

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

ACC

10000/109/1805

MONTH
MAR.

Declassified E.O. 12356 Section 3.3/NND

No.

785017

10000/109/1805

MONTHLY REPORTS, AIR FORCES SUB-COMMISSION
MAR. - MAY 1944

P. a. to Chief Commissioner.

Ch. Commr. will wish to see his
report.

5 Dipkild (White) new
C. A. B.
9 Jan.

~~Shanklin~~
~~Wm. J. B.~~

T. A. 362
H.

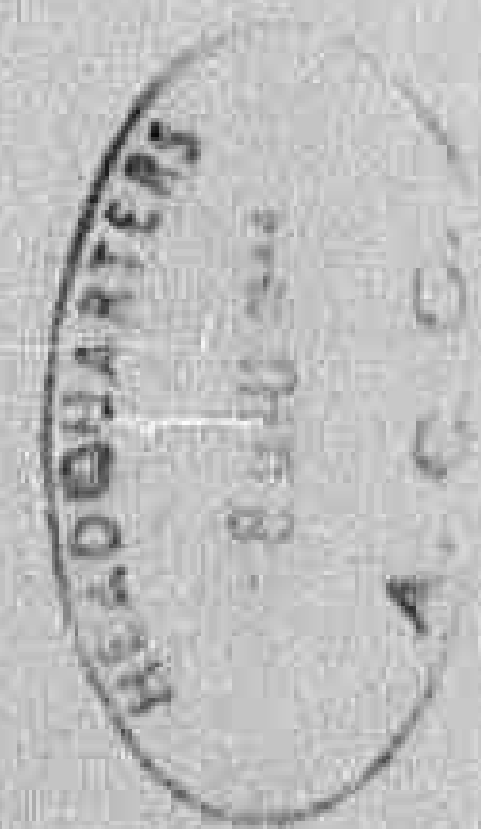
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SAFETY.
 AIR FORCE SUB-COMMISSION, ALLIED COUNCIL COMMISSION.

AIR REPORT NO. 17/MAY 1944.

- The Italian Air Force Aircraft Strength, Serviceability, Crew status, and Location Statement as at 31st May 1944 is shown in Appendix 'A', attached.
- The Summary of Italian Air Force operational sorties for the month of May 1944 is as follows:-

(a) <u>FIGHTER WING.</u>		
Offensive Recon, and low level attacks	234	
Escorts	57	
Met/Mtarget Recon	16	
A.S.R. Searches	8	325
(b) <u>BOMBER WING.</u>		
Convey and A/S Patrols	19	
E-boat Hunts	22	
A.S.R.	38	
Special Missions to VIB	6	
AA Calibration Exercises	75	
Various	17	177
(c) <u>BOMBER/TRANSPORT WING.</u>		
Supply dropping	155	
Italian Air Force Salvage	18	
Courier and Transport	24	
British Parachute School	22	
V.I.P.	11	
A.S.R.	16	436
		<u>938</u>
		<u>361</u>



GRAND TOTAL

This shows an increase of 72 sorties over the month of May 1943.

3. FIGURE OPERATIONS.

During the month the Fighter Wing passed from the operational control of the Desert Air Force to that of 242 Group. This Group has shown a great interest in its new progress, and is anxious to make full operational use of them. Offensive operations were continued in the Dalmatian area with the following results:-

Escorts
 Night Target Room
 A.S.E. Searches

67
 16
 8

 325

(b) SEAFARER STRE.

Convoy and A/S Patrols
 U-boat Hunts
 A.S.E.
 Special Missions Co. VII
 AA Calibration Exercises
 Various

19
 22
 30
 6
 75
 17

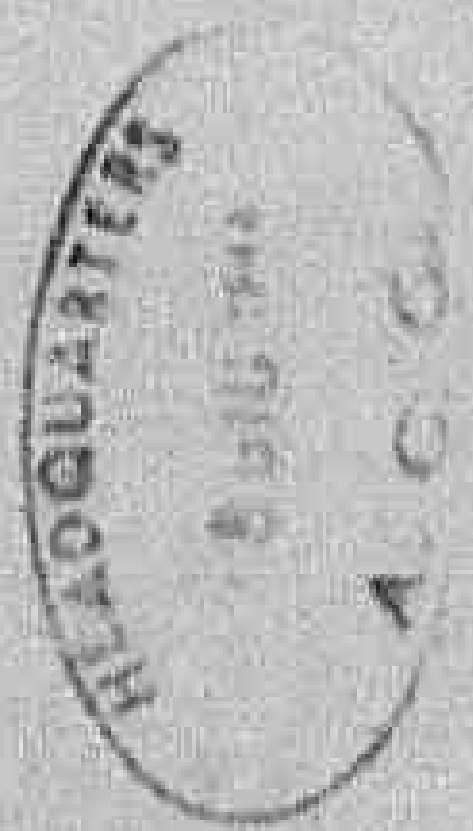
 177

(c) HOME/TRANSPORT STRE.

Supply dropping
 Italian Air Force Salvage
 Courier and Transport
 British Parachute School
 V.I.P.
 A.S.R.

155
 18
 2 1/4
 22
 11
 16

 436



GRAND TOTAL

 938

361

This shows an increase of 72 sorties over the month of May 1944.

3. FLIGHT OPERATIONS.

During the month the Fighter Wing passed from the operational control of the Desert Air Force to that of 262 Group. This Group has shown a great interest in its new protégés, and is anxious to make full operational use of them. Offensive operations were continued in the Dalmatian area with the following results :-

SHIPPING UNITIES OBSERVED TO BE DESTROYED OR DAMAGED.

- 5 Barges.
- 7 Two-masted Schooners.
- 3 Single masted Schooners.
- 2 Motor Launches.
- 1 Escort vessel (trawler type 150.0t).

/Continued.....2

33/

-2-

ATTACHED WITHOUT OBSERVED RESULTS.

- 20 (of which 2 Landing Barges) Barges.
- 12 Fishing boats.
- 4 Two-masted Schooners.
- 3 Single masted schooners.
- 2 Motor vessels (40 and 75 ft).
- 1 Motor launch.
- 1 Assault craft (7 boat type).
- 1 Pontoon (metal).
- 2 Rafta.

OTHER OBJECTIVES OBSERVED TO BE DESTROYED OR DAMAGED.

- 2 Locomotives.
- 1 Locomotive tender.
- 20 + R.R. Wagons.
- 5 Troop carrying or M/T trucks.

ATTACHED WITHOUT OBSERVED RESULTS.

- 2 Locomotives.
- 117 + R.R. Wagons.
- 1 Automobile.
- 1 Staff car.
- 2 M/T.
- Cement Works.
- Cement block-house.
- Huts.
- Tented camp.
- Troop concentrations.

One Mc.205/S while on reconnaissance from Lecco claims 1 S.S.R. damaged on SCHIARI airfield.

AIRCRAFT LOSSES.

1 Mc.202 Crashed in sea off Lecco while returning from the DALMATIAN ISLANDS. Pilot safe and picked up by A.S.R. Cant sea-plane.

1 Mc.205 Crashed in sea off Lecco while returning from escort of Supply Dropping Mission to YUGOSLAVIA, pilot is missing, believed dead.

1 Mc.202 While on reconnaissance to ALBERTA became separated from 360 his companion in cloud and failed to return.

SEAPLANE WING.

177 Sorties comprising approximately 160 hours flying were carried out on Convoy escort, A/S Patrols, U-boat hunts, A.S.R. and Calibration exercises.

Three Allied Air Crew and one Italian pilot were rescued by A.S.R. aircraft.

The two Cant 506 Seaplanes based at SAN NICOLA VERANO used for A.S.R.

- 2 Locomotives.
- 1 Locomotive tender.
- 20 + R.E. Wagons.
- 5 Troop carrying or $\frac{1}{2}$ trucks.

ATTACHED WITHOUT OBSERVED RESULTS.

- 2 Locomotives.
- 117 + R.E. Wagons.
- 1 Automobile.
- 1 Staff car.
- 2 $\frac{1}{2}$ T.
- Cement Works.
- Cement block-house.
- Huts.
- Tented camp.
- Troop concentrations.

One No. 205/3 while on reconnaissance from Lecce claims 1 S.E.F. damaged on SOTAFI airfield.

AIRCRAFT LOSSES.

1 No. 202 Crash landed on SAN NICOLA island while returning from the DALMATIAN ISLANDS. Pilot safe and picked up by A.S.R. Cant sea-plane.

1 No. 205 Crashed in sea off Lecce while returning from escort of Supply Dropping Mission to TRONELAVIA, pilot is missing, believed dead.

1 No. 202 While on reconnaissance to ALBAVIA became separated from his companion in cloud and failed to return.

360

SEAPLANE FIVE.

