

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

785017

ACC

10000/109/1194
(VOL. II)

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785017

10000/109/1194
(VOL. II)

COMMUNICATIONS, AIR
MAY 1945 - APR. 1946

ADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

URGENT

~~188~~ 193.

Cso

Folio ~~191~~ 197.

AFSC to take them up under the
arrangement whereby such flights can be
authorized provided due notice is given.

Follow up & let me know if there is difficulty

To eso 18/29/4

192

17/15/4

3466

[Signature] 23/4

Ref. 193. Approval granted at Folio ~~192~~ 197. *[Signature]* 26/4

0 - 92 -
Executive Commissioner.

Ref 17/188

1. I agree that the terms of paragraph 3 of enclosure 87 are rather tactless although they are strictly only transmitting a M.A.A.C. signal. Copies of correspondence on this subject are enclosed at ~~SS A/3189/1~~

2. It will be noted that the matter has now been simplified by the latest instructions from Caserta - see enclosure 89. One of my Staff Officers has had an interview with the French Representative and officially expressed regret at the terms of the offending paragraph and I also spoke to Admiral Moulec.

I. E. Brodie

I. E. Brodie,
Air Vice-Marshal.

Thank you. *W/14*

148.

AFSCC

56

The French Rep. drew my attention to the terms of which he thought were couched in rather harsh language. He will send her Air Cloud to discuss with AFSCC in return from

Peru.

I agree with the Admiral that the notification, so as it has, for diplomatic or semi diplomatic mission could have should have been written in more friendly language. "To inform all Foreign Aircraft" is not a term which will find acceptance with the other Military mission.

3,622

11/2/51

169.

Miss S.

Raf min 168 - pre check what action
AF S/C & Fr. Rep are taking. *DD 29/11*

~~Alex~~ *DD 28/11*

170.

French Rep - A.F. S/C are liaising closely. French
will act on 3 & A.F. S/C on 4. They will keep us in
the picture. *DD 28/11*

(171)

Ex Comm. Pre see folio 167 and min 170 for info

DD 28/11

172.

Memos. Econ. Sec. & C.A.S. also. leave copies

2 167.

Sent 30/11

Ex Comm.
DD

174.

173 for info. *DD**DD 19/12*

3.61

DD 19/11

177

Ex Comm.

Folio 176 for info pre

DD 11/12

Air Force SIC.

163

Please see S/Sr. Co comments on 149 D at

162. Would you please re-diect 149D,
 (a) making it shorter
 (b) quoting ref. of CCS' instruction re situation of
 construction
 and (2) & (3) of 162.

68 10/11
 Co. Co office.

164.

Ex C.

Ref 17163, since 149^a was forwarded to your

Office, the situation has changed somewhat and as

a result of a conversation I had with the new RAR

Headman & also with SPTCDED, the attitude of the RAR

people is likely to be more favorable. Also, I gathered

that Brigadier said his piece at Caerphilly, with 149^a as a 3.6¹¹
 background.

2. I therefore suggest no further action on 149^a for the
 time being.

3. We are not in possession of C.C.S.'s instructions & I very
 much doubt whether there is one except to say that the
 I.A.F. would be grounded on the cessation of hostilities / subject
 about 3.10.1947

Cia. Co. office.

164.

Ex C.

Ref 1163, since 149^a was forwarded to your

Office, the situation has changed somewhat and as

a result of a conversation I had with Mr. new R.A.F.

headman & also with S.A.C. DED, Mr. attitude of Mr. Cauch-

peper is likely to be more favorable. Also, I gather

that Binj Lind said his piece at Cauch, with 149^a as a 3.6¹ background.

2. I therefore suggest no further action on 149^a for Mr. Tim being.

3. We are not in possession of C.C.S.'s instruction & I very much doubt whether there is one except to say that the I.A.F. would be grounded on Mr. conviction of hostilities (detected about Sept 1944¹).

157¹
ATC
MEX

165

157¹
ATC
MEX

Ref 163, please see 164 in reply. Suggested no further action as ATSC seem satisfied

168.
19/11.

168.
168.

Please see 167. Both Air Force S/C & French rep have received a copy of this pressure they will take action requested through us.

Ed. 27/11.

162.

Discuss with AVM -

- ① Have CCS in fact ruled no ac construction?
- ② Could position be strengthened if emphasis placed on commercial and training types?
- ③ Could 1, 2 + 3 & draft bills be strengthened by more emphasis on
 (a) employment (b) political effect

3158

NAME	RANK	CIVILIAN OCCUPATION
Fiske, Norman E.	Colonel	Regular Army
Sullivan, Edward D. S.	Major	Student (5 y Commissioned Service)
Craig, Clayton C.	Major	Regular Army
Bocchino, Eliot J.	Major	Athletic Coach
Seith, Howard K.	Lt Col	Livestock Farmer
Parkin, Charles M.	Colonel	Regular Army
Regis, James E.	Lt Col	Owner St. Regis Packing Company, Portland, Maine Broker
Oates, Ward J.	Major	Commissioner of Revenue Kentucky
Washburne, Carlton W.	Lt Col	Supt of Schools
Weber, John K.	Colonel	Special Judge, County Texas
Temple, Ralph R.	Major	Governmental Administration and Research. Professor, Brooklyn College
Newton, Norman T.	Major	Architect and Instructional Design

155.
 EICOM - Ref. your inquiry in second para.
 of ~~Del. 151.~~ Del. ~~151~~ answers that MAAC
 Approval is necessary

Encl 3/10

156.

But when in the basic letter? 8/11.
 At Folio 141 tabler.

3.57

157
 Sp. 6/10 156 to mine, done 8/11

159.

c. 8/11 1/2 Enclom.

Please see 158 re 141 & 120 - for info. Rather typical
 8/11.

9/11 2

Enclom.

160.
 Enclosures for decision

161
 162 Together with draft Encl 2 + 160
 later to AGHQ P. 2-3-5 submitted for comment.

Free

24/10 3.56

3.57

But when in the same letter
 No Folio 141 taken.

Spoke to Com 126 for mine, and for

159.

c. 3.5. 2/Exec. Com.

Reare are 158 ac 141 = 120 - for info. latter typical.

ds. 8/11.

9/11/2

159

160-161

160

Exec. Com.

680- Enclosures for decision

all together with draft Com 24/10

W.D.E.F.

letter to AFHQ P. 3-5 submitted for consider.

159

24/10. 3.56

9, 0

161.

Dep Exec Comm.

3.56

Reference Minute 160 above. I understand that Exec Comm wished to discuss this matter with Air Vice Marshal Brodie before proceeding further. Do you wish to take this up with Chief Commissioner or wait for return of Exec Comm?

159

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785017

OCT 18 REC'D

OCT 27 REC'D

~~OCT 20 REC'D~~

1000

Chief Commissioner.

Attached is submitted for your ^{approval} signature information

3.54

NR 617K

Noted by CC 

143

CSO- ¹⁴² info ~~143~~ for info. Re last sentence of para
1, would it not be interesting to know what
aircraft construction was started without
authorization and why?

Encl 16/10

K11
114

144

~~143~~

Ex. Com:

143

for info.

779

Encl 16/10.

3.53

TWR (16/10)

150

Ex Com- Approval is requested of draft of
Establishment Memorandum, at fol.
145-46, requested by us

Encl 1/11

151

Encl 147-149 Have about writing

Ex. Com.

142

for inf.

779

3.55

TW (16/1)

150
 Ex Com - Approval is requested of draft of
 Establishment Memorandum, at fol.
 145-46, requested by us

Emd 1/11

151
 Ex Com - Ref. fol. 147-149. How about writing
 French that unilateral action without
 approval of AFHQ, can not be taken
 + asking that they put their proposal
 in writing to AC.

Emd 1/11 10/1

152
 Pa. Ask Capitaine Roulee to see us after we
 shall aide memoir for me (stand him (Drafted))

H7/3/1

to (134)

C.S.O.

Letter at ¹³³ submitted as action
on 8/12 and for signature if approved.

9 Oct 45.

Agreed. ¹³⁵ 16/10.
C.S.O. - Folio ⁽¹³⁶⁾ 12 is reply to folio 7 133.
Emd 15/10

3452

Executive Commissioner

Reference p. 127, at p. 128 opposite is letter submitted for signature by Chief Commissioner.

10 Oct. 45.

C.S.O.

128

Chief Commissioner.

Approval
Attached is submitted for your signature information.

3.51

OCT 11 1945
969

WV/10/1x

129

C.S.O. - Re. folio 120. Approval of C.C. requested. 50
Dulak due to confusion with prior re.
quest (folio 120). Sorry
Encl 1/10

130

Ex. Com.

120

While C.C. pl. approve P. 120

which 2 fear has been overlooked

Chief Commissioner.

(126)

Approval is submitted for your signature
approval
information

3.51

OCT 11 1960

12/10/60

12/10/60

(129)

c 50. Re folio 120. Approval of C.C. requested 3.50
Delay due to confusion with prior re-
quest (folio 120). Sorry
Encl 12/10

(130)

Ex. Com.

120

Will C.C. pl. approve P. 120
which I fear has been overlooked

(131)

c 50

Approved for C.C. subject of request to 12/10/60

approval

12/10/60

Thanks pl.

return early with
S.O. the other for CC's signature
to the

(122)

1. Reference John (121)

2. This matter was first taken up with ~~MAAF~~ ^{MAAF} by Air Force
S/C in July. They received an answer a day from MAAF
saying that the Foreign Office approves of the proposed
flight from Spain of the 4 aircraft, & that the British
Embassy Madrid has been instructed to negotiate
between the Italian & Spanish Governments.

3. A note is being drawn up for the flight from
Spain to Italy, & will be submitted as soon as possible
to the Italian Government, & other with the information
that the F.O. approves.

1. Sir James S/C is preparing an answer to John 124
for the Chief Commissioner signature 6/10.

CSO- ⁽¹¹⁶⁾ Julio ~~to~~ for Ex Com. ⁽¹¹⁷⁾
Dated 5/10

~~Ex. Com.~~ ⁽¹¹⁸⁾
Draft memo at P-¹¹⁵ submitted for consid.

~~Issue~~ ⁽¹¹⁹⁾ 178/6/1

~~Final~~ 6/30/48

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Executive Commissioner.

119

1216

1219

Reference your minute ^{7.} above, at p. 6 opposite is letter submitted for signature.

8 Oct. 45.

W (8)

100-3-170.

CSO. ~~For 2/10.~~ 108 For info
 Encl 2/10

110

Ex. Com. Herewith
 CSO. ~~folio 107~~ ~~is draft~~ letter requested
 by C.C. at folio 107. I have made some
 amendments.

~~For~~ Encl 4/10

.. 4/10.

III

Then is surely no need to refer this to

AFHQ. The A.C. can decide (with in AFHQ)

From what its course service can copy.

Reply accordingly - I will sign.

W (6/10)

Ex. Com.

112

Ref. min. III
 CSO. AIR FORCE S/C (W.C. Bishop) quotes MAAC
 directive (Ref. MAAC/4214/ALD of 11 Sept 44 - folio 113)
 which at para 3 limits traffic to spec-
 ified categories. It provides for routing
 of these categories by Italian Air Force
 Direction Group and Group. A.F. S/C, folio

Then is surely no need to report this to
 AFHQ. The A.C. can decide (with AFHQ)
 what it's courier service can carry.
 Reply accordingly - will sign.

W (6/1)

Ex. Com.

112

Ref. min. 111
 CSO - AIR FORCE S/C (W.C. Bishop) quotes MAAC
 directive (Ref. MAAC/4214/ALD of 11 Sept-July 113)
 which at para 3 limits traffic to ap-
 proved categories. It provides for re-
 of these categories if Italian Air Force
 operation groups successful. A.F. S/C takes
 the position that no extension of the ap-
 proved categories may be made without
 reference to MAAC

Tuz 11/10. Enud 10/10

CSO

114

I presume then that we are going to ask MAAC
 (how in Cairo) if we can extend the privilege of
 flying - the machine to D.F.S. etc.

W (6/1)

200

FROM : AIR FORCES SUB COMMISSION, A.C., ROME.

TO : FRENCH MILITARY MISSION, ROME.

