

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

785017

ACC

10000/109/1187

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

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10000/109/1137

AIR FORCE INFO
DEC. 1944 - DEC. 1945

82. Ex. Com.

Left submitted at 820 in August 74.
12/12.

83.

Will take up in London. Mr. 3/1
Copies made of of Folio 74 & then 80 for A.C. to take
to London. B/c file in A.C.'s return.

By 4/1

84.

Ref Folio 72. Air Force to advise that on investigation
it was found that this requisition for aircraft was
made by 240th Regiment to replace aircraft previously
used by Colonel Liske. & which had been withdrawn by AFMUSA.

By 4/1

By 4/1

85.

Ex. Com.

Sir, you were going to take up the subject of
Folio 74 whilst in London. Any action now please?

2.

I brought it to attention of Air Ministry - no further action
2985

W. 24/11

Encl.

73.

73 to info - 69 refer.

7/10/69

190

Di

C80. Please have letter drafted to CAO d/c

W/15/69

79

Air Force S/C

Please see 74. Finance S/C (who can do nothing) have verbally ~~unofficially~~ asked the British Embassy to take this matter up with the Air Ministry via the F.O.

This, as you see, purely an RAF matter.

Could you also take this up with the appropriate authorities, or tell us whom we should approach to get this ruling altered?

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Please see 74. Finance S/C (who can do nothing)
verbally ~~instructed~~ ^{asked} the British Embassy to take this
matter up with the Air Ministry via the F.O.
This, as you see, purely an RAF matter.
Could you also take this up with the
appropriate authorities, or tell us who we
should approach to get this ruling altered?

Ad. C. office.

25/12.

80

Office of Executive Commissioner.

2364

Reference minute 79. The E.A.F. in this theatre is fully sympathetic
to air passages being paid in the legal currency as distinct from sterling; the
principle applies not only in Italy but in the Balkan Countries too.

2. I have verbally taken this up with the AGC-in-C/HEER, the AGC VAF Italy,
the AGC No. 216 Group and several other lesser fry, and I know that the subject has
been, and is still being, argued with the authorities at home. I am not sure that
this is a purely E.A.F. matter, and I rather suspect that the British Treasury is
behind the whole thing.

Chief Commissioner.

64.

1. A.V.M. Air Forces Sub-Commission recommends on 1/57 that an airplane factory now functioning in Piemonte Region should continue producing small airplanes, up to 20. There seems to be some doubt as to whether the factory is working with authority and the Italian Government has not disclosed the facts even if they knew of them.

2. Economic Section is in agreement with the suggestion that construction should continue in order to provide work for the civilian employees.

3. My own view remains that it is of little use absorbing raw material and power for production of airplanes whose employment by the Allies is out of the question and by civilians very nebulous. It also appears to me to be contrary to the armistice terms. We had much better turn over the factory at once to civilian production of some innocuous sort.

4. May I have your decision? Reference, of course, will have to be made to UNRQ.

3. Sept. 45

65

77.82
Deputy Chief,
Executive Commission.

E.C. No - Do agree with the HFSk.
But approval of H.F.H.Q

2. Economic Section is in agreement with the suggestion that construction should continue in order to provide work for the civilian employees.

3. My own view remains that it is of little use absorbing raw material and power for production of airplanes whose employment by the airline is out of the question and by civilians very nebulous. It also appears to me to be contrary to the armistice terms. We had much better turn over the factory at once to civilian production of some innocuous sort.

4. May I have your decision? Reference, of course, will have to be made to HQ.

11 Sept. 45

65

EC. No - Do agree with the HFSk.
But approval of H.F.H.Q. must be secured, as per para 4, p 56. 2963

10/9

SEP 9 1945
RECD
0430

Ans
cc

Air Force Sub Commission

61

VP Economic Section.

Please see folio 57 and attachments and Executive Commissioner's comments at minute 60.

In accordance with Executive Commissioner's instruction at minute 60, will you please submit your views on the proposals put up by Air Vice Marshal Brodie. *in particular of his page 4*

5 Sept. 45.

CSO

To Executive Commissioner.