177 Sorties comprising approximately 360 hours flying were carried out on Convoy escort, A/S Patrols, U) Boat hunts, A.S.R. and Calibration exercises.

Three Allied Air Crew and one Italian pilot were rescued by A.S.R. aircraft.

The two Cant 506 Seaplanes based at SAN NICOLA VASARO used for A.S.R. duties have been withdrawn in view of the Catalina 3.F.U. now operating from FOSSIA. VASARO is a highly malarial area, and will only be used as an advanced refuelling base in case of emergency.

6 Special Missions were flown to the Island of VIS without incident.

BOMBER/TRANSPORT OPERATIONS.

Although 155 sorties were flown on Supply Dropping Missions, an increase of 5 sorties over last month, the results are very disappointing.

88 sorties were abortive chiefly due to overcast and failure to locate ground signals.

/Continued.....3

32

A total of 46 tons of supplies were dropped over seven different areas in MOCCELAVIA.

Attack by Bomber Fighters.

On May 14th an unfortunate incident resulted in the total loss of 5 Curt's and a further 2 badly damaged by belly-landing at base. The a/c carried out supply dropping at ELIASI, but on the return journey, approximately half way between the Albanian and Italian Coasts, they were attacked by 10+ in. 109G. These carefully avoided the departure of the remnants of a fighter escort, which, due to engine trouble, had been reduced to 3. The ensuing encounter caused the I.A.F. a loss of 5 a/c; 4 shot immediately into the sea. One later ditched near the coast. Two remnants of the crew were picked up by A.S.K. one dead and three wounded were brought back to base in one of the a/c which belly-landed, and 25 are missing and presumed dead. Intensive A.S.K. was entirely unsuccessful, and only wreckage was found. 2 HP. 109 were shot down by the Curt's and even to crash into the sea.

As a result of the above attack and the difficulty of providing a fighter escort that could guarantee adequate cover to a slow and straggling formation, (good formation flying is impossible with the S.82 which have a very limited range of speed), it has been decided to drop supplies by night only. It is thought that the amount of supplies dropped will not be decreased by this policy.

6. SPECIAL FORCES PARACHUTE SCHOOL.

During the month 12 sorties were flown by S.F. a/c during which 469 live drops were made. Practice live drops are now being carried out at night as well as day.

7. MAINTENANCE.

(a) Servicability.

AIRCRAFT TYPE.	SERVICABILITY	SERVICABILITY	SERVICABILITY
	3.5.44.	3.5.44.	3.5.44.
Macchi 205	6	6	6
Macchi 205's	5	5	5
Macchi 202	17	15	15
S.M. 82	12	15	2
S.M. 84	5	16	16
S.M. 79	15	16	9
CANT. 1007	3	9	4
CANT. 506	9	1	7
REGGIANI 2001	1		
REGGIANI 2002	7		
			NIL

359

The servicability position is almost exactly the same as the position a month ago.

Two more 202's are serviceable due to the slightly improved engine position.

as a result of the above attack and the difficulty of providing a flight leader that could guarantee adequate cover for a slow and unorganized formation, (good formation flying is impossible with the G-82 when in a very limited range of speed), it has been decided to buy supplies by night only. It is thought that the amount of supplies dropped will not be decreased by this policy.

SPECIAL FORCES PARACHUTE SERVIC.

6. During the month 22 sorties were flown by S4, S2 w/o during which 409 live drops were made. Practice live drops are now being carried out at night as well as day.

MILITARIANS.

(a) Serviceability.

<u>AIRCRAFT TYPE.</u>	<u>SERVICEMANSHIP</u> <u>S. E. S4's.</u>	<u>SERVICEMANSHIP</u> <u>S. E. S2's.</u>	<u>SERVICEMANSHIP</u> <u>S. E. S4's.</u>
Macchi 205	8	0	8
Macchi 205's	5	5	5
Macchi 202	17	15	15
S.M. 102	12	15	15
S.M. 84	5	2	2
S.M. 79	15	15	15
CAUT. 1007	8	16	16
CAUT. 506	9	9	9
REGGIANI 2001	1	4	4
REGGIANI 2002	7	7	7
			XTL

358

The serviceability position is almost exactly the same as the position a month ago.

Two more S4's are serviceable due to the slightly improved engine position.

Three less S.E. S2's are serviceable than last month, but three more S.E. S4's.

The Reggiani 2002 Squadron, after being grounded for a complete check and inspection following a cylinder fracture, have returned to MCOVA for operations and seven are serviceable against none last month. They are now equipped for dropping 1,000 lbs American bombs.

The Curt 1007 serviceability has been affected by the loss of five Curtis shot down and a further two crash landed Category II in an operation in which they were attacked by M.S. 109's.

/Continued.....4

(3) Aircraft Flown Hours.

The Italian Air Force has now been flying in its own aircraft for 9 months, and has carried out the following flying hours:-

	<u>Operational Hours.</u>	<u>Overhaul Hours.</u>
FIIGHTERS	3,656	1418
BOMBERS	7,317	876
FLOAT PLANES	3,944	587
	<u>14,917</u>	<u>2881</u>
		<u>17,798</u>

It will be appreciated that most of this flying was carried out in three engine aircraft and that the total engine hours flown is therefore a substantial figure.

At the outset, it was estimated that the Italian Air Force would only be kept going for about six months without any source of supply; this time has now been exceeded by two months and the difficulties of maintenance are getting both more in number and more complex.

In addition there is no doubt that, under the present Air Minister's policy, the Italian Air Force are not willing to expend their aircraft and engines entirely. In fact they wish to have some sort of Air Force in being at the end of the war.

(a) Engine Overhauls.

The execution of the engine overhaul programme has this month been disappointing due to a number of factors.

- (i) Trouble experienced from the Italian Ministers in effecting a "go-slow" policy in the works, and in their reluctance to pull down and make use of the engines and parts recovered from Sicily and Tunisia.
- (ii) The non-arrival to date of engines being shipped from Alexandria and Tripoli.
- (iii) Lack of technical personnel in the Air Force Sub-Commission to give adequate supervision. Engine repairs are carried out widely distant places as Naples, Benevento, Brindisi, Lecce and Taranto. The only technical personnel on the establishment of the Air Force Sub-Commission is one Wing Commander.

(d) Work.

- (1) The Alfa-Romeo firm are now carrying out overhauls on about 10 D.3.601 engines per month, but this flying will probably...

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(d) Works.

- (i) The Alfa-Romeo firm are now carrying out overhauls on about 10 D.B.601 engines per month, but this figure will probably fall next month, due to the increased difficulties resulting from the lack of adequate spares.
- (ii) The San Vito Factory is still making good progress both in repairing fuselages and in making web suspension bands and supply container bands.
- (iii) Reconstruction at the Savi's Works continues to make good progress.

30/

-5-

B. UTILIZATION OF ALLIED AIR FORCE MANPOWER.

Applications continue to be received through Headquarters, Mediterranean Allied Air Forces co-ordinating officer, and during the month 1167 Officers and other ranks were supplied for duty with Allied Air Force Units. Owing however, to the impending changes in policy with regard to the Italian Air Force, and the probability of complete re-organization having to be effected, notification was given to Headquarters, Mediterranean Allied Air Force, that no applications received after 21st May 1944, could be considered. Every effort is being made to complete outstanding demands, but Italian Air Force specialists and tradesmen must be conserved against the probable expansion and future operational commitments of the Indian Air Force. During the month 577 officers and other ranks co-belligerents were repatriated from the Middle East.

2. RATIONING.

The organization for the distribution of rations provided by the Allies continues to function satisfactorily, but reports of discontent at the smallness of the rations allowed, continue to be received. This is particularly noticeable from Units working with the Allied Air Force. A striking feature is that the complaints always carry the full support of the Commanding Officer of the Allied Unit with which the men are serving. The percentage of deserters civilian tradesmen employed by Allied Units, a higher standard of living is possible. A proposal has been submitted to establish a Central Purchasing Board, for the bulk purchase and equitable distribution of Italian grown food between the Italian Armed Forces and the civilian population. Headquarters, Mediterranean Allied Air Force, have agreed in principle that for operational air crews actively engaged in support of the Allied cause, British Standard rations may be issued. Details of the practical distribution of such rations are in process of being formulated in conjunction with the Italian Air Force Operational Command.

10. MEDICAL SUPPLIES.

It has now been finally established that Allied Air Force Units employing detachments of the Italian Air Force will give exactly the same medical treatment to Italian personnel as to their own personnel, except for hospital cases, which are to be taken to Italian hospitals.

The Central Medical Supply Depot has now been established, and medical supplies are beginning to be received at the Italian Air Force Central Medical store. These supplies are used for the treatment of ground staffs and those members of the Italian Air Force actively engaged on operations in support of the United Nations.

