiency of the Air Force.

The question of defascistation has been brought to a halt due to the Cabinet Crisis. It is hoped that this will proceed more satisfactorily under the new Commissioner for Epuration.

The morale of the Italian Air Force still remains high. The Fighter

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

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The morale of the Italian Air Force still remains high. The Fighter Wing is naturally anxious to be moved to a base from which they can again carry on their good work against the enemy. Certain Squadrons are already under orders to move.

W.A. Bowen-Buscarlet.

CONFIDENTIAL

W.A.H. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/A/S.20/AIR.
Date: 12th January, 1945.

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8 STAT

AIR FORCES SUB-COMMISSION, Allied Commission, C.M.F. SECRET.

CONFIDENTIAL

18 DEC 1944

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ITALY - NOVEMBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month under consideration has been considerably in excess of that ever achieved before. This has been due partially to the arrival at operational bases of squadrons equipped with Allied types of aircraft, which have been under training during the past months, and partially to an increase in serviceability.

2. FIGHTER WING.

The whole of the Italian fighter wing is now fully operational. The number of sorties carried out by the Wing is on all time record and considerably in excess of that ever carried out before. Enemy transport has been damaged or destroyed, and a considerable weight of bombs has been dropped by fighter bombers on important targets. Unfortunately this effort has not been carried out entirely without loss.

3. BOMBER WING.

There has been little change of an operational nature on the bomber side of this Wing, and the number of sorties carried out shows a considerable reduction from that ever achieved by R.A.F. Bomber Command for a limited number of the aircraft of this Wing to be used on transport service, and preparation of the bases for this service is now being rapidly carried out. The air and ground crews are still training, but during the month five sorties have been carried out and claims have been made.

4. LONG RANGE WING.

One of the squadrons has been on active operations and has carried out a number of sorties, it is claimed, with average results. Half the second squadron is at its operational base and the other half is being brought into condition, but will move to the operational base as soon as these improve.

5. BOMBER TRANSPORT WING.

2741

In spite of difficulties as regards serviceability of aircraft some sorties were carried out during the month of November thus making the preceding month, the most satisfactory weight of supplies was either carried or dropped.

6. SICILY.

Interest has been made in the transfer of the patrol, and the escort

2. FIGHTER SITUATION.

The whole of the Italian fighter arm is not fully operational. The number of sorties carried out by the Fiat G 50 is at all time record and considerably in excess of that ever carried out before. Many transport have been damaged or destroyed, and a considerable weight of stores has been dropped by fighter bombers on important targets. Unfortunately this effort has not been carried out entirely without loss.

3. SERVICEABILITY.

There has been little change of an operational nature on the activities of this type, and the number of sorties carried out gives a considerable reduction. Organization has been created by I.T. A.A.F. for a limited number of the aircraft of this type to be used as transport aircraft, and preparation of the bases for this service is now being actively carried out. The air and ground crews still remain, but during the month few sorties have been carried out and there have been no results.

4. LIGHT BOMBER TYPE.

One of this type has been on active operations and has carried out a number of sorties, it is claimed, with severe results. Half the second squadron is at its operational base and the other half is held up by weather conditions, but will move to its operational base as soon as these improve.

5. ARMED RECONNAISSANCE TYPE.

2741

In spite of difficulties as regards serviceability of aircraft many sorties were carried out during the month of November than during the preceding month, and a satisfactory weight of supplies was either carried or dropped.

6. SCHOOL.

Progress has been made in the formation of the school, and the Air Force Instructional Pilots now located at the training airfield. Training flying at the school has actually commenced, but because of the considerable surplus of trained crews it was not found necessary to carry out any intensive flying, and the main effort has been devoted to the improvement of serviceability.

7. SERVICEABILITY OF AIRCRAFT.

The serviceability of the Italian fighter aircraft main stem of Luftwaffe is greatly to the credit of all concerned.

In spite of considerable technical difficulties the serviceability of the bomber transport aircraft has improved slightly over that shown last month. The initiative, industry and hard work of the technical personnel and ground crew at this time is most praiseworthy.

The serviceability of the light bomber type is good and demonstrates the ability of the Italian technical personnel to keep these aircraft in a serviceable condition.

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Continued/2.....

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9. MANPOWER.

The situation as regards manpower is unchanged, but the I.A.F. is making a substantial contribution to both the R.A.F. and the U.S.A.A.F.

9. TRAINING.

It is important that the question of an increase of ratings for aircrew is still not settled. A visit by a Staff Officer from H.Q. M.A.A.F. Rear, has taken place and certain definite recommendations have been forwarded by that H.Q. to higher authority, and it is hoped that these will have some result in the immediate future. However, it is the opinion of this Mission that this question has been unnecessarily delayed, for as long as six months, without any result being achieved, and this in spite of all assurances from H.Q. M.A.A.F. and Italian Air Force.

10. GENERAL.

The morale of the Italian Air Force still remains high. A special message of appreciation was received by the Minister from the Air Officer Commanding, Balkan Air Force, for their operations during the early part of the month.

The political crisis which occurred in the last week of the month has entirely had its effect on the Italian Air Force, but so far this effect seems to be less far reaching than was, at one time, feared. As far as the operational units are concerned they are putting their duties to the Allies first.

