

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

785017

ACC

10000/109/1193
(VOL. I)

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

785017

10000/109/1193
(VOL. I)

COMMUNICATIONS, AIR
SEPT. 1944 - SEPT. 1945

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

785017

3381

104

C80- Files 102 + 103 for info
Emu 1/10

785017

Ex lme ~~102~~ (102B) 102A
ESO - Folio ~~117~~ requests approval of C.C.

Support activity
Should be prior.

E.M.W. 24/9

429

St. 24/9.

(102C)

Chief Commissioner.

Attached is submitted for your approval
signature information

Recommend

W/ 25/9

3380

E.C.

Approved.

~~102~~ (102D)

25/9

W. W. Stae
E.W.S.
C.C.

~~102~~ (102E)

3379

Capt. White

Pl. reply to 117 convey - to C.C.: final.

See 102 F.

26/9.

Ex Case

7 to information: I have spoken
with Ray Birch and informed
upon him the importance of
to attach to the Subject.

5/16/45

MSB/17

97

copy Ex/Commission

To see 96

9/1/45

9/1/45

9/1/45

98

Ex. Com. directs matter should now be dropped

P.D. G.R. 12/2/45

to attach to this Subject.

11/16

MSR 117

97

Ex. Comm. 11/16

To see 96

11/16

9/12/45

11/10/17

98

Ex. Com. directs matter should now be dropped

P.V. G.R. 12/17/45

CSO. Ex. Comm. 11/16

plus 100 for the info of the Ex. Com. re the extract from his tone notes filed at plus 99.

29 Aug 45

W. R. 11/16

A. P. 11/16

11/16

5/six Karamagh,
Message Center.

Your committee on folio 69 remains
particularly underlined in red.

29 May 45.

Whitaker

SSM Picken

71

I am given to understand by T.O. that only urgent
matters can be accepted for transmission by plane.
Maybach confirmed that in your hearing some days ago.
A considerable amount of heavy material remains to
be dealt with and the motor concern is the only means
available for proper handling. Furthermore the motor concern
always "get there" and a quota is always provided.
However, contact can now be made with Vengie by through
210 Sub area and material is being dispatched via that channel
waf. today.

30 May 45

71(a)

R. Karamagh, W.S.

Note: A copy of reply sent by us came up.
Folio 69 is being passed to this office.

31 May 45. — see folio 74

717

YO

CSO

You may be interested to note this
69 is initial AMIC VENEZUELA REGION content of the air
canine service irregularity. S/Sgt Kewenough has
also had some to compare, dispatches to VENEZUELA
begin from this HQ investigation has indicated.
No doubt the service will in time improve but
perhaps you should note in case there is further
complaint.

29 May 45.



62.

EC. AC. has no duty to deprive civilian personnel (including allied personnel) from any right to compensation if the Italian Govt fails to maintain the compensation in a reasonable state of repair or to otherwise neglect it. Unless therefore the Govt has stipulated as one of the conditions of its surrender the service and the Allies have accepted that stipulation it does not seem proper that the proposed terms should be included in the form of release. It owes no duty to the people the Italian Govt against claims from allied personnel or for that matter against Italian civilians. It has the Italian Govt is a more agent for the Allies. That would alter the situation. *W. H. H. H.*

Can this be carried up please.

28 MAR 1945

63.

W. H. H. H. Please see *W. H. H. H.* 64

W. H. H. H. 28 MAR 1945

CHS

64

I suggest inside be should be addressed to legal etc. from here we are not competent to decide rule in this matter which legal address.

W. H. H. H.
Go to Sec 3376

The Italian Govt. against claims from
that matter against Italian civilians
and is a most regret for the allies. That would return the
Can this be cleared up please.

28 May 1945

63

63
Please See Reprints 89-62

20/1/45

64

CHS

I suggest inside 62 should be
addressed to legal etc. from here
we are not competent to decide
rule in this matter without legal
advice.

Excluded
also to Science 3376

18/5

65

EC. (through legal) that and so
This is a matter of policy which it is not for legal
to decide. They will advise on the working to achieve
whatever and is desired

66

28 May 1945

1 comm working in dept.

58.

Executive Commissioner:

Reference minute 57 & 53, it is believed that the release form should include the Italian Government, by whom the planes are operated, as well as all claims against them. In order this point be taken up with CA Section, please and legal S/C asked to to revise the draft. Quit claim at 53, and to supply an approved Italian Translation here of.

S.D. Sec.

15 May 45

W. H. H. H. H.
for Col. V. H.

59.

C.S.O.:

Please see minute 58. (Mins 46-57 also refer). Is there any objection to the point mentioned in 58 being taken up with CA Section?

W. H. H. H. H.
26/5/45.

60

Wm. H. H. H.

No. 19. 405.

26/5

3375

785017

asked to be
 quit claim at 53, and to supply an approved
 Italian translation thereof
 for Col. VFA
 J.D. Sec.
 15 May 45

59.

C.S.O.

Please see minutes 58. (Mins 46-57 also refer). Is there any
 objection to the point mentioned in 58 being taken up with CIA Section?

26/5/45.

60

Min. Hender

No. M. dos.

26/5

3375

Civil Affairs Section

Please see Minutes 46-58.

Please take up the point mentioned in 58 & report
 progress made to this office.

27/5/45.

785017

TO : Civil Affairs Section 53.

Following form of release is recommended instead of the one suggested in minute 47:

"I, the undersigned, fully understand that I travel in an airplane ^{any of} owned by the Allied Commission and/or the Allied Forces at my own risk, and in assuming such risk, I, for myself, my dependants, and survivors hereby forever release the Allied Commission and the Allied Forces from any and all claims for personal injuries or death, and loss of property, caused by any accident or occurrence while I am a passenger in, entering or leaving such airplane."

Translation of this into Italian should be watched carefully so that the full meaning will be imparted to the signer.

It is my understanding that, under Italian law, such a release will not hold where negligence is shown, on the part of the owner or its operator, to have caused the injury, death or loss of property.

LEGAL S/C
22 May 1945.

Anthony J. Nugent
ANTHONY J. NUGENT,
Major, Spec. Res.,
Chief Counsel.

54.

legal

Draw your any objection to the substitution of the word "operated" for "owned" at the beginning of line 2 and the insertion of the words "any of" after "in" in line 1.

CA.
23 May 1945

55.

As spoken (which is urgent) both amendments are acceptable

6/25/57

56

EC.

Please see 53 as amended. It is suggested that the Italian version should be added by the 3373

It is my understanding that, under Italian law, such a release will not hold where negligence is shown, on the part of the owner or its operator, to have caused the injury, death or loss of property.

Anthony Vincent
ANTHONY D. NUGENT,
Major, Spec. Res.,
Chief Counsel.

LEGAL S/C
22 May 1945.

54.

Legal

Drawn your attention to the substitution of the word "operated" for "owned" at the beginning of line 2 and the insertion of the words "any of" after "in this line".

CA.

23 May 1945

53.

For above (White Nugent) both amendments are acceptable.

156

EC

Please see 53 as amended. It is suggested that the Italian version should be added by the 3373 lawyers of the legal S/C.

CA.S.
23 May 1945

57

Estal See

Ref M 51, now see form of indemnity approach by Legal S/C in M 53 above.

Please take steps for its introduction as required.

Office of EC
24/5/45

L. Shuler

785017

Air Forces Subcommission:

Re Personnel Movement in Italian Aircraft (your letters folios 34 & 43).

Please see minutes 46 and 47, in particular your reaction to plan suggested in minute 46 is desired.

Would this proposed system be acceptable so far as Air Forces 3/c is concerned and how would you tie it into your operating procedure?

Office of the Exec Comm
12 May 45

[Signature]
J. W. STEARNS
Major, ACD

49

To: A.O.C.

Reference M 48, Major Sass has checked the system of control at Centocelle and is satisfied that it is efficient. The despatcher requires two copies of the manifest (one for his records and one for the pilot); he has scales for weighing passengers and freight and can enter these details.

The issue of tickets is not considered necessary under our system of control.

14 May 45.

[Signature]
S.S.O.

50

Office of Exec Comm

Reference to minute 48, please see minute 49, with which I agree. The form of indemnity at minute 47 is satisfactory so far as we are concerned, as is sub-para "3" of minute 46.

Air Forces Sub-Commission.
15th May, 1945.

[Signature]
I. J. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

To: A.O.C.

Reference K 48, Major Sass has checked the system of control at Centocelle and is satisfied that it is efficient. The despatcher requires two copies of the manifest (one for his records and one for the pilot); he has scales for weighing passengers and freight and can enter these details.

The issue of tickets is not considered necessary under our system of control.

14 May 45.

S.S.O.

W. E. G. G. G.

50

Office of Exec Commr

Reference to minute 48, please see minute 49, with which I agree. The form of indemnity at minute 47 is satisfactory so far as we are concerned, as is sub-para "B" of minute 46.

Air Forces Sub-Commission.
15th May, 1945.

I. E. Brodie.
I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

51

Civil Affairs Section (for Legal Subcommission):

Reference minute 47, the Hq Transportation Officer in connection with the handling of air transport requests wishes to institute a proper indemnity certificate to be signed by non-military personnel who from time to time are cleared through our Hq on air travel orders. Would you kindly review the indemnity certificate at minute 47 and suggest any necessary revisions to cover travel by air.

19 May 45
Office of the Exec Commr.

[Signature]
L. W. STEARNS
Major, AGO

Legal *W.C.* Will you please advise

CA. S
22 May 1945

[Signature]
[Signature]

47
Exec. Comm.

To note minutes #46, please. Major
Birch, Hq. Transport Officer suggests legal
Sub-Comm. draw up indemnity certificate
similar to one attached below in accordance
with par. 6 of minutes #46. Suggest Legal
Sub-Comm. draw up certificate.
K. H. H. H. H.
CWO with 3372
8 May 45

I, the undersigned, fully understand that I travel in a
(Io, il sotto scritto, capisco definitivamente che viaggiare in)
vehicle of the Allied Control Commission or Allied Military Government
(macchina di trasportoazione del Commissione Controllo Alleata o del Governo)
vehicle at my own risk and in the event of an accident, I may not make
(Militare Alleata e' al mio rischio, cioè nel caso di incidente non mi e')
any claim against the Allied Control Commission or the Allied Forces.
(permesso recolare contro il Commissione Controllo Alleata o inverso
le Forze Alleate).

Date

(Signature)

I, the undersigned, fully understand that I travel in a

3371

I, the undersigned, fully understand that I travel in a
 (Io, il sotto scritto, capisco definitivamente che viaggiare in)
 vehicle of the Allied Control Commission or Allied Military Government
 (macchina di trasporto del Commissione Controllo Alleata o del Governo)
 vehicle at my own risk and in the event of an accident, I may not make
 (Militare Alleata e' al mio rischio, cioè nel caso di incidente non mi è)
 any claim against the Allied Control Commission or the Allied Forces.
 (permesso reclamare contro il Commissione Controllo Alleata o inverso
 le Forze Alleate).

Date

(Signature)

3371

I, the undersigned, fully understand that I travel in a
 (Io, il sotto scritto, capisco definitivamente che viaggiare in)
 vehicle of the Allied Control Commission or Allied Military Government
 (macchina di trasporto del Commissione Controllo Alleata o del Governo)
 vehicle at my own risk and in the event of an accident, I may not make
 (Militare Alleata e' al mio rischio, cioè nel caso di incidente non mi è)
 any claim against the Allied Control Commission or the Allied Forces.
 (permesso reclamare contro il Commissione Controllo Alleata o inverso
 le Forze Alleate).

Sub-Commissioner by certificate.

Est. Sec.
 8 May 45

3372

785017

HEADQUARTERS
ALLIED COMMISSION
DISPATCH OFFICE
APO 394

7 May 1945

SUBJECT : Plan for checking passengers by AC Air Courier.
TO : Establishment Section.

Applications for Travel Order (Air) would be forwarded to Dispatch Office in the same manner as road transport request.

a) In the case of personnel directly employed by A.C., the passengers will be listed in the record book with all particulars and request form passed to the Adjutant for Special Order to be cut.

b) Personnel not directly employed by A.C.
Request for Travel (Air) will be marked by this Office "Travel at own risk" Also the would be passenger will sign an indemnity certificate.

A loading list will be made in this office for the plane. This will be worked out by weight of personnel and mail, and total weight kept below the maximum weight allowed by the Air Forces Sub-Commission for the particular plane being used.

Copy of loading list will accompany the plane load and would be given to the official at the Air field as arranged by Air Forces Sub-Commission.

If required this Office could issue a numbered ticket to each individual passenger stating Name, Rank, Sub-Commission, Destination and the weight of passenger and luggage. Duplicate ticket would be filled in this office and third copy of the ticket handed to an official at the Airport.

3370

H. J. Birch
H. J. BIRCH Major
for Headquarters Transportation Officer

44

Establishments

(for Hq Transport Officer)

Re. Polios 34 and 43 - and mins 35 thru 42.

Will you please investigate this matter as to what system of checking can be best handled by your office.

7th May

W. Stewart
May

43

Hq. Transport Officer
(Mr. P. P. P.)

In note 44 above, please, and note your plan for checking.

Det. Sec.
7 May 45

W. Stewart
2nd Lt.

40

Executive Commission:

1. See minutes at 37+39.
2. The position on the American side appears to be clear. On the British side there appears to be some doubt. In the case of civilians of other organizations, for which A.C. makes bids as a matter of convenience (B.R.C. + O.S.I. for example), the position appears a trifle vague.
3. Italian civilians, employed by A.C., are covered by the terms of NATOUSA Circular 74, 23 May 1944, as amended which provides for the payment of compensation to employees of the Armed Forces injured or killed in the course of their duties.
4. It is therefore suggested that point 34 be agreed, and that British civilians, not actually employed by A.C., be required to sign a waiver of any claim against the Italian Government which might arise out of travel performed by Italian Government aircraft prior to the commencement of any such journey.