11. SIGNALS.

Signals Instructions No. 17, entitled "Italian Air Force Communications" issued by H.Q. M.A.A.F., has been received and embodies the proper authorization for essential I.A.A.F. wireless services.

A detailed signals instruction for the use by the I.A.A.F. based on S.I. No. 17 is in course of preparation.

357

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The I.A.A.F. teleprinter link RAPI/NOVA has been completed, but has so far proved most unsatisfactory owing to continual line faults. Active steps are being taken to remedy this.

A R/T link NOVA/H.G. Det Group has been established and is proving most satisfactory.

In accordance with the decision to equip certain Italian Squadrons with Allied aircraft, courses for some 50 I.A.A.F. personnel on the maintenance of the appropriate wireless equipment are being arranged.

A speed up in the passage of Italian Aircraft movement signals has been effected by using Tabella "M" for encoding, instead of Fegase cypher.

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GENERAL

12. There is no doubt that the political situation in Italy had a considerable adverse effect on the morale of all members of the Italian Air Force, during the early part of the month of May. The Prime Minister's speech, in which he stated that the Italian Air Force would be re-equipped, to some extent, with Allied aircraft, has, however, had a tremendous effect on all ranks; and this, coupled with the successes attained by the Allied Forces in the land battle, have more than restored morale to the previous high level. All aircrews are now eager to get onto the Allied types, and to get into action against the enemy.

13. On the other hand there is still a distinct "go-slow" policy within the Italian Air Ministry. This has been referred to in paragraph 7(b) above. In addition, the lack of proper organization and individual inefficiency are rife within the Ministry, and it is clear that there will have to be a thorough purge of these elements, before the Allied equipment can be used to full advantage. It is hoped that this purge, coupled with some measure of re-organization, will be put into effect during the first week of June. The purge is bound to affect some of the highest Officers, and it seems that the fall of Rome will provide a good opportunity for these reforms to be carried out.

14. The introduction of Allied type of aircraft into the Italian Air Force has provided innumerable problems in connection with the conversion of aircrews to the new types, maintenance, organization and signals. These are being strenuously attacked by the operational side of the Italian Air Ministry, and the Air Sub-Commission, with the very full support of H.Q. M.A.A.F. and all other Allied formations who have dealings with the I.A.F. The more energetic elements within the Italian Air Ministry are determined that full advantage will be taken of any Allied equipment given to the Regia Aeronautica.

W. B. B. B. B.

M.A.B. BOWEN-BUSCALONE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Central Commission.
5th June 1944.
Ref: AFCC/S.1/A13.

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Distribution:

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14. The introduction of Allied type of aircraft into the Italian Air Force has provided insuperable problems in connection with the conversion of aircraft to the new types, maintenance, organization and signals. These are being strenuously attacked by the operational side of the Italian Air Ministry, and the Air Sub-Commission, with the very full support of R.A.F. and all other Allied formations who have dealings with the I.A.F. The more energetic elements within the Italian Air Ministry are determined that full advantage will be taken of any Allied equipment given to the Regia Aeronautica.

Waburn - Bunsell

R.A.F. DOWNS-DUNSCROFT,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission,
5th June 1944.
Ref: AFSC/8.3/AFB.

358

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APPENDIX "A"

SECRET

28

AIRCRAFT AND CREW STATUS OF ITALIAN AIR FORCE AS AT 30TH MAY 1944.

	STRENGTH	REPLACEABLE	COWS.
FIIGHTERS	107	53	204
BOMBERS	20	9	70
TRANSPORTS	70	34	156
SEAPLANES	57	33	192
COMMUNICATION AIRCRAFT	27	18	
VARIOUS AIRCRAFT	87	30	46
AIRCRAFT IN REPAIR SHOPS	76	9	
TOTAL:	404	186	630

855

SECRET
27

AIRCRAFT STATUS.

STRENGTH SERVICEMEN OTHER

FLIGHTER WING.

Wing	Location	Model	Strength	Servicemen	Other
4th Stormo C.T.	Matera	Me. 205/8	13	8	95
		Me. 205	10	3	
		Me. 202	12	5	
		Ca. 133	1	-	
		Ca. 111	1	1	
51st Stormo C.T.	Matera	Saba. 200	3	1	56
Me. 205		9	1		
Me. 202		27	11		
Ca. 133		1	1		
5th Stormo Fuhr.	Matera	Saba. 200	1	1	79
		Me. 202	13	11	
		Me. 201	7	-	
		Me. 201/S	4	3	

BOMBER AND TRANSPORT WING.

Group	Location	Model	Strength	Servicemen	Other
83rd Gruppo (Land Bombers)	Lecce	Ca. 1707	20	9	79
		S. 79	20	7	50
152nd Gruppo (Transport)	Lecce	S. 54	7	4	16
		S. 82	23	14	66
1st Gruppo	Lecce	Q. 10	1	-	24
		S. 73	2	1	
2nd Gruppo	Lecce	S. 75	5	2	352
		S. 79	7	4	
		S. 81	2	1	
		Br. 20	1	-	
		Q. 12	2	-	
		Ca. 164	1	-	

GRAPLANE WING.

Group	Location	Model	Strength	Servicemen	Other
82nd Gruppo	Taranto	Ca. 506/B	14	8	46
83rd Gruppo	Brindisi	Ca. 506/B	2	-	1
		Ca. 504	1	-	

1st Storm O.T.	Moore	Ms. 205 Ms. 202 Co. 133 Sals. 202	3 27 1 1	1 11 1 1	66
5th Stormo Staff.	Moore	En. 2002 En. 2001 Ss. 2011/5 Sals. 202	13 7 4 1	11 - 5 -	39

POWERS AND TRANSPORT WING.

33rd Gruppo (Land Bombers)	Leone	Gz. 1007	20	9	70
150th Gruppo (Transport)	Leone	S. 70 S. 84	20 7	7 4	50 16
1st Gruppo.	Leone	S. 80 G. 18	23 1	14 -	86
2nd Gruppo.	Leone	S. 73 S. 75 S. 79 S. 81 Br. 60 G. 12 Gn. 164 Gz. 309 Sals. 202	2 3 7 2 1 2 1 1 1 1	1 2 4 1 - - - - 1 1	24 384

SEAFLEAVE WING.

82nd Gruppo	Taranto	Gz. 506/2	14	3	16
83rd Gruppo	Brindisi	Gz. 506/5 Gz. 507 S. 87	2 11 1	- 7 -	82
84th Gruppo	Taranto	Gz. 506/3 Gz. 504/8 Gz. 504/C	4 2 1	1 2 1	20
85th Gruppo	Taranto	Gz. 501 En. 14	3 9	6 5	18 20

SUBJECT 26

STRENGTH SERVICEMEN CREWS

FIGHTER TRAINING SCHOOL.

Liverato

Mc. 200
Cr. 42
Ca. 154
Sain. 202
Ph. 305
G. 50

11
2
1
1
1
1

8
2
1
1
1
1

34

AUTONOMOUS SQUADRON.

Bari

S. 79
Ca. 309
Ca. 310
Ca. 311
Ca. 313
Ca. 314
Cr. 42
G. 8
Sain. 200
Sain. 202
Pl. 156

2
1
1
1
1
6
4
3
1
3
1

2
1
1
1
1
2
2
1
1
1
1

11

AIRCRAFT ASSISTANCE UNIT.

Brindisi

Ca. 310

2

1

1

HOUSE AND TRANSPORT REPAIR SHOP.

Lecce

S. 82
S. 84
Ca. 309
Ca. 1007

3
1
1
1

1
1
1
1

5th SQUAD REPAIR SHOP.

Lecce

Re. 2001
Re. 2002
Bo. 37
Cr. 42

4
4
1
1

1
1
1
1

353

OTHER REPAIR SHOPS.