The question of demobilization is still highly unsatisfactory.

W.A.B. BOWEN-DICKENS,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

2740

Air Forces Sub-Commission,
Allied Commission. Rome.
Ref: AFSC/F.20/AIR.
Date: 17th. December, 1944.

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8503

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION.
C.M.F.

CONFIDENTIAL

5 DEC 1944

REPORT - OCTOBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans.

2. FIGHTER WING.

With the exception of one squadron the whole Fighter Wing was bogged down by heavy rain until October 19th. Since then the Wing has been operating with considerable intensity and has achieved good results. Enemy motor vehicles have been damaged or destroyed, and a train knocked out. Bombing attacks have also been made and hits scored on important targets. Owing to being bogged down for such a long period the number of sorties carried out is not so high as usual, but the daily average of sorties is far above that ever carried out before. The Spitfires have been in action, and the pilots are very pleased with them.

3. SEAPLANE WING.

Very few operational demands have been made on the Wing. Two British aircrew and a dinghy were picked up, but apart from this there is very little to report. Owing to the decrease in operational commitments for this Wing, plans are being explored to utilise the aircraft to supplement the existing courier services.

4. LIGHT BOMBER WING.

The two Baltimore Squadrons composing this Wing are now fully operationally trained and are about to move to their operational airfield.

5. BOMBER TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, but a satisfactory weight of supplies was dropped over the land operational area.

2739

In addition to their active operations the SM.82's have proved a valuable means for evacuating damaged Spitfires from airfields which are inaccessible to transport. After considerable work a method has been evolved whereby damaged Spitfires can be flown out in the SM.82's without extensive dismantling.

In addition a shuttle-service has been in operation between Italy and North Africa which has carried a considerable weight of spares and equipment for the Baltimore aircraft. Without this shuttle-service it would have been impossible to have made the Baltimore squadrons operationally ready by the end of October.

6. SCHOOL.

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

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5. BOMBER TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, but a satisfactory weight of supplies was dropped over the land operational area.

2739

In addition to their active operations the SM.82's have proved a valuable means for evacuating damaged Spitfires from airfields which are inaccessible to transport. After considerable work a method and loom evolved whereby damaged Spitfires can be flown out in the SM.82's without extensive dismantling.

In addition a shuttle-service has been in operation between Italy and North Africa which has carried a considerable weight of spares and equipment for the Baltimore aircraft. Without this shuttle-service it would have been impossible to have made the Baltimore squadrons operationally ready by the end of October.

6. SCHOOL.

A school has been formed with the object of training aircrew to replace wastage. So far it has done little work as the process of formation has been slow.

7. SERVICEABILITY OF AIRCRAFT.

The serviceability of Italian Fighter Aircraft shows a substantial increase. This is due to the protracted efforts of the Technical Staff of this Sub-Commission and the Italian Technical Staff. With the aid of salvaged spare parts and a certain amount of improvisation, very creditable results have been achieved.

The Bomber serviceability remains more or less unchanged, but the aircraft are rapidly approaching the end of their useful lives, and are requiring more and more time to be spent on maintenance.

The serviceability of Allied aircraft belonging to the Italian Air Force is good, and the Italians have shown their ability to maintain these properly.

Continued /2.....

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considerable intensity and has achieved good results. Many motor vehicles have been damaged or destroyed, and a train wrecked out. Bombing attacks have also been made and hits scored on important targets. Owing to being bogged down for such a long period the number of sorties carried out is not so high as usual, but the daily average of sorties is far above that ever carried out before. The Spitfires have been in action, and the pilots are very pleased with them.

3. CRAFLANE WING.

Very few operational demands have been made on the Wing. Two British aircrew and a dinghy were picked up, but apart from this there is very little to report. Owing to the decrease in operational commitments for this Wing, plans are being explored to utilise the aircraft to implement the existing courier services.

4. LIGHT BOMBER WING.

The two Baltimore Squadrons composing this Wing are now fully operationally trained and are about to move to their operational airfield.

5. BOMBER TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, but a satisfactory weight of supplies was dropped over the land operational area.

2739

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Continued /2.....

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8. MANPOWER.

The demands for manpower from the I.A.F. in substitution of R.A.F. and U.S.A.A.F. manpower are gradually being satisfied.

9. RATIONING.

The question of an adequate ration for aircrews is still in abeyance and considerable disappointment is felt by squadrons that their standard of feeding is not brought up more closely to that of Allied Units carrying out the same operational tasks.

10. GENERAL.

The morale of the Italian Air Force still remains high, particularly in the Fighter Wing. The fighter squadrons have earned the praise of the Air Officer Commanding, Balkan Air Force, and other members of his Staff.

Since the declarations by Mr. Churchill and President Roosevelt it is clear that the Italian Air Force has expected something quite out of the ordinary to be done for them in the way of direct assistance, so that they can take their part to better advantage with the Allies. This Sub-Commission has done everything possible to discourage any undue optimism in this respect.

Defascistation within the service is still proceeding very slowly, and it is clear from some of the verdicts that the tribunals cannot be considered to be free from taint of favouritism.