62.

CSO To Executive Commissioner:

Economic Section is in complete agreement with Air Vice-Marshal Brodie's suggestion that AFHQ be asked to approve the construction of 20 Aircraft which consequently will provide much needed work for the civilian employees. In doing so however, no materials should be used which could be more usefully employed for civilian industrial needs. Meanwhile it is suggested that a survey of the factory be made in order that a quick reversion to civilian production be effected on the completion of the 20 airplanes.

7 September 1945

D. A. Clark
D. A. CLARK, Major R.E.
For the Deputy Vice-President
Economic Section

5 Sept. 45.

To Executive Commissioner.

62.

C30 To Executive Commissioner:

Economic Section is in complete agreement with Air Vice-Marshal Brodie's suggestion that AFHQ be asked to approve the construction of 20 aircraft which consequently will provide much needed work for the civilian employees. In doing so however, no materials should be used which could be more usefully employed for civilian industrial needs. Meanwhile it is suggested that a survey of the factory be made in order that a quick reversion to civilian production be effected on the completion of the 20 airplanes.

D. A. Clark

D. A. CLARK, Major R.E.
For the Deputy Vice-President
Economic Section

7 September 1945

63.

Executive Commissioner

Please see minute 62 above referring 2982

to your minute 60 & 6 July 57. If you agree and your Sect's view that the work provided by building the aircraft makes the proper worthwhile I will write to AFHQ informing them.

dy

St. Edo.

C.S.O.

Please see S7. As this subject involves questions of high policy you might like to direct what action should be taken.

3.18.48

J.H.

S7.

ExCuse

Ref S7. 2 para 4

ARM Brodie makes a
proposal which I support
should be adopted

4/9.

60.

Recon Sec. should give their views. Facilitate
point in absorbing raw materials and power 2001
for the production of aeroplanes whose employment
by Allies is out of question & by civilians very
low. Further they are called 'Turismo'

59.

ExCuse

Ref 57. 2 para 4

Alm Brosie makes a
 proposal which I support.
 Should be adopted

4/4/9.

60.

Recon Sec. should give their views. I see little
 point in absorbing raw materials and power 2500!
 for the production of aeroplanes whose employment
 by Allies is out of question & by civilians very
 nebulous. I advise they are call 'Turismo'
 Secde'. Unless there are strong reasons for
 from Recon Sec. I should advise against it.

D.V. (M.S.)

so to cc

Chapman

48

Please see folio 46 for information as per memo 47.

W 15/8

SA 15/8

AUG 16 RECD
11/10

Noted by cc
For

24/8 noted. 7

53.

C.S.O.

E.C. should be informed of the Establishment of
Mediterranean Allied Air Committee. (see folio 52).

1.9.45.

DH.

SA

Executive Commission

For info 34 preparation

Also 32, 33

By CSO

18p. 10/18/77

Examine
CSO

40

Phone call (38) & (39), arising from a conversation between the Chief Commission & the Director Air Force Sub Com on 25 July.

31 July 45-
785

A. Fishy Son Com

1/8

Chief Commission

For information - 13

785017

Excl
CSA

40

Please see (38) & (39), arising from a conversation between the Chief Commissioner & the Director Air Force Sub Com on 25 July.
91 July 45
735

A. Fishy Sen Com

51 1/8.

Chief Commissioner

For information - 139 178/210. 2459

TO: Executive Commissioner 42.

- Folio 39 noted by CC. Ref para 3 thereof, CC agrees and would like to be informed of any information which Col Eggstaff may obtain when he brings the matter up at Caserta.
- Ref folio 38, Italian aircraft construction, the Chief Commissioner approves the proposed new construction as cited in para 3 thereof; that is, 8 Fiat G.12 aircraft and 6 SM95's, the latter (SM95's) subject to MAAF.S covering approval.

28

V.P. The answer seems to be quite clear

Italian Air Force personnel overseas in the north should be treated in the circumstances in which they have been acting

(a) If active members of the Republican Air Force. They are POW.
 (b) If they become partisans they should be treated as such and, subject to the usual screening, might be acceptable in I.A.F. again

(c) If they merely hid they might be acceptable but would seem to have less claims than those in (b).