W. L. L. L. L.

...all there appears to be some doubt in the case of civilians of other organizations, for which A.C. writes orders as a matter of convenience (B.R.C. + O St. J. for example), the position appears a trifle vague.

3. Italian civilians employed by A.C. are covered by the terms of NATOUSA Circular 74, 23 May 1944, as amended which provides for the payment of compensation to employees of the Armed Forces injured or killed in the course of their duties.

4. It is therefore suggested that para 34 be agreed, and that British civilians not actually employed by A.C., but required to sign a waiver of any claim against the Italian Government which might arise out of travel performed in Italian Government aircraft prior to the commencement of any such journey.

W.S. Sec.

30 April 1945

41.
~~40A~~

W.S. Sec.
Cap. 3368

Air Forces Sec

Re your letter of Feb 34 - Please see mins 36-40.

1st May.

42

A.C. Air Force Sec Committee has an
and in sending a letter on this subject 3/5.

W.S. Sec.
May

36.

Lieutenant, 2675th Regt.To see 35, please. What is
the position on American personnel?

keep.

Sgt. Sec.
27 April

37.

Establishments Section:

American military and civilian personnel traveling under competent orders published by Hq. AFM are covered in all cases. Such travel could be performed ⁱⁿastravel by ATC facilities and any claims of judgments arising out of injury incurred during the use of these facilities would be allowed.

Hq. 2675th Regt AFM
27 April 45Hickam
CWO 2nd Lt

38.

Executive Officer (B):To see 35, please, and
reply to far as British side is concerned, 3367

keep.

Sgt. Sec.
27 April

37.

Establishments Section:

American military and civilian personnel traveling under competent orders published by Hq. AFM are covered in all cases. Such travel could be performed as it is by ATC facilities and any claims or judgments arising out of injury incurred during the use of these facilities would be allowed.

Hq. 2675th Regt AFM
27 April 45

Hammuth
CWO USA

38.

Executive Officer (B):

To see 35, please, and
3367

Reply to far as British side is concerned.

Int. Sec.
27 April

29.

Esq. Sir Same as 37 except that in so far as British civilians are concerned I am emphasizing that, in my opinion, it can only refer to those who are officially appointed to the Allied Commission. I do not know the position regarding attachments, i.e. Red Cross organizations etc.

J.E.T.

W.H.P.

TO: CSO to Executive Commissioner

At 1 is a letter from the Chief Commissioner to SACED requesting air transport for the exclusive use of the Allied Commission. At 2 the request is refused with the regret that "at the present time it is not possible". Further reference is made at 20.

It seems to me now that this matter should be taken up energetically so when the collapse comes in the North the various Heads of this Commission who will have urgent business in the North will be able to travel by sure and reliable means.

J.A.Q.

26 Mar 45

28.

So to CC

A NOT very good draft for the almost certain disapproval

of C.C.

27/3.

32

So to CC

letter to Gen. Canine

Signature of CC

27/3

3365

MAR 28 1945

J.L.Q.
26 Mar 45

28.

So to CC

A NOT very good draft for
the almost certain disapproval

of C.C.

27/3.

32MAR 29 1945
RECD

So to CC

letter to Gen. Canine

Signature of CC

27/3

3365

27/3.

35

Establishments

Re file 34 - will you please check this matter - it
may be that competent orders issued by AC (SO series)
authorizing travel by air will be sufficient in all
cases of AC personnel.

25th Apr

Col.

IA

Attached letter opposite to Ben Wilson is
was prepared for A/C's signature.

22 12/10

10.

Acting Chief Commissioner

Unless we have our own aircraft we shall
not be able to do our job and visit the field.

Then tried every available source: will you send
letter opposite to SATCHER.

12/13/12.

11.

C.S.O.

Please see folio 9 - letter from the Air Force
Sub Commission during time-table during Italian
a/c services available.

Before we advise G-4 of these services no
doubt C.O.S. will wish to wait for General
Wilson's reply to the A/C's letter at folio 1.

Capt H.R.

WHR
3305/10

not be able to do our job and visit the field.

Then tried every available source; will you send letter opposite SATCIDE?

DS/13/2.

11.

C.S.O.

Please see folio 9 - LHA from the Air Force Sub Commission asking time-table during Italian c/c services available.

Before we advise G-4 of these services no doubt C.O.S. will wish to wait for General Wilson's reply to the A/C's letter at folio 1.

Copy to H.R.

WHR
3305/10

R. get more details from A.F. Sec. and then take 94, who should get out a circular on it.

2. I think we can use this service now, and in future - even if Saeund does give us an aeroplane.

3. M. tell P.R.O. today.

WHR
26/10

To Office of C.O.S.

(Attention Col: SHIPP)

No reply was ever received, but (20), an extract from SATCIDE 29th 11/12
Political Conf., supplies to answer to your question. J.A. Quincey 27-11-11

785017

875290
RESTRICTED

ECK/gom

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

Ex. Comm 103

STAFF MEMORANDUM)

NUMBER

49)

27 September 1945

MTOUSA AIR PRIORITIES BOARD

OCT - 1 1945

Establishment of MTOUSA Air Priorities Board I
 Duties and Policies of the MTOUSA Air Priorities Board II
 Documentation and Method of Securing Air Priorities III

I -- ESTABLISHMENT OF MTOUSA AIR PRIORITIES BOARD

1. Pursuant to the provisions of paragraph 2, Section I, War Department Circular Number 130, 1944, an MTOUSA Air Priorities Board is established effective 1 October 1945.

2. The members of the MTOUSA Air Priorities Board will be:

- a. Chairman: Commanding Officer, Army Air Force Mediterranean Air Transport Service.
- b. Member : A representative from G-1, this headquarters.
- c. Member : A representative from G-3, this headquarters.
- d. Member : A representative from G-4, this headquarters.
- e. Member : A representative COMNAVNAV.
- f. Member : A representative from U. S. POLAD.
- g. Executive Officer: An officer specially trained as an Air Priorities Control Officer who can act as the full time administrative member of the board.

II - DUTIES AND POLICIES OF THE MTOUSA AIR PRIORITIES BOARD

See m/104

3. The duties of the MTOUSA Air Priorities Board will be:

a. To establish priorities for the purpose of indicating precedence for movement of traffic on scheduled American air transportation available within the theater in accordance with relative importance to the prosecution of the war and/or peace; or to the relief or rehabilitation activities in areas affected by the war; or to the resumption of economic or other activities disrupted by the war that are necessary for the prompt re-establishment of peace time conditions.

b. To issue appropriate instructions pertaining to the establishment and administration of air priorities.

29 SEP 1945

Emu

- 1 -

RESTRICTED

cc: RSTAB. SEC
2475 RSTAB
Hq. COMINT
ADJ.

3363

(Ch. White)

RESTRICTED

Hq MTOUSA Staff Memorandum Number 49 (cont'd).

4. Policies under which the MTOUSA Air Priorities Board will function are:

- a. Priority will not be granted unless it is evident that speed of air travel is essential. This measure of justification for air travel must be applied to all types of traffic including war effort and non-war effort, as well as military and civilian personnel.
- b. Priority will not be granted for a specific flight or on a specific carrier unless essential to the accomplishment of the mission.
- c. The establishment of priority is not a guarantee that air transportation will be furnished; more urgent requirements may necessitate the use of other means of transportation prior or subsequent to commencement of travel.
- d. All traffic will meet carrier acceptability requirements with respect to preparation for shipment and handling of such traffic.

III - DOCUMENTATION AND METHOD OF SECURING AIR PRIORITIES

5. At those points where it is considered necessary, the Army, Navy and Air Force will establish air screening agencies, whose responsibility it will be to screen all requests for air transportation originating within their respective service, and pass to the Air Priorities Board those requests which have met the conditions for air transport.

6. a. Requests for air transportation of military personnel and/or civilian personnel authorized or directed by the Army, Navy or OSS, and requests for the transportation of military cargoes, will be routed through the appropriate screening agencies to the Air Priorities Board or its official representatives. All such personnel must possess competent orders authorizing air transportation.

b. Requests for air transportation of civilian personnel not authorized or directed by the Army, Navy or OSS, and requests for the transportation of non-military cargoes, will be routed through the nearest representative of the Department of State for certification as provided for in paragraph 1c, War Department Circular 451, 1944. The State Department representative will act as the screening agency, will prepare a priority certificate which may be accepted in lieu of orders, and will refer the individual or agency to the Air Priorities Board or its official representative.

c. Applications originating in this theater for air transportation of personnel and cargo from points outside this theater to this theater, will be approved by the head of the staff section concerned and submitted through normal staff channels to the Air Priorities Board.

BY COMMAND OF GENERAL MCNARNEY:

E. V. Christensen
E. V. CHRISTENSEN
Colonel, AGD
Adjutant General

DISTRIBUTION:

- X - For information
- 20 - MTOUSA AFB

785017

RESTRICTED

DCK/rs

875281
ALLIED FORCE HEADQUARTERS
APO 512

Ex-Comm 102

STAFF MEMORANDUM

NUMBER

24

26 September 1945

FORMATION OF MEDITERRANEAN BRITISH AIR PRIORITIES BOARD

OCT - 1 1945

1. Effective 0001 hours "A" time, 1 October 1945, the AFHQ Air Priorities Board will be dissolved and separate American and British Boards will be established.
2. The British Board will be known as The Mediterranean British Air Priorities Board.
3. The area controlled by the Mediterranean British Air Priorities Board will include the following countries: Albania, Algeria, Austria, Bulgaria, Corsica, Crete, French Morocco, Gibraltar, Greece, Hungary, Italy, Jugoslavia, Malta, Rumania, Sardinia, Sicily, Spanish Morocco, Tunisia.
4. The Mediterranean British Air Priorities Board will be the authority responsible for the allocation of air priorities to all classes of load, including mails, passengers and freight, which originates in the area of its control, on air transport services flown either by the Royal Air Force, or other aircraft under British control.
5. a. The Headquarters' offices of the Mediterranean British Air Priorities Board will be at 7, Piazza Vittoria, NAPLES, Italy. Telephone Naples Dial 54083.
b. All communications should be addressed to The Executive Officer, Mediterranean British Air Priorities Board, A.F.Q. R.A.F. Mov. S. C.M.F.
6. Separate announcement will be made prior to 1 October 1945, of the establishment of the American Board.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

copied: R. STUBB. Sec
6-4-187
178 Comd
AOT

C. J. CHRISTENSEN
Colonel, AGD
Adjutant General

DISTRIBUTION:

- A
B - For information

3362

29SEP1945

RESTRICTED

(CAPT WHITE)

Emu

785017

102F

Ref : 8502/122/EC.

27 September 1945.

SUBJECT : Construction of Aircraft.

TO : Air Forces Subcommission.

102A

1. The Chief Commissioner has approved the construction of six additional SM 82 a/c as proposed in your AF33/326/ENG of 20 September.

W M WHITE

✓ Chief Staff Officer,
To Executive Commissioner.

3361

785017

SEP 22 1945

102A

FROM: AIR FORCES SUB-COMMISSION A.C.
TO : CHIEF COMMISSIONER, ALLIED COMMISSION
DATE: 20TH SEPTEMBER 1945
REF.: AFSC/826/ENG

SEP 2 1945

The IAF Stato Maggiore has informed this Sub-Commission that six (6) SM 82 a/c will soon be delivered to the Operational Squadrons and requested authority to construct six (6) additional SM 82 a/c from various spare parts available in the S.I.A.I. workshops.

2. In view of the fact that this type of a/c is particularly suitable for the transport work which is at present carried out by the Regia Aeronautica, and as a basis of giving work to employees, this Sub-Commission recommends the construction of the six (6) additional SM 82 a/c providing it is without prejudice to the Peace Negotiations and subject to approval by M.A.A.C.

3. Your authority is therefore kindly awaited.

William L. Lee
WILLIAM L. LEE
Brigadier General, USA
DEPUTY DIRECTOR

(CRAT WHITE)

PA
Emm

3360 6-E
See M 102

785017

8757A (100)
HEADQUARTERS ALLIED COMMISSION

OFFICE OF THE HEADQUARTERS COMMANDANT

APO 394

HQC/10/8

27 August 1945

SUBJECT: Air Courier Service.

AUG 29 1945

TO : Chief Staff Officer,
Office of Executive Commissioner.

1. Reference your letter 806/91/EC, dated 24 August 1945, in regard to air courier to BOLOGNA. This office was aware of the intention to close down the RAF staging post at that airdrome. For some time now there has been an Italian Air Force ground crew available for the servicing, arrival and dispatch of our air courier planes. Arrangements are at present in hand, it is understood, for turning BOLOGNA Airdrome into an Italian staging post. Courier plane booking arrangements are carried out by the Chief Liaison Officer at BOLOGNA.

2. In regard to FLORENCE, unfortunately, authority cannot be obtained to land at that airdrome.

3359

(S)ama (Rist)

R. H. Robertson
R. H. ROBERTSON
Hq. Commandant.

Colonel

785017

99

99

Ref: 75

24 August 1945.

Ref: 806/21/EC.

SUBJECT: Communications.

TO : HQ Comdt.

The following extract from Notes on Executive Commissioner's Tour dated 20 August 1945 is forwarded for your information:

Communications. There are indications that MATS will close down in BOLAGRA and it is essential that the AC Italian Courier Service should maintain its service there so long as the weather permits. When the weather becomes dangerous we should consider a link in FLORENCE."

A. Paoby

Sen. Lind

for Chief Staff Officer,
To Executive Commissioner.

Copy to: 8752/EC.