W.A.B. Bowen-Buscarlet

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

REF: AFHQ/P/S.20/ATR.

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...FORCES SUB-COMMISSION, ALLIED ...TROL COMMISSION, C.M.F.

AIR REPORT NO.21 / SEPTEMBER, 1944.

11 OCT Rec'd

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1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 30th September 1944 is shown at Appendix "A".

2. The summary of Italian Air Force operational sorties for the month of September, 1944 is as follows:-

(a) FIGHTER WING.

Offensive Reconnaissance sorties		541
Claims	137 vehicles.	
Losses	4 Macchis.	

(b) SEAPLANE WING.

A.S.R. Searches.	43	
A.A. Calibrations.	54	
Courier/Transports.	10	
		107

(c) BOMBER/TRANSPORT.

Supply dropping.	139	(147,346 kgm. 145 tons net., 548,000 leaflets)
Courier Transport.	207	
A.A. Calibrations.	35	
V.I.P.	6	
		387

2737

3. FIGHTER WING.

There has been a considerable increase in fighter activity during the month, and despite a deterioration in weather conditions, an average of 18 sorties a day has been maintained. 137 enemy vehicles have been damaged or destroyed (77 hit, 60 fired). A R/T hut was destroyed by cannon fire, and numerous casualties inflicted on odd parties of troops. This increase is partially due to the addition of No.12 (Airacobra) squadron which commenced operations on 10th September, but the majority of the sorties has been by Macchi aircraft. Three No.202 and one No.205 have been lost on operations.

4. SEAPLANE WING.

There have been comparatively few demands of an operational nature made upon this Wing; some 42 Escort and A.S.R. patrols were flown, on one of which a British pilot was picked up, and 54 exercises for A.A. guns. Nothing further has been heard concerning the extension of its A.S.R. duties, mentioned in last month's Air Report. A plan is now being prepared to use these aircraft as transport aircraft during the winter months. They would operate on lines parallel with the Tyrrenean and Adriatic coasts and might be of great use during a season of the year when the crossing of the Appenines is always a hazardous affair.

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4 Hawkins.

(b) SEA/LAND WING.

A.S.R. Searches.	43	
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5. BOMBER/TRANSPORT WING.

The normal supply dropping over Jugo Slavia continued and 145 tons of arms, ammunition and food were dropped, also 548,000 leaflets. Bad weather curtailed activity on some nights, and on others the aircraft returned with their load. The accuracy of the supply dropping has, however, not been good, and there has been a tendency not to pay sufficient attention to ground signals. For this reason, and on account of the withdrawal of enemy air opposition in the dropping area, it has been decided by Balkan Air Force to re-employ this Wing on daylight operations. It should be pointed out that it is not possible to rely on the continuance of any further effort by the SM.82 aircraft. These have only been kept serviceable with

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the greatest possible difficulty over the last six months. They are of composite wood and metal construction and were originally constructed of indifferent and unseasoned timbers. That part of these aircraft which is composed of wood is now disintegrating, and it is not possible to keep pace with the work required to reconstruct these parts. Unless re-armament can be carried out with an Allied type of aircraft, the effort by the squadron of SM.82s will decline steadily from now on and will probably terminate for good during the month of November.

6. RE-EQUIPMENT OF I.A.F. WITH ALLIED AIRCRAFT.

The re-equipment of the Italian Air Force with Allied types (5 Fighter Squadrons and 2 Light Bomber Squadrons) has made considerable progress. No.12 Squadron (Airacobra) has been fully operational since 10th September, No.10 (Airacobra) Squadron is now ready for operations and has been awaiting favourable weather conditions to transfer from their training base at VENUVINO to the operational Wing at LEVERANO. 16 Spitfire V's have been handed over by Balkan Air Force to No.20 Squadron, and all pilots of this Squadron have gone solo. At present final operational training is held up pending the arrival of certain equipment.

No.132 (Baltimore) Squadron, having been held up in its training by lack of equipment, will be ready for operations on 10th October and the second Baltimore squadron (No.28) will be ready ten days later, unless bad weather holds up the training programme.

7. TRAINING.

(a) Airacobras.

The only training this month has been done by the 9th Squadron whose pilots are about 75% through and the remaining time will be put in in testing and proving the 27 combat aircraft now being prepared by this Squadron in the hope that notwithstanding the formation of one Spitfire Squadron elsewhere, they will be recognised when complete.

2736

The 12th Squadron completed their aircraft overhauls and moved to Leverano on the 11th September as foreshadowed. It is understood that their first operations have met with some success.

The 10th Squadron had prepared 28 aircraft during the month and was ready to move on September 27th, but is now held up as Leverano landing ground is unserviceable because of wet weather.

The training hours for the P.39 for the month are 205 hours and there have been 10 serious 'incidents" involving damage to aircraft with one pilot killed and a second seriously injured.

Equipment for Airacobras.

The position has slowly improved throughout the month and is reasonably satisfactory.

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No.132 (Baltimore) Squadron, having been held up in its training by lack of equipment, will be ready for operations on 10th October and the second Baltimore squadron (No.26) will be ready ten days later, unless bad weather holds up the training programme.