DATE : 4TH APRIL, 1946.

REF. : AFSC/36/AIR.

FLIGHT CLEARANCES.

197

Reference is made to our letter AFSC/36/AIR dated 25th March 1946.

2. Instructions have been received from the M.A.A.C. Air HQ, RAF, Italy, that clearance requests for French aircraft to fly over or land in Italy should be submitted to the RAF Air Attache, Paris. In turn, the RAF Air Attache will obtain appropriate flight clearances from the Mediterranean Allied Air Committee, Secretariat.

3. The above procedure has been established in order to facilitate and avoid unnecessary delay in granting clearances for French Aircraft to enter Italy.

4. The existing weekly scheduled French Military Courier Service and Internal flying or light aircraft in use by the Air French Air Attache are excluded from the above provisions.

William L. LEE
BRIG. GEN. U.S.A.
DEPUTY DIRECTOR
AIR FORCES SUB COMMISSION

3445

see 201

PA

199

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
TO : ITALIAN AIR MINISTRY.
DATE : 25th MARCH, 1946.
REF. : AFSC/36/AIR.

FLIGHT CLEARANCES.

The following message signalled to Air Ministry London, British Military Missions Roumania, Bulgaria, Hungary, Air Attache' Belgrade and Air Attache' Moscow by the Mediterranean Allied Air Committee, Air Headquarters, Italy, is quoted for your information and guidance :

Quote "Request you inform all Military Missions that with effect from 25th March when any aircraft of their countries are wishing permission to fly over or land in Italy approach must be made to the Mediterranean Allied Air Committee through their local Authorities if possible at least five repeat five days in advances of E.T.D. with the following information before clearance can be effected. (A) Type, number and make of aircraft. (B) Names of crew members. (C) Route to be followed. (D) Nature of freight if any. (E) Approximate duration of stay. (F) Aircraft services required. (G). Confirmation that passengers have all necessary visas which can be obtained through Italian Embassy of Legation Channels.

Para 2. Arrangements have been made between the U.S.A.A.F. and Royal Air Force to impound all foreign aircraft which arrive in this Country without authority.

Para 3. The above procedure does not repeat not apply to British or American aircraft which can land in Italy provided civilian passengers conform to Para 1 (G) above, and that if normal warning are sent. British and American service personnel do not repeat not require visas but only usual travel orders." Unquote.

2. Paragraph 3 of above signal is amended to include French Military Courier Services and internal flying of light aircraft in use by the French Air Attache'.

3. Information is furnished that control movement of aircraft

...../.

inasmuch as it pertains to Italian controlled airfields is being returned to your jurisdiction effective 25th March 1946.

4. Aircraft, excluding those mentioned above, not having clearance conforming with the terms of the above signal should be impounded together with their occupants and disposed of as desired by the Italian Government.

5. Your Air Ministry will be informed of all flights cleared by M.A.A.C., Air HQ, Italy.

FOR
FRANK E. MAREK,
LT. COL., AIR CORPS;
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION

785017

FROM : AIR FORCE SUB COMMISSION, A.C., A.F.
TO : ITALIAN MINISTRY OF FOREIGN AFFAIRS.
DATE : 24th APRIL, 1946.
REF. : AFSC/16/1/AIR.

APR 25 1946

FLIGHT TO PARIS ON ITALIAN AIRCRAFT.

Reference is made to your Memorandum for the Allied Commission No. 6/1790/752/187 dated April, 1946.

2. Authority has been obtained from the Mediterranean Allied Air Committee, Secretariat clearing flight of Italian Aircraft from Rome to Paris with the proviso that clearance has been received from the French Government and that all passengers and crew have the required visas.

1. It would be greatly appreciated if future requests for flight clearances be forwarded so as to reach this Sub-Commission at least six (6) days before expected time of departure.

WILLIAM L. LER
BRIG. GEN. U.S.A.
DEPUTY DIRECTOR
AIR FORCE SUB COMMISSION

3441

COPY TO : AIR COMMISSIONER, A.C.A.

(Handwritten signature)
(copy to)

17/19/46

Copy given to

at Benghazi
25/4

PA
26/4

785017

8752 40
196

ITALIAN MILITARY AIR COURIER SERVICE TIME TABLE
(EFFECTIVE 15 APRIL, 1946)

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

To : See Distribution List.

APR 19 1946

The time-table listed below supersedes all previous time-tables posted to addressees.

ROME - MILAN - TURIN
Daily

Dep.	10.30	Rome	Arr.	13.15
Arr.	12.00	Milan	Dep.	11.15
Dep.	12.15		Arr.	10.30
Arr.	13.00	Turin	Dep.	10.00

ROME - BOLOGNA - TREVISO
Daily

Dep.	09.45	Rome	Arr.	12.30
Arr.	11.00	Bologna	Dep.	11.15
Dep.	11.15		Arr.	10.30
Arr.	12.15	Treviso	Dep.	10.00

ROME - NAPLES - BARI - LECCE

Mon - Wed - Fri (South)

Tues - Thurs - Sat (Return)

Dep.	09.30	Rome	Arr.	13.15
Arr.	10.20	Naples	Dep.	12.25
Dep.	11.00		Arr.	11.45
Arr.	12.00	Bari	Dep.	10.45
Dep.	12.30		Arr.	10.15
Arr.	13.15	Lecce	Dep.	09.30

ROME - PALERMO

Mon - Wed - Fri (South)

Tues - Thurs - Sat (Return)

Dep.	09.00	Rome	Arr.	10.45
Arr.	10.45	Palermo	Dep.	09.00

ROME - NAPLES - CATANIA

Tues - Thurs - (South)

Wed - Fri (Return)

Dep.	09.30	Rome	Arr.	12.00
Arr.	10.10	Naples	Dep.	11.20
Dep.	10.40		Arr.	10.55
Arr.	12.25	Catania	Dep.	09.10

ROME - CAGLIARI

Mon - Wed - Fri (South)

Tues - Thurs - Sat (Return)

Dep.	10.00	Rome	Arr.	11.00
Arr.	12.00	Cagliari	Dep.	09.00

ROME - ALGERO

Tues - Thurs - Sat (South)

Mon - Wed - Fri (Return)

Dep.	09.00	Rome	Arr.	10.20
Arr.	10.20	Algero	Dep.	09.00

ROME - GENOA

Mon - Fri (North)

Tues - Sat (Return)

Dep.	09.30	Rome	Arr.	11.00
Arr.	11.30	Genoa	Dep.	09.00

3440

MAILING - LIST

145

ROLE

1. Count Fabbriotti - Room 23, 5th floor, A.C. Bldg.
2. Maj. Bentley - A.C. Despatch Office.
3. S/Ldr. Salter - A.C. AFSC.
4. Maj. Newton - A.C. I.A.
5. Col. Cussoni - I.A.
6. Gen. D'Alto - Presidency of the Council.
7. Cabinet of Naval Ministry (Italian)
8. Navy Sub-Commission, A.C.

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12. Rome - Via Regina Elena 24.

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3. Executive Comm. Office, A.C. HQ.
4. I.A.F. (Stato Maggiore).

3439

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8752

6/1790/752/192

51/5a



Ministero degli Affari Esteri

URGENT

APR 19 1946

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Journey of Italian Journalists to Paris.

1. A group of approximately 10 journalists and correspondents of Italian Press Agencies have applied to this Ministry in order to obtain trip facilities to Paris on the occasion of the forthcoming conference of the Four Allied Foreign Ministers. (A(1215))

2. The booking of WL reservations could only be possible after April 30th, and therefore it has been proposed to fly to Paris on Italian airship for this purpose.

3. In consideration of the particular interest the Italian Government is attaching to this trip, the Ministry for Foreign Affairs would be grateful to the Allied Commission if they could authorize the journey from Rome to Paris of an Italian airship of the G.12 type.

4. Particulars of airship and crew will be forwarded in due course. A

Rome, April 19th, 1946

(1947 K)

193.

M 288

31987

1 - Rome copy

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476322

194

Ref. : 6752/139/SC.

20 April 1946.

SUBJECT: Flights for Italian Representatives.

TO : Air Forces Sub Commission.

Reference the attached copy of memorandum No. G/1790/752/187 of 19 April.

Will you please arrange this matter in accordance with the agreement whereby such flights can be authorized, provided that due notice is given.

A. W. Knisely.

Brigadier,
Acting Chief Commissioner.

see 1924 268

OU
25/4

PA 20
RR

785017

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : FRENCH MILITARY MISSION, ROME
DATE : 4TH APRIL 1946
REF : AFSC/36/AIR

FLIGHT CLEARANCES

Reference is made to our letter AFSC/36/AIR dated 25th March 1946.

2. Instructions have been received from the M.A.A.C., Air HQ, RAF, Italy, that clearance requests for French aircraft to fly over or land in Italy should be submitted to the R.A.F. Air Attache, Paris. In turn, the S.A.F. Air Attache will obtain appropriate flight clearances from the Mediterranean Allied Air Committee, Secretariat.
3. The above procedure has been established in order to facilitate and avoid unnecessary delay in granting clearances for French aircraft to enter Italy.
4. The existing weekly scheduled French Military Courier Service and internal flying of light aircraft in use by the French Air Attache are excluded from the above provisions.

WILLIAM L. LEE
BRIG. GEN. U.S.A.
DEPUTY DIRECTOR

See h. 92.

3.36

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : FRENCH MILITARY MISSION, ROME
DATE : 4TH APRIL 1946
REF : AFSC/36/AIR

FLIGHT CLEARANCES

Reference is made to our letter AFSC/36/AIR dated 25th March 1946.

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3. The above procedure has been established in order to facilitate and avoid unnecessary delay in granting clearances for French aircraft to enter Italy.

4. The existing weekly scheduled French Military Courier Service and internal flying of light aircraft in use by the French Air Attache are excluded from the above provisions.

WILLIAM L. LEE
BRIG. GEN. U.S.A.
DEPUTY DIRECTOR

See 1. 92.

3.36

785017

MESSAGE FORM

FROM : MEDITERRANEAN ALLIED AIR COMMITTEE, ITALY

TO : AFSC ALCOM ROME

For information:

AIR MINISTRY LONDON, HQ MEDME

BRITISH MILITARY MISSIONS ROMANIA BULGARIA HUNGARY

AIR ATTACHE BELGRADE AIR ATTACHE MOSCOW

REF : UX 979 MARCH 19th. SECRET

PARA 1. Request you inform all Military Missions that with effect from 28th March when any aircraft of their Countries are wishing permission to fly over or land in Italy approach must be made to the Mediterranean Allied Air Committee through their local authorities if possible at least five repeat five days in advance of E.T.D. with the following information before clearance can be effected. (A) Type number and make of aircraft. (B) Names of crew members. (C) Route to be followed. (D) Nature of freight if any. (E) Approximate duration of stay. (F) Aircraft services required. (G) Confirmation that passengers have all necessary visas which can be obtained through Italian Embassy or Legation Channels.

PARA 2. Arrangements have been made between the USAF and Royal Air Force to impound all foreign aircraft which arrive in this Country without authority.

PARA 3. The above procedure does not repeat not apply to British or American aircraft which can land in Italy provided civilian passengers conform to para 1(G) above, and that if normal warnings are sent. British and American Service personnel do not repeat not require visas but only usual travel orders.

Tou 191015 B
Tor 211740 B
Tod 211840 B

3.35

785017

MESSAGE FORM

FROM : AIR HEADQUARTERS ITALY

TO : DAF HQ (REAR) 249 WING AFSC ROME
ALL FLYING UNITS UNDER AIR HQ ITALY

A. 848 8/3 SECRET

Subject: Clearance of flight by aircraft other than British, American or Italian. Aircraft of nationalities other than those stated above have recently landed in and taken off from this country although not cleared by proper security authority.

PARA 2. In future this HQ. will inform you by signal of flights that have been cleared. All Foreign aircraft unless cleared landing on airfields are to be impounded together with their occupants. And an Immediate signal stating circumstances sent to this HQ.

PARA 3. Directif following.