See F. 100
3358

11

24/8

785017

8752
HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
APO 650

Ex. Comm. (96)

MAAF/S73/8/AIR.

6 July 1945.

JUL 9 1945 (95)

SUBJECT : Aircraft for Allied Commission.

TO : Chief Commissioner, Allied Commission, APO 394, US Army.

1. Reference is made to your letter 8752/EC of 3 July 1945 relative to an aircraft for the use of the Allied Commission.

2. Although the number of transport aircraft in the theater is constantly decreasing due to redeployment, the demand for the services performed by this type aircraft is greater now than at any time since the invasion of Southern France.

3. Regret that we are unable to fulfill your request.

FOR THE AIR COMMANDER-IN-CHIEF.



J.M. Bevans
J.M. BEVANS,
Major General, U.S.A.,
Chief of Staff.

Ex C List - 9 July 45

Chief Comm
Air Forces SC

3357 9798

(Not Answered)

(2 Stars)

785017

Ref: 8752/83.

3 July 1945.

SUBJECT: Aircraft for Allied Commission.

TO : Air Commander-in-Chief,
Mediterranean Allied Air Forces.

1. Reference is made to my letter 8752/34/83 of 28 March 1945 relative to an aircraft for the use of the Allied Commission. At the time of my letter, the tactical situation precluded your granting my request.

2. Since V-E Day the Allied Commission has greatly increased its scope of activity and responsibility. Distances have increased and new problems requiring immediate action have been encountered. Maximum use has been made of MATS and the Italian Air Force, but the situation remains unsatisfactory.

3. In view of the above and because the cessation of hostilities has undoubtedly reduced the amount of essential military traffic, I am asking you to again consider placing at the disposal of the Allied Commission one C-47 type aircraft with crew. The aircraft will be based and maintained at Rome.

WILSON W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: Air Force Sub-Commission.

3856

96

785017

94

Ref: 8752/EO.

Tel: 735

25 June 1945.

SUBJECT: Air Courier Service, ROME - TREVISO - MILAN - BOLOGNA.

TO : HQ Comdt.

The Executive Commissioner is not satisfied with the organisation of the Air Courier Service, particularly at TREVISO. In view of complaints he has received he directs that:

1. Passengers should be checked on to the plane at TREVISO airport.
2. A system should be enforced so that all seats on the MILAN - TREVISO - ROME plane are not all booked at MILAN, leaving none for TREVISO passengers.
3. 'Strap hanging' should not be allowed under any circumstances.
4. Safety belts should be provided.

S/E. TALBOT
Chief Staff Officer,
To Executive Commissioner. Lt-Com.

3355

see M. 55

93
26/6

C.S.O.

These letter (at folio 54) is submitted for your signature.

25/6/45

C.S.O. & Ex Com

56

Please pass this file directly to Col Eggert Dy Dir Air Force S/C. The Col. is to draft another letter of application for an assigned plane. (Re folio 46 and mins 47 thru 51.

26th June.

W. Stearns Maj

57.

Air Force S/C (Attn Col Eggert Dy)

For action as instructed by

At 4 minutes 56.

3354

Please pass this file directly to
Col Eggloff Dy Air Force S/C. The Col.
is to drop another letter of application
for an assigned plane. Re plos 46 and
mins 47 thru 51.

26th June.

Per Stewart Maj

57.

Air Force S/C (Attn Col Eggloff)

For action as instructed by

Col in minute 56.

3354

Excluded from
Circ to Ex Com.

26/6.

Issue 85/25/6

58.

Chief Commissioner

8. Letter to Air Cinc Submitted

2/7/48 0-1640 for your signature. Still in
for letter

Executive Comm:

Reference folio 46

This does not appear to be a very satisfactory answer to the Chief Commissioner's request for the assignment of a plane to the Commission. The enclosed MATS flight schedules are quite informative but in no way present any new service that has not always been available through the regular channels.

The Chief Commissioner may wish to take this matter up personally on his next trip to Caserta.

2 May 45

Chief Commissioner

P46 for Reading: not a satisfactory answer

A.V.M. Brodie has arranged for an Italian air courier

Service for 7 passengers & 800 lbs freight to serve daily

on following route - specific Day 7 -

Rome - BDogno - Venice - Milan - Turin - Geneva - Rome

7/3/5

EC.

Agree That NAAF reply is unsatisfactory
Redraft letter to E-5, returning B
the article

b/3

JWS
cc

3353

50-
A-111 as shown. 11/1/55

46

cc 1615

MAY 11 1945

RB

47

189

(92)

Chief Commission

P46 for Reading: not a satisfactory answer

A.V.M. Bradio has arranged for an Italian air courier

Service for 7 passengers & 800 lbs freight to serve daily

on following route effective May 7 -

Rome - Bologna - Venice - Milan - Turin - Genoa - Rome

7/13/55

EC.

Agree That NAAF reply is unsatisfactory
Redirect letter to G-5, advising of
the attack

b/s

3353

50

CEO Action as above.

W/S

51

Ek. Com

AAF/ATO contacted and they said no planes were
available. From other sources of information I
believe there are planes available and am contacting
Gen. Berens when he arrives in Rome, probably on 19 May
18/55 after night in the S.C. Cin

785017

8752
26

Ex. Comm

RESTRICTED

4242

MAY 191931B

B/1483

MAY 192030B

PRIORITY

FROM: AMG 5 ARMY FOR HUE CITY OUR 224

TO: HQ ALCON FOR ESTABLISHMENTS BRANCH

MAY 20 REGS

67

RESTRICTED

Ref Establishments Memorandum 9 dated 15 May all mail for
SCAO and AMG 5 ARMY should be routed to HQ 5 ARMY by ADLS.

Dist

Action - Est Sec
Info - A/President
Chief Commissioner
Exec Comm
Hq Comdt
H/Center
File 2
Fleat

HEADQUARTERS
20 MAY 1945
A. C.

RESTRICTED

3352

(Mrs. S. S. S. S.)

785017

8752

Exp. Comm.
90

RESTRICTED

73
MAY 18 1730B

R/1383
MAY 19 1030B
ROUTINE

From: AMB LIGURIA REGION
To: HQ ALGER

HEADQUARTERS

10 MAY 1945

MAY 18 1945

RESTRICTED.

Reference REF 21 No 9 15th May.

Suggest Air Forces SubCommission designate and arrange for GERMA airport
for air courier service.

PLAT

ACTION: Air Forces S/C
Hq Comd
INFO: A/President
Chief Commissioner
Executive Commissioner
Ext Sec
File 3
Float

RESTRICTED

3351

(HAR SIMONS)

785017

8752

8752

cc 1730

Exec Comm
for ACTION

cc - CC files

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
APO 650

23 April 1945

MAY 1 1945

45-01
Rear Admiral Ellery W. Stone, USNR
Chief Commissioner
Headquarters Allied Commission
APO 394, U. S. Army.

My dear Admiral:

Ref: 8752/31/EC

(213)

5805/CC

In order to avoid further delay in answering your letter reference furnishing you with an airplane, I am taking the liberty of answering in the Air C-in-C's absence.

Unfortunately, there is an increasing shortage of the type aircraft suitable for the purpose. Redeployment has already started. We try to avoid as far as practicable the assignment of aircraft to non-Air Force units because of maintenance and inspection difficulties, loss of crews, and to fact that such aircraft are not used to full advantage.

In this connection, our Mediterranean Air Transport Service runs scheduled planes between most of the centers of military activity in Italy, and extends this service as our troops move further north. I am inclosing a copy of the schedule of these flights. After MATS has been given a fair trial, we will be pleased to reconsider the question, based upon the status of the war at the time.

Yours sincerely,

For the Air C-in-C,

C. C. CHAUNCEY
Major General, USA
Chief of Staff

1 Incl
MATS Schedule
eff 1 May 45.

See 47-48-49-50-51

3350

(HAS SINS)

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

785017

3349

8168

785017

AIR TRANSPORT SCHEDULE

MEDITERRANEAN AIR TRANSPORT SERVICE

APO 528

EFFECTIVE
1 MAY 1945

ASSOCIATED CARRIERS

UNITED STATES ARMY AIR FORCES AIR TRANSPORT COMMAND
ROYAL AIR FORCE TRANSPORT COMMAND
TRANSPORT AERIENS MILITAIRES FRANCAIS

—TABLE INDEX—

SCHEDULED SERVICES

NORTH AFRICA - ISLANDS - ITALY - BALKANS
- MIDDLE EAST. I, II

SCHEDULED SERVICES

MIDDLE EAST - NORTH AFRICA - ISLANDS -
ITALY - FRANCE - UNITED KINGDOM. I, II, IV

RESTRICTED

RESTRICTED

STATION (AIRPORT IN PARENTHESES)	TABLE
ALGIERS, ALGERIA (MAISON BLANCHE).	I, II, III, IV
ANCONA, ITALY (FALCONARA).	I, II
ATHENS, GREECE (ELEUSIS).	I, II
ATHENS, GREECE (HASSANI).	I, II, III, IV
BARI, ITALY (BARI A/D).	I, II
BASTIA, CORSICA (BORGO).	III, IV
BEIRUT, SYRIA (BEIRUT A/D).	III, IV
BENGAZI, CYRENAICA (BENINA).	I, II
BENGAZI, CYRENAICA (MERRIFIELD).	I, II
BIFRNO, ITALY.	I, II
BISKRA, ALGERIA (BISKRA A/D).	I, II
BIZERTE, TUNISIA (SIDI AHMED).	I, II
CAGLIARI, SARDINIA (ST ELIAS).	I, II, III, IV
CAIRO, EGYPT (PAYNE).	I, II
CAIRO, EGYPT (WEST).	I, II, III, IV
CASABLANCA, FRENCH MOROCCO (CAZES).	I, II
CATANIA, SICILY (MAIN).	I, II

STATION (AIRPORT IN PARENTHESES)	TABLE
DIJON, FRANCE (LONGVIC).	III, IV
FLORENCE, ITALY (PERETOLA).	I, II
FOGGIA, ITALY (FOGGIA MAIN).	I, II
FORLI, ITALY (FORLI A/D).	I, II
GIBRALTAR (NORTH FRONT).	I, II, III, IV
HABANIYA, IRAQ.	III, IV
LAKATAMIA, CYPRUS.	III, IV
LONDON, ENGLAND (BOVINGDON).	III, IV
LONDON, ENGLAND (CROYDON).	III
LONDON, ENGLAND (HENDON).	III
LYNHAY, ENGLAND.	III, IV
LYON, FRANCE (BON).	III, IV
MALTA (LUGA).	I, II, III, IV
MARBLE ARCH, CYRENAICA.	I, II
MADEILLES, FRANCE (ASTRES).	III, IV
MARSEILLES, FRANCE (MONTAIGNE).	I, II, III, IV
NAPLES, ITALY (CAPODICAPPO).	I, II, III, IV

STATION (AIRPORT IN PARENTHESES)	TABLE
NAPLES, ITALY (FORMIGLIANO).	III, IV
ORAN, ALGERIA (LA SENIA).	I, II
OUJDA, FRENCH MOROCCO (ANGA).	I, II
PALERMO, SICILY (BOCCA DI LEO).	I, II
PARIS, FRANCE (LE BOUVET).	I, II
PARIS, FRANCE (ORLY).	I, II
PISA, ITALY (SAN GIUSTO).	I, II
PORT LYAUTEY, FRENCH MOROCCO.	I, II
RABAT, FRENCH MOROCCO (DALE).	I, II
ROME, ITALY (CIAPIANO).	I, II
TEL AVIV, PALESTINE (LYDIA).	I, II
TORONTO, CYRENAICA (EL ADEH).	I, II
TRIESTE, TRIPOLYTANIA (CAST).	I, II
TUNIS, TUNISIA (EL AGUINA).	I, II
VIE.	I, II
WINDHUST.	I, II

—NOTES—

UNITED STATES ARMY AIR FORCES AIR TRANSPORT COMMAND
EUROPEAN DIVISION AIR TRANSPORT COMMAND - EURO
NORTH AFRICAN DIVISION AIR TRANSPORT COMMAND - NAFO

TRANSPORTS AERIENS MILITAIRES FRANCAIS

INFORMATION ON ALL FRENCH FLIGHTS NOT
AVAILABLE AT TIME OF PUBLICATION.