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The training hours for the P.39 for the month are 205 hours and there have been 10 serious "incidents" involving damage to aircraft with one pilot killed and a second seriously injured.

Equipment for Airacobras.

The position has already improved throughout the month and is reasonably satisfactory.

(b) Baltimores.

The tempo of the training in both Squadrons is now higher than previously but there is still a lot to be desired due to indifferent organisation particularly in the No.132 Squadron where the flying hours are very uneven. Ten aircraft of this squadron with twelve crews were standing by on the 28th to go to Leverano but are not away yet due to Leverano being unserviceable. The rest of the crews of this squadron should be ready about October 7th. In the 26th Squadron, now commanded by T. Col. Rammelli, all pilots but four are solo and the crew training is well in hand; these should complete about October 21st.

The Baltimores have done some 520 hours flying during the month with only one minor accident. One airman was, however, seriously injured and has since died from his injuries, sustained when he was caught between the bomb doors of an aircraft about to go on practical bombing.

Continued /3.....

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equipment for Baltimores.

There have been few shortages to delay training but some operational equipment such as small bomb containers and some safety equipment, also for operations, are lacking.

(c) Spitfires.

The Spitfire training has been carried out at Leverano. The pilots found no difficulty whatever in flying this aircraft, and except for some practice in bomb dropping, the squadron is ready for operations.

(d) Future Operations School.

Some 150 personnel and equipment have arrived to form a school for the replacement of crews. So far, however, there are only eight "specialists" among the 150 men and little headway can be made. Nobody seemed to know what the unskilled men are here for.

(e) Airfield.

This has been serviceable throughout the month but requires some "grading" in places and I am trying to arrange this locally. Rain has stopped all flying on three days all day and on three further days for part of the day.

(f) R.A.F. detachment.

With small changes accepted this remains the same. The condition of the living site has deteriorated with the bad weather towards the end of the month, and we still have no covered mess or cookhouse.

8. ALL-WEATHER AIRFIELD FOR ITALIAN FIGHTER WING.

In spite of most urgent representations no all-weather airfield has been allotted by the Allied Air Forces to the Italian Fighter Wing. It has continually been put forward that Leverano, where the Wing is at present stationed, cannot be expected to remain serviceable after the end of September, and that it may become unserviceable for the whole winter at any time after this date. Unfortunately these prophesies would appear to have been only too well founded, since on the 30th September, when the airfield was already unserviceable through minor falls of rain which had taken place at intervals over the previous week, torrential rain fell for the whole day converting the airfield into a lake. The rain has continued almost without cessation ever since, and it is quite likely that the airfield will remain unserviceable for the rest of the winter. 2 Apr 45 the effort which has been made to raise the serviceability of the Macchis, to train the Airacobras and to provide Spitfire aircraft for No.20 Squadron, this failure to provide proper airfield facilities is most disappointing and has had no inconsiderable effect on Italian morale. In order to get the 4 fighter squadrons at present on Leverano away to an all-weather airfields, it seems almost inevitable that special steps, in the nature of the laying of a runway and taxi-lanes in Somervelit tracking, will have to be taken. Meanwhile the fifth fighter squadron is ready for operations, but unable to leave Venurium, as it has nowhere to go. All-weather airfield accommodation will also have to be provided for the two Italian Baltimore Squadrons.

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9. Maintenance.

	Serviceability 3/10/44.	Serviceability 3/9/44.
Macchi 202	21	18
Macchi 205	20	14
SM.82	6	7
Cant.1007	5	8
Airacobra	15 *	6
Baltimore	33	16
Cant.5068	20	9
SM.79	8	9
Spitfire V	12	-

* This is the serviceability of No.12 Squadron which is the only P.39 Squadron operating.

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10. ITALIAN FIGHTER SERVICEABILITY.

As expected, the Macchi Fighter Serviceability has shown a decided increase in spite of the fact that they lost 4 aircraft and flew 481 sorties against 225 during August. The engine and propeller position for the Macchi 205 has improved and the Macchi radiator case fitted with the honeycomb from a Hurricane radiator has proved satisfactory after flight test. Arrangements have been made for Italian technical personnel to visit No.113 M.U. to examine Allied methods of radiator repair after which it is hoped to commence production at Naval Mechanics, Naples.

With good serviceability, morale of the ground crews is good and there seems to be no reason why the present level of serviceability should not be maintained. A number of good technical officers have been obtained from the Rear area for the Fighter Wing and it is hoped that they will be able to ensure better maintenance of the aircraft and keep the ground crews using the R.A.F. Maintenance Schedules and Form 700. Due to inadequate supervision it has not been possible to attain a rigid adherence to Allied maintenance methods.

11. ITALIAN BOMBER SERVICEABILITY.

Both the SM.82 and the Cant.1007 show a decrease in serviceability as compared with last month. This is partly explained by the fact that two of each type of aircraft have been badly damaged during the month, and partly by the fact that these aircraft are now getting old and the spares position is by no means good on certain items. An anticipated rise in serviceability is expected, but this can only be of a temporary nature, and the SM.82s at least cannot be expected to carry on much more than another two months.