Dist AFSC
23AAGU

3434

785017

COPY: 187

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

TO: FRENCH AND RUSSIAN MILITARY MISSIONS, NETHERLANDS,
NORWAY, SWEDEN AND SWISS LEGATIONS, ROME.

DATE: 25TH MARCH, 1946.

REF: AFSC/36/AIR.

MAR 24 1946

FLIGHT CLEARANCES.

Instructions have been received that effective this date permission to fly over or land aircraft in Italy must be obtained from the Mediterranean Allied Air Committee, Air Headquarters, Italy (C. aerts).

2. Requests for authorisation to fly over or land aircraft in Italy should be submitted so as to reach the M.A.A.C. at least five days in advance of expected time of departure containing the following information:

- a. Type, number and make of aircraft.
- b. Names of crew members.
- c. Route to be followed.
- d. Nature of freight, if any.
- e. Approximate duration of stay.
- f. Aircraft services required.
- g. Confirmation that passengers have all necessary visas which can be obtained through Italian Embassy or Legation channels.

3. Arrangements have been made between the U.S.A.A.F. and Royal Air Force to impound all foreign aircraft which arrive in Italy without proper authority. In addition, the Italian Air Ministry has been informed of the above policy and to take such action as they deem necessary to enforce the above directive.

4. The above procedure does not affect the existing French Military Courier Service and internal flying of light aircraft in use by the French Air Attaché.

(SND) FRANK E. BARKER,
LT. COL., AIR CORPS,
AIR VICE-MARSHAL,
BIRMINGHAM,
AIR FORCES SUB-COMMISSION.

3432

See 488-192
489-191

(EC)

8752 9/10

181

FROM: AIR FORCE SUB-COMMISSION, A.C. ROME

TO : ADDRESSEES

DATE: 8TH FEBRUARY 1946

REF : AFSC 34/AIR

FEB 9 1946

FOREIGN NATIONALS AIRLIFTED BY ATC OR RAFTC

Frequent questions arise as regards procedure to be followed by foreign nationals to obtain passage on the two Allied courier services operating in and to outside cities from Italy, method of payment, etc. For your convenience the following information is given:

Application for passage

1. Foreign nationals must be sponsored by a major Allied command or an embassy (Rome Area Command, Allied Commission, etc.)
2. The major command directs its request in letter form to AF HQ., "Q" Movements, giving full details regarding the passenger, urgency of mission, necessity for air travel, etc.
3. AF HQ. "Q" Movements will return an "approved" document which is then taken to a recognized screening agency (i.e. Movements, Rome) or the major command may issue travel orders for passenger.
4. Passenger then appears at the courier booking office with approval document of "Q" Movements, travel orders, and identification credentials, where he is booked passage and charged the usual fare.

3431

9/10 ek let know me
(capt B) 9/12
enb

JA
11/2
enb

180

Method of Payment

1. ATC AND EATS will accept payment at the present time only in Allied Military Currency for Italy. All rates are quoted on a charge of 12 cents per mile but fares are charged on the current rate of exchange (i.e. 225 lire to the dollar).

2. RAF transport Command quote fares at the current international exchange rate but will not accept lire. Payment, however, may be made in:

1. Sterlings
2. Dollars
3. Swiss francs
4. Dutch guilders
5. French francs
6. Portuguese, Spanish, Czech, Norwegian, Monaco, Luxemburg monies.

Fares based on charge of 12 cents per mile.

Italian Military Air Courier Service

Applicants for airlift on this courier service must be sponsored by a major command, which will also issue travel orders. Applicants then apply to Major Bentley, A.C. Dispatch Officer for priority and booking. Although no fares are charged on the present service it is predicted that within a month, a fare-paying schedule will be inaugurated. Rates, however, will be considerably lower than those charged on the Allied carriers. We enclose latest courier time tables. For further information as regards actual fares on Allied carriers operating from Rome and Naples we respectfully suggest that you call ATC or EATS, booking office, Ciampino - Phone: 496651
RAF Transport command
Milano Hotel, Rome - phone: 478281-2-3

3.30

John W. Gilday
JOHN W. GILDAY, MAJOR A.C.
FOR AIR VICE MARSHAL
DIRECTOR, A.F.S.C.
A.C. C.M.F.

Addressees:

1. American Embassy
2. Ex Commissioners Office ✓
3. Major Bentley, A.C. Dispatch Office
4. British Embassy (att. Mr. Henderson)

We enclose Air HQ RAF administration instruction No. 11 with amendments
Enclosures for your information.

175, 176

785017

8752

Ex-Comm.

179

G 20761

G/8870

FEB 072021 A

FNB 080930

PRIORITY

FEB 8 1946

AFHQ CNG CMT

BTA (A) XIII CORPS GREEK MIL BTRA DIETWO DISTANCE HOME AREA
 ALCON ACABRIT AGC BULGARIA (BR DEL) AGC HUNGARY (BR DEL)
 BMM HUNGARY BMM ALBANIA

UNCLASSIFIED.

1. Subject is personnel arriving in UK by air routes other than air creeping routes I.E. by RAF trunk routes and civil air routes.
2. Arrangements completed with air Ministry for all personnel arriving on and after 5 February by air routes as in 1 above to be despatched from arrival airfields to London district assembly centre Hotel Great Central, Marylebone, London W.1. Apart from most urgent ~~compassionate~~ cases see para 6 below. 3.29
3. Impracticable to make individual exceptions in arrangements with air Ministry apart from most urgent urgent compassionate cases but realise there will be very exceptional cases in which apart from other considerations there will be no time for movement through LDAG. Cases in mind are personnel proceeding UK for short or urgent temporary duty visits or conferences when speedy movement essential.
4. When in exceptional cases it is required that arrivals by air routes as in 1 above is not ~~EXHIBIT~~ report LDAG travel orders should be clearly endorsed to that effect and movement screening agencies will ensure RAF form 2757 is endorsed accordingly such endorsements will be kept to minimum as procedure for reporting LDAG necessary for efficient documentation and administration while in UK and

8752-58
176
FROM: AIR FORCE SUB-COMMISSION P.O. BOX

TO : See Distribution List

REF : 24 AIR

DATE: 5TH FEBRUARY 1943

FEB 8 1943

ROUTE - GENOA AIRLINE

This is to advise that the Rome-Genoa Airline of the Italian Military Air-courier service is now in operation. For the present only one flight per week and return is necessary, employing seaplanes 7.508.

The time table is as follows

Dep. Rome (Lama Bracciano)	11.15 hrs	Arr. 13.30
Arr. Genoa	13.15 hrs	Dep. 18.00

2. As these aircraft are also employed on the Rome-Genoa airline it has been necessary to employ one S. B. from Gaidonia once each week to augment the service. The increased passenger space of the S. B. has made it possible to terminate the weekly flight from Centocelle to Cagliari.

The existing scheduled flights are as follows:

(Tuesday, Wednesday, Friday)				(Monday, Tuesday, Friday)			
Tuesday	Wednesday	Friday		Monday	Tuesday	Friday	
Aircraft	Seaplane	(seaplane)		seaplane	Aircraft	seaplane	
from Gai	(coming from			(it proceeds	(from		
doria.	Genoa)			to Genoa)	Gaidonia)		
ROME	09.30	11.15	11.45		10.00	11.30	10.00
CAGLIA-RI	11.30	13.15	13.45		13.00	09.30	08.00

3. The normal procedures of loading and unloading are to be observed

1015 - GENOA AIRLINE

This is to advise that the Rome-Genoa Airline of the Italian Military Air-carrier service is now in operation. For the present only one flight per week and return is necessary, depending on the number of aircraft.

The time table is as follows:

Dep. Rome (Mare Bracciano) 11.15 hrs
Arr. Genoa 12.15 hrs
Dep. Genoa 12.15 hrs
Arr. Rome 13.30 hrs

2. As these aircraft are also employed on the Rome-Bluns airline it has been necessary to employ one of the aircraft once each week to augment the service. The increased passenger space of the aircraft has made it possible to terminate the weekly flight from Centocelle to Cagliari.

The existing scheduled flights are as follows:

(Tuesday, Wednesday, Friday)		(Monday, Tuesday, Friday)	
Tuesday	Wednesday	Monday	Tuesday
Aircraft	Aircraft	Aircraft	Aircraft
From Genoa	From Genoa	From Genoa	From Genoa
09.30	11.15	10.00	11.00
11.30	13.15	09.30	08.00

3. The normal procedures of booking and priorities are to be observed in accordance with principles laid down by the Allied Commission Air Priorities Board. Procedure is as follows:

OFFICE

Authorized to sponsor and screen requests for air travel.

1. Allied Commission
2. Office of Prefect (civilians)
3. Italian HQ. for Air Force
4. Italian HQ. for Army
5. Italian HQ. for Air Force

Priority and Booking Officer: Both Allied and Italian personnel only to Colonel Bracciano, Commander of the Italian Detachment of Genoa for priority and passage on airline.

Address: Via Aeronautica.

(copy) ed

See M.177

MAILING LISTNOTE

1. Count Fabbricotti - Room 23 5th floor, A.C. Bldg.
2. S. J. Bentley - A.C. Despatch Office.
3. S/Lt. S. S. S. - A.C. 2nd Bldg.
4. J. Norton - I.A.
5. Col. Gussini - Presidency of Council of Ministers.
6. Capt. Mondini - Ministry (Itr 102)
7. Cabinet of Naval Ministry (Itr 102)
8. Navy Sub-Commission, A.C.

A.F.A.C. Detachments:

1. Lecce, (5 copies)
2. Bari, "
3. Naples, "
4. Taranto,
5. Milan,
6. Padua,

BOOKING OFFICES OTHER THAN AIRC. HEADQUARTERS OFFICE

1. Bologna - Town Major (Attn. Col. Walters), (5 copies)
2. Padua Hqs., A.C. - J/C Paskin-Air Booking Office, (5 copies)
3. Milan - Air Booking Office - A.C. 1st Bldg., Montecatini Bldg., (5 copies)
4. Turin - Air Booking Office - A.C. 1st Bldg., (5 copies)
5. Rome - 24 Via Regina Elena.
6. Catania - Italian Military Air Carrier Booking Office, Catania.
7. Cagliari - Att. Lt. Col. Genardi, Air Booking Office, Regia Aeronautica.
8. Genoa - Presidio Aeronautica.

MISCELLANEOUS:

1. A.C. Secretariat (5 copies)
2. Air Headquarters (5 copies), R.F.
3. Executive Comm. Office, A.C. 2nd Bldg.
4. I. F. (Stato Maggiore).
5. Allied Commission, Liaison Office, Genoa

- 1. J. Norton - I.I.A.
- 2. Col. Gussini - Presidency of Council of Ministers.
- 3. Capt. Mondini - Ministry (Italy)
- 4. Cabinet of Naval Mission, A.C.
- 5. Navy Sub-Commission, A.C.

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- 3. Milan - Air Booking Office - A.C. 5, Montecatini Bldg., (5 copies).
- 4. Turin - Air Booking Office - A.C. 10.
- 5. Rome - 24 Via Roma, Roma.
- 6. Catania - Italian Military Air Carrier Booking Office, Catania.
- 7. Cagliari - Attn. Lt. Col. Gennari, Air Booking Office, Regia Aeronautica.
- 8. Genoa - Presidio Aeronautica.

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- 4. I. F. (State Maggiore).
- 5. Allied Commission, Liaison Office, Genoa



(page 2)

Prompt return overseas. Also in interests of individuals concerned.

5. When personnel on temporary duty are exempted from reporting LBAC on arrival but temporary duty is to be followed by leave they must report LBAC before commencing leave.

6. Most urgent compassionate cases involving matter of life or death will be sent home direct on leave from arrival airfield who will ~~XXXXX~~ issue personnel with 14 days ration card and travel warrant to home address and wherever possible 14 days advance of pay and instruct personnel report LBAC in writing. To ensure this drill works smoothly essential that:

(A) in the case of personnel despatched on CG compassionate grounds involving matter of life or death and therefore essential they should proceed straight home on arrival air movement authority RAF form 2767 must be clearly endorsed on reverse to this effect.

7. Suggest in interest of all concerned that all personnel ~~be~~^{be} briefed before explaining to the effect that they will required report LBAC from Airfields unless exempted as in paras 4 and 6 above.