Feranto

Ca. 506/8
Cr. 506/8

7

353

Board	Ca. 309	Ca. 310	Ca. 311	Ca. 313	Ca. 314	Cr. 42	G. 8	Sain. 200	Sain. 202	Pl. 156								
<u>AIRCRAFT ASSISTANCE UNIT.</u>																		
Brindisi	Ca. 310																	
<u>HOUSE AND TRANSPORT REPAIR SHOPS.</u>																		
Lecco	S. 82	S. 84	Ca. 309	Ca. 1007														
<u>5th STORM REPAIR SHOP.</u>																		
Lecco	Re. 2001	Re. 2002	Ro. 37	Cr. 42														
<u>OTHER REPAIR SHOPS.</u>																		
Taranto	Ca. 506/S	Ca. 506/S	Cr. 901															
Grottaglie	No. 200																	
Lecco	Mo. 205	No. 202																
S. Vito di Taranto.	Ca. 1007	S. 79	Ca. 164	Ca. 314	Sain. 202													
<u>S.A.C.A. WORKS.</u>																		
Brindisi	Ca. 506/S	Cr. 501	Ro. 14															


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SECRET

SARDINIA

			<u>STRENGTH</u>	<u>SERVICEMEN</u>	<u>CREWS</u>
6th Gruppo (Fighters)	Capoterra	Mc. 200	12	11	53
140th Gruppo	Elmas	Ca. 506/8 Pa. 14	4 1	3 -	17
Autonomous Squadron	Capoterra	Cr. 42	2	2	}
		Ju. 57	5	2	
		G. 50	1	1	
		Fa. 305	1	1	
		S. 79	1	1	
		Ca. 509	2	2	
		Ca. 164	5	4	
		Salm. 202	3	3	
Airport	Oristano	Ca. 314 G. 50	1 1	- -	
<u>Aircraft Repair Shops.</u>					
	Monnerato	Cr. 42	1	-	
	Decimo	Ca. 1007 S. 79 Ca. 314 Ca. 164	1 1 1 1	- - - -	
	Capoterra	Mc. 200 Cr. 42	3 1	- -	
	Hilis	S. 79	2	-	

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CAS
~~Major Perry~~
~~for~~
~~Lieut. General T. T.~~
~~MacFarlane.~~
4/6/46.

K. S. [Signature]

SECRET

5 JUN Recd
AIR FORCES SUB COMMISSION
ALLIED CONTROL COMMISSION
NAPLES.

MONTHLY REPORT - MAY 1944

AIRCRAFT FACTORIES AND WORKSHOPS.

ALFA ROMEO. POMIGLIANO D'ARCO. Whilst conditions at this factory are generally better than they were last month, yet there is still room for considerable improvement. There is not yet that "esprit de corps" amongst the workers one would wish to see, and they are still inclined to be too politically minded. A source of constant irritation is the way in which they are continually being turned out of their homes and forced to transfer from one house to another. Some families have been shifted no less than five times in a few months. A strong protest has been addressed to the Prefect of Naples by the Workers Committee and efforts are also being made in other directions to bring about a more stable and satisfactory condition for the workers in their homes. To offset this, however, authority was finally given by Headquarters, Allied Armies in Italy and 57 Area for a mid-day meal to be provided for the workmen. This has given great satisfaction and it is believed will do more than anything else to create a better spirit amongst the workmen and increase their output.

(H.B. The authority for the mid-day meal was also given for the workers at Sarnita Factory, Benevento, and the Magli Factory near Naples and was acclaimed by all concerned with real thankfulness.)

During the latter part of the month a visit was paid to the Factory by G.S. Sandalli, Minister for Air, who expressed his satisfaction with the progress made and urged the workmen to still greater efforts.

During the month a further 10 (ten) D.B.601 motors ³⁵⁴ have been delivered, making a total of 19 completed motors since the works were rehabilitated. It is hoped to slightly increase upon this figure for June, although it is feared it will be difficult to arrive at the figure aimed at of a minimum of 18 complete motors a month.

The firm has withdrawn from the C.S.A. some of the equipment necessary for the overhauling of Alfa 126 and 128

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The firm has withdrawn from the O.S.A. some of the equipment necessary for the overhauling of Alfa 126 and 128 motors, and they are now engaged in getting this in working condition so as to be able to make a start on this new work. One of their Foremen has been sent to Puglia to study the overhauling of these Alfa motors at the S.R.A.M. and S.A.C.A. works so as to get the most up-to-date practical experience necessary for this type of work.

An order for Nuts and Bolts has also been given to the Alfa Romeo, but some difficulty is being experienced in obtaining the necessary raw material

ALFA ROMEO, POMIGLIANO D'ARCO (Cont. from Page 1)

In view of the expansion of the Alfa Romeo work further covered-in space is absolutely essential and application has been made to take over a part of the Industrial School at Pomigliano originally requisitioned for them, but hitherto not occupied by them. Application has also been made to take over a further building of the original Alfa Romeo Works at Pomigliano and until recently occupied by an Allied Unit.

BARBATA WORKS, BENEVENTO.

Conditions at this Factory are always improving and all concerned are to be congratulated on the great strides made.

The overhauling and repairs to the first fighter, Macchi 203, are practically completed, and the aircraft will be taken to an airfield to have the engine installed and for flight tests.

A second fighter, a Macchi 202, will be ready for flight tests in a few days.

Work is also in progress on a further three Macchi 202's.

The Firm has received orders for Bomb Racke and very satisfactory progress is being made with these.

MACCHI WORKS, EARL HAYLES.

More and more machine tools have been repaired and made fit for use. In fact the ingenuity shown in repairing even the most delicate machine tools after the systematic destruction by the Germans represents a model of what can be done by hard work and determination to overcome all difficulties.

Work on hydraulic equipment is unfortunately held up owing to lack of the right type of rubber. It is hoped, however, that this will soon be made available, when everything is ready to get cracking.

In the meantime, work on Mats and Solts and Exhaust Pipes is proceeding satisfactorily.

BARBATA WORKS, EARL HAYLES.

Permission has been given to the Brada Works to

350

SAKATA YOKO, NAGASAKI.

Conditions at this factory are always improving and all concerned are to be congratulated on the great strides made.

The overhauling and repairs to the first fighter, Masochi 205, are practically completed, and the aircraft will be taken to an airfield to have the engine installed and for flight tests.

A second fighter, a Masochi 202, will be ready for flight tests in a few days.

Work is also in progress on a further three Masochi 202's.

The firm has received orders for Bomb Raids and very satisfactory progress is being made with these.

NAKAMIZU YOKO, NAGASAKI.

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Work on hydraulic equipment is unfortunately held up owing to lack of the right type of rubber. It is hoped, however, that this will soon be made available, when everything is ready to get cracking.

In the meantime, work on Fats and Bolts and Exhaust Pipes is proceeding satisfactorily.

YOSHIDA YOKO, NAGASAKI.

Permission has been given to the Breda works to remove its damaged machine tools and materials from the Marano Camp to another workshop controlled by Allied Units where it hopes to be able to repair some of them.

O.S.A. NAGASAKI.

This firm have opened up a small workshop for the repair of Aircresses and it is hoped it will be in a position to start work very shortly.

350

NAVARECCEANICA

The Aircraft Section of this firm has set up a small workshop for the repair and construction of Aircraft Radiators, particularly for Macchi 202.

FINANCE.

The Italian Government has made available certain sums for nearly all the Aircraft Factories in this area, which will enable them to meet current expenses and pay some of the sub-contractors.

ITALIAN PERSONNEL

During the month further Specialists and Guards have been supplied to local Allied Units, making a total of about 450 Italian Air Force Personnel employed locally.

This work has now assumed such proportions that special Officers - one on the Allied side and one on the Italian side - have been appointed to handle it. This will enable greater supervision to be exercised all round.

INTELLIGENCE.

Close contact is being kept with G.I.M. and other Intelligence organisations, and all useful information is being passed on to the competent authorities.

GENERAL

A very valuable hidden store of Italian Air Force materials was brought to light during the month and will go far to supplying some of the most pressing needs both of the Allied Air Forces and the Italian Air Force for certain classes of materials.

The Regional Commissioners' Conference was held on 30th and 31st May, and was attended by the Director of the Air Force Sub Commission, Air Vice-Marshal S.A.B. Brown - Buccarlet C.E.M., D.F.C.

Other conferences of lesser importance have also been held, the chief of which was one dealing with the proposed setting up of a Central Purchasing Board to control the purchases of the Italian Armed Forces. It is considered that it

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Other conferences of lesser importance have also been held, the chief of which was one dealing with the proposed setting up of a Central Purchasing Board to control the purchase of the Italian Armed Forces. It is considered that it would be beneficial to all concerned if such a Board were instituted and further developments are awaited.

W.L. Kinter

(W.L. Kinter)
Wing Commander,
AIR FORCE SUB COMMISSION
for
AIR VICE-MARSHAL
AIR OFFICER COMMANDING.

3rd JUNE, 1944
ASG/S.20

SECRET
 ACC. APO 15
 SECURITY GENA
 BY *[Signature]*
 REC'D *[Signature]*

AIR FORCE AND COMMISSION, AIR FORCE COMMISSION, COMMISSION

AIR FORCE NO. 16/10/1944

S-2510

[Handwritten signature]

1. The Italian Air Force Assets Strategy, Serviceability, Crew Status, and Location Statement as of 30th April 1944, is shown in Appendix 1/1.