In order to concentrate all available manpower and material on the best of the aircraft, an examination has been made of all Italian aircraft, both Fighter and Bomber and all work stopped on those aircraft that require a large amount of work and material to make them serviceable.

12. ALLIED AIRCRAFT SERVICEABILITY.

The serviceability of Baltimore aircraft and the supply of ground equipment is now good.

Considerable trouble has been experienced with the Allison engine in the P.39, mainly breakage of one of the supercharger gears and the supercharger impeller shaft. The supercharger gear is admitted to be a weakness, but the Americans are not in a position to supply a modified gear, the manufacture of which is beyond the capacity of any of the I.A.F. works. Breakage of this gear is believed to be due mainly to backfiring when starting and rough running due to faulty ignition systems. Lectures have been given to all Pilots on the necessity for sticking closely to the engine limitations and avoiding backfiring and rough running as far as possible. It is anticipated that if the pilots carry out these instructions that the number of engine failures will be considerably reduced, although an occasional failure of a supercharger gear must be anticipated.

The condition of aircraft being received is still generally not very satisfactory. This matter has been taken up with XV A.A.F.S.C. All aircraft on receipt are given a thorough inspection and before issue to a Squadron are given almost the equivalent of a major inspection. Owing to the dusty condition Vesuvius is by no means an ideal

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No arrangements have yet been made for the top overhaul of the Allison engine, but it is hoped that during the next week a decision will be made on this point. It will probably be carried out in the Rome area.

13. SIGNALS.

The compilation of the new M.A.S. code (aircraft code) is completed and has been printed in quantity. This code book, which contains excerpts from the Allied AP.1927 and AP.3026, enabling Italian aircraft to be operated under Allied Control, will be issued for general use in the early part of next month.

The W.H.F. and H.F. ground stations at Leverano are operated by British crews with Italian personnel double banking. The signals maintenance of the

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of the Squadron operating from Leverano has remained at the high level.

At Vesuvius the maintenance of aircraft signals equipment is good, but difficulty is being experienced owing to the arrival of Baltimores each fitted to different standards of wireless equipment. This question has been taken up with H.Q. M.A.A.F. Bean.

14. MAINTENANCE.

Consequent upon the move of the Air Ministry to Rome it became apparent that this matter would have to be dealt with by the Rome Office, because most of the staffs concerned, Army and Nav Sub-Commission; Allied Control Commission, Allied Armies in Italy, as well as the Air Ministry were all in Rome.

At the present moment the full figure of 9,000 for employment with the Allies does not seem to be in demand and some 300 men are waiting to be posted to Allied units.

At the same time a steady influx of personnel from Liberated territory continues, together with a corresponding number of discharges necessary to maintain the total ceiling strength of 31,000.

15. RATIONING.

The question of an increased ration for operational crews is still under consideration. The new and reduced ration scale has come into effect and is causing considerable dissatisfaction. It is hoped that some decision will be reached in the near future, and H.Q. M.A.A.F. (Near) are being pressed for this.

16. MEDICAL.

Efforts to improve sanitation in the Italian Air Force continues, and the Italian part of the Station at Lecce has recently been commended by the American Medical Officer in charge of the Station.

17. GENERAL.

On the whole affairs in the Italian Air Force remain settled and morale is high. The first Airacobra Squadron has been in action with very successful results, and whereas pilots viewed this aircraft with some suspicion, it is now quite popular, and the second squadron to be equipped is anxious to get into the line. The crews of the Baltimore aircraft express themselves as being very delighted with this aircraft. The morale of the Bomber Transport Squadrons remains good, but as noted elsewhere in this report, the SM.82 is on its last legs.

General Piacentini is taking considerably more interest in politics, and his activities will, if they continue to expand, have to be checked. He has made two attempts to introduce certain elements into the Air Force for political reasons. These would have had very far reaching effects both on the morale of the Air Force as a whole and possible relations

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General Piacentini is taking considerably more interest in politics, and his activities will, if they continue to expand, have to be checked. He has made two attempts to introduce certain elements into the Air Force for political reasons. These would have had very far reaching affects both on the morale of the Air Force as a whole, and on public opinion in respect of the Air Force. Since the recent declarations by Mr. Winston Churchill and President Roosevelt, the General has shown signs of becoming over confident and is inclined to be bombastic and to want to ride roughshod over decisions on such high level as those coming from the Supreme Allied Commander-in-Chief. However steps have been taken, with the assistance of the Acting Chief Commissioner in one case, to have these matters put right, and General Piacentini is still a very good operational Commander.

The dissatisfaction in respect of the re-employment of those who were in hiding in Rome has now decreased and the cream of these have now been taken into the Air Force and a number of them hold very important posts.

Defascisation is still most unsatisfactory, but this cannot be blamed on the Air Force, who at any rate outwardly, appear to be more than ready to get rid of the majority of the Fascist bigwigs. The fault seems to lie in the selection of a Judge as Chief of the Commission and other lawyers in subordinate posts. These cannot see the wood for trees, and are inclined to quibble about legal points rather than get on with the necessary job of purifying the Service.

Continued/6....