AG DIST.

ACTION: G-1 B J - INFO: CHIEF COMMISSIONER - EX COMM - HQ COMDT 2 -
FILE 2 - FLOAT.

785017

8752 40 175

ITALIAN MILITARY AIR COURIER SERVICE TIMETABLE
(EFFECTIVE JAN. 1st, 1946)

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

JAN 16 1946

To : See Distribution List.

The time-table listed below supersedes all previous time-tables posted to addressees.

ROME - MILAN - TURIN
Daily

Dep. 10.00	Rome	Arr. 13.15
Arr. 12.00	Milan	Dep. 11.15
Dep. 12.50		Arr. 10.30
Arr. 13.20	Turin	Dep. 10.00

ROME - BOLOGNA - TREVISO
Daily

Dep. 09.45	Rome	Arr. 12.30
Arr. 11.00	Bologna	Dep. 11.15
Dep. 11.45		Arr. 10.30
Arr. 12.15	Treviso	Dep. 10.00

ROME - NAPLES - BARI - LECCE
Mon - Wed - Fri (South)
Tues-Thurs - Sat (Return)

Dep. 09.30	Rome	Arr. 13.15
Arr. 10.20	Naples	Dep. 12.25
Dep. 11.00		Arr. 11.45
Arr. 12.00	Bari	Dep. 10.45
Dep. 12.30		Arr. 10.15
Arr. 13.15	Lecce	Dep. 09.30

ROME - PALERMO
Mon - Wed - Fri (South)
Tues - Thurs - Sat (Return)

Dep. 09.00	Rome	Arr. 10.45
Arr. 10.45	Palermo	Dep. 09.00

ROME - ALGHERO
(Tues - Sat (South)
Wed - Sun (Return)

Dep. 09.00	Rome	Arr. 10.20
Arr. 10.20	Alghero	Dep. 09.00

ROME - NAPLES - CATANIA
Mon - Thurs (South)
Tues - Fri (Return)

Dep. 09.30	Rome	Arr. 12.05
Arr. 10.15	Naples	Dep. 11.20
Dep. 10.40		Arr. 10.55
Arr. 12.25	Catania	Dep. 09.10

ROME - CAGLIARI
Weekly - Thurs.
Return - Fri

Dep. 09.00	Rome	Arr. 10.40
Arr. 10.40	Cagliari	Dep. 09.00

SEA - FLAMES

ROME - CAGLIARI
Mon - Wed - Fri

Dep. 11.00	Rome	Arr. 10.00
Arr. 13.00	Cagliari	Dep. 08.00

(Miss S)

3.26

PA
211
[Signature]

- 2 -

MAILING LISTROME:

1. Count Fabbricotti - Room 23 5th floor, A.C. Bldg.
2. Maj. Bentley - A.C. Despatch Office.
3. S/Ldr. Bradshaw - A.C., A.F.S.C.
4. Maj. Newton - A.M.I.A.
5. Col. Gussoni - I.A.M.
6. Capt. Mondini - Presidency of Council of Ministers.
7. Cabinet of Naval Ministry (Italian)
8. Navy Sub-Commission, A.C.

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4. Turin - Air Booking Office - AC HQ.
5. Rome - 24 Via Regina Elena.

MISCELLANEOUS:

1. MAAC Secretariat (3 copies)
2. Air Headquarters (Movements), RAF.
3. Executive Comm. Office, A.C. HQ.
4. I.A.F. (Stato Maggiore).

785017

8752

173

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

TO : MILAN COURIER BOOKING OFFICE, ATTN: MAJOR FORRO.

DATE: 12 December 1945.

REF : AFSC/22/Air.

DEC 14 1945

BALTIMORE FLIGHT - MILAN

This is to confirm conversation as regards the two Baltimores stationed at Linate airfield. It would probably be a good idea for you to discuss this matter with Col. Hancock, and Major Cunliff to decide just how these planes can be utilized to best advantage.

2. The plan is that these planes will be used to augment scheduled courier flights and will serve Allied Commission Personnel who wish to travel to airports not visited by the courier planes.

JW G

J.W. GILDAY
Major, Air Corps
Air Vice Marshal
Air Officer Commanding

cc: Major Bentley ✓
cc: Executive Comm. off. ✓

M.174

3.25

(11553)

785017

8752-80

ECM

DCK/vp

167

872

ALLIED FORCE HEADQUARTERS
APO 512

AG 360.4 GFG-0

23 November 1945

SUBJECT: French Military Aviation in Italy.

TO: Chief Commissioner
Allied Commission
APO 394Chief Comm
allied Comm
apo 394
121A

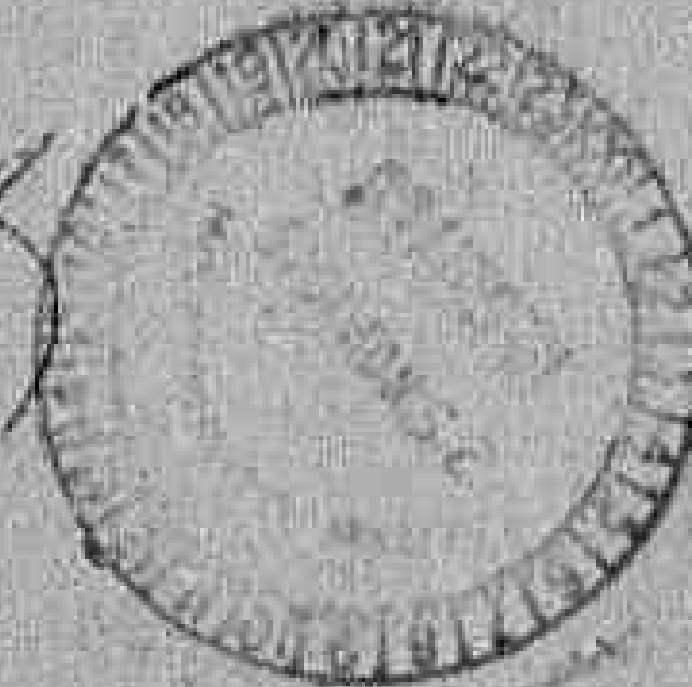
1. Reference is made to your letters, file 8752/EC, subject as above, dated 8 October and 12 October 1945. — 1366.

2. Subject to the provisions contained in the following paragraph, approval in principle is given for the establishment of a French Military Air Courier Service to operate between France and Rome and for the operation in Italy of a French light aircraft. The services of both will be limited to use by military personnel and by civilians sponsored by a government department or agency.

3. The consent of the Italian Government to the French proposals should be obtained by the French authorities.

4. The necessary administrative and technical details in connection with this project should be taken up through appropriate Air Force channels.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

C. W. CHRISTIANBERRY
Colonel, AGD
Adjutant General

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- 1 - USPOLAD
- 1 - BR RES MIN
- 1 - Liaison
- 2 - AG Records
- 1 - G-5

See hims 165-172

AC DIST

EX COMM
CHIEF COMM
AIR FORCE S/C
Office of French Rep.
C. A. Sec
Econ. Sec

(MISS 3)

785017

166

HEADQUARTERS ALLIED COMMISSION
APO 334
Office of the Executive Commissioner

Ref: 8752/166/50

20 November 1945

SUBJECT: French Military Prisoners in Italy

TO : G-5, AFHQ

121A

We would be grateful if you could inform us whether a decision has yet been made on the recommendations put forward in our 8752/50 of 8 October 1945.

For the Chief Commissioner:

B. SANDSON

Brigadier
Executive Commissioner

3644
30/11

CB

Plaintiff PA
2/11

785017

NOV 6

8502

8752

NOV 6 RECD

158

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.

TO : CHIEF COMMISSIONER, ALLIED COMMISSION, ROME.

DATE : 5TH NOVEMBER 1945.

REF : AFSC/24/AIR.

NOV 6 1945

CONVERSION OF AIRCRAFT

141

Reference is made to your 8502/136/EC, same subject as above, dated 15 October 1945 and letter AFSC/24/Air dated 29 October 1945.

154

2. Authority has been received from the Mediterranean Allied Air Committee to convert the G-12 to a prototype G-212 aircraft. However, the Italian Air Ministry has now asked that their request to convert the above aircraft be disregarded as sufficient funds are not available at the present time.


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

See m 159.

3.22

Pa. 2

(Miss Sampson)

785017

8752 87

Ex Comm R

155

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

COB/prb

G-5: 311.1-4

26 October 1945

SUBJECT: French Military Aviation in Italy.

101 29 1945

TO : Headquarters, Allied Commission,
APO 394.

1212

1. The recommendations put forward in your 8752/EC dated 8 October are still under consideration, together with correspondence from the French Military Mission to A.F.H.Q.

2. A decision will be given as soon as possible.

For the Assistant Chief of Staff, G-5:

Charotum

C. O. BENSON
Major, R.A.

F-111

3.21

(CSO) (mass sampled)

(1 spare copy)

785017

8352 8502-70 Eder Comm.
OCT 30 1945

(11)
(154)

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME.

TO : CHIEF COMMISSIONER, ALLIED COMMISSION, ROME.

DATE : 29TH OCTOBER 1945.

OCT 31 1945

REF : AFSC/24/AIR.

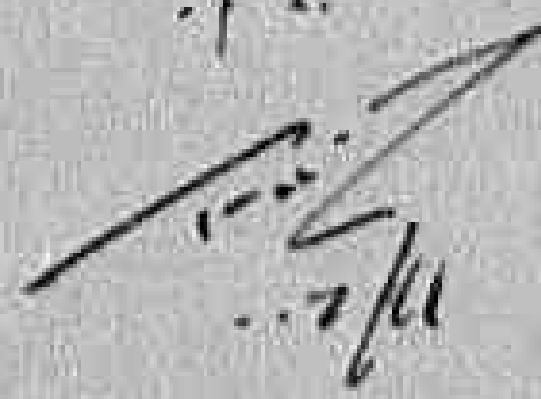
CONVERSION OF AIRCRAFT

With reference to your letter 8502/136/EC, same subject as above, dated 15 October 1945, authority to convert the G-12 to a prototype G-212 aircraft has been requested from MAAC on 28 September 1945.


WILLIAM L. LEE,
Brigadier General, USA
DEPUTY DIRECTOR

Send

Copy to AFSC



See 2/119

3.20


(CAPT WHITE)

REF 9752/151/30.

1 November 1945.

AIR MINISTER.

DEMO MISSION THROUGH ITALY.

1. The Italian Minister for Air has brought to the notice of the Allied Commission that a representative of Air Forces in- formed the Minister for Air that as from 23 November 1945 Air Forces would reintroduce its regular air service PARIS-DUMASIES, stopping at NAPLES.

2. The Italian Minister has rightly protested to the Allied Commission and pointed out that the authorization of the Italian Government has not yet been obtained.

3. It is pointed out that the current procedure is for the authorization of the Italian Government for facilities for civil air transport companies to be obtained through diplomatic channels as was done by the US Embassy this year.

4. It is also necessary to obtain AFM permission for landing facilities.

MMU/M.

Chief Commissioner
Copy to: Air Force S/O.

Original handed today

to Capt. Toullec.

3:19

Page

1. The Italian Minister for Air has brought to the notice of the Allied Commission that a representative of Air France informed the Minister for Air that as from 23 November 1945 Air France would reintroduce its regular air service PARIS-LONDON, stopping at HARLTON.

2. The Italian Minister has rightly pointed to the Allied Commission and pointed out that the authorization of the Italian Government has not yet been obtained.

3. It is pointed out that the current procedure is for the authorization of the Italian Government for facilities for civil air transport companies to be obtained through diplomatic channels as was done by the US Embassy this year.

4. It is also necessary to obtain AFHQ permission for landing facilities.

WHL/20.

Chief Commissioner
Copy to: Air Force S/O.

Original handed today

to Capt. Howler.

3419

[Signature]
7/4

8752

149

149

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

To:- Chief Commissioner (thru Executive Commissioner), Allied Commission, Rome.

Date:- 24th October, 1945.

Ref:- AFSC/24/5/Air.

10 OCT 26 1945

French Aviation through Italy.