2. The Summary of Italian Air Force operational activities for the month of April 1944 is as follows:

(a) <u>NUMBER</u>	(b) <u>DESCRIPTION</u>	(c) <u>NUMBER</u>
235	Offensive losses, and low level attacks	235
36	Reserve	36
6	Not through losses	6
2	A.S.S. Squadrons	2
20	(a) <u>REAR AREA</u>	20
63	Convoy and 1/3 intercept	63
27	U-Boat attacks	27
6	A.S.S.	6
14	Special Missions	14
5	A.A. Collaboration Operations	5
	Verdun	
7	(c) <u>REAR AREA</u>	7
130	Italian Air Force Assets	130
174	Supply Depots	174
15	Commander and Transport	15
7	British parachute school	7
	V.I.S.	

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3. REAR AREA

On the 30th April, the Fighter Wing moved from M.L.A. on the Po plain to a new operating base at M.V.A., approximately 6 miles south-west of VERONA.

2. The Summary of Italian Air Force operational activities for the month of April 1944 is as follows:

(a) <u>EMERSON WING</u>		
Offensive Recon. and low level attacks	235	
Reconnaissance	26	
Net./Target Recon.	6	
A.I.L. Searches	2	259
<hr/>		
(b) <u>REALLAGE WING</u>		
Convoy and A/S patrols	20	
U-Boat searches	25	
A.I.L.	21	
Special Missions	6	
A.I./Collaboration Operations	24	
Victims	5	137
<hr/>		
(c) <u>EMERSON/EMERSON WING</u>		
Italian Air Force Salvage	7	
Supply inventory	130	
Carrier and Transport	176	
British Bomber School	25	
V.I.L.	7	
<hr/>		
	472	
	347	
	125	
	348	

GRAND TOTAL

3. EMERSON/EMERSON WING

On the 30th April, the Fighter Wing moved from EMERSON on the Po Delta Delta, and now operates from a new airfield at MONTA, approximately 6 miles South-west of VERONA.

Offensive operations against shipping, rail-roads, 1/2, and other targets of opportunity, have been continued in the Adriatic area, attacks being made and damage claimed to:

26	Damaged	
37	Small Craft	
14	Two motor submarines, of which one sunk	
6	Single motor submarine	
1	Motor launch	
1	High speed launch	
4	Motor boats	
1	100 ft boat	
22	Outposts, of which 3 sunk	
1	150 ft steamship (tides attached)	

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SECRET

20

- 2 Locomotives
- 14/50 Ball-rod wagons
- 6 M.F. of which 5 destroyed - 2 were full of troops, bodies were lying on the road after attack.
- 1 Staff car
- 8 Loads of Part of BUNA
- Troop concentrations on CHINGA Islands

In addition to the above, the following were attacked without observed results :-

- 22 Boats
- 5 Motor Vessels
- 2 Tug
- 2 Galvan cargo
- 4 Mark IV tanks
- 4 3-ton lorries with troops
- 1 A.S.P. position

One No. 217 was attacked on the airfield at SOFESI and claimed as destroyed.

ONE ADVANCED LORRY

One No. 215 after being hit by light A.A. crashed near OEDJH (Togolunda), pilot bailed out and was seen to land safely and run for cover.

One No. 212 crashed into the sea near LAGNERA, after being hit by A.A. Pilot bailed out and was later picked up by an A.S.P. Capt Campbell.

No enemy air opposition was encountered during the month.

4. AIRBORNE MIL. OPERATIONS

63 sorties comprising 132 hours flying were carried out on B-24s and 10 sorties comprising 25 hours 40 mins. were flown on C-47s.

21 sorties were carried out on A.S.P. sorties comprising 52 hours 10 mins. flying. Aircraft's workings and supply supplies were found on two occasions and the body of a German Naval Officer was recovered. Two rescues were successful, five British aircraft and one Italian Pilot being picked up.

6 special missions were flown by Capt 506 to the Island of Vio and 347 back without incident.

One Capt 506, when approximately one hour out from Taranto carrying special medical supplies to VIO, caught fire in the air when off the coast of MARSA CHIA. The two paratroopers, an A.S.P. Wing Commander Medical and a Flight Lieutenant, and the crew of five were lost. The cause of the accident is not known.

5. AIRBORNE MIL. OPERATIONS

With the improved weather conditions, the number of supply dropping

- 1 1
- 2 1
- 3 2
- 4 4
- 5 4
- 6 1

One No. 217 was attacked on the airfield at SCENAI and claimed as damaged.

ONE AIRCRAFT DOWN

One No. 219 after being hit by Night A.A. crashed near OULBI (Tuguelaria), pilot bailed out and was seen to land safely and run for cover.

One No. 212 crashed into the sea near LAOYEA, after being hit by A.A. Pilot bailed out and was later picked up by an A.S.R. Coast Searcher.

No enemy air opposition was encountered during the month.

4. AIRBORNE SUPPORT

83 sorties comprising 132 hours flying were carried out on U-boat hunts and 10 sorties comprising 35 hours 40 mins. were flown on enemy aircraft duties.

21 sorties were carried out on A.S.R. duties comprising 52 hours 10 mins flying. Aircraft wreckage and empty dinghies were found on two occasions and the body of a German Naval Officer was recovered. Two rescues were successful, five British aircraft and one Italian Pilot being picked up.

6 special missions were flown by Unit 506 to the Island of VIE and 347

One Unit 506, when approximately one hour out from Taranto carrying special medical supplies to VIE, caught fire in the air when off the coast of MESSINA. The two passengers, an A.S.R. Wing Commander Medical and a Flight Lieutenant, and the crew of five were lost. The cause of the accident is not known.

5. RESEARCH/TECHNICAL OPERATIONS

With the improved weather conditions, the number of supply dropping sorties shows a very large increase on the previous month's figures of 47, a total of 120 sorties being flown.

Supplies were dropped at six different areas, fighter escort being supplied by Desert Air Force to the No. 212's on six missions. Long range No. 205 aircraft provided close escort to the Unit 506's.

A total of 143 tons (approx.) of supplies were dropped.

One Unit 506 was shot down by a No. 109 near POGGIA while returning after dropping operations at MESSINA. The crew of five bailed out successfully, but were afterwards captured and the German radio reports that they were subsequently shot.

19

WEEK, the only landing ground in Parian lands in South Diego-Garcia, was taken by the enemy on or about the 16th April.

6. GENERAL OPERATIONAL RESULTS

During the month 13 sorties were flown, during which 60 live jumps were carried out.

7. PERSONNEL

(a) Personnel Losses

- Month 205
- Month 207
- Month 208
- 21-22
- 23-24
- 25-26
- 27-28
- 29-30
- 31-32
- 33-34
- 35-36
- 37-38
- 39-40
- 41-42
- 43-44
- 45-46
- 47-48
- 49-50
- 51-52
- 53-54
- 55-56
- 57-58
- 59-60
- 61-62
- 63-64
- 65-66
- 67-68
- 69-70
- 71-72
- 73-74
- 75-76
- 77-78
- 79-80
- 81-82
- 83-84
- 85-86
- 87-88
- 89-90
- 91-92
- 93-94
- 95-96
- 97-98
- 99-100

Personnel Losses

- 8
- 5
- 15
- 15
- 2
- 16
- 16
- 9
- 6
- 11
- (x)

(1) Personnel Losses were withdrawn to check reports of 11 722 engines following similar accidents. These aircraft will be in service again shortly.

(b) Personnel Losses

Personnel loss is a considerable figure in view of the operations carried out during the month and the fact that 2 W.L.R. aircraft were written off during the month by a Liberator running into them at 15000.

(c) Personnel Losses

Is improved over last month's figures, but is low compared with the figure of 2 months ago, this should now show improvement.

(d) Personnel Losses

15 Month 2070 have now had last jump tests fitted.

(e) Personnel Losses

The fitting of German cameras in the wings of a normal Month 207 has now been achieved and the first wing is available for firing trials at intervals. It is not anticipated that this conversion can be carried out very quickly, but following the trials, work will be put in hand to fit cameras on an additional 15 Month 2070.

(f) Personnel Losses

A considerable number of engine cameras have taken place during the

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Model 205
 Model 205B
 Model 202
 21-52
 21-54
 21-79
 Cost 2077
 Cost 506
 Regulated 202
 Regulated 202

21
 5
 15
 25
 3
 26
 26
 9
 6
 MIL (X)
 22

(1) Regulated 202's were withdrawn to check Regio XI Test Engines following cylinder fractures. These aircraft will be in service again shortly.

(b) Engine Reliability

Running high and is a creditable figure in view of the operations carried out during the month and the fact that 2 ML-82 aircraft were written off during the month by a Liberator running into them at LORRA.

(c) Engine Reliability

Is improved over last month figures, but is low compared with the figure of 2 months ago, this should see their improvement.