ROYAL AIR FORCE TRANSPORT COMMAND

216 GROUP - 2160
47 GROUP - 470
110 WING - 1100

1. ALL TIMES SHOWN GMT
2. ALL SCHEDULES SUBJECT TO CHANGE WITHOUT NOTICE
3. HEAVY BLACK LINE IN

AIR TRANSPORT SCHEDULE

MEDITERRANEAN AIR TRANSPORT SERVICE

APO 528

CANCELS ALL
PREVIOUS ISSUES

ASSOCIATED CARRIERS

UNITED STATES ARMY AIR FORCES AIR TRANSPORT COMMAND
ROYAL AIR FORCE TRANSPORT COMMAND
TRANSPORT AERIENS MILITAIRES FRANCAIS

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NORTH AFRICA - ISLANDS - ITALY - BALKANS
- MIDDLE EAST. I, II

SCHEDULED SERVICES

MIDDLE EAST - NORTH AFRICA - ISLANDS -
ITALY - FRANCE - UNITED KINGDOM. I, II, IV

RESTRICTED

RESTRICTED

STATION (AIRPORT IN PARENTHESES) TABLE
 DIA (MAISON BLANCHE). I, II, III, IV
 DIA (FALCONARA). I, II
 DIA (ELEUSIS). I, II
 DIA (HASSANI). I, II, III, IV
 DIA (BARI A/D). I, II
 DIA (BORGO). III, IV
 DIA (BEIRUT A/D). III, IV
 DIA (DINAKA). I, II
 DIA (MERRIFIELD). I, II
 DIA I, II
 DIA (BISKRA A/D). I, II
 DIA (ESDI AMED). I, II
 DIA (ST ELIAS). I, II, III, IV
 DIA (PAYNE). I, II
 DIA (WEST). I, II, III, IV
 DIA (MOROCCO (CAZES)). I, II
 DIA (MAIN). I, II

STATION (AIRPORT IN PARENTHESES) TABLE
 DIJON, FRANCE (LONGVIC). III, IV
 FLORENCE, ITALY (PERETOLA). I, II
 FOGGIA, ITALY (FOGGIA MAIN). I, II
 FORLI, ITALY (FORLI A/D). I, II
 GIBRALTAR (NORTH FRONT). I, II, III, IV
 HARBANIYA, IRAQ. III, IV
 LAKATAMIA, CYPRUS. III, IV
 LONDON, ENGLAND (BOVINGDON). III, IV
 LONDON, ENGLAND (CROYDON). III
 LONDON, ENGLAND (HENDON). III
 LYNEHAM, ENGLAND. III, IV
 LYON, FRANCE (BON). III, IV
 MALTA, (LQA). I, II, III, IV
 MASLE ARON, CYRENAICA. I, II
 MARSEILLES, FRANCE (MARTIN). III, IV
 MARSEILLES, FRANCE (MARIGNANE). I, II, III, IV
 NAPLES, ITALY (CAPODICHO). I, II, III, IV

STATION (AIRPORT IN PARENTHESES) TABLE
 NAPLES, ITALY (CAPODICHO). I, II, III, IV
 ROAN, ALGERIA (LA SENIA). I, II, III, IV
 GOUJA, FRENCH MOROCCO (ANGADE). I, II
 PALERMO, SICILY (BOCCA DI FALCO). I, II, III, IV
 PARIS, FRANCE (LE BOURET). III, IV
 PARIS, FRANCE (ORLY). III, IV
 PISA, ITALY (SAN GIUSTO). I, II
 PORT LYAUTEY, FRENCH MOROCCO (CHAB). I, II
 RHAT, FRENCH MOROCCO (SALT). I, II
 ROVE, ITALY (CIAMPINO). I, II, III, IV
 TEL AVIV, PALESTINE (LYCDA A/D). III, IV
 TONKHA, SYRIA (TEL ADEH). I, II
 TRIPOLI, TRIPOLITANIA (CASTEL BENITO). I, II
 TUNIS, TUNISIA (EL AOUINA). I, II
 VIE. I, II
 PORT "B". I, II

—NOTES—

ROYAL AIR FORCE TRANSPORT COMMAND

216 GROUP - 2160

67 GROUP - 670

110 WING - 1100

UNITED STATES ARMY AIR FORCES AIR TRANSPORT COMMAND

EUROPEAN DIVISION AIR TRANSPORT COMMAND - EUDC

NORTH AFRICAN DIVISION AIR TRANSPORT COMMAND - NAFD

TRANSPORTS AERIENS MILITAIRES FRANCAIS

INFORMATION ON RAM FRENCH FLIGHTS NOT
AVAILABLE AT TIME OF PUBLICATION.

1. ALL TIMES SHOWN GMT.
2. ALL SCHEDULES SUBJECT TO INTERRUPTIONS AND CHANGES WITHOUT NOTICE.
3. HEAVY BLACK LTV INDICATES OVERNIGHT STOP.

785017

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Mediterranean Air Transport Service — APO 528

NORTH AFRICA - ISLANDS - ITALY - BALKANS - MIDDLE EAST

[illegible]

528

785017

Effective 1 May 1945 and Cancels All Previous Issues
Mediterranean Air Transport Service — APO 528

RESTRICTED

[illegible]

ALL TIMES SHOWN GMT

TABLE I

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

785017

3347

8488

AIR TRANSPORT SCHEDULE

Effective 1 May 1945 and Cancels All Previous Issues

Mediterranean Air Transport Service - APO 528

READ DOWN

MIDDLE EAST - BALKANS - ITALY - ISLANDS - NORTH AFRICA

FLIGHT NUMBER		400	412	362	340	252	426	332	504	344	304	566	512	508	514	508	566	330	570	468	510	562	516	562	352	272	300	306
CARRIER		2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160
FREQUENCY		WED	WED	DLY	WED	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY
CAIRO (WEST)	AR		0150	0320	0340		0620	1820		2300																		
CAIRO (PAYNE)	AR					0400			1915																			
TOBRUK (EL ADEM)	AR							2135		0215																		
ATHENS (HASSANI)	AR			0815			0915																					
ATHENS (ELEUSIS)	AR			0915			1015																					
ATHENS (ELEUSIS)	AR					0905	1005																					
BENGHAZI (BENTINA)	AR					0825	0925																					
BENGHAZI (MERRIFIELD)	AR								0010																			
BENGHAZI (MERRIFIELD)	AR								0025																			
MARBLE ARCH	AR		0705																									
MARBLE ARCH	AR		0750																									
TRIPOLI (CASTEL BENITO)	AR		1040		1260				0405																			
TRIPOLI (CASTEL BENITO)	AR		1125		1325				0450																			
MALTA (LUQA)	AR				1325			0310										1045										
MALTA (LUQA)	AR							0410										1130										
MARSEILLES (MARIGNANE)	AR																											
POINT "T"	AR																											
PISA (SAN GIUSTO)	AR																											
PISA (SAN GIUSTO)	AR																											
FLORENCE (PERETOLA)	AR																											
FLORENCE (PERETOLA)	AR																											
FORLI (FORLI A/D)	AR																											
ANCONA (FALCONARA)	AR																											
ANCONA (FALCONARA)	AR																											
VIS	AR																											
VIS	AR																											
ROME (CIAPIANO)	AR																											
ROME (CIAPIANO)	AR																											
BIFERNO	AR																											
BIFERNO	AR																											
NAPLES (POMIGLIANO)	AR			1510				0700		1100																		
NAPLES (POMIGLIANO)	AR									*	0600																	
NAPLES (CAPODICHINO)	AR					1415						0650	0715	0840	0950	1000	1100		1330		1200	1240	1255	1635				
NAPLES (CAPODICHINO)	AR											0645	0715	0805														
FOGGIA (FOGGIA MAIN)	AR																											
FOGGIA (FOGGIA MAIN)	AR							1330																				
BARI (BARI A/D)	AR																											
BARI (BARI A/D)	AR																											
CAGLIARI (ST ELMAS)	AR																											
CAGLIARI (ST ELMAS)	AR																											
CATANIA (MAIN)	AR									0815	0900																	
CATANIA (MAIN)	AR																											
PALERMO (BOCCA DI FALCO)	AR																											
PALERMO (BOCCA DI FALCO)	AR																											
TUNIS (EL AOUINA)	AR							0725	0800			1010	1035	1245	1330	1440												
TUNIS (EL AOUINA)	AR																											
BIZERTE (SIDI AHMED)	AR																											
BIZERTE (SIDI AHMED)	AR																											
BISKRA (BISKRA A/D)	AR			1445																								
BISKRA (BISKRA A/D)	AR	1215	1325	1645																								
ALGIERS (MAISON BLANCHE)	AR	1345	1645																									
ALGIERS (MAISON BLANCHE)	AR																											
ORAN (LA SENIA)	AR							1215			1900	1310	1450	1745	1740	1855												
ORAN (LA SENIA)	AR							1315			1400	1610	1550	1845	1840	1955												
OUJDA (ANGADE)	AR																											
OUJDA (ANGADE)	AR																											
GIBRALTAR (NORTH FRONT)	AR																											
GIBRALTAR (NORTH FRONT)	AR																											
PORT LYAUTEY (CHAW)	AR																											
PORT LYAUTEY (CHAW)	AR																											
RABAT (SALE)	AR																											
RABAT (SALE)	AR																											
CASABLANCA (CAZES)	AR							1620			1705	1915	1855	2150	2255	2300		2325		0030								
CASABLANCA (CAZES)	AR																											

ALL TIMES SHOWN GMT

TABLE II

785017

TABLE II

AIR TRANSPORT SCHEDULE

Effective 1 May 1945 and Cancels All Previous Issues
Mediterranean Air Transport Service - APO 528

READ DOWN

MIDDLE EAST - NORTH AFRICA - ISLANDS - ITALY - FRANCE - UNITED KINGDOM

FLIGHT NUMBER	465	456	465	373	UMB	583	UG	UM	272	202	517	210	UNC	UPN	UL	369	212	204	206	URA	216
CARRIER	2160	2160	110W	2160	470	NAFD	470	470	EURD	EURD	NAFD	EURD	110W	110W	470	2160	EURD	EURD	EURD	110W	EURD
FREQUENCY	M-F	TSA	TSA	DLY	DLY	MON	W-SU	W-SU	DLY	DLY	DLY	DLY	2DLY	DLY	MON	W-F	DLY	DLY	DLY	THUR	DLY
HABBANIYA	AR																				
LV		1055																			
LAKATAMIA	AR																				
LV	1035																				
BEIRUT (BEIRUT A/D)	AR																				
LV	1145																				
TEL AVIV (LYDDA A/D)	AR																				
LV	1230																				
CAIRO (WEST)	AR																				
LV	1335	1440																			
ATHENS (HASSANI)	AR																				
LV	1420	1525																			
MALTA (LUQA)	AR																				
LV	1630	1725																			
GIBRALTAR (NORTH FRONT)	AR																				
LV																					
ORAN (LA SENIA)	AR																				
LV																					
ALGIERS (MAISON BLANCHE)	AR																				
LV																					
CAGLIARI (ST ELMAS)	AR																				
LV																					
PALERMO (BOCCA DI FALCO)	AR																				
LV																					
NAPLES (CAPODICHINO)	AR																				
LV																					
NAPLES (POMIGLIANO)	AR																				
LV																					
ROME (CIAMPINO)	AR																				
LV																					
BASTIA (BORGO)	AR																				
LV																					
MARSEILLES (MARNIGANE)	AR																				
LV																					
MARSEILLES (ISTRES)	AR																				
LV																					
LYON (BRON)	AR																				
LV																					
DIJON (LONGVIC)	AR																				
LV																					
PARIS (ORLY)	AR																				
LV																					
PARIS (LE BOURGET)	AR																				
LV																					
LONDON (BOVINGDON)	AR																				
LV																					
LONDON (CROYDON)	AR																				
LV																					
LONDON (HENDON)	AR																				
LV																					
LYNEHAM	AR																				
LV																					

NOTES

* PALE
ON T
OR A
A LIT

3346
ALL TIMES SHOWN GMT

TABLE III

785017

Effective 1 May 1945 and Cancels All Previous Issues
Mediterranean Air Transport Service — APO 528

RESTRICTED

NOTES

* PALERMO - MARSEILLES LEG
 ON TRIP 204 EFFECTIVE ON
 OR ABOUT 15 MAY 1945
 A LITTER TRIP

GMT

ALL TIMES SHOWN GMT

TABLE III

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

785017

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3345

APCE

AIR TRANSPORT SCHEDULE

Effective 1 May 1945 and Cancels All Previous Issues
Mediterranean Air Transport Service - APO 528

READ DOWN

UNITED KINGDOM - FRANCE - ITALY - ISLANDS - NORTH AFRICA - MIDDLE EAST

FLIGHT NUMBER		376	207	UG	518	209	URA	205	273	UL	UM	584	UMB	203	UNC	UIN	370	201	211	CMS	374	215
CARRIER		2160	2160	47G	NAPD	2160	110W	2160	2160	47G	47G	NAPD	47G	2160	110W	110W	2160	2160	2160	110W	2160	2160
FREQUENCY		DLY	DLY	TUSA	DLY	DLY	TUES	DLY	DLY	SAT	TESU	47G	DLY	DLY	DLY	DLY	TUSA	DLY	DLY	WTF	DLY	DLY
LYNEHAM	AR LV			0330			0400			0400	0400		0600		0600	0600				0700		
LONDON (BOVINGDON)	AR LV																	0600	0630			2130
PARIS (LE BOURGET)	AR LV															0720 0820	A 0830			0830 0930		
PARIS (ORLY)	AR LV		0500			0630		0730							0745 0850 0920			0740 0840	0810 0855			2310 0040
DIJON (LONGVIC)	AR LV					0735 0805																
LYON (BRON)	AR LV					0850 0920																
MARSEILLES (ISTRES)	AR LV			0800 0900									1100 1200									0320 0400
MARSEILLES (MARIIGNANE)	AR LV	0645 0840	0740 0840		1010	1025 1125		1010 1055	1125			1150		1105 1205				1130 1220	1135 1235	1220	1715	
BASTIA (BORGO)	AR LV	0800 0930							1255 1340													
ROME (CIAMPINO)	AR LV					1020 1130		1330 1400	1450 1535													
NAPLES (POMIGLIANO)	AR LV	1130											1630 0830		1330	1400						
NAPLES (CAPODICHINO)	AR LV		1145			1430		1450	1625									1525	1540			0710
PALERMO (ROCCA DI FALCO)	AR LV												1545									
CAGLIARI (ST ELMAS)	AR LV									1130 1300	1130 1300											
ALGIERS (MAISON BLANCHE)	AR LV											1530 1615 1810	1300				1445				2035	
ORAN (LA SENIA)	AR LV				1520																	
GIBRALTAR (NORTH FRONT)	AR LV			1345																		
MALTA (LUQA)	AR LV									1530	1530 0700											
ATHENS (HASSANI)	AR LV					1550																
CAIRO (WEST)	AR LV										1500											
TEL AVIV (LYDDA A/D)	AR LV																					
BEIRUT (BEIRUT A/D)	AR LV																					
LAKATAMIA	AR LV																					
HABUANIYA	AR LV																					
NOTES																						
		* MARSEILLES - PALERMO LEG ON TRIP 203 EFFECTIVE ON OR ABOUT 15 MAY 1945																				
		A LETTER TRIP																				

ALL TIMES SHOWN GMT

TABLE IV

Effective 1 May 1945 and Cancels All Previous Issues
Mediterranean Air Transport Service - APO 528

RESTRICTED

[illegible]

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8752
9

(7) (82)

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Headquarters Commandant

RHL/ejb
26 June 1945
JUN 27 1945

HQC/10/8

SUBJECT: Air Courier Service.