148

Please see attached copy of letter, 31299/5698 dated the 18th October, 1945, from the Italian Air Minister in which he states that Air France are arbitrarily reintroducing its regular air service Paris to Damascus via Naples on the 23rd October, 1945, without having previously made any arrangements with the Italian Government.

2. It appears that the French have been somewhat tactless in this matter and it is ~~in~~ our opinion that the Italian Air Minister's view expressed in his paragraph 4 is a correct one. We have a precedent in the matter in that the American Embassy has made arrangements with the Italian Government for the United States civil air lines to operate non-traffic stops in Italian territory; for ready reference a copy of Mr. Kirk's letter to the British Ambassador is attached. This subject is brought to your attention for such action as you may think fit as it is rather outside our scope, but it is suggested that you either take up this matter with the French representative in Rome in the first place and if necessary with A.F.H.Q. in the same way in which you took up the matter regarding the French Military courier service in your letter reference, 8752/EC dated 8th October, 1945.

and 12th

12/10

1350 I.E. Rodie.

I.E. RODIE,
Air Vice Marshal,
AIR OFFICER COMMANDING.

(30)

See ref 3, 13, 152.
160, 161, 162, 163, 164,
9 165.

785017

8752 81

CONFIDENTIAL

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

To:- Chief Commission, Allied Commission (thru Executive Commissioner). (149A)

Date:- 22nd October, 1945.

Ref:- AFSC/53/Air.

OCT 23 1945

Italian Aircraft Construction.

I am having considerable difficulty with Mediterranean Allied Air Committee in obtaining approval for Italian aircraft construction and I invite you to read attachments "1" and "2" which indicate that M.A.A.C. is opposed to any further construction other than that already authorised. What we have already asked for is not unreasonable for the period involved (from May, 1945 to approximately March to June, 1946 - see Appendix "A" to attachment "3").

2. I have spoken with a Junior Officer on the R.A.F. side of M.A.A.C. in order to try and find out who is really deciding these questions at Caserta but he was unable to inform me whether it is Caserta or the Combined Chief of Staff who are so reluctant to grant further authorisation. I expect however it is not the Combined Chiefs of Staff; furthermore I understand that Air Vice Marshal Baker (now returned to the United Kingdom) expressed the opinion that the A.F.S.C. should not be concerned with the employment problems in the north and anything I ask for will be treated purely on Military Grounds. However if you wrote to A.F.H.Q., the authorities at Caserta may take into consideration the problems in the north. I believe that the American side of Caserta is likely to be more lenient than the R.A.F. side. I have discussed this problem with General Lee who wishes to be associated with the policy I am suggesting.

3. Consequently I regret having to approach you again but I knew that it is your policy as well as mine to keep aircraft firms occupied until a final decision is reached so as to employ as many workers in the north without jeopardising military security and to keep a few selected aircraft firms alive.

4. Attachment "3" is a rough draft which I'd be grateful if you will consider sending to A.F.H.Q. or alternatively you might like to bring up this subject at a SAC/MED Conference.

5. I would be glad if you will inform me as to your reaction to this recommendation.

*Ian P. Brodie.*I.E. BRODIE,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING

3.17

See Mem 160.161.

(APT HATH)

785017

Attachment "1".

(44) 5

From:- Mediterranean Allied Air Committee Secretariat, Caserta.

To:- Air Forces Sub-Commission, Allied Commission, Rome.

Date:- 8th October, 1945.

Ref:- MAAC/4214/ALS

CONFIDENTIAL

Reference is made to your letter AFSC/36/1/1/AIR dated 19th, September, 1945.

2. Careful consideration has been given to the question of the construction of the S.M.95's, it is regretted however, that authorisation cannot yet be given for this work to proceed, and it would be appreciated if the Italian Authorities could be informed accordingly.
3. The repeated requests made by the Italians for permission to construct aircraft appear to be endless, and it appears obvious that the Italians do not fully appreciate that there is to be no civil aviation nor construction of civil aircraft until a firm policy has been laid down by the Peace Treaty. It therefore seems necessary to impress upon them, the Combined Chiefs of Staff ruling on this matter.

(Signed) Maxwell Fisher,
Wing Commander,
for the Secretaries
Mediterranean Allied Air Committee.

*Please note that this is signed only by the
RAF side of N.A.A.C., it should also be signed by
the American side; I will take this up with N.A.A.C.(RAF).
R.B. 23/10.*

3.16

Attachment "2".

149c

From:- Mediterranean Allied Air Committee Secretariat.

To:- Air Forces Sub-Commission, Allied Commission, Rome.

Date:- 9th October, 1945.

Ref:- MAAC/4215/ALS

CONFIDENTIAL

PROTOTYPE IM/5 LIGHT AIRCRAFT.

1. Reference is made to your letter AFSC/827/ENG dated 25th September, 1945.
2. The request made by the AVIA Firm at Vercelli to complete the two prototype planes is sanctioned in accordance with the terms of our MAAC/4215/ALS dated 24th September, 1945.
3. It is noted that when you were informed that this work was being carried out contrary to the policy on civil aviation and the manufacture of aircraft, no action was taken to order the work to cease.
4. In future it is requested that steps are taken to stop all such transgressions until a ruling has been obtained from this Secretariat.

Consider this to be good practice policy 1/10/45

(Signed) Maxwell Fisher,
Wing Commander,
for the Secretaries
MEDITERRANEAN ALLIED AIR COMMITTEE.

And thereby cause immediate unemployment & instability (Order - Committee - Secretariat)
1/10/45

Attachment "3".

To:- A.T.H.Q.

From:- Chief Commissioner.

Italian Aircraft Construction.

The policy as regards aircraft construction by Italian firms is not entirely satisfactory and pending the announcement of the Peace Terms with Italy it is requested that consideration be given to a revision of the policy during the interim period in order to avoid unemployment and therefore to a small extent potential unrest and in order to keep certain aircraft firms alive and provide replacements for wastage.

2.

The position is that although it is stated that the Combined Chiefs of Staff have ruled that no construction of aircraft by Italians will be permitted until a firm policy has been laid down by the Peace Terms, some construction has been permitted in respect of those aircraft which were under construction immediately after the liberation of the north and where material was available.

3.

The policy of the Allied Commission (and therefore the Air Forces Sub-Commission) has been to plan ahead assuming that the Peace Negotiations would be completed at a reasonably early date. It now appears however that Peace Negotiations are likely to be considerably delayed and it is still not known whether aircraft construction will be allowed to continue after the Peace Terms have been announced. Assuming that the Peace Terms are likely to allow limited aircraft construction, it would seem to be bad policy at this stage to insist that the three or four firms mostly concerned shall shut down altogether on aircraft construction.

The Director of the A.P.S.C. has several times advised the firms concerned that they

with Italy it is requested that consideration be given to a revision of the policy during the interim period in order to avoid unemployment and therefore to a small extent potential unrest and in order to keep certain aircraft firms alive and provide replacements for wastage.

2. The position is that although it is stated that the Combined Chiefs of Staff have ruled that no construction of aircraft by Italians will be permitted until a firm policy has been laid down by the Peace Terms, some construction has been permitted in respect of those aircraft which were under construction immediately after the liberation of the north and where material was available.

3. The policy of the Allied Commission (and therefore the Air Forces Sub-Commission) has been to plan ahead assuming that the Peace Negotiations would be completed at a reasonably early date. It now appears however that Peace Negotiations are likely to be considerably delayed and it is still not known whether aircraft construction will be allowed to continue after the Peace Terms have been announced. Assuming that the Peace Terms are likely to allow limited aircraft construction, it would seem to be bad policy at this stage to insist that the three or four firms mostly concerned shall shut down altogether on aircraft construction. The Director of the A.F.S.C. has several times advised the firms concerned that they should convert the greater part of their factories from aircraft to civil purposes and up to a point this has been done. There is no doubt however that if no further aircraft construction is to be authorized, some unemployment and consequent unrest amongst the employees is bound to occur as employees cannot be expected to realize any wider implications than that they are thrown out of work because the Allies have instructed the Italians to make no further aircraft, which in itself does not improve Allied-Italian relationships.

The manufacture so far requested of M.A.A.C. is shown in

Appendix "A" to this letter.

The position regards the firms concerned are:

- (1) Fiat of Turin and AVIA of Vercelli have sufficient work already authorised to carry them through for about another 5 months on aircraft construction. Fiat have converted a part of their/factory to civil purposes.

- (ii) S.I.A.I. at Vergiate are in a more difficult position because

M.A.A.C. Secretariat letter MAAC/4212/AIS dated the 3th October, 1945, instructs that a further six SM.95s (in addition to the prototype civil and military versions) are not to be manufactured. Some effort has apparently been made by the firm to convert a part of their factory to civil purposes according to the General Manager of the firm (Mr. Schiatti) who stated that of 10,000 workers employed before the liberation, some 7,000 have been engaged on bicycles, fishing boats, trailers, etc. while 3,000 are still allocated to aircraft construction and of these latter only about 900 have recently been employed full time. If the firm were allowed to build another six SM.95s it would give work for about 8 months to about 800 employees; alternatively the firm is prepared to construct twelve SM.75s with material available which would occupy 600 employees for six months. If this further construction were authorised it would possibly tide the firm over until a firm decision is announced in the Peace Terms. The firm also has overhaul work on SM. 74s, 79s and 82s which have been sent from the Italian Air Force in the south, giving work to some 200 employees for a period of approximately three months longer, after which it is not expected that any more overhaul work of this nature will be given to the firm by the Italian Air Ministry.

(iii) The BERDA firm at Milan has recently

5
Submitted to
S. I. A. I.
for their
approval
to
convert
to
civil
purposes

149E

types civil and military versions) are not to be manufactured. Some effort has apparently been made by the firm to convert a part of their factory to civil purposes according to the General Manager of the firm (Mr. Schiatti) who stated that of 10,000 workers employed before the liberation, some 7,000 have been engaged on bicycles, fishing boats, trailers, etc. while 3,000 are still allocated to aircraft construction and of these latter only about 900 have recently been employed full time. If the firm were allowed to build another six SM.95s it would give work for about 8 months to about 800 employees; alternatively the firm is prepared to construct twelve SM.75s with material available which would occupy 600 employees for six months. If this further construction were authorized it would possibly tide the firm over until a firm decision is announced in the Peace Terms. The firm also has overhaul work on SM. 74s, 79s and 82s which have been sent from the Italian Air Force in the south, giving work to some 200 employees for a period of approximately three months longer, after which it is not expected that any more overhaul work of this nature will be given to the firm by the Italian Air Ministry.

(iii) The BREDAs firm at Milan has recently been found to be constructing a 65 seater BZ.308 aircraft without approval from the Allies but in good faith. In accordance with M.A.A.C. Secretariat letter MAAC/4215/ALS dated 9th October, 1945, the Director of the A.F.S.C. instructed the firm to stop further construction and this will necessitate the immediate dismissal of 300 technicians who will be thrown out of work; details are being submitted to M.A.A.C. Secretariat under separate cover.

6.

It is common knowledge that both the American and British

are hard put to it to find enough aircraft to complete their commitments and

② 49F
 Therefore anything that can be done to reinforce the Italian Military Courier Service through construction of aircraft in Italy appears to be sound policy and on the grounds of keeping S.I.A.I. alive pending the Peace Terms and of providing employment and keeping those employed contented, it is recommended that authorisation be given for the construction of:-

- (1) A further six SM.95s or alternatively twelve SM.75s (at the discretion of the Italian Air Ministry).
- (2) One BR.308 at the discretion of the Italian Air Ministry if necessary.

7. As it seems likely that the Peace Terms will be delayed beyond what was expected, it is suggested that it would be good policy to permit the A.P.S.C. to make application to M.A.A.C. for additional aircraft construction by the Italians from time to time. Therefore it is requested that the policy be changed to allow of limited aircraft construction by the Italians and that para. 3 of letter MAC/4214/ALS of the 8th October, 1945, be amended accordingly (copy attached for ready reference). *Attached No. 1.*

8. In any event, it is highly desirable that if a firm is found to be constructing aircraft "in good faith" (e.g. Vercelli EM. 5 and BR.308) it should be allowed to go ahead pending a decision by you or higher authority rather than that work be stopped immediately by the A.P.S.C. Therefore it is requested that the last paragraph of letter MAC/4215/ALS of the 9th October, 1945, be rescinded (copy attached for ready reference). *Attached No. 2.*

APPROX "A"

ITALIAN AIRCRAFT CONSTRUCTION SINCE 8TH MAY, 1945.