(d) Low Range Tests

15 Model 205's have now had low range tests fitted.

340

(e) General

The fitting of German engines in the wings of a Bristol Model 207 has now been achieved and the first wing is available for firing tests at Brindley. It is not anticipated that this conversion can be carried out very quickly, but following the failure, work will be put in hand to fit engines on an additional 15 Model 205's.

(f) Engine Changes

A considerable number of engine changes have taken place during the month. Engines are being received which have had major overhauls from Brindley S.D.L.L., and from the Alfa Romeo works. Efficient plug cleaning boys have been set up in Brindley and Haven, and the engine serviceability position should show considerable improvement by the middle of next month. 1,000 fighter aircraft plugs have been obtained from Bristol but no use in Brindley.

(g) Regulated Engine Test Results

Testing of Bristol Test Engines at Brindley has proved to be a source of delay to the engine program. An additional fuselage for testing engines has now been sent to Brindley, and various of amount for building fixed test benches has been obtained and construction has started. The engine room on the way to Brindley is nearing completion, and engine changes will shortly be undertaken at Brindley thus saving transport to LORRA, and thus improving the maintenance situation.

18

(a) Alitalia De Fiume

The S.A.S.L. of Al. Vito De Fiume situated in the old aircraft hangar is now working to capacity and the first Cost 1957 has been completed after a major inspection and overhaul.

Difficulties experienced over the supply of electricity and in the construction of an access road have been overcome.

Two separate and independent S.A.S.L.'s are therefore now working on motor submarines.

(1) Technical Organization

Some of the technical problems being dealt with are detailed below :-

- (i) Fitting of long range tanks to Macchi aircraft.
- (ii) Fitting of German 20 mm cannons to Macchi's
- (iii) Adapting American 1000 lbs bombs for Reggiani aircraft.
- (iv) Fitting American cannons and British gun sights to recovered aircraft.
- (v) Aspects of rearing Italian aircraft on 57 Octane petrol and problems on the higher level controls.
- (vi) Fitting of British and American pumps to various Italian aircraft engines.
- (vii) Provision of suitable synthetic rubber bushings for Italian hydraulic equipment.
- (viii) Provision of suitable rubber jointing for Italian aircraft engines.
- (ix) Test on British and American hydraulic oil, dyes, lubricants, and fabrics to ascertain suitability for various aircraft.
- (x) Provision of suitable electric lamps and batteries from British sources for Italian aircraft.
- (xi) Problems connected with the adoption of certain British tail wheel types for Reggiani aircraft.
- (xii) Provision of suitable rubber and solution for Italian vulcanizing plants.
- (xiii) Fitting PUMA long range tanks to Reggiani aircraft.

Most of these problems have been overcome.

(j) Schedule

Good progress is being made on exchange visit in Sicily, Messina and Trapani, and it is hoped shortly to start a exchange party working in the Messina area. 345

Visiting Commander R.A.C.M.A. (Tech.) of the Sub-Commission, recently visited Trapani, Messina and Palermo, in an S1-52 aircraft and was able to recover valuable material, and with the assistance of Headquarters, Middle East, to arrange for the shipment of other useful exchange material to Italy.

SECRET

- 5 -

The main is now employed in repairing several formations of Lockheed 204's and 27's and crashed aircraft from FROTH. When necessary in production this work should be a great asset to the Italian Air Force.

The Machine shops are now engaged on the manufacture of cannon fittings and parts for attachment bands for American 100 lbs bombs.

(1) Flight Servicing

Work is being made of a modified Form 730 to improve flight serviceability in the field, and to replace the original Italian system of removing aircraft flying times, and inspections carried out. Some Italian aircraft maintenance schedules are being re-rolled on British practices, with the idea of raising the standard of maintenance.

(2) Material (Maintenance and Supply)

The appointment of Colonel Cigerna in a post equivalent to that of C.M.S.O. to the Italian Air Force has resulted in a slight improvement in the maintenance and supply position. This improvement can, however, only be slow until some steps are taken to carry out a purge of the 'go slow' elements within the Italian Air Ministry and in particular within the administrative staff. It is hoped that sufficient evidence will shortly be forthcoming to make this purge possible.

3. Material

The question of fitting V.L.P. and Mark III I.R.F. in Lockheed fighter aircraft has been under discussion by H.C., H.A.A.F. Arrangements had been made to attach 2 operators and 4 O.B.'s of the Italian Air Force to 120 H.A. for instruction in the adjusting and maintenance of Allied V.L.P. Transmitters/Receivers, and the day to day maintenance of Mark III I.R.F. A Lockheed 202 will be supplied to 120 H.A. for practice of this equipment. It is now understood, however, that V.L.P. will not be fitted to Italian aircraft, as the party will concentrate on I.R.F.

The proper maintenance and allocation of C.M.I. signs and procedures, named on the expedition document with H.C., H.A.A.F. in March has been issued by H.C., H.A.A.F., and has been put into effect by the Italian Air Force. Considerable effectiveness is being experienced on certain of the formations, in particular the fighters' Voluntary Groupings. H.C., H.A.A.F. has been asked to consider an alternative.

70% of the Douglas aircraft are now fitted with R.F.

10. REPLACEMENT OF ITALIAN AIR FORCE MATERIAL

During the month, 1942, matters have been resolved through Headquarters Mediterranean Allied Air Forces Co-ordinating Officers for 1,918 Italian Air Force personnel in substitution for R.A.F. manpower, but apart from small units urgently required, the supply has been curtailed in order that the whole units of selection of Italian Air Force personnel.

... and... with the idea of... the... of maintenance.

(a) Summary (Maintenance and Supply)

The appointment of Colonel Cignoni in a post equivalent to that of G.M.S.O. to the Italian Air Force has resulted in a slight improvement in the maintenance and supply position. This improvement can, however, only be seen until some steps are taken to carry out a purge of the "go slow" elements within the Italian Air Ministry and in particular within the administrative staff. It is hoped that sufficient evidence will shortly be forthcoming to make this purge possible.

9. SUMMARY

The question of fitting V.I.F. and Mark III I.F.R. in Meaditt fighter aircraft has been under discussion by R.O., M.A.A.F. Arrangements had been made to attach 2 officers and 4 O.B.'s of the Italian Air Force to ILO M.U. for instruction in the subjecting and maintenance of Allied V.I.F. Transmitters/Receivers, and the day to day maintenance of Mark III I.F.R. A Mark III I.F.R. will be supplied to ILO M.U. for prototype of this equipment. It is our intention, however, that V.I.F. will not be fitted to Italian aircraft, as the party will concentrate on I.F.R.

The proper authorization and allocation of Civil Aids and Proportions, Naval on the organization discussed with L.O., M.A.A.F. in March has been found by R.O., M.A.A.F. and has been put into effect by the Italian Air Force. Considerable instructions, in being experienced on certain of the frequencies, in particular the flight/telephony frequencies. R.O., M.A.A.F. have been asked to consider an alternative.

70% of the Regard aircraft are now fitted with I.F.R.

10. INSTALLATION OF ITALIAN AIR FORCE... (partially illegible)

During the month, negotiations have been conducted through Headquarters, Mediterranean Allied Air Forces Co-ordinating Officer for 1,915 Italian Air Force personnel in substitution for I.F.R. personnel, but apart from small units urgently required, the supply has been curtailed in order that the whole machinery of substitution of Italian Air Force personnel be established. The reason is that it has been found that in the past, in order to meet demands, the first available element, irrespective of trade category, had been drafted into labour and guard companies. The increased fraction of the Italian Air Force Ministry, have been instructed to replace all technicians who are being re-employed, with A.C.R./C.O.D. class, and to make a return showing all available personnel in trade groups.

As a preliminary return, the following personnel Strength Return was produced by the Italian Air Ministry during the latter part of the month:

Personnel.....6

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SECRET

• 6 •

ITALIAN AIR FORCE

ITALIAN AIR FORCE

Italian Air Ministry
 14th Army Area Directorate
 British Army
 Company
 Pilotage Wing
 Bomber Transport Wing
 Surveillance Wing
 Battalion of "Medici" (I.A.S. Component)
 Squadrons
 Staff

500
 9217
 266
 827
 2226
 1074
 790
 825
 3105
 52
 2372

EXPENSES ON ALLIED UNITS

Labour Expenses of Royal Dutch
 Employed by I.A.S. Units on maintenance
 Employed by U.S.A.F. units in military
 Employed by U.S.A.F. units in parachute

2305
 007
 1590
 3053
 9579

GENERAL COMMENTS

23,351

While this survey is a very useful basis of information, it is felt that its accuracy cannot be guaranteed as one or two discrepancies have already been found and are being investigated. The total number shown as employed by Allied units is believed to be accurate although some adjustment of the figures is between the various Allied Commands is thought to be necessary.

The Italian Air Ministry has been asked to withdraw establishments for all Italian Air Force units not serving with Allied Units and from those it is hoped to be able to work out an accurate figure of surplus personnel still available for substitution of Allied personnel.