4

The most satisfactory aspect of this month is the increase in fighter serviceability, particularly among the Macchis. This is the fruit of protracted effort by the Engineer Staff of this Sub-Commission and the Technical Staff of the Italian Air Force. There seems to be no reason why this happy state of affairs should not continue, providing that we can obtain a fair share of material with which to keep the aircraft serviceable. Oxygen and Acetylene are in particularly short supply. At present these have to be obtained through the Industry and Commerce Sub-Commission of the Allied Control Commission, and it is not easy to persuade this Sub-Commission that the supply of these is an operational necessity. An application has been made to M.A.A.F. for supplies of this type to be obtained through Service sources in the same manner that ordinary equipment is obtained, and if this is agreed a more satisfactory state of affairs will result.

W.A.B. Bonner-Bouchier.

W.A.B. BONNER-BOUCHIER,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission,
C.M.F.
Date: 9th October, 1944.
Ref: AFSC/S.3/AIR.

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of difficulties will result.

W.A.Boom. Buncher.

W.A.B. BOOM-BUNCHER,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission,
C.M.F.
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ANNEX "A". AIRCRAFT STATE I.A.F. SECRET. 3

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		Strength	Serviceable	Spare
FIGHTER WING.				
No.12 Squadron Leverano.	F.39	21	15	
No.10 Squadron Venosa.	F.39	107	-	72
No. 9 Squadron Venosa.	-	-	-	
	SAI.202	4	4	
	Ca.133	1	-	
	Ca.111	1	-	
No.155 Squadron Leverano.	Mc.205	29	21	68
No.102 Squadron Leverano.	Mc.202	25	21	83
	Sal.202	1	1	1
20 Squadron Leverano.	Spitfire.V	15	12	16
	Mc.202.	1	1	
		209	75	240
BOMBER/TRANSPORT WING.				
No.28 Squadron. Venosa. & 132	Bolte.	48	31	68
No.26 Squadron Lecce.	Ca.1007	8	6	61
No.1 Squadron. Lecce.	SM.82	11	5	69
2nd Gruppo. Lecce.	SM.79	6	4	
	SM.73	1	-	
	SM.81	1	-	
	Ca.12	2	-	Ca.
	SM.79	6	3	Includes pool of
	SM.84	4	3	crews for Operational
	Sal.202	1	-	/Bomber Transport
	Ca.309	1	-	Squadron.
		81	52	268
RECONNAISSANCE WING.				
62nd Gruppo. Taranto.	Ca.506/2	7	7	47

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[illegible]		[illegible]	29	21	69
No.152 Squadron Leverano.		Mc.202	28	21	83
		Sai.202	1	1	1
20 Squadron Leverano.		Spitfire.V	16	12	16
		BR.20.	1	1	
			209	73	240

BOMBER/TRANSPORT WING.

No.28 Squadron. & 132	Vesuvius.	Balto.	40	34	68
No.88 Squadron	Lecce.	Ca.1007	8	6	64
No.1 Squadron.	Lecce.	SM.82	11	5	69
2nd Gruppo.	Lecce.	SM.79	6	4	
		SM.73	1	-	
		SM.81	1	-	64
		G.12	2	-	Includes pool of crews for Operational /Bomber Transport Squadron.
		SM.75	6	3	
		SM.84	4	3	
		Sai.202	1	-	
		Ca.309	1	-	
			84	52	262 2731

SEAPLANE WING.

82nd Gruppo.	Taranto.	Ca.506/B	7	7	47
83rd Gruppo.	Brindisi.	Ca.506/B	9	5	32
		Ca.501	6	4	
84th Gruppo.	Taranto.	Ca.506/B	12	9	35
85th Gruppo.	Taranto.	Ca.501	6	4	21
		RS.14.	8	7	19
			48	36	154