STATE AT 23RD OCTOBER, 1945.

FIRM.	TYPE.	AUTHORITY FOR CONSTRUCTION OF	AUTHORITY GRANTED BY CASEATA	EMPLOYMENT DETAILS.
Fiat (Turin)	G.12 B/T	20	Yes	Completion about 1/4/46. Work for 1000 employees for 4 months.
"	G.55 Fighter	21	No	Entails only assembly of parts already manufactured and in storage.
"	G.212 B/T	1 Prototype	Decision awaited.	In place on one G.12.
A.V.I.A. (Vercelli).	F.L. 3 } Light aircraft L.M. 5 } 2 seaters.	20 2 prototypes	Yes Yes	Completion about March 1946 (all grounded). Completion about December, 1945 (both grounded).
REDA (Sesto San Giovanni)	B.Z.308 Civil Transport	1	Decision awaited.	Firm instructed by A.P.S.C. to discontinue work pending M.A.A.C. decision.
S.I.A.I. (Vergiate)	S.M. 75	1	Yes	Nearing completion.
"	S.M. 79	19	Yes	Completed.
"	S.M.82	12	Yes	Six completed, remaining six will probably be completed about 20 Jan. 1946.
"	S.M.95	2 prototypes	Yes	Both completed.

3411

"	"	G.55 Fighter	21	No	Entails only assembly of parts already manufactured and in storage.	1/4/46. Work for 1000 employees for 4 months.
"	"	G.212 B/T	1 Prototype	Decision awaited.	In place on one G.12.	
A.V.I.A. (Vercelli).	F.L. 3	Light aircraft	20	Yes	Completion about March 1946 (all grounded).	
"	I.M. 5	2 seaters.	2 prototypes	Yes	Completion about December, 1945 (both grounded).	
REDA (Sesto San Giovanni)	B.Z. 308	Civil Transport	1	Decision awaited.	Firm instructed by A.P.S.C. to discontinue work pending M.A.A.C. decision.	3,11
S.I.A.I. (Vergiate)	S.M. 75		1	Yes	Meaning completion.	
"	S.M. 79		19	Yes	Completed.	
"	S.M. 82		12	Yes	Six completed, remaining six will probably be completed about 20 Jan. 1946.	
"	S.M. 95		2 prototypes	Yes	Both completed.	
"	S.M. 95	Civil Transport	6	No	Would give work to 600 men until about June 1946.	
"	S.M. 74, 75, 79 & 82		46 overhauls	Yes in principle.	31 completed; 15 more to complete will give work to 200 men until about 20 Jan. 1946.	
		All Bomber/Transport				

Continued.....2.

- 2 -

Firm.	Type.	Authority for construction of	Authority granted by Caserta	Employment Details.
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Caproni	CR.42	11	Yes	Training aircraft found fully ready for air tests near Trento and allotted to I.A.F. for training and Met. Flights. Firm no longer employed on aircraft construction.
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Note: (1) There is no prospect of replacements for Seaplanes from Italian sources.

(2) So far as can be ascertained all other firms employed before the liberation on aircraft construction have either turned over to other manufacture, closed down or been requisitioned by the Allies (for M.T. Repairs).

785017

18 October, 1945. (41) (48)

MINISTERO AERONAUTICA

Gabinetto del Ministro

Segretia

To: Air Forces Sub Commission,
(through Liaison Office)

R O M E

Ref: No. 31299/5698

Subject: Reintroduction of a French Air Line through Italy.

The Italian representative of the Air France Company has been to this office to inform us that he has received a telegram according to which this company, from the 23rd of this month, will reintroduce its regular air service Paris-Damascus, stopping at Naples, and he asked us the opinion of this Ministry.

2. When he received a negative reply the said representative made it known that he would telephone to Paris, chiefly in order to ascertain what steps the company had taken and what authorisation he had received for the reintroduction of this service.

3. Since the Italian Government has not been informed of the projected reintroduction of this service it is necessary to point out the arbitrary nature of such a procedure and the material and morale damage which will result to Italy.

4. If in fact it is true that the conditions of the Armistice do not permit Italy for the moment to carry out civil aviation activity, it is no less true that the carrying out of similar activity by foreign concerns, in Italian territory, cannot be done without the assent of the Italian Government.

5. Your Commission is informed of the above for action to be taken which may be considered advisable in the interests of Italy.

The Minister

(Signed) CEVOLOTTO.

3409

See 5

785017

Rome, Italy,
July 16, 1945.

My dear Mr. Ambassador:

I have the honor to apprise you, for the information of your Government, that the American Embassy has requested the Italian Government to grant temporary rights to the United States Government for United States civil air services to perform transit and make non-traffic stops in Italian territory and the right to pick up and set down international traffic in cargo, mail and passengers at Rome. In the note verbale transmitting this request to the Royal Italian Ministry of Foreign Affairs, attention was called to the view of the United States Government that the question of more definite rights or of permanent rights for United States airlines and that of reciprocal rights for the Italian Government constitute subjects which cannot be discussed until peace negotiations.

In connection with the foregoing, I wish to add that my Government assumes that the British Government may desire to make interim arrangements with the Italian Government relating to the operation of British civil air services in Italian territory and to state that my Government of course, has no objection to the making of such arrangements.

Believe me, my dear Mr. Ambassador,

Sincerely yours,

Alexander Kirk.

His Excellency,
Sir Noel Charles,
British Ambassador,
Rome.

3408

785017

8757
HEADQUARTERS ALLIED COMMISSION

OFFICE OF THE HEADQUARTERS COMMANDANT

APO 394

25 October 1945

HQC10/8

SUBJECT: Overloading of Italian Courier Aircraft.

OCT 26 1945

TO: Chief Staff Officer to the Executive Commissioner.

133
Reference your 8752/EC, dated 9 October 1945, addressed to Establishments Section, and this office letter HQC/10/8, subject as above, under date of 12 October 1945.

135
135
Herewith is copy of requested draft of Establishment Memorandum for necessary approval.

E. J. Bocchino
ELIOT J. BOCCHINO,
Major, Infantry,
A/Hq Commandant.

3:07

(Capt WHITE)

(145)

HEADQUARTERS ALLIED COMMISSION
APO 394

ESTABLISHMENT MEMORANDUM)

NUMBER:)

LOADING OF ITALIAN COURIER AIRCRAFT

1. Orders to the Italian Air Force forbid the overloading of aircraft under any circumstances, and pilots have been instructed to disregard any orders to carry an overload. If an aircraft is overloaded, the pilot will refuse to sign the manifest and the aircraft will not leave before the load has been adjusted. It must be remembered that pilots are responsible for the aircraft which they fly, and are therefore, responsible for the safety of their passengers.

2. Allied Commission personnel in control of booking and loading of Italian aircraft are hereby made responsible for insuring that no pilot is given a load greater than is authorized and that these regulations are not broken.

3. The following table indicates the number of passengers and amount of freight allowable on Italian courier aircraft. It shows the maximum loads for the various types of aircraft now in service, and will be used as the basis for all loads; on no account will they be exceeded. This table rescinds all previous load-limit tables used to date.

LOAD-LIMIT TABLE

Type of Aircraft	Number of Passengers	Freight and Baggage Carried W/Pass (Kgs)	Freight carried W/No Passengers
SM 73	14	600 Kgs.	1,700 Kgs.
SM 75	18	600 "	2,100 "
SM 79	8	350 "	1,200 "
SM 82	20	500 "	2,100 "
SM 84	8	350 "	1,200 "
G 12	18	600 "	2,000 "
Ca 506	11	166 "	1,100 "
Ra 14	6	390 "	990 "
			3,006

NOTE: Normal weight of one passenger - 80 Kgs.
Baggage allowance per passenger - 15 Kgs.

BY COMMAND OF REAR ADMIRAL STONE:

785017

845240

142

From:- Air Forces Sub-Commission, Rome.

To:- Italian Air Ministry.

Date:- 12th October, 1945.

Ref:- AFSC/36/1/1/Air.

OCT 15 1945

Italian Aircraft Construction.

Careful consideration has been given by higher authority to a request for the construction of further SM.95s; it is however regretted that authority cannot yet be given for this work to proceed. It is requested therefore that you inform S.A.I.A. and that should they have begun work on more than the prototype civil and military versions of the SM.95 they are to cease work on these additional aircraft pending further instructions from the Allies.

EXTRACT
ON

2. I have also been instructed by higher authority to impress upon you that the Combined Chiefs of Staff have ruled that there is to be no Italian civil aviation nor construction of Italian aircraft pending a firm policy being laid down in the Peace Treaty.

3. As regards the construction of Italian aircraft where authority has already been given to you by this Headquarters this ruling does NOT mean that the construction of these aircraft which have been authorised is to be stopped but I think it would be as well for you to inform all firms which might sometimes request further construction that no such permission to build new aircraft will be given in the immediate future.

PA
Gm

L. P. Rodi.
I. E. BUCHE,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

3405

Copy to:-

Chief Commissioner X
A.F.S.C., Milan
A.F.S.C., Padua
M.A.A.C. Secretariat (Your MAAC/4214/ALS dd 8.10.45 refers).

Exp. 10/11/45.

(CAPT WHITE)

See 10/43-144

785017

141

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 8502/136/NC

15 October 1945

SUBJECT: Conversion of Aircraft

TO : Air Force Subcommittee

120

1. The Chief Commissioner has approved the request of the Italian Air Ministry set forth in your AFSC/24/AIR of 5 October.

2. The Executive Commissioner inquires whether this is subject to MAAC approval. Please advise.

See 158.

E. M. WHITE

Chief Staff Officer
To Executive Commissioner

See 154.

3404.

3404

785017

Ref: 8752/111/20

12 October, 1945

My Dear Mr. McK. Key:

In reply to your letter of 28th September, 1945, requesting information as to what air transportation facilities can be offered by the A.C. to compensate for the reduction in Allied feeder services in Italy, you are informed that the Italian Air Force is at the disposal of the A.C. for providing air transport required for the rehabilitation and government of Italy. Details of the existing Italian Military Courier Services are shown at Appendix "A" to this letter.

2. If Allied Force Headquarters, Italy, agrees that the Courier Service may also be used to carry State Department couriers and diplomatic mail, it would be possible, from available Italian Air Force resources, to increase the space available on the existing routes and to establish services to all the places you mention with the exception of Trieste. The Italian Air Force is at present not authorized to land in Venezia Giulia. If this Italian Air Force service meets your requirements and you will so advise us, we will make the necessary application to A.F.H.Q.

3. Existing feeder lines services run by the Royal Air Force and United States Air Transport Command are shown at Appendix "B". Detailed information is available from the A.T.C. Booking Center, Piazza Esedra, and from the Royal Air Force Booking Center at the Hotel Reale, Via Venti Settembre. Request for information concerning the future planning of Allied Air Transport facilities in Italy should be addressed to:-

American Air Transport Service,
7, Piazza Vittoria,
NAPLES

and Advanced 216 Group,
Air Headquarters Italy,
R.A.F., CASERTA

Yours,

Copy to: Air Forces Sub-Commission

15/11/45
PA
Chief Coordinator

APPENDIX "A"

139

EXISTING SCHEDULES FOR ITALIAN MILITARY COURIERS SERVICE AS AT THE 1ST OCTOBER, 1945Service I.Rome - Milan - Turin (Daily each day).

	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Rome	0930							1645
Milan		1100	1220			0900	1000	
Turin				1250	0830			

Service II.Rome - Bologna - Treviso (Daily each way)

Rome	0915							1145
Bologna		1030	1045			1000	1045	
Treviso				1150	0930			

Service III.Rome - Naples - Bari - Lecce (Daily each way)

Leaves Rome at 0930 and Naples at 1225 for Rome.

Service IV.Rome - Palermo.

Monday, Wednesdays and Saturdays return service.

Service V.Rome - Cagliari by Landplane.