No one should be "arrested" (except to become a POW) and none of them should find their way into the prisons merely because they were Republican A.F.

2 June

29.

H. M. Hamaker & Co. Ltd.
 1250.

C.S.O. & E.C.

Ref yv 23, Please see 24-28 incl.

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V.D.
1/24

Minutes 26 and 27 in [unclear]

Unclassified 6

CSO bE.C.

Ref your 23 see 25, 26, 27.

if [unclear]

gr [unclear]

- 27 -

TO : VP CA Section.

1. I particularly agree with par. 2 and 3 of 25.
2. As I see it, there are three categories of former I.A.F. personnel who found themselves north of the combat line, i.e.
 - a. Those who became members of the Fascist Republican armed forces and served therein. These ceased to be I.A.F. and should now be considered as prisoners of war or surrendered persons and be dealt with accordingly.
 - b. Those who refused to serve with the Fascist Republican forces and became partisans. These, upon satisfactory proof of actual and creditable service with the partisans, should have the same privileges as any other partisan, and might well report back to I.A.F.
 - c. Those who refused to serve with the Fascist Republican forces and who went into hiding without joining the partisans. These, on satisfactory proof of the facts, and on reporting back to I.A.F. for duty, might be accepted.
3. As to categories b and c, the policy might well be to authorize their re-acceptance into I.A.F. but only after the most careful scrutiny.
4. The general policy as to category a is laid down in AFHQ directive AG 383.6/121 GBI-C dated 6 March 1945. Copy is submitted herewith.

1 June 1945

John W. Chapman
JOHN W. CHAPMAN 2957
Colonel, Director
Public Safety S/C.

APR 10 1945

785017

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

To:- The Secretariat, Mediterranean Allied Air Committee.

Date:- 11th September, 1945.

Ref:- AMBC/827/Eng.

SEP 12 1945

Manufacture of Light Aircraft in North Italy.

An investigation following the landing of a light aircraft at Centocelle (Rome) aerodrome revealed that an Italian firm, the ARMANDO VERCELLI INGENIERI AERONAUTICI is constructing a small civil machine known as the AVIA VII. A full report will be made by the A.F.S.C. representative at Milan but sufficient is known to show that the firm was working in good faith, having applied through AMB Industry and Commerce Office, MILAN, and AMB Prefettura VERCELLI, for the unblocking of their stocks, and on receiving approval, started that the production of their aircraft was authorised.

2. The aircraft is a two seater with a 60hp engine and of little use to the Allies and to the Courier Service, but later, if Italians are allowed to own aircraft they could be sold for civilian work. The engine runs on a low octane petrol.

3. The Air Officer Co-ordinating has recommended that in order to give

785017

8504

Ex Comm

(50)

Ref: AFQC/13/AIR.

20 August 1945.
AUG 21 1945

My dear Mr. Prime Minister,

Thank you for your letter N.485/9816 dated 6 August 1945 requesting the allotment of another aircraft to the Ministerial Flight. I have given instructions for the next M.79 which is released from the factories in the North to be allotted to this special flight. Mention if a special plane is urgently required, will you please give instructions that application should be made to the Air Ministry (State Maggiore); there is usually a plane in reserve in case any of those detailed for regular Scheduled Courier Services becomes unserviceable.

As regards the allotment of single engined aircraft, at present there is one Seisun 202 (one passenger) and one Seisun 204 (three passenger) at CHATOUILLAS but both are unserviceable for another 14 days. When these aeroplanes are serviceable there is no objection at all to special flights being arranged by your Ministers for a small number of persons on duty, and this should be done when applicable with the Air Ministry (State Maggiore), who coordinate the use of these two aircraft between the various interested parties. It is regretted that there are no other aeroplanes of this type available for allotment to the Ministerial Flight.

It has been suggested that the Ministerial Flight should be moved from LITTONIO to CHATOUILLAS