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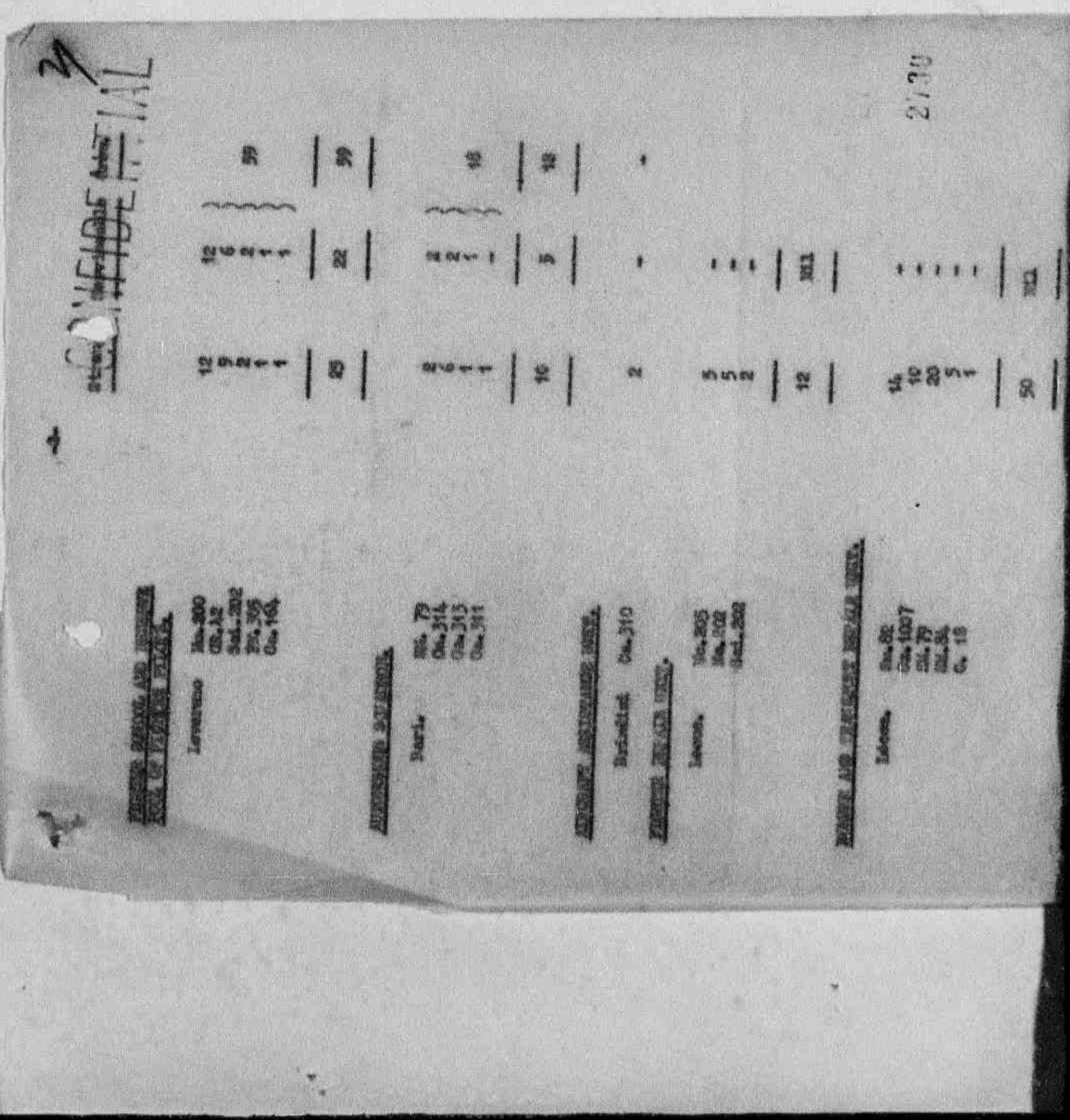

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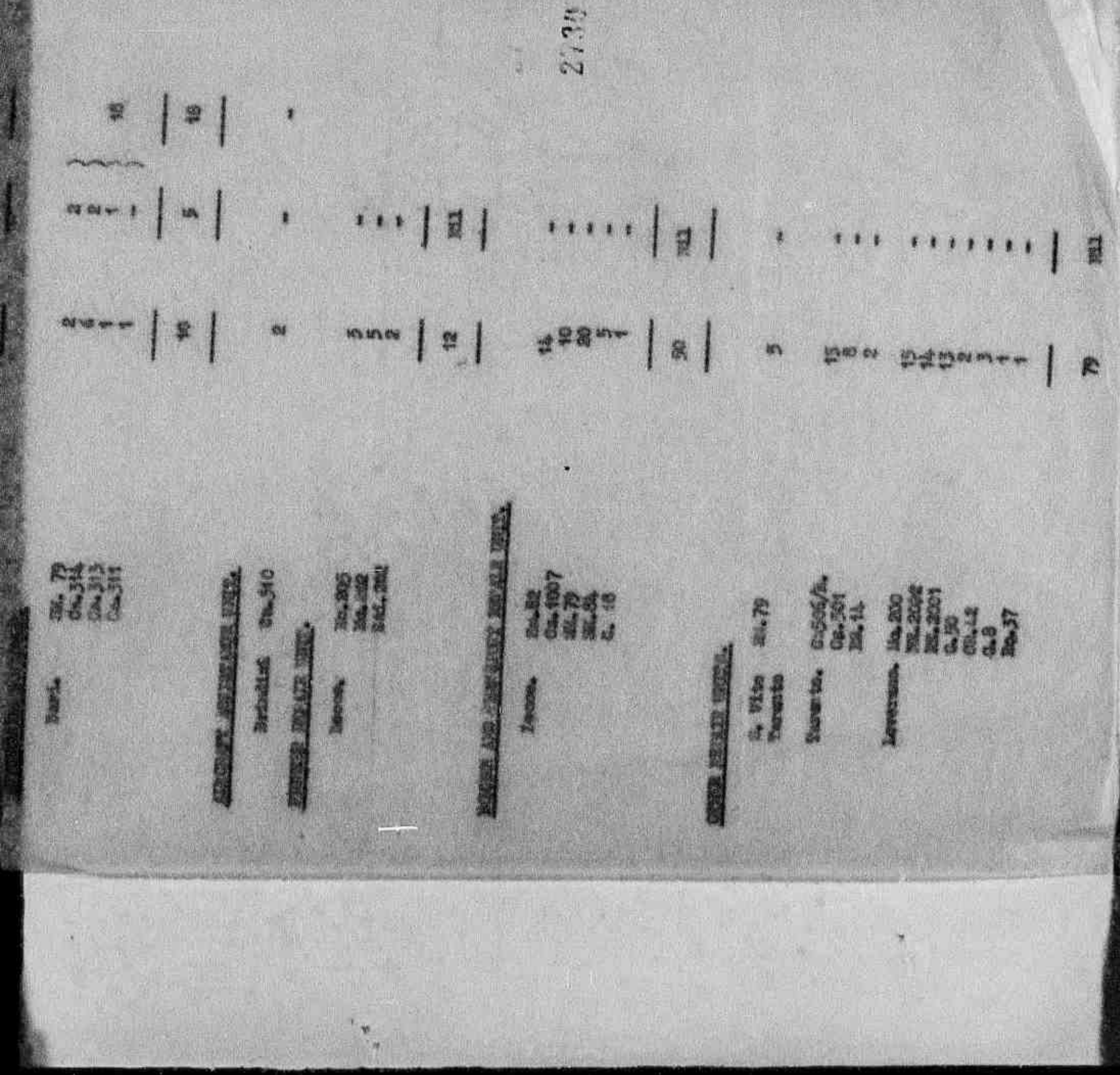