The present ceiling for the Italian Air Force is 22,000 officers and other ranks. It is now felt that in view of the continued demands for Italian Air Force personnel and the valuable work being done by the Italian Air Force as a whole, this ceiling figure should be increased to 30,000 officers and other ranks, this being 1% of the Italian Armed Forces allowed under the terms of the Armistice.

II. ESTABLISHMENTS OF THE ITALIAN AIR FORCE

The new system of station distribution as detailed in the last...

750
805
905
52

RESEARCH BY ALLIED UNITS

Labour Categories of Hard Goods
Employed by U.S.A. Units on Italian
Employed by U.S.A. Units on Italian
Employed by U.S.A. Units on Italian

2329
1007
1590
3053

3579

31,331

GENERAL SUMMARY

While this survey is a very useful basis of calculation, it is felt that its accuracy cannot be guaranteed as one or two discrepancies have already been found and are being investigated. The total number of men employed by Allied Units is believed to be accurate although some adjustment of the figures is between the various Allied Commands is thought to be necessary.

The Italian Air Ministry has been asked to provide establishments for all Italian Air Force Units not serving with Allied Units and from there it is hoped to be able to work out an accurate figure of surplus personnel still available for substitution of Allied personnel.

The present ceiling for the Italian Air Force is 32,000 officers and other personnel. It is now felt that in view of the continued demands for Italian Air Force personnel and the valuable work being done by the Italian Air Force as a whole, this ceiling figure should be increased to 50,000 officers and other personnel, this being 18% of the Italian Armed Forces allowed under the terms of the Armistice.

II. REQUIREMENTS OF THE ITALIAN AIR FORCE

The new system of ration distribution as detailed in the last Air Report has worked successfully, but discontent at the smallness of the rations received is spreading. This is understandable when one sees the ration pay varying between 10 and 15 lire a day and unable to buy anything in the open market to supplement their rations and when they see civilians receiving up to 500 lire a day, and able to purchase not only food, but luxuries such as tobacco and soap.

On the 10th April 1944, a Conference on rationing was held at the Headquarters of the Army Delegation at Legnano. The chair was taken by Colonel Whiteley from A.F.H.Q. Administration Italiana, who stated it was proposed to have up to 200 lire ration scale being less than Scale 'A' and slightly more than Scale 'B'. This new scale would be an increase to all Italian Armed Forces, whether operationally employed or not. The representatives of the Army and the Air Force Delegation, protested strongly against this measure, and proposed that a case be stated to higher authority for the abolition of Scale 'B', the monthly requirement of Scale 'B' for 1. of G. was increased, and 6.

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completely non-operational. In fact, men usually approaching the Standard British Pattern, but are going personnel and operational air crews and their surviving flights and operations.

22. MEDICAL MATTERS.

The Army G.O.-Commander has advised that a Central Medical Supply Depot is being established and that the medical equipment of the Italian Armed Forces will be brought up to the normal British standard of both expendable and non-expendable stores. This is a great step forward, if only the supplies are made available in time to avoid disaster.

The experience of the lack of medical supplies and attention has been emphasized by the Psychological Medical Officer, Headquarters, Headquarters Allied Air Forces, who forewarns the danger to Italian personnel where Italian Air Force personnel have been directed into U.S. 7-14th in substitution. Commanders have therefore been issued that all Italian A-1 Forces personnel serving in or with U.S. 7-14th are to receive the same instruction and vaccination as U.S. 7-14th personnel and are also to receive the same M.I. 1000 treatment as U.S. 7-14th Headquarters.

The Army Surgeon of Allied Air Forces Area Command has issued a similar general instruction to American Units in that area, so that the position of Italian Air Force personnel working with British and American Units can now be expected to be far more advantageous than that of the members of the Italian Air Force who are operationally engaged against the common enemy.

William-Burner

WILLIAM-BURNER,
AIR VICE-MARSHAL,
AIR STAFF QUARTERS.

Air Forces G.O.-Commander
Allied Central Command,
7th May 1944
Ref. 1007/23/44

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The members of the Joint of Allied supplies and equipment has been expeditiously by the military medical officers, headquarters, Headquarters Allied Air Forces, who supervise the supply to British personnel where Italian Air Force personnel have been drafted into U.S.A.F. units in substitution. Orders have therefore been issued that all Italian A.F. have personnel serving in or with U.S.A.F. units are to receive the same investigation and vaccinations as U.S.A.F. personnel and are also to receive the same U.S.A.F. Non-Resident of U.S.A.F. with headquarters.

The Area Surgeon of Allied Air Force Area Command has issued a similar general instruction to American units in that area, so that the position of Italian Air Force personnel working with British and American units can now be stated to be the same arrangements that that of the members of the Italian Air Force who are operationally deployed against the common enemy.

Wabam-Burwater

**U.S.A.F. SURVIVAL SERVICE,
AIR FORCE COMMAND,
AIR FORCE HEADQUARTERS**

**Air Force Sub-Committee
Allied Central Commission,
7th Air Force,
RAF 1507/15/14**

343

Identification :

- 1 Lt Col U.S.A.F. (Air Staff) O.A.F.F.
- 1 Lt Col U.S.A.F. (RAF)
- 1 Lt Col U.S.A.F. O.A.F.F.
- 1 Lt Col Allied Central Commission, O.A.F.F.
- 1 Lt Col U.S.A.F. (RAF) (RAF) (RAF) (RAF) (RAF)
- 1 Lt Col U.S.A.F. (RAF) (RAF) (RAF) (RAF) (RAF)

- 2 Captains
- 1 Major
- 1 Lt
- 1 Lt
- 1 Lt
- 1 Lt
- 1 Lt
- 1 Lt

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FORM 14

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ALPHABET AND OTHER SYMBOLS OF ITALIAN LEXICON AS AT PRESENT DATE
1944

SECRET SYMBOLS LIST

FISHING	117	64	200
TRUCKING	25	43	88
TELEPHONE	60	20	102
TELEVISION	55	27	104
COMMUNICATIONS ALPHABET	27	15	
NUMERICAL ALPHABET	47	30	118
ALPHABET IN ITALIAN SCRIPT	77	10	
TOTAL	417	103	600

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PLANNING	117	43	260
PERSONNEL	25	15	62
TRAINING	69	20	140
RESEARCH	25	27	100
OPERATIONAL ABILITY	27	16	
TECHNICAL ABILITY	47	20	48
ABSORPTION OF NEW AND EXISTING	77	16	
STRENGTH	47	10	60

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Air Forces (sub-commission),
Allied Control Commission,
14th May 1944.