Tuesdays, Fridays and Saturdays return service. (now goes to Algiers instead of Cagliari on Tuesdays and Saturdays).

Service VI.Rome - Cagliari by Seaplane.

Mondays, Wednesdays and Fridays.

3402

APPENDIX "B"FLIGHT SERVICES IN ITALY RUN BY THE R.A.F. TRANSPORT CO. HAND

Daily Services starting at Naples to:-

Bari, Rome, Milan, Udine (change for Muenster and Vienna by air, and for Trieste by road), Treviso.

FLIGHT SERVICES IN ITALY RUN BY U.S.A.T.C.

138

<u>Service I</u>	Rome - Udine
<u>Service II</u>	Naples - Rome - Pisa - Milan - Udine
<u>Service III</u>	Naples - Rome - Pisa - Milan
<u>Service IV</u>	Naples - Rome - Pisa
<u>Service V</u>	Naples - Rome - Udine

3401

Extract

11th SEPT. 1945

137

SUBJECT : SUPERVISION AND OPERATIONS OF I.A.F.COURIER SERVICE

TO : A.O.C., A.F.S.C. A.C. ROME

REF. : MAAC/4214/ALS

Pars.3 The Air Officer Commanding, A.F.S.C., is responsible for ensuring that Italian Air Force Crews engaged on the Courier Service reach the correct standard of efficiency. For the time being, passengers on the I.A.F. Courier Service will be limited to A.C. personnel, Italian Government officials and such military personnel as are necessary for the operation of the a/c. After a period in which the I.A.F. Courier Service has demonstrated its attainment of sufficiently high operating standards of efficiency, this policy will be reviewed, in order to decide whether the above restrictive limitations may be lifted and other passengers carried.

8752 40 0

135

HEADQUARTERS ALLIED COMMISSION

OFFICE OF THE HEADQUARTERS COMMANDANT

APO 394

HQC/10/8

12 October 1945

SUBJECT: Overloading of Italian Courier Aircraft.

OCT 13 1945

TO : Chief Staff Officer to the Executive Commissioner.

123
Reference your 8752/EC, dated 9 October 1945, addressed to
Establishments Section.

Loading weights for Italian Military Aircraft are now under
revision by the A.F.S.C. and Italian authorities. These should be
decided on the next two or three days and it is suggested that the
proposed Establishment Memorandum be deferred until publication.

PA
mm
10/10

A. G. Graham, Lt. Col.
A. G. GRAHAM, M.C.,
Headquarters Comdt.

(Copy to HQS)
huf. - SEEN BY ESTAB SEC.

See 11/13

785017

135B

Ref: 8752/20

12 October 1945

SUBJECT: French Military Aviation in Italy

TO : G-5 Section, AFHQ

121A

1. Further to our 8752/20 of 8 October, the request is intended to cover service to persons on government business and military personnel.

2. Since the privilege of civilian aviation is not at present given to the Italians, it would be anomalous if broader permission were given to the French Government.

For the Chief Commissioner:

F. H. McCLEARY

Brigadier
Executive Commissioner

Copy to: Air Forces S/c
Office of French Rep to AG

PA
339
13
10

E.O.

Since we do not permit civil aviation to the Italians,
French should not be permitted to carry non governmental persons.

10/10

(intd) E.W.S.

C.C.

C.S.O.

Send a follow up to AFHQ including proviso laid down
by C.C.

(intd) M.S.L.

11/X

(See 135A)

3397

785017

Ref: 3752/20

9 October 1945

SUBJECT: Overloading of Italian Courier Aircraft.

TO : Establishments Section.

Reference the attached copy of letter AF30/24/1/Air dated 6 October 1945 from the Air Forces Sub Commission, subject as above.

Please prepare a draft Establishment Memorandum to cover the points mentioned in the attached letter, co-ordinating as may be necessary with the originating sub commission, and submit the draft for approval of the Executive Commissioner before issue.

F. H. MC CLEARY

Chief Staff Officer,
To the Executive Commissioner.

SEE F135

Copy to: Air Forces Sub Commission.

B/V

10
339
10

8752
OCT 6 1945

(132)

FROM : AIR FORCE SUB COMMISSION, ALLIED COMMISSION, HOME.
 TO : CHIEF COMMISSIONER, ALLIED COMMISSION, HOME.
 DATE : 6TH OCTOBER 1945.
 REF. : AFSC/24/1/AIR.

OCT - 8 1945

OVERLOADING OF ITALIAN COURIER AIRCRAFT

It has come to the attention of this office that Italian military aircraft performing courier service have in many instances been overloaded both with passengers and cargo. Upon questioning pilots of the overloaded aircraft, it has been ascertained that Allied Commission officials at various stations, namely Bologna, Treviso, and other stations where no A.F.S.C. personnel are on duty, have insisted and in some cases more or less ordered the pilots of these aircraft to take more passengers aboard than is authorized to be transported.

2. Orders and directives promulgated by this office forbid the overloading of aircraft under any circumstances. Pilots are held responsible for the compliance with these orders and directives. When Allied Commission officials who have no knowledge of aircraft and the capabilities of them, order or insist that pilots carry an overload, they put the Italian pilots "over the barrel," so to speak.
3. It must be remembered that pilots of aircraft are responsible for the aircraft which they fly, and therefore responsible for the safety of their passengers. The overloading of aircraft is not conducive to safety.
4. Some of the confusion of loading aircraft is probably due to not having Air Priority established for passenger and freight travel. This being the case, every A.C. official seems to think that his passengers should have A-1 priority.
5. An Air Priority Board is being set-up by this office and will be functioning in the near future. All passengers and cargo will then be given a priority rating. The dispatcher at each station will be responsible for maintaining the priorities.

3895

It has come to the attention of this office that Italian military aircraft performing courier service have in many instances been overloaded both with passengers and cargo. Upon questioning pilots of the overloaded aircraft, it has been ascertained that Allied Commission officials at various stations, namely Bologna, Treviso, and other stations where no A.F.S.C. personnel are on duty, have insisted and in some cases more or less ordered the pilots of these aircraft to take more passengers aboard than is authorized to be transported.

2. Orders and directives promulgated by this office forbid the overloading of aircraft under any circumstances. Pilots are held responsible for the compliance with these orders and directives. When Allied Commission officials who have no knowledge of aircraft and the capabilities of them, order or insist that pilots carry an overload, they put the Italian pilots "over the barrel," so to speak.
3. It must be remembered that pilots of aircraft are responsible for the aircraft which they fly, and therefore responsible for the safety of their passengers. The overloading of aircraft is not conducive to safety.
4. Some of the confusion of loading aircraft is probably due to not having Air Priority established for passenger and freight travel. This being the case, every A.C. official seems to think that his passengers should have A-1 priority.
5. An Air Priority Board is being set-up by this office and will be functioning in the near future. All passengers and cargo will then be given a priority rating. The dispatcher at each station will be responsible for maintaining the priorities.
6. It is requested that the Chief Commissioner have a memorandum issued to inform all Allied Commission personnel that they must not insist that airplanes be overloaded, and that they are not to interfere with air traffic in any way.

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

(See 137)

(SSN fixed)

(126)

Ref: 8502/130/SC.

11 October 1945.

Dear Dr. Prunas,

on file

Thank you for your letter of October 2nd concerning the restitution of Italian Military aircraft from Spain. The delay in obtaining authority for ordering the aircraft back to Italy is regretted, but it must be realised that the Military authorities in Italy could not act on their own authority in this matter, since the restitution of interned Italian Military aircraft is one of higher Allied Policy. Approval of all the Governments concerned was not in fact notified to the Allied Commission until the 5th October 1945, when action was immediately taken with the Italian Air Ministry by telephone. Arrangements have now been made to return the aircraft.

Yours very truly,

/s/ Henry W. Stone

HENRY W. STONE
Rear Admiral, USNR
Chief Commissioner

Dr. R. Prunas,
Ministry for Foreign Affairs,
Italian Government,
Rome.

PA

Copy to: Air Forces Sub-Commission.

3394

785017

DRAFT LETTER FROM REAR ADMIRAL E.W. STONE TO ITALIAN FOREIGN OFFICE.

Dear *Dr. Piana*

Thank you for your letter of October 2nd concerning the restitution of Italian Military aircraft from Spain. The delay in obtaining authority for ordering the aircraft back to Italy is ~~unavoidably~~ regrettable, but it must be realized that the Military authorities in Italy could not act on their own authority in this matter, since the restitution of interned Italian Military aircraft is one of higher Allied Policy. Approval of all the governments concerned was not in fact notified to the Allied Commission until the 5th October, 1945 *when action was immediately taken with the Italian Air Ministry by telephone. Arrangements have now been made to return the aircraft.*



Dr. R. Piana
rd & 2
20/10

3393

SUMMARY OF DISSEMINATION OF INFORMATION ON RECOVERY OF ITALIAN AIRCRAFT FROM SPAIN.

124

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

Enclosure No.	Reference.	Date.	From.	To.	Contents.
40A	20606/3877Cell	11 July	Italian Air Ministry.	Air Forces Sub-Commission.	List of a/c in Spain submitted. Diplomatic backing requested. Authorization to fly collecting crews to Spain requested.
41A	AFSC/36/Air	14 July	A.F.S.C.	RAF Mediterranean & Middle East, Caserta.	List of a/c in Spain submitted. Diplomatic backing requested. Authorization to fly collecting crews to Spain requested.
42A	22275/4237Cell	29 July	I.A.M.	A.F.S.C.	A/c with crews interned will be ready at beginning of August. Request for information about request for total number. No specific request to fly the a/c to Italy.
44A	AFSC/36/Air	1st Aug	A.F.S.C.	MEU/ME Caserta.	Covering 42A above and noting for latest developments as per last para of 42A.
46A	23029/4402Cell	5th Aug	I.A.M.	A.F.S.C.	Letter asking that orders may be given to recall a/c that Spanish Government were prepared to release.
47A	2350/4403Cell	6th Aug	I.A.M.	A.F.S.C.	Letter stating that 4 a/c were ready to return and asking authority urgently to order them back, and to carry passengers with permits.
49A	AFSC/36/Air	9th Aug	A.F.S.C.	MEU/ME Caserta	Letter asking for answer to 44A.
55A	MEU/ME/4204/3/41A	13 Aug	MEU/ME Caserta	A.F.S.C.	States that MEU/ME have agreed that the four planes and crews that went to Spain before the armistice should be returned.

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passing requested. Authority to fly collect- ing crews to Spain re- quested.

4 a/c with crews interned will be ready at beginning of August. Request for information about request for total number. No specific request to fly the 4 a/c to Italy.

Covering 42A above and asking for latest develop- ments as per last para of 42A.

Letter asking that orders may be given to recall a/c that Spanish Govern- ment were prepared to release.

Letter stating that 4 a/c were ready to return and asking authority urgently to order them back, and to carry pas- sengers with permits.

Letter asking for answer to 44A.

States that MED/IE have agreed that the four planes and crews that went to Spain before the Arm- istice should be returned to the Italian Govt.. Let says that as the matter is being dealt with on an AMM-Embassy level no further action was re- quired by MED/IE. (This was not interpreted as an authorisation for the four a/c to return and it seems improbable that the writer intended it to be so interpreted).

States that MED/IE agree but that the matter is still the subject of negotiation by A.E.S.C. and Embassies.

42A. 22275/42370011 29 July I.A.H. A.P.S.C.

44A. 42802/36/411 1st Aug A.P.S.C. MED/IE Caserta.

46A. 23029/44020011 5th Aug I.A.H. A.P.S.C.

47A. 2350/44030011 6th Aug I.A.H. A.P.S.C.

49A. 42802/36/411 9th Aug A.P.S.C. MED/IE Caserta

55A. MED/IE/4201/3/411 18 Aug MED/IE Caserta A.P.S.C.

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50A. 42802/36/411 20th Aug A.P.S.C. I.A.P.