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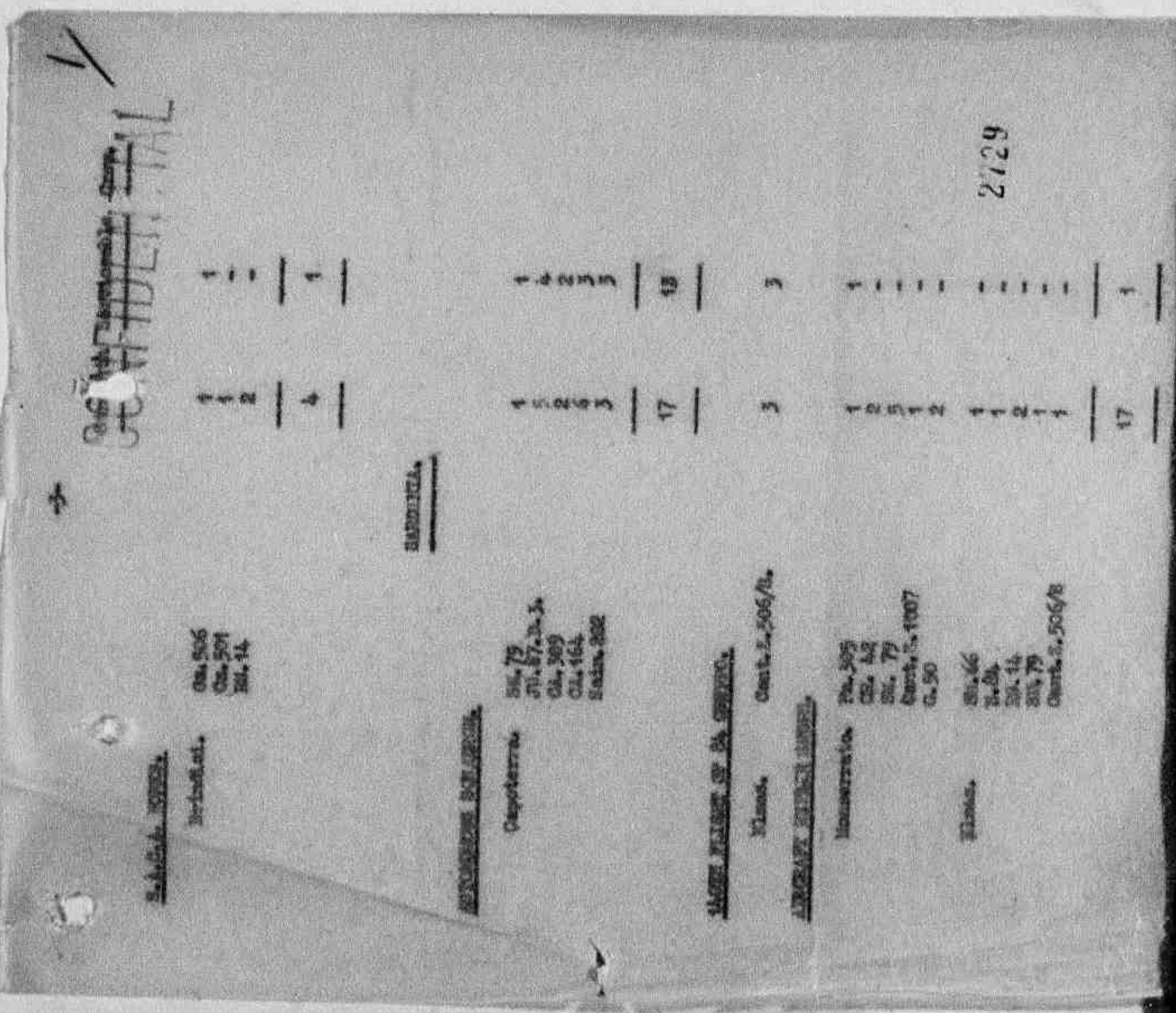

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