TO : Executive Commissioner.

1. Reference your letter 8752/EC, dated 25 June 45, on the above subject.
2. The difficulties referred to in your letter were known to this office and it was with a view to eliminating these difficulties that the new schedule was introduced with effect from Monday last, 25 June 45. Full instructions have been sent to each Region in regard to the booking of passengers and the completion of the necessary manifest as laid down by the Air Forces Sub-Commission. Fully trained NCOs from the Dispatch Office have been sent North, one to co-ordinate bookings and train suitable personnel in the Regions, to TURIN and MILAN, the other to BOLOGNA and TREVISO.
3. Implicit instructions have been issued by the Air Forces Sub-Commission, through the Italian Air Ministry and the Italian Air Force, in regard to the loading of planes; also in regard to the supply of the necessary safety belts.
4. Copies of the new schedule and instructions for booking, etc. as forwarded to each Regional Headquarters, are enclosed herewith for your information.

R. H. Robertson
R. H. ROBERTSON
Hq. Commandant.

Colonel

See 3344
1A 1/1

(csa)

HEADQUARTERS ALLIED COMMISSION

APO 334

Dispatch Office

22 June 1945

A.C. AIR COURIER SERVICEINSTRUCTIONS FOR BOOKING PASSENGERS IN REGIONSRequired:

1. Manifest (Book with pages of 3 different colors)
2. Ledger (Record of passengers transported)
3. Ledger for advance booking passengers and freight
4. Air freight labels (Colored)

Method:

1. When a name is entered in the advance booking ledger, the priority column will be marked "A", "B" or "C", priorities being, first - "A", second - "B", third - "C". Priority will be given by the Dispatcher on instructions from the Regional Commissioner or an officer appointed by him. Passengers travelling on orders issued by Headquarters Allied Commission will be given priority shown on these orders. In the event of doubt regarding travel orders, a ruling will be obtained from the Regional Commissioner or from the officer appointed by him.

2. No passengers will be booked or permitted to travel without competent travel orders.

3. The manifest will be written up as follows in triplicate:

- (a) Fill in all details of passengers and freight with individual weights.
- (b) Fill in details of pilot, plane number, etc. at the airfield.
- (c) Obtain the pilot's signature on manifest and then the Dispatcher will sign the manifest.

4. The Dispatcher must go out to the airfield to dispatch and meet all planes. The Dispatcher is responsible for ensuring that the load is not above the maximum weight allowed for the particular type plane in use.

5. One copy of the manifest remains in the book. Two copies are given to the pilot who hands in one at the next stop and the second to Centocelle Airfield, Rome, on his return.

6. IF THE LOAD IS TOO GREAT, THE PILOT WILL REFUSE TO SIGN THE MANIFEST AND THE PLANE WILL NOT DEPART UNTIL AN ADJUSTMENT HAS BEEN MADE. THE PILOT'S ONLY AUTHORITY AND HIS DECISION IS FINAL.

7. Details of the manifest will be entered in a permanent ledger. This is the record of all loads actually transported.

Method:

1. When a name is entered in the advance booking ledger, the priority column will be marked "A", "B" or "C", priorities being, first - "A", second - "B", third - "C". Priority will be given by the Dispatcher on instructions from the Regional Commissioner or an officer appointed by him. Passengers travelling on orders issued by Headquarters Allied Commission will be given priority shown on these orders. In the event of doubt regarding travel orders, a ruling will be obtained from the Regional Commissioner or from the officer appointed by him.

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- (a) Fill in all details of passengers and freight with individual weights.
- (b) Fill in details of pilot, plane number, etc. at the airfield.
- (c) Obtain the pilot's signature on manifest and then the Dispatcher will sign the manifest.

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6. IF THE LOAD IS TOO GREAT, THE PILOT WILL REFUSE TO SIGN THE MANIFEST AND THE PLANE WILL NOT DEPART UNTIL AN ADJUSTMENT HAS BEEN MADE. THE PILOT IS THE ONLY AUTHORITY AND HIS DECISION IS FINAL.

7. Details of the manifest will be entered in a permanent ledger. This is the record of all loads actually transported.

8. All civilians being transported on Italian Government or other Italian official business must sign an indemnity. A copy of this indemnity certificate is attached hereto. This does not apply, of course, to any passengers travelling on competent travel orders.

xx NOTE: - Colored labels will be attached to each bag of mail, etc. showing the destination. Manifests and colored labels will be supplied by this Headquarters. Please return old labels to HQME at intervals so that further use may be made of them.

/s/ H. J. Birch Major
H. J. BIRCH
Dispatch Officer
HQ. Allied Commission

I, the undersigned, fully understand that I travel in a vehicle
(Io, sottoscritto, perfettamente comprendo che viaggiando in

or aircraft of the Allied Commission/Allied Military Government or
(automezzo o aereo della Commissione Alleata/del Governo Militare

Italian Military Aircraft at my own risk and in the event of an acci-
(Alleato o in aereo Italiano, e' a mio proprio rischio, cioè, nel caso

dent, I may not make any claim against the Allied Commission, the Allied
(di incidente non mi e' permesso reclamare contro la Commissione Allied

Forces, or the Italian Government.
(le Forze Alleate o il Governo Italiano)

Date _____

(Signature)

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14

1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2808

					MAIL AND FREIGHT			
NAME	RANK	NATIONALITY	DESTINATION	DATE	BRITISH POST OFFICE	AMERICAN POST OFFICE	OFFICIAL MESSAGE CENTER	WEIGHT

3341

3341

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③ 78

BOLOGNA - TREVISO - MILANO

[illegible]

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(27)

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Headquarters Commandant

RHR/ejb
21 June 1945

HQC/10/8

SUBJECT: AC Air Courier Services.

TO : Regional Commissioners,
Emilia Region
Venezie Region
Lombardia Region
Piemonte Region
Liguria Region

1. With effect from Monday, 25 June 1945, a new schedule of air courier services will come into operation. Timings are shown as Appendix "A". Planes employed will stay overnight at TURIN and TREVISO respectively. The alterations in timings and routings should result in an improved service. It will be noticed that the round trip has been discontinued and direct flights ROME - MILAN - TURIN, ROME - BOLOGNA - TREVISO substituted, which gives a greater number of seats daily than was possible by the old schedule.

2. In the case of Liguria Region, it might be advantageous to route passengers and freight through TURIN in place of MILAN. Would the Regional Commissioner please be good enough to notify this Headquarters of his wishes in this respect.

3. Any comments in regard to the new schedule after it has been in operation for several days will be appreciated.

FOR THE VICE PRESIDENT, ESTABLISHMENTS SECTION:

/s/ R. H. Robertson Colonel
R. H. ROBERTSON
Hq. Commandant.

APPENDIX "A"

	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
ROME	09.30							12.20
MILAN		11.50	12.20			09.30	10.00	
TURIN				12.50	09.00			

ROME	09.15							11.45
BOLOGNA		10.30	10.45			10.05	10.30	
TREVISO				11.15	09.30			

8752

File

75

Extract of Minutes of Executive Commissioner's Meeting held on 22 June 1945.

Air Courier Service.

Est Sec said a new air courier service schedule was being started on 25 June and this would be notified to all concerned. Ex C stated that a flying boat service to Genoa should be functioning by the beginning of next month.

Extract of Minutes of Executive Commissioner's Meeting held on 26 June 1945.

Air Courier Service.

Est Sec were directed to investigate the problem of air travel to Venezia Giulia.

3337

98

PA 2/2

785017

8752 497.1

74

COPY

OUTGOING MESSAGE

REGIONAL COMMISSIONER, AMO, VENEZIE REGION

8838

31 MAY 45

ROUTINE

JUN 1 1945

RESTRICTED PD

REFERENCE RXII DIAGONAL ADM DIAGONAL ONE TWO ONE PD ONE DATED TWO FIVE MAY
ONE TWO ONE FIVE B PD

PAREN TO REGIONAL COMMISSIONER AMO VENEZIE REGION FROM HQ ALCOM CITE ACEST
PAREN

ACCORDING TO PILOT'S LOGS AIR COURIER SERVICE SCHEDULES A AND B ARE BEING
COMPLIED WITH PD ALL MAIL NOW BEING SENT AIR PD SERVICE IS SEVEN DAYS A
WEEK CMA NOT SIX PD CONSEQUENTLY SCHEDULE A IS MONDAY ONE WEEK CMA TUESDAY
NEXT WEEK ETC PD

Hq Commandant's Office
440

NICHOLAS PIOMBINO
CWO, USA,
Asst. Adjutant.

R.H. ROBERTSON, Colonel
Hq. Commandant.

3336

(SSM Picom)

Handwritten signature and initials

785017

5752
ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

E.C.

NPS/cja

73

G-5: 581

29 May 1945

MAY 31 1945

SUBJECT: Special Flights.

TO : Headquarters, Allied Commission, APO 394.
(Attn: Maj. Stearns)
Maj. Quayle

1. In order to formalize the procedure for allocating special aircraft for trips, the SACS has asked G-5 to submit requests on a form such as those attached.
2. To facilitate processing here, it is requested you use the same form in submitting applications to us.
3. Where time does not permit the transmittal of a form by courier, all necessary information should be supplied by phone.
4. It is understood that you are exercising strict surveillance of the number and necessity of these applications.

Incl:
Forms-subj: "Request for Use of
VIP Flight".

Norman P. Shagave
NORMAN P. SHAGAVE,
Major, G.S.C.,
Executive Officer.

(Original passed to
SO to C.C. 31 MAY 45)

3335

6 PA 1/6

Section of Origin

Date

SUBJECT: Request for Use of VIP Flight.

TO : ~~Chief of Staff~~ Allied Force Headquarters.

Request use of the VIP Flight for the following:

- a. Name _____
Rank _____ Hq to which Asgd _____ Phone No. _____
Nationality _____ Service _____
- b. Destination and intermediate stops _____

- c. Total weight of baggage _____
- d. Date of Departure _____
Probable length of stay _____
Date of Return (This must be firm as plane returns to home base
directly mission completed) _____
- e. Officers Accompanying (Give name, rank, service)

- f. Remarks (Explain necessity for journey, etc.)

(Signature)

3334

RESTRICTED

785017

⁸²⁵²
~~RESTRICTED~~

Ex. Comm (69)

RXII/ADM/121.1
MAY 25 1215B

R/2772
MAY 29 1000
ROUTINE

From: AMB VENEZIE REGION

To: HQ ALCON ESTABLISHMENT SECTION

MAY 29 1945

HEADQUARTERS
29 MAY 1945
(6)

RESTRICTED.

Reference Establishment Memorandum number 9 dated 15 May.

Schedules A and B do not seem to be complied with. 2 planes arrive on some days with consequent difficulty in meeting them when timings are not known. Road courier still arriving with mail causing delay in delivery. May situation be clarified

DIST

ACTION - HQ COMDT (TN.O)
INFO - CHIEF COMMISSIONER
EX COMMISSIONER
EST SEC
AIR FORCES S/C
ADJ (MESSAGE CENTRE)
FILE 2
FLOAT

RESTRICTED

80 2/2 NOTED
3338 1/5
See M 71A

(Sgt Hood)

785017

~~553~~ 8752

Ex. Comm (68)

P37
MAY 251410

E/2662
MAY 28
ROUTINE

From: HEADQUARTERS PIEMONTE REGION
To: ALCOM ATTENTION ESTABLISHMENT SECTION

MAY 29 1945

IN CLEAR.

1. Reference Establishment Memorandum number 9 courier service north ITALY.
2. TORIN airport located CORSO ITALIA map reference H 9830 suitable.

Distribution

Action: HQ Comdt (TN 09)
Info: Chief Commissioner
Ex Commissioner
Est Sec
Air Force S/C
ADJ (message center)
File 2
Float



(Hines)

3302

67
RESTRICTED

HEADQUARTERS ALLIED COMMISSION

APC 394

ESTABLISHMENT SECTION

15 May 1945

ESTABLISHMENT MEMORANDUM

NUMBER

9)

AIR COURIER SERVICE TO NORTH ITALY

1. Effective 15 May 1945 an Air Courier Service to cover the North of Italy will operate to the following points:

BOLOGNA	-	for Emilia Region and SCAG 5th Army
TREVISO	-	for Venezia Region
VERONA	-	for 5th Army AMG
MILAN	-	Linate Airdrome for Lombardia Region
TURIN	-	for Piemonte Region
GENOVA	-	for Liguria Region

Not in operation at present.
Would the responsible Regional Commissioners please report to this Headquarters the names of airdromes suitable at their respective Headquarters.

2. This service will operate with Italian Air Force planes, Type S.M. 79, pay-load 7 passengers, plus 200 lbs. of freight, or 2,000 lbs. of freight without passengers, and S.M. 82, pay-load 20 passengers and 2,000 lbs. of freight.