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- 2 -

Reference No.	Reference	Date	From	To	Contents
50A.	26094/42530ell	31st Aug	I.A.M.	A.P.S.C.	Asks for reply regarding passengers in 474 above.
52A.	AFSC/36/41r	4th Sept.	A.P.S.C.	MEM/MS Caserta.	Asks if reply has been received from AFSC as I.A.M. pressing for return and Spanish Govt. has notified its approval. Request to carry passengers.
53A.	MAAC/4201/3/41B	7th Sept	MEM/MS Caserta	A.P.S.C.	Says hastening action with AFSC has been taken and there is no objection to passengers returning if they are armed with necessary permits for landing in Italy.
72A.	27769/51500ell	17th Sept.	I.A.M.	A.P.S.C.	Says all military a/c interned in Spain are ready and urgently asks for authorization and route to be followed. Spaniards and the U.S. attached have notified approval.
76A.	AFSC/36/41r	24 Sept	A.P.S.C.	MEM/MS Caserta.	Passing on request at 72A. Para 2 asks for distinction and routes "pending confirmation of all parties concerned".
77A.	AFSC/36/41r	24th Sept	A.P.S.C.	I.A.M.	States question still at Embassy level and hastening action taken.
85A.	29608/53670ell	1st Oct.	I.A.M.	A.P.S.C.	Passes are O.K. for passengers as in 61A. Urgent request for authorization by Spanish Govt. for removal.
86A.	MAAC/4201/3/41B	1st Oct.	MEM/MS Caserta - A.P.S.C.		Asks for details of range and endurance before routing can be given. (This was telephoned on 5/10 and route telephoned back on 5/10).
87A.	MAAC/4201/3/41B	2nd Oct.	MEM/MS Caserta - A.P.S.C.		3391

has been taken and there is no objection to passengers returning if they are armed with necessary permits for landing in Italy.

Says all military a/c interned in Spain are ready and urgently asks for authorization and route to be followed. Spaniards and the U.S. attached have notified approval.

72A. 2709/51500all 17th Sept. I.A.M. A.F.S.C.

76A. AFHQ/36/11r 24 Sept A.F.S.C. MB/ME Caserta. Pending on request at 72A. Para 2 asks for distinction and route "pending confirmation of all parties concerned".

77A. AFHQ/36/11r 24th Sept A.F.S.C. I.A.M. States question still at Embassy level and mentioning action taken.

84A. 29609/53870all 1st Oct. I.A.M. A.F.S.C. Passes are O.K. for passengers as in 63A. Urgent request for authorization. Expense by Spanish Govt. for removal.

86A. 1450/1201/3/11E 1st Oct. MB/ME Caserta - A.F.S.C. Asks for details of range and endurance before routing can be given. (This was telephoned on 5/10 and route telephoned back on 5/10).

87A. MB/ME/1201/3/11E 2nd Oct. MB/ME Caserta - A.F.S.C. States that British Foreign Office are prepared to support any request for return of Italian a/c in Spain and that Italian Govt should approach British Embassy in Madrid.

Present Position. As a result of receiving the information in 86A and 87A immediate steps were taken by communicating with Caserta by telephone to obtain the detailed instructions for the flight of the four Spanish aircraft to Italy. These instructions were phoned to the Italian Air Ministry on 6th October and are now being confirmed on paper. The Italians are also being asked for details of any further aircraft which their attaché, with the support of the British Embassy in Madrid is able to obtain release for and prepare for flight. Authorization for flight of four aircraft from Spain to Rome was received from MB/ME Caserta. Paper action being taken with Air Ministry.

785017

Translation

Ministero degli Affari Esteri

n. 871 (Segr. Pol.)

rough translation

Rome, October 2nd, 1945

OCT -5 1945

Dear Admiral Stone,

The Italian Government has succeeded in obtaining that four Italian airplanes detained by the Spanish Authorities during the war, be returned to Italy. For several weeks, negotiations have been in progress between the Italian Air Ministry and the Allied Commission as to the repatriation of said aircraft.

The airplanes in question, for their flight to Italy will be manned by Italian military crews, formerly interned by Spanish Authorities, who have been freed in September 1944.

Both craft and crews are ready to leave and their further sojourn in Spain involves considerable expense on our part.

The Spanish Government has now informed the Italian Embassy in Madrid that unless the aforesaid airplanes leave Spain within next week, the members of the crews will be expelled from the country, thus making it impossible the return to Italy of such planes, owing to the absence of suitable personnel.

I deeply regret that the proper military authorities by delaying their decision over the matter, have caused us such difficulty with the Spanish Government.

The Italian Embassy in Madrid, confronted with the above stated situation was compelled to instruct the craft in question to leave Spain not later than October 10th, for an airfield in the vicinity of Rome.

Said Embassy has also communicated that the United States Embassy in Madrid agree to the planes' return to Italy. The Italian Air Attache will contact from Barcelona, Radio Elmas, Sardinia, to assist the airplanes during the flight and to instruct them as to the field where they should land.

Believe me, dear Admiral Stone,

Very sincerely yours,

(signed) R. FRUNAS

Action: Air Forces Sc (2)
Info: Chief Commr
Exec Commr

Admiral Henry W. Stone
Chief Commissioner
Allied Commission

Rome

(Miss Sampson)

(3 SPANISH COPIES)

3390

NO DIST - 4 OCT 45

See M/122

785017

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 8752/EC.

8 October 45.

SUBJECT: French Military Aviation in Italy.

TO : G-5 Section,
A.V.H.Q.

1. A request has recently been made by the French Representative of the Allied Commission to Italy that a regular French Military Air Courier Service may be run once a week to Rome, and that in addition, a light aircraft may be kept at Rome for use by the French authorities in Italy. Both requests are made with a view to facilitating the task of the French missions in Italy and relieving Anglo-American Air Transport of French commitments.

2. French aircraft have in fact been running to Italy periodically but it is now desired to regularize the situation in order that adequate arrangements may be made for obtaining petrol and oil lubricants and establishing a small French Air Force Maintenance detachment on one of the Rome airfields, for preference Ciampino.

3. From the point of view of the Allied Commission, there is no objection to acceding to the French request. It is recommended that approval be given and instructions issued with regard to provision of Petrol and accommodation for the proposed servicing party.

For the Chief Commissioner:

See 135 B
14 M. S. LUSH
Brigadier,
Executive Commissioner.

Copy to: Air Forces Sub-Commission.

Office of the French Representative to Allied Commission.

See also 135 B.

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OCT 4 RECD

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FROM : AIR FORCE SUB COMMISSION, ALLIED COMMISSION, ROME.
TO : CHIEF COMMISSIONER, ALLIED COMMISSION, ROME.
DATE : 3RD OCTOBER 1945.
REF. : AFSC/24/AIR.

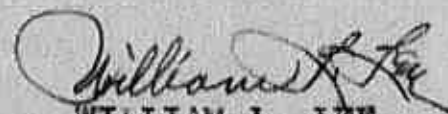
OCT - 5 1945

CONVERSION OF AIRCRAFT

The Italian Air Ministry has asked for authority to have one of the G-12 type airplanes, which has been authorized for construction, converted to a prototype G-212 airplane.

2. From available information, it appears that the G-212 type airplane is much more economical on the operating cost-passenger carried basis, and would be a more suitable plane to operate on the courier service.

3. It is recommended that the construction of the G-212 prototype airplane be authorized.


WILLIAM L. LEE
Brigadier General, USA
DEPUTY DIRECTOR


(Capt. W. H. H.)

(Sec. H. 12388)

8752 880
LOOSE MINUTE

(116)

Executive Commissioners' Office

OCT - 4 1945

1. Further to conversation between Air Vice Marshal Brodie and Brigadier Lush, herewith draft of a letter from the Executive Commissioner to A.F.H.Q. submitting French request for Military Air Transport facilities at Rome.
2. May copies of the final letter be sent to this Sub Commission and to the Office of the French Representative to A.C.

W N Bisdee W.C.
W.M.BISDEE W/C
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

52/air 2/10 6.11.45
(CAPT WHITE)

Lu 6117-3187

115
DRAFT LETTER ONLY.

From Executive Commissioner to A.F.H.Q.

FRENCH MILITARY AVIATION IN ITALY.

1. A request has recently been made by the French Representative of the Allied Commission to Italy that a regular French Military Air Courier Service may be run once a week to Rome, and that in addition, a light aircraft may be kept at Rome for use by the French authorities ^{in Italy} ~~here~~. Both requests are made with a view to facilitating the task of the French ^{missions} ~~authorities~~ in Italy and relieving Anglo-American Air Transport of French commitments.
2. French aircraft have in fact been running to Italy periodically but it is now desired to regularize the situation in order that adequate arrangements may be made for obtaining petrol and oil lubricants and establishing a small French Air Force Maintenance detachment on one of the Rome airfields ^{for personnel} ~~for personnel~~.
3. From the point of view of the Allied Commission, there is no objection to acceding to the French request. It is recommended that approval be given and instructions issued with regard to provision of Petrol and ^{accommodation} ~~the establishment~~ ^{for} ~~the~~ ^{proposed} ~~proposed~~-servicing party.

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1. A request has recently been made by the French Representative of the Allied Commission to Italy that a regular French Military Air Courier Service may be run once a week to Rome, and that in addition, a light aircraft may be kept at Rome for use by the French authorities ^{in Italy} ~~here~~. Both requests are made with a view to facilitating the task of the French ^{missions} ~~authorities~~ in Italy and relieving Anglo-American Air Transport of French commitments.
2. French aircraft have in fact been running to Italy periodically but it is now desired to regularize the situation in order that adequate arrangements may be made for obtaining petrol and oil lubricants and establishing a small French Air Force Maintenance detachment on one of the Rome airfields ~~for performance~~ ^{in person}.
3. From the point of view of the Allied Commission, there is no objection to acceding to the French request. It is recommended that approval be given and instructions issued with regard to provision of Petrol and ^{accommodation} ~~the establishment~~ ^{for} ~~part of the~~ ~~proposed~~ servicing party.

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LW 3

785017

8752 40

LOOSE MINUTE.

OCT 3 RECD

CC 1120

109

From:- Air Forces Sub-Commission, A.O. Name.

To:- The Office of the Chief Commissioner.

Date:- 3rd October, 1945.

Ref:- AFSC/21/Air.

OCT -4 1945

105

Herewith draft reply to the American Embassy's request for information as to Air Transportation facilities available to the Allied Commission.

W. A. Bisdée W.C.

(W.A. BISDEE, W.C.),
Senior Staff Officer,
Air Forces Sub-Comm.

478126

See 117

3385

(C. W. H. H. E.)

785017

8752 90

(101)

1 October 1945

Director
Air Forces Subcommission

(105)
OCT - 1 1945

Reference the attached letter of 26 Sep 45 from the Counselor of the American Embassy concerning future air transportation facilities in Italy. Will you kindly draft an appropriate reply for the Chief Commissioner's signature.

/s/ L. W. Stearns

L. W. STEARNS
Major, AGD
SO to CC

1 Encl.

cc: Executive Commissioner

PA 2/10

See 3084

(CRK WHITE) Encl

785017

1 October 1945

OCT - 1 1945

Dear Mr. Key:

Thank you for your letter of 28 September making inquiry regarding future air transportation facilities in Italy. I am having the matter fully investigated and will inform you of the details as soon as they are available.

Sincerely,

ELLERY W. STONE
Rear Admiral, USN
Chief Commissioner

Mr. David McK. Key
Counselor of Embassy
American Embassy
Rome, Italy

3383

COPY
O
P
Y

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

AMERICAN EMBASSY
Rome, Italy.
September 28, 1945.

OCT - 1 1945

My dear Admiral Stone:

In view of the fact that the Air Transport Command and the Royal Air Force have ceased air service to Florence and the report that the Air Transport Command expects to terminate air service to Milan in the very near future, the Embassy would appreciate receiving an indication of the facilities the Allied Commission has to offer for the rapid transportation of State Department couriers and their diplomatic pouches between Naples, Rome, Florence, Milan, Genoa, and Trieste.

Believe me, my dear Admiral Stone,

Sincerely yours,

/s/ David McK. Key
David McK. Key
Counselor of Embassy

Rear Admiral Ellery W. Stone,
Chief Commissioner of the Allied Commission,
Rome.

JLG:wer

3382

CC DIST:
Exec. Comm.
Air Force S/C
CC

SEE FILE 107

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