3. Bookings from HOME will be carried out by the Dispatch Officer, Headquarters Commandant's Section, at this Headquarters. Intermediate bookings will be accepted by the Captain of the plane, subject to space being available. All passengers must be in possession of travel orders made out as follows: "Travel by Italian Military Aircraft is authorized." Such orders must be issued with the authority of the Regional Commissioner, SCAG or SCAG concerned. Two copies will be handed to the Captain of the plane for intermediate bookings. Passengers will be under the orders of the Captain of the plane during the flight and his instructions must be carried out at all times. On no account is smoking permitted in or near the planes. One day's rations will be carried by each passenger. Regional Commissioners, etc. are requested to make the necessary arrangements to meet the planes at the airfields as mentioned above, in accordance with underlined schedules.

4. Commencing Tuesday, 15 May, with Schedule 'A', the service will continue, weather permitting, with Schedules 'A' and 'B' on alternate days.

AIR COURIER SERVICES TO NORTH ITALY

1. Effective 15 May 1945 an Air Courier Service to cover the North of Italy will operate to the following points:

BOLOGNA	-	for Emilia Region and SCAO 5th Army
TRIVISO	-	for Venetia Region
VERONA	-	for 5th Army AMG
MILAN	-	Lanate Airdrome for Lombardia Region
TURIN	-	for Piemonte Region
GENOVA	-	for Liguria Region

Met in operation at present.
Would the responsible Regional Commissioners please report to this Headquarters the names of airdromes suitable at their respective Headquarters.

2. This service will operate with Italian Air Force planes, Type S.M. 79, pay-load 7 passengers, plus 800 lbs. of freight, or 2,000 lbs. of freight without passengers, and S.M. 82, pay-load 20 passengers and 2,000 lbs. of freight.

3. Bookings from ROME will be carried out by the Dispatch Officer, Headquarters Commandant's Section, at this Headquarters. Intermediate bookings will be accepted by the Captain of the plane, subject to space being available. All passengers must be in possession of travel orders made out as follows: "Travel by Italian Military Aircraft is authorized." Such orders must be issued with the authority of the Regional Commissioner, DCCAO or SCAO concerned. Two copies will be handed to the Captain of the plane for intermediate bookings. Passengers will be under the orders of the Captain of the plane during the flight and his instructions must be carried out at all times. On no account is smoking permitted in or near the planes. One day's rations will be carried by each passenger. Regional Commissioners, etc. are requested to make the necessary arrangements to meet the planes at the airfields as mentioned above, in accordance with underlined schedules.

4. Commencing Tuesday, 15 May, with Schedule 'A', the service will continue, weather permitting, with Schedules 'A' and 'B' on alternate days.

Schedule 'A':

	<u>Arrive</u>	<u>Depart</u>
ROME (Centocelle)	--	0930 hrs
MILAN (Linate)	1145 hrs	Stay overnight
MILAN (Linate)	--	0930 hrs (following day)
TRIVISO	1030 hrs	1130 hrs
BOLOGNA	1200 hrs	(Lunch) 1430 hrs
ROME (Centocelle)	1545 hrs	--

RESTRICTEDEstablishment Memorandum #9, this HQ, dated 15 May 1945, Cont'd:Schedule 'B':

	<u>Arrive</u>	<u>Depart</u>
ROME (Cantocelle)	--	0930 hrs
BOLIGNA	1050 hrs	1115 hrs
TREVISO	1150 hrs	1430 hrs
MILAN (Linate)	1330 hrs (Stay overnight)	0930 hrs (following day)
BOLOGNA	1045 hrs	1145 hrs
ROME (Cantocelle)	1300 hrs	--

330

5. It should be noted that passengers booked through from ROME will have priority over those between intermediate stations. This service is intended primarily for the use of Allied Commission, but spare accommodation and freight space may be utilized by Allied formations and the Italian Government.

6. Dispatch Officer, Headquarters Commandant's Section, will be responsible for seeing that the requirements as laid down by the Air Forces Sub-Commission letter, reference AFSC/24/ALB, dated 12 May 1945, are complied with in every respect.

BY COMMAND OF REAR ADMIRAL STONE:

OFFICIAL:

J. L. Jones
J. L. JONES,
Colonel,
Executive Officer (B)

C. M. PARKIN,
Colonel, Infantry,
Acting Vice President.

DISTRIBUTION:

"A"

1145 hrs

1345 hrs
1300 hrsBOLOGNA
ROME (Centocelle)

3:34

5. It should be noted that passengers booked through from ROME will have priority over those between intermediate stations. This service is intended primarily for the use of Allied Commission, but spare accommodation and freight space may be utilized by Allied formations and the Italian Government.

6. Dispatch Officer, Headquarters Commandant's Section, will be responsible for seeing that the requirements as laid down by the Air Forces Sub-Commission letter, reference AFSC/24/AIR, dated 12 May 1945, are complied with in every respect.

BY COMMAND OF REAR ADMIRAL STONE:

OFFICIAL:

J. L. Jones

J. L. JONES,
Colonel,
Executive Officer (B)

C. M. PARKIN,
Colonel, Infantry,
Acting Vice President.

TESTIFICATION:
MAN

-2-

RECEIVED

8452

(43)

From: Air Forces Sub-Commission,
Headquarters, Allied Commission, Rome

To: Executive Commissioner
Headquarters, Allied Commission, Rome

Date: 2nd May, 1945

Ref.: AFSC/24/AIR

MAY 3 Recd

(34)

The proposed memorandum in my letter of 23rd April 1945 has been sent to the Italian Air Ministry to-day.

It is requested that before applications for air transport in Italian aircraft are submitted to this Sub-Commission they are checked by your Headquarters.

I. E. Brodie

I. E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

See M 44-57

[Large handwritten signature]

See M 57-58259
3330
60261

[Handwritten signature]
(HAG Sini)

8752
FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: EXECUTIVE COMMISSIONER,
HEADQUARTERS,
ALLIED COMMISSION, ROME.

APR 24 RECD

DATE: 23rd APRIL, 1945.

REF: AFSC/24/AIR.

Referring to the attached letter from the Italian Air Ministry, it is proposed to reply as shown at the end of this minute.

2. I think only paragraph 2 of the letter and ^{of} my proposed reply might affect you.

3. So far as British Military personnel are concerned, and provided they are authorised to fly in military aircraft of the Allies or Co-Belligerents, pensions are paid without having to take out insurances, in the event of an accident.

4. As I am not sure about civilians, whether American, British, Italian etc, you may like to consider this point. In any event I suggest that the Italian Government should not be held financially responsible.

PROPOSED REPLY.

1. "As regards paragraph 1 of your letter 10026/2688.Coll dated 18th April 1945, this Sub-Commission has no objection to the proposed method by which your Ministry will be recompensed by other Ministries of the Italian Government for the carriage of passengers authorised to travel by air, nor to the method you adopt to insure passengers.

2. As regards paragraph 2, it is noted that previous arrangements for the reservation of seats for the Allied Commission will not be affected. For your information passengers of the Allied Commission or other Allied Authorities do not at present require to be insured by the Italian Government, so long as they are authorised to travel in Military aircraft".

I. E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

3329

(HAG Steniers)

BU
8/5
Noted 8/5

see 17.35 to 42.

From : Italian Air Ministry
 To : AFSC (through Liaison Office)
 Date : 18th April 1945
 Ref. : 10626/2688 Coll.

PAYMENT OF THE TICKETS FOR THE MILITARY COURIER AIR LINE.

It would be the intention of this Ministry to receive payment for the air passages to the undermentioned places and at the undermentioned rates.

TRAVEL	TICKET	INSURANCE	TOTAL
Rome-Cagliari	L.4.000	L.490	L.4.490
Rome-Naples	" 2.500	" 300	" 2.800
Naples-Bari	" 2.500	" 300	" 2.800
Bari-Lecce	" 1.000	" 115	" 1.115
Naples-Palermo	" 3.300	" 365	" 3.665
Rome-Palermo	" 5.800	" 665	" 6.465
Rome-Bari	" 5.000	" 600	" 5.600
Rome-Lecce	" 6.000	" 715	" 6.715

In this way the Italian Government will be relieved from paying the sum due for insurance to the passengers, and all expenses for the organisation and maintenance of the Courier lines, which are for the moment run with military aircraft for the Officials of all Administrations, will be paid by the various Ministries, and the civilians authorised to travel by air for reasons of public utility.

2. The approval of your Sub Commission is requested for the above proposal. This ~~will~~ not effect the seats reserved for the AO which can be assigned free from any charge, or after payment of insurance Rates, only, so as to avoid any responsibilities in case of accident.

3'ordine
 IL CAPO DL. CABINETTO

785017

(31)

Ref: 8752/31/EC.

28 March 1945.

My dear General,

In October last I wrote to General WILSON asking for an aeroplane to be made available for the use of the Commission and received a reply from Air Vice-Marshal MONTGOMERY that the communication aircraft supply position was such that it was not possible to accede to my request.

20 On 17 October 1944 at SAC's Political Committee 29th Meeting, SAC "directed that Air Commander-in-Chief, Mediterranean, consider sympathetically the request of the Allied Control Commission for a Dakota for their exclusive use, and that he make one available as soon as circumstances permitted."

Now that we are coming close to a time when the distance from my Headquarters to my forward Regions will be doubled I am writing to ask you to reconsider this question. The large centres of population which may shortly fall into Allied hands, for the Military Government of which this Commission will be responsible, will give rise to many political and other problems which can only be handled satisfactorily by my officers being able to make frequent and speedy visits to the Northern Regions. The allocation of an aircraft to the Commission for this purpose seems to me to be essential to the proper discharge of those responsibilities with which this Headquarters will shortly be faced.

Yours sincerely,

[a] Ellery W. Stone

ELLERY W. STONE,
Deputy Chief, USAR
Chief Commissioner

Major General John K. Cannon,
Air Commander-in-Chief,
Mediterranean Allied Air Forces.

cc: Air Forces S/C
Exec. Comm'r.
CC Files

89
95
3327
24
4

DRAFT DO NOT REPLY (6 Air C-in-C Med.

March 1945.

My dear General,

In October last I wrote to General WILSON asking for an aeroplane to be made available for the use of the Commission and received a reply from Air Vice-Marshal MONTGOMERY that the communication aircraft supply position was such that it was not possible to accede to my request.

On 17 October 1944 at SAC's Political Committee 29th meeting, SAC "directed that Air Commander-in-Chief, Mediterranean, consider sympathetically the request of the Allied Control Commission for a Dakota for their exclusive use, and that he make one available as soon as circumstances permitted".

Now that we are coming close to a time when the distance from my Headquarters to my forward Regions will be doubled I am writing ~~to you~~ to ask you to reconsider this question. The large centres of population which may shortly fall into Allied hands, for the Military Government of which this Commission will be responsible, will give rise to many political and other problems which can only be handled satisfactorily by my officers being able to make frequent and speedy visits to the Northern Regions. ~~without the~~ The allocation of an aircraft to the Commission for this purpose ~~is essential~~

~~that the administration of this all important Northern area will suffer.~~

Seems to me to be essential to the proper discharge of those responsibilities with which this HQ has been entrusted.

over and what it was not possible to accede to my request.

On 17 October 1944 at SAC's Political Committee 29th Meeting, SAC "directed that Air Commander-in-Chief, Mediterranean, consider sympathetically the request of the Allied Central Commission for a Dakota for their exclusive use, and that he make one available as soon as circumstances permitted".

Now that we are coming close to a time when the distance from my Headquarters to my forward Regions will be doubled I am writing ~~you~~ to ask you to reconsider this question. The large centres of population which may shortly fall into Allied hands, for the Military Government of which this Commission will be responsible, will give rise to many political and other problems which can only be handled satisfactorily by my officers being able to make frequent and speedy visits to the Northern Regions. ~~Without~~ The allocation of an aircraft to the Commission for this purpose, ~~I cannot doubt~~

~~that my administration of this all important Mediterranean area will suffer.~~

Seems to me to be essential to the proper discharge of these responsibilities with little else but 243326 before.

Very. Gen John H. Benson
Air Commander-in-Chief
Mediterranean Allied Air Forces

785017

8752
RESTRICTED

DCK/an 26

ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

NUMBER 9)

17 February 1945

Requests for Air Travel I
 Conditions of Employment and Wage Scales for Civilians Employed by the
 Allied Forces in Italy, Sicily and Sardinia II

I -- REQUESTS FOR AIR TRAVEL

Paragraph 6a, Section II, AFHQ Administrative Memorandum Number 1, 1945,
 is rescinded and the following substituted therefor:

"6a. Compassionate reasons, including compassionate leave or furlough, compassionate posting and emergency rotation, and temporary duty for rehabilitation, recuperation, and recovery. The Chairman, Air Priorities Board, is authorized to consider, on its own merits, each such case which has been personally approved in writing by an officer of the Allied Forces of the grade of Brigadier General or higher grade, or its equivalent in the other services. In case of travel for temporary duty for rehabilitation, recuperation, and recovery, the Chairman, Air Priorities Board, is authorized to grant priorities for travel by aircraft in accordance with provisions Section V, War Department Circular 369, 1944."

II - CONDITIONS OF EMPLOYMENT AND WAGE SCALES FOR CIVILIANS EMPLOYED BY THE ALLIED FORCES IN ITALY, SICILY AND SARDINIA

So much of Section I, AFHQ Administrative Memorandum Number 64, 1944, as reads:

"Laundry Hand (female) 2,700 3,500 lire per month"

is amended to read:

"Laundry Hand (male) 2,700 3,500 lire per month".

BY COMMAND OF FIELD MARSHAL ALEXANDER:

C. W. Christensen
 C. W. CHRISTENSEN
 Colonel, AGD
 Adjutant General

3325

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RESTRICTED

785017

8752
AIR PRIORITIES BOARD
ALLIED FORCE HEADQUARTERS
APO 512

MEMORANDUM

11 January 1945

NO. 90-16:

JAN 16 1945

SUBJECT : Priorities for Air Travel for Personal Reasons

TO : All Concerned.

1. Pursuant to AFHQ letter, AG 334/009 GCT-O, subject "Air Priorities Board," dated 20 December 1944, and pursuant to AFHQ Administrative Memorandum No. 3, 1944, as amended by AFHQ Administrative Memoranda Nos. 13 and 52, 1944, and 1, 1945, Section II, Air Priorities Board Memorandum No. 90-14, dated 2 December 1944, is rescinded, and the following substituted therefor:

2. Requests for compassionate reasons will be handled in the following manner:

a. At those points where there is an official full time representative of the Air Priorities Board on duty, each case which has been personally approved in writing by an officer of the Allied Forces of the grade of Brigadier General or higher grade, or its equivalent in the other services, will be considered on its own merits, and, if air travel is considered warranted, the appropriate priority established for air travel to the destination desired. Full time representatives of the Air Priorities Board are on duty at Casablanca, Oran, Algiers, Tunis, Malta, Catania, Bari, Naples, Rome, Pisa and Athens.

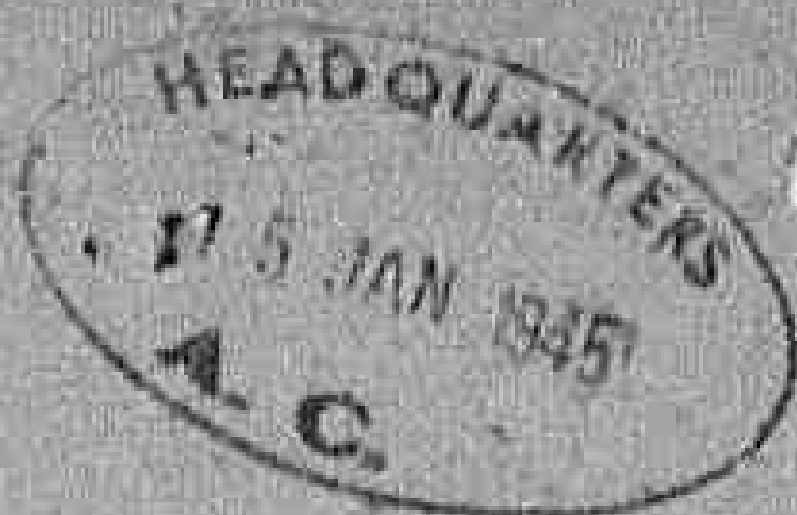
b. At those points where a full time priorities officer is not on duty, the Air Transportation Officer will consider each case sponsored as in a. above on its own merits, and route the passenger on the appropriate priority to the nearest point enroute, employing a full time priorities officer, who will review the case, and handle it as in a. above. Those cases not justifying air travel will be routed via surface transportation or returned to the point of origin.

3. Priority rating for air travel solely in connection with leave or furlough, other than for compassionate reasons, is not authorized, and will not be assigned, except as in par. 4. below. It will be the responsibility of each Air Priorities Control Officer and Air Transportation Officer to see that the above instructions are enforced throughout this theater.

4. Lt. Colonels, or officers of equivalent rank and above, proceeding to the United Kingdom under "Leave in Addition to PYTHON" or similar scheme may be granted air priority when such officers hold operational commands or positions in this theater, the importance of which necessitates that they return in a minimum amount of time.

DISTRIBUTION:
AFHQ "A" & "B"
plus "PB"

Robert T. Zane,
Colonel, Air Corps,
Chairman.



AIR PRIORITIES BOARD
ALLIED FORCE HEADQUARTERS
APO 512

8752 109

COS

(24)

MEMORANDUM:

10 JAN 17 1945
JAN 17 1945

NO. 90-15:

SUBJECT : Rescission of Memoranda.

TO : All Concerned.

Section I, Air Priorities Board Memorandum No. 90-14, is rescinded and the following substituted therefor:

1. Air Priorities Board Memorandum No. 90-4, subject "Priorities for Air Transportation," dated 15 September 1943, is no longer in effect, and is rescinded.

2. Air Priorities Board Memorandum No. 90-5, subject "Priorities for Air Transportation--Air Crews," dated 25 September 1943, is rescinded. Pertinent policies are outlined in a separate memorandum distributed to Air Priorities Control Officers only.

3. Air Priorities Board Memorandum No. 90-6, subject "Priorities for Air Transportation--Priorities Control Officers," dated 14 November 1943, is no longer in effect, and is rescinded.

4. Air Priorities Board Memorandum No. 90-7, subject "Priorities for Air Transportation--Outside the Theater," dated 23 December 1943, is rescinded. Authority to grant priorities has been delegated to various stations in a separate letter, distributed to Air Priorities Control Officers only.

5. Air Priorities Board Memorandum No. 90-9, subject "Priorities for Air Transportation--Ferry Crew Certificates," dated 1 January 1944, is rescinded. Pertinent information is contained in a separate letter distributed to Air Priorities Control Officers only.

Robert T. Lane,
Colonel, Air Corps,
Chairman.

DISTRIBUTION:
FOR "A" "B"
plus "C"

A.C. DIST
ACTION-HQ. COMDT (FOR TN.O)
INFO-COS
-EST. SEC (FOR EX.O. (A))
-G-1 (B) (FOR EX.O. (B))
-ADJ.

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785017

CONFIDENTIAL

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C.D.S. (23)

CITE: REG 968
DEC

C/5920
DEC 20/1400
ROUTINE

From: ALCON SICILY REGION (GARR)
To: HQ ALCON FOR CIVIL AFFAIRS

3 DEC 1944

(22)

FOR INFORMATION ONLY

CONFIDENTIAL.

Ref your signal 8616 of 23 December.

- (A) Airplane service is not essential.
- (B) 1 Civil Affairs officer is now on PANTELLERIA and additional officer arrives shortly.
- (C) Supplies and mail can and be handled by ^{THRU} Headquarters.

H/C NOTE:

Reference above misquoted,
believe 8676 refers

DIST

ACTION : CA SKO (2)

INFO : CHIEF COMMISSIONER
CAS
EST SEC
FILE (2)
FLOAT

HEADQUARTERS
30 DEC 1944
A.C.

RA 44

3322
3321

CONFIDENTIAL

785017

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(22)

ALCOM

RE SICILIA REGION RPTD AMR (G-5 SECTION)

8676

23rd Dec. 44

ROUTINE

23 DEC 1944

CONFIDENTIAL PD

PARA ONE PD AIRCRAFT SERVICE PARTIALSIA IS SUBJECT PD

PARA TWO RE SICILIA REGION RPTD AMR G-5 SECTION FROM HQ ALCON FROM CIVIL AFFAIRS

SECTION PD

PARA TWO PD AMR ENQUIRING BRACKET A BRACKET WHETHER SERVICE IS STILL REQUIRED
BRACKET B BRACKET ARE THERE AT PRESENT STATIONED ON PARTIALSIA CIVIL AFFAIRS
OFFICERS BRACKET C BRACKET IF AIRCRAFT SERVICE IS WITHDRAWN IS IT CONFIRMED THAT
SUPPLIES AND MAIL TO CIVIL AFFAIRS OFFICERS CAN BE HANDLED BY YOUR HEADQUARTERS

Copy for info: to:

COM.
Establishment Section.

PA 86

CIVIL AFFAIRS SECTION

608

3321

H. W. DEAN
MAJOR AND
Adjutant

SECRET

PC (44) 29th Meeting
17th October 1944

POLITICAL COMMITTEE

EXTRACT

7. AIR TRANSPORTATION FOR ACC PERSONNEL

THE SUPREME ALLIED COMMANDER reported that Commodore Stone had enquired whether a transport aircraft could be made available by NAVY for the exclusive use of ACC personnel.

COMMODORE STONE pointed out that while the regular air transport services were utilized by his staff as far as possible, they could not always carry his personnel to the remote places they frequently had to move to and at the times required.

LIEUTENANT GENERAL CAMMELL remarked that owing to the higher priority work on which the limited number of transport aircraft in the theater were engaged he had recently been unable to obtain one for Commander. 3 District, who also covered an extensive area.

BRIGADIER GENERAL CABELL stated that it would only be possible to provide an aircraft for the ACC at the expense of supply dropping operations in the Balkans or elsewhere.

THE SUPREME ALLIED COMMANDER:

Directed that aircraft should not be diverted for the purpose under discussion from supply dropping to the Balkans or elsewhere but that Air Commander-in-Chief, Mediterranean, consider sympathetically the request of the Allied Control Commission for a Dakota for their exclusive use, and that he make one available to them as soon as circumstances permitted.

3320

THE SUPREME ALLIED COMMANDER reported that Commodore Stone had enquired whether a transport aircraft could be made available by MACG for the exclusive use of ACC personnel.

COMMODORE STONE pointed out that while the regular air transport services were utilized by his staff as far as possible, they could not always carry his personnel to the remote places they frequently had to move to and at the times required.

LIEUTENANT GENERAL GAMMILL remarked that owing to the higher priority work on which the limited number of transport aircraft in the theater were engaged he had recently been unable to obtain one for Commander, 3 District, who also covered an extensive area.

BRIGADIER GENERAL CASPILL stated that it would only be possible to provide an aircraft for the ACC at the expense of supply dropping operations in the Balkans or elsewhere.

THE SUPREME ALLIED COMMANDER:

Directed that aircraft should not be diverted for the purpose under discussion from supply dropping to the Balkans or elsewhere but that Air Commander-in-Chief, Mediterranean, consider sympathetically the request of the Allied General Commission for a Dakota for their exclusive use, and that he make one available to them as soon as circumstances permitted.

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see Minute 21

SECRET

785017

8752
COPYInfo: C. O. S. (19)
5291AIR PRIORITIES BOARD
ALLIED FORCE HEADQUARTERS
APO 512

MEMORANDUM:

2 December 1944

NO. 90-14:

TO : All Concerned.

Rescission of Memoranda I
 Priorities for Air Travel for Personal Reasons II

I ---- Rescission of Memoranda

1. Air Priorities Board Memorandum No. 90-4, subject "Priorities for Air Transportation," dated 15 September 1943, is no longer in effect, and is rescinded.

2. Air Priorities Board Memorandum No. 90-6, subject "Priorities for Air Transportation--Priorities Control Officers," dated 14 November 1943, is no longer in effect, and is rescinded.

3. Air Priorities Board Memorandum No. 90-7, subject "Priorities for Air Transportation--Outside the Theater," dated 28 December 1943, is rescinded. Authority to grant priorities has been delegated to various stations in a separate letter.

II ---- Priorities for Air Travel for Personal Reasons.

1. Pursuant to AFHQ letter, file AG 509-1 GOF-ACM, subject "Air Priorities Board," dated 26 August 1943, as amended, and pursuant to Administrative Memorandum No. 3, AFHQ, dated 10 January 1944, as amended by Administrative Memorandum No. 13, AFHQ, dated 14 March 1944, as amended by Administrative Memorandum No. 51, AFHQ, dated 30 November 1944, Air Priorities Board Memorandum No. 90-11, subject "Priorities for Air Travel for Personal Reasons," dated 26 March 1944, is rescinded and the following substituted therefor:

2. Requests for compassionate reasons will be handled in the following manner:

a. At those points where there is an official full time representative of the Air Priorities Board on duty, each case which has been personally approved in writing by an officer of the Allied Forces of the grade of Brigadier General or higher grade, or its equivalent in the other services, will be considered on its own merits, and, if air travel is considered warranted, the appropriate priority established for air travel to the destination desired. Full time representatives of the Air Priorities Board are on duty at Casablanca, Oran, Algiers, Tunis, Malta, Catania, Bari, Naples, Rome, Bastia and Athens.

b. At those points where a full time priorities officer is not on duty, the Air Transportation Officer will consider each case sponsored as

in a. above on its own merits, and route the passenger on the appropriate priority to the nearest point enroute, employing a full time priorities officer, who will review the case, and handle it as in a. above. Those cases not justifying air travel will be routed via surface transportation or returned to the point of origin.

3. Priority rating for air travel solely in connection with leave or furlough, other than for compassionate reasons, is not authorized, and will not be assigned, except as in par. 4 below. It will be the responsibility of each Air Priorities Control Officer and Air Transportation Officer to see that the above instructions are enforced throughout this theater.

4. Brigadiers, or officers of equivalent rank and above, proceeding to the United Kingdom under "Leave in Addition to PTHON" or similar scheme may be granted air priority when such officers hold operational commands or positions in this theater, the importance of which necessitates that they return in a minimum amount of time.

For the Chairman:

/s/ GORDON W. NEWMAN

/t/ GORDON W. NEWMAN,
Wing Commander, RAF,
Executive Officer.

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"PB" "PD"

AO DIST

Action: HQ Comdt (for Tr. G.)

Info: Chief of Staff
Estab. Sec. (for Ex.O. (A))
G-1 (B) (for Ex.O. (B))
2675 Regiment
Adjutant

RECEIVED
25 JUL 1951

785017

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff

Tel. 735

Ref. 8752/18/COS.

14 November 1944

SUBJECT: Air Transportation.

TO : HQ Commandant.

15 1. With reference to your HQC/10/8 of 4 November, enclosing memorandum from the Transportation officer, and following conversation Capt. Birch - J/Cdr. Hopkins Radulovic, copy is now attached of a note from the Air Forces Sub Commission giving particulars of an arrangement made by them with the Italian Air Ministry.

2. It is hoped that this will be of help to the Transportation Officer, who should now approach the Air Forces Sub Commission direct if any further information is needed.

WHR
J- Chief Staff Officer,
To the Chief of Staff.

Encl. 1

3318

Loose Minute.

17

TO : JUNIOR COMMANDER M. HOPKINS RADULOVIC,
CHIEF OF STAFF SECTION

Information below has been received from Italian Air Ministry. Following request by Air Forces Sub-Commission it is confirmed that one seat for Bari, one for Palermo and two seats for Cagliari will be booked for the Sub-Commission on the three lines starting from Rome.

2. In your instructions to whichever branch of the Chief of Staff's Office is to book these passages, will you please ensure that particulars are phoned through to S/Ldr. Walton of this Sub-Commission Ext. 479 by 1500 hrs. each day as we have to cancel these seats by this time with the Italian Air Ministry.

3. Particulars required will be:

- a) Name.
- b) Rank or appointment.
- c) Nature of Duty and urgency.
- d) Weight with baggage (approx.).

W.B. Royce

W.B. ROYCE, WING COMMANDER,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB COMMISSION,
ALLIED COMMISSION, ROME

FILE : AFSC/R/4/I/AIR

DATE : 13th NOVEMBER 1944

3317

785017

ALLIED COMMISSION
OFFICE OF THE HEADQUARTERS COMMANDANT

16

SUBJECT: Air Transportation.

FILE No. HQC/10/8

TO: Chief of Staff.

13 November 1944
5 NOV Recd

Reference letter addressed to G-4, reference 8752/13/COS, dated 30 October 1944, enclosed herewith please find report from the Transportation Office of this Section.

14-15

May consideration please be given to the suggestions put forward by the Transportation Officer.

R. H. ROBERTSON
Hq. Commandant.

Lt. Col.
3316

HEADQUARTERS
ALLIED COMMISSION
APO 394

Headquarters Commandant, Transportation Section.

Ref. JP/14

TO : HQ. Commandant
Headquarters Allied Commission

SUBJECT : Italian Air Transport Service.

1. Reference attached correspondence on the subject of using available Italian air service for Allied Commission personnel. The matter was investigated and it was found at the present time the service cannot be made available to us without some clear establishment of procedure.
2. According to Captain Ruta of Gabinetto dell'Aeronautica, Via Settembre, the available seats on Italian aircraft used for the service are booked up approximately thirty days in advance, and under such circumstances it becomes impossible for this Office A.C. to take advantage of the facilities.

However, the subject of booking was investigated and it was found that many of these bookings could be dealt with under normal circumstances by other means such as water transport, rail or road.

Captain Ruta stated that he realized this fact, but did not have sufficient authority to arrange for such transport.

3. Lt. Harvey of the Navy Sub-Commission was contracted in reference to the possibility of using available transport to Sardinia and Sicily, and it was found that boats traveling between Naples and these points on average every four days and that with proper travel

HO COMMANDANT
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permits a large number of the advance Italian air bookings could be accommodated by water transport.

4. The Transportation Office, this Headquarters, handles an average of about 22 Italian civilian officials per week on priority to Sardinia and Sicily.

It is suggested that steps be taken to direct that in the future all such travel by Italian civilian officials associated with this Headquarters be performed on Italian air transport and by arrangement with the Italian Government.

This would relieve to a great extent the unnecessary burden which has been placed upon Allied air transport services. Further, it is anticipated that with the opening up of Northern Italy the number of Italian officials requesting such air travel will be increased many times and the Allied air services would not be in a position to carry the extra loads.

It would be a tremendous help to this office if military and civilian personnel of Allied Commission could be placed on the Italian air lines as the Allied planes do not run on a schedule to Lecce.

Yperit
H.J. BIRCH
Captain
Transportation Officer

3 November 1944

3314
*after initial
11/12 3-1-44*

785017

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff

13
Tel. 735

Ref: 8752/13/608

30 October 1944

SUBJECT: Air Transportation

TO : G-4

1. Attached is copy of a memorandum from the Air Forces Sub-Commission enclosing a time-table of Italian air services available between ROME and LEGOS, ROME and PALERMO, and ROME to CAGLIARI.

2. It is considered that these services should be made use of, and the Chief of Staff directs that you issue a circular informing of their availability and take any other action necessary to bring them into use.

3. Air Forces Sub-Commission say that Capt. de ROMILANT is the officer who should be contacted in the Liaison Office (telephone number 484290).

WHL
for C.S.C.,
Office, Chief of Staff.

3313
3314

11/11/44
31/11/44

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ds 9

FROM : AIR FORCES SUB-COMMISSION
ALLIED CONTROL COMMISSION - ROME
TO : A.C.C. R.C. AND M.G. SECTION
DATE : 19th OCT. 1944
REF. : AFSC/R/4/AIR

21 OCT Recd

5-4
5-8

COMMUNICATION AIRCRAFT

Your letter Ref.52/144/CA of 29th Sept. refers. It has not been found possible to allocate special aircraft from the I.A.F. for your use at present because we are so far unable to inaugurate the Seaplane Services referred to previously this because the necessary bases have not yet been released to the I.A.F.

2. However the services shown on the enclosed time table are available on application for a passage to the Liaison Office at the Ministero who will allot you priority. In addition to the enclosed ~~there~~ is a bi-weekly service between Lecce and Crotone the times of which I hope to send you in the next two or three days.

3. As and when these services are expanded you will be notified accordingly.

R. Thomson

Capt. de ROUILANT
484290

R. THOMSON WING COMMANDER
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

3312

Note : All relevant correspondence
is att. from file 2 on.

see 10
Rec.

8891

ORARIO IN VIGORE DAL 18 SETTEMBRE 1944

Linea - Roma - Lecce
(giornaliero eccetto la Domenica)

P. 09,15	ROMA	a. 12,15
a. 10,05	NAPOLI	p. 11,25
P. 10,45		a. 10,45
a. 11,45	BARI	p. 09,45
P. 12,15		a. 09,15
a. 13,00	LECCE	p. 08,30

Linea - Roma - Palermo

Lunedì - Mercoledì - Venerdì

P. 09,00	ROMA	a. 16,00
a. 09,50	NAPOLI	p. 15,10
P. 10,30		a. 14,30
a. 12,00	PALERMO	p. 13,00

Linea - Roma - Cagliari

Martedì - Giovedì - Sabato

P. 09,00	ROMA	a. 16,00
a. 10,40	CAGLIARI	p. 14,20

3311

Linea - Roma - Lecce
(giornaliero eccetto la Domenica)

P. 09,15	ROMA	a. 12,15
a. 10,05	NAPOLI	p. 11,25
P. 10,45		a. 10,45
a. 11,45	BARI	p. 09,45
P. 12,15		a. 09,15
a. 13,00	LECCE	p. 08,30

Lecce - Roma

Linea - Roma - Palermo

Lunedì - Mercoledì - Venerdì

P. 09,00	ROMA	a. 16,00
a. 09,50	NAPOLI	p. 15,30
P. 10,30		a. 14,30
a. 12,00	PALERMO	p. 13,00

Palermo - Roma

Linea - Roma - Cagliari

Martedì - Giovedì - Sabato

P. 09,00	ROMA	a. 16,00
a. 10,40	CAGLIARI	p. 14,20

Cagliari - Roma

3311

1582

51

ORARIO IN VIGORE DAL 18 SETTEMBRE 1944

Linea - Roma - Lecce
(giornaliero scotto in Domenica)

P. 09,15	ROMA	a. 12,15
a. 10,05		P. 11,25
P. 10,45	NAPOLI	a. 10,45
a. 11,45		P. 09,45
P. 12,15	BARI	a. 09,15
a. 13,00	LECCE	P. 08,30

Linea - Roma - Palermo

Lunedì	-	Mercoledì	-	Venerdì
P. 09,00	ROMA	a. 16,00		
a. 09,50		P. 15,10		
P. 10,30	NAPOLI	a. 14,30		
a. 12,00	PALERMO	P. 13,00		

Linea - Roma - Cagliari

Martedì - Giovedì - Sabato

P. 09,00	ROMA	a. 16,00
a. 10,40	CAGLIARI	P. 14,20

Linea - Roma - Lecce

(giornaliero eccetto la Domenica)

P. 09,15	ROMA	a. 12,15
a. 10,05		p. 11,25
P. 10,45	NAPOLI	a. 10,45
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Linea - Roma - Palermo

Lunedì - Mercoledì - Venerdì

P. 09,00	ROMA	a. 16,00
a. 09,50		p. 15,10
P. 10,30	NAPOLI	a. 14,30
a. 12,00	PALERMO	p. 13,00

Linea - Roma - Cagliari

Martedì - Giovedì - Sabato

P. 09,00	ROMA	a. 16,00
a. 10,40	CAGLIARI	p. 14,20

3310

1182

785017

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

Phones
184,034

Ref/52/144/UA.

29 Sep 1944

SUBJECT: Communication Aircraft.

TO : Air Forces Sub-Commission.

1. I am directed by A/Chief Commissioner to refer to a memorandum from Air Vice-Marshal Bowen-Buscalet, reference AF30/R/4/AIR of 25 Sep 44.
2. The proposal to use the Italian Air Force for the purpose referred to is welcomed and this Branch will appreciate receiving details in due course.

Major Talbot, Civil Affairs Section

Included in "Odds and Ends",
Weekly Bulletin No 26 of 1 October.

Major,
Public Relations
Director.

NEWMAN E. FISKE,
Colonel,
Deputy Executive
Commissioner.

P.R.O.

M. Sec Ex Comm

4143

25/12

3309

785017

Big Bush 2521
 TO: CAPTAIN ELLERY W. STONE,
 ACTING CHIEF COMMISSIONER.

375

26/9 - 1000

By

28 SEP Recd

With reference to your A/CC 500 dated 12th September 1944, I attach herewith copy of a reply from H.Q. M.A.A.F. I was afraid that this was going to be the answer, but I do know that their present Communications are stretched to the limit. I do not think it is any good going back at M.A.A.F. at the moment.

2. The only alternative I can offer is the Italian Air Force. We hope shortly to inaugurate Seaplane Services on both East and West Coasts which will avoid crossing the Apennines in the bad weather which we must shortly anticipate. Those who have to cross from side to side will have to take their chance over the top, but on the whole our regular courier services have flown something like 200 sorties per month over the last five months without incident, and I think I can say that they are quite reliable.

3. Would you kindly let me know your wishes in the matter.

W.A.B. Bowen-Buscalet

W.A.B. BOWEN-BUSCALET,
 AIR VICE-MARSHAL,
 AIR OFFICER COMMANDING.

CAOS

Answer with thank.

PRO to include in W. Bulletin

W/ro/s

Air Forces Sub-Commission,
 Allied Control Commission,
 Rome.

Ref: AFSC/R/4/AIR.

Date: 25th September 1944.

see 4

Rega Recor.

Order 3308

785017

From: Headquarters, Mediterranean Allied Air Forces, C.I.F.
To: Air Forces Sub-Commission of Allied Control Commission, Rome.
Date: 22nd September, 1944.
Ref: MAAF/1947/ONG.

COPI

SECRET.

COMMUNICATION AIRCRAFT.

Incl. to 376
26/9 1000
By

Reference is made to your letter AFSC/R/1/AIR of 15th September, 1944.

2. The transport difficulties incurred by the Allied Control Commission are fully appreciated by this Headquarters. Unfortunately our communication aircraft requirements have increased with the larger area to be covered, and we are already finding difficulties in meeting present commitments.

3. When the communication aircraft supply position improves we will be only too willing to assist you, but regret that at the present time this is not possible.

4. It is suggested that as a temporary measure use is made of the Italian Air Force for these communication duties.

(Sgd). D. McEntogart,
Air Vice-Marshal,
Air Officer i/c Administration,
Royal Air Force,
M.A.A.F.

3307

Ref: 8752/1/005.

14 October 1944.

My Dear General:

With AAI now moved forward and AFHQ in the rear area, we are finding the problem of transportation for attendance at conferences at these Headquarters, as well as Regional Commissioners' meetings, increasingly difficult. The distances between Regions and Provinces are also so great that visits of HQ Staff Officers to the field are very difficult to arrange. For example, journeys to the South of Italy involve a round trip of 1000 miles and a visit to Bologna will mean a return journey of 500 miles. It should be remembered, too, that visits to Northern Italy, of increasing distance, will need to be made more frequently in the future.

The present transport available to us here is not adequate for journeys of the kind described above, as the majority of reliable WD vehicles have been allotted to the field, leaving the Headquarters almost entirely dependent on requisitioned cars. Scarcely any of the latter are sufficiently reliable to undertake a long journey; new tyres are not procurable and spare parts extremely difficult to obtain. I therefore asked the Air Forces Sub-Commission early in September to investigate the possibility of obtaining a plane for the use of ACO, and they applied to HQ USAF for one Dakota aircraft, complete with crew, reminding them that a Dakota transport aircraft was originally allotted to us at a time when distances covered were much shorter.

I think you will agree that the head of a Commission such as this with a vast area to cover, situated between two Headquarters, and with 1200 officers in the field, should have aircraft at its disposal. It is in fact impossible for me or my staff to carry out our proper duties of visiting Regions and Provinces and seeing to problems on the spot without this means of transportation.

I should be very grateful for anything you can do to help.

Sincerely yours:

Letter signed and dispatched
15 Oct 44.

cc

/s/ Ellery W. Stone

ELLERY W. STONE
Commodore, USNR
Acting Chief Commissioner.

General Sir Henry Maitland Wilson,
GCB, KCB, DSO, ADC.,
Supreme Allied Commander,
ALLIED FORCE HEADQUARTERS.

3306

cc - "A" Files

Ref: 8752/1/005.

14 October 1944.

My Dear General:

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I should be very grateful for anything you can do to help.

Sincerely yours:

Letter signed and dispatched
15 Oct 44.

cc

/s/ Ellery W. Stone
ELLEERY W. STONE
Commodore, USNR
Acting Chief Commissioner.

General Sir Henry Maitland Wilson,
GCB, KCB, DSO, ADC.,
Supreme Allied Commander,
ALLIED FORCE HEADQUARTERS.

cc - "A" Files

3306