SECRET

SECRET

SECURITY INFORMATION

13

SECURITY INFORMATION

PERSONNEL

PERSONNEL	STATUS	DATE	REMARKS
1st Lt. [Name]	Active	14	
2nd Lt. [Name]	Active	12	
3rd Lt. [Name]	Active	12	
4th Lt. [Name]	Active	12	
5th Lt. [Name]	Active	12	
6th Lt. [Name]	Active	12	
7th Lt. [Name]	Active	12	
8th Lt. [Name]	Active	12	
9th Lt. [Name]	Active	12	
10th Lt. [Name]	Active	12	
11th Lt. [Name]	Active	12	
12th Lt. [Name]	Active	12	
13th Lt. [Name]	Active	12	
14th Lt. [Name]	Active	12	
15th Lt. [Name]	Active	12	
16th Lt. [Name]	Active	12	
17th Lt. [Name]	Active	12	
18th Lt. [Name]	Active	12	
19th Lt. [Name]	Active	12	
20th Lt. [Name]	Active	12	
21st Lt. [Name]	Active	12	
22nd Lt. [Name]	Active	12	
23rd Lt. [Name]	Active	12	
24th Lt. [Name]	Active	12	
25th Lt. [Name]	Active	12	
26th Lt. [Name]	Active	12	
27th Lt. [Name]	Active	12	
28th Lt. [Name]	Active	12	
29th Lt. [Name]	Active	12	
30th Lt. [Name]	Active	12	
31st Lt. [Name]	Active	12	
32nd Lt. [Name]	Active	12	
33rd Lt. [Name]	Active	12	
34th Lt. [Name]	Active	12	
35th Lt. [Name]	Active	12	
36th Lt. [Name]	Active	12	
37th Lt. [Name]	Active	12	
38th Lt. [Name]	Active	12	
39th Lt. [Name]	Active	12	
40th Lt. [Name]	Active	12	
41st Lt. [Name]	Active	12	
42nd Lt. [Name]	Active	12	
43rd Lt. [Name]	Active	12	
44th Lt. [Name]	Active	12	
45th Lt. [Name]	Active	12	
46th Lt. [Name]	Active	12	
47th Lt. [Name]	Active	12	
48th Lt. [Name]	Active	12	
49th Lt. [Name]	Active	12	
50th Lt. [Name]	Active	12	
51st Lt. [Name]	Active	12	
52nd Lt. [Name]	Active	12	
53rd Lt. [Name]	Active	12	
54th Lt. [Name]	Active	12	
55th Lt. [Name]	Active	12	
56th Lt. [Name]	Active	12	
57th Lt. [Name]	Active	12	
58th Lt. [Name]	Active	12	
59th Lt. [Name]	Active	12	
60th Lt. [Name]	Active	12	
61st Lt. [Name]	Active	12	
62nd Lt. [Name]	Active	12	
63rd Lt. [Name]	Active	12	
64th Lt. [Name]	Active	12	
65th Lt. [Name]	Active	12	
66th Lt. [Name]	Active	12	
67th Lt. [Name]	Active	12	
68th Lt. [Name]	Active	12	
69th Lt. [Name]	Active	12	
70th Lt. [Name]	Active	12	
71st Lt. [Name]	Active	12	
72nd Lt. [Name]	Active	12	
73rd Lt. [Name]	Active	12	
74th Lt. [Name]	Active	12	
75th Lt. [Name]	Active	12	
76th Lt. [Name]	Active	12	
77th Lt. [Name]	Active	12	
78th Lt. [Name]	Active	12	
79th Lt. [Name]	Active	12	
80th Lt. [Name]	Active	12	
81st Lt. [Name]	Active	12	
82nd Lt. [Name]	Active	12	
83rd Lt. [Name]	Active	12	
84th Lt. [Name]	Active	12	
85th Lt. [Name]	Active	12	
86th Lt. [Name]	Active	12	
87th Lt. [Name]	Active	12	
88th Lt. [Name]	Active	12	
89th Lt. [Name]	Active	12	
90th Lt. [Name]	Active	12	
91st Lt. [Name]	Active	12	
92nd Lt. [Name]	Active	12	
93rd Lt. [Name]	Active	12	
94th Lt. [Name]	Active	12	
95th Lt. [Name]	Active	12	
96th Lt. [Name]	Active	12	
97th Lt. [Name]	Active	12	
98th Lt. [Name]	Active	12	
99th Lt. [Name]	Active	12	
100th Lt. [Name]	Active	12	

STATUS AND DISPOSITION

STATUS AND DISPOSITION	DATE	REMARKS
1st Group	14	
2nd Group	12	
3rd Group	12	
4th Group	12	
5th Group	12	
6th Group	12	
7th Group	12	
8th Group	12	
9th Group	12	
10th Group	12	
11th Group	12	
12th Group	12	
13th Group	12	
14th Group	12	
15th Group	12	
16th Group	12	
17th Group	12	
18th Group	12	
19th Group	12	
20th Group	12	
21st Group	12	
22nd Group	12	
23rd Group	12	
24th Group	12	
25th Group	12	
26th Group	12	
27th Group	12	
28th Group	12	
29th Group	12	
30th Group	12	
31st Group	12	
32nd Group	12	
33rd Group	12	
34th Group	12	
35th Group	12	
36th Group	12	
37th Group	12	
38th Group	12	
39th Group	12	
40th Group	12	
41st Group	12	
42nd Group	12	
43rd Group	12	
44th Group	12	
45th Group	12	
46th Group	12	
47th Group	12	
48th Group	12	
49th Group	12	
50th Group	12	
51st Group	12	
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53rd Group	12	
54th Group	12	
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56th Group	12	
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67th Group	12	
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69th Group	12	
70th Group	12	
71st Group	12	
72nd Group	12	
73rd Group	12	
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80th Group	12	
81st Group	12	
82nd Group	12	
83rd Group	12	
84th Group	12	
85th Group	12	
86th Group	12	
87th Group	12	
88th Group	12	
89th Group	12	
90th Group	12	
91st Group	12	
92nd Group	12	
93rd Group	12	
94th Group	12	
95th Group	12	
96th Group	12	
97th Group	12	
98th Group	12	
99th Group	12	
100th Group	12	

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Group	Personnel	Start	End	Notes
5th Group (Fighter Squadron), Taiwan	17	1952	1953	
	8	1953	1954	
	4	1954	1955	
	1	1955	1956	
1st Group	1	1956	1957	
	3	1957	1958	
	28	1958	1959	
	1	1959	1960	
<u>2nd and 3rd Groups (Fighter Squadron)</u>				
1st Group	25	1960	1961	
	19	1961	1962	
2nd Group (Fighter Squadron)	7	1962	1963	
	23	1963	1964	
3rd Group	2	1964	1965	
	4	1965	1966	
	5	1966	1967	
	7	1967	1968	
	2	1968	1969	
	1	1969	1970	
	1	1970	1971	
<u>4th Group (Fighter Squadron)</u>				
1st Group	17	1971	1972	
	5	1972	1973	
2nd Group	9	1973	1974	
	1	1974	1975	
3rd Group	2	1975	1976	
	1	1976	1977	
4th Group	17	1977	1978	
	2	1978	1979	
5th Group	3	1979	1980	
	1	1980	1981	
6th Group	2	1981	1982	
	1	1982	1983	
7th Group	17	1983	1984	
	2	1984	1985	
8th Group	17	1985	1986	
	2	1986	1987	
9th Group	17	1987	1988	
	2	1988	1989	
10th Group	17	1989	1990	
	2	1990	1991	

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SECRET

REF ID: A66666

PERSONNEL INFORMATION

Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]

[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]

PERSONNEL INFORMATION

Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]
Mr. [redacted]

[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]

PERSONNEL INFORMATION

Mr. [redacted]

[redacted]

PERSONNEL INFORMATION

Mr. [redacted]
Mr. [redacted]
Mr. [redacted]

[redacted]
[redacted]
[redacted]

PERSONNEL INFORMATION

Mr. [redacted]
Mr. [redacted]
Mr. [redacted]

[redacted]
[redacted]
[redacted]

PERSONNEL INFORMATION

Mr. [redacted]
Mr. [redacted]

[redacted]
[redacted]

340

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	SECRET	CONFIDENTIAL	SECRET
<p>State Group (PL/Defense)</p> <p>State (Defense)</p> <p>Autonomous (Defense)</p>	<p>10,000</p> <p>100,000</p> <p>100,000</p> <p>100,000</p> <p>100,000</p> <p>100,000</p> <p>100,000</p> <p>100,000</p>	<p>5</p> <p>5</p> <p>5</p> <p>5</p> <p>5</p> <p>5</p> <p>5</p> <p>5</p>	<p>20</p> <p>10</p> <p>10</p> <p>10</p> <p>10</p> <p>10</p> <p>10</p> <p>10</p>
<p>State</p> <p>Autonomous</p>	<p>100,000</p> <p>100,000</p>	<p>5</p> <p>5</p>	<p>10</p> <p>10</p>
<p>State</p> <p>Autonomous</p>	<p>100,000</p> <p>100,000</p>	<p>5</p> <p>5</p>	<p>10</p> <p>10</p>
<p>State</p> <p>Autonomous</p>	<p>100,000</p> <p>100,000</p>	<p>5</p> <p>5</p>	<p>10</p> <p>10</p>
<p>State</p> <p>Autonomous</p>	<p>100,000</p> <p>100,000</p>	<p>5</p> <p>5</p>	<p>10</p> <p>10</p>

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Abstract

SECRET SERVICE BUREAU

Documents

Records

Correspondence

Notes

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11 APR 54

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13 APR Recd. 532

10/

AIR FORCE SUB-COMMISSION, ALLIED CONTROL COMMISSION

HO ACIA, APO SPM

AIR REPORT NO. 15 / MARCH 1944

12 Apr 1944

BY

1. The Italian Air Force Aircraft Strength, Serviceability, Crew Status, and Location statement as at 31st March 1944 is shown in Appendix "A" attached.

2. The summary of Italian Air Force operational sorties for the month of March 1944 is as follows :-

(a) FIGHTER SORTIES

Offensive Recon and low level attacks

103
82
47
6
36
24

306

(b) SEAWARD VING

Convoy and A/C Patrols

U-Boat Raids

A.S.S.

A.A. Calibration Exercises

Special Missions

58
52
44
46
6

176

(c) NUMBER/TRANSPORT SORTIES

I.A.F. Salvage

Supply Dropping

Carrier and Transport

British Parachute School

A.A. Calibration Exercises

25
51
134
24
10

310

Grand Total

197

336

This shows an increase of 197 sorties over the month of February.

MARCH OPERATIONS

The Fighter Wing operating from Malta in the Sicily area continued their attacks against shipping in the Maltese area and also damaged :-

10 Barges

(a) FLIGHTER WING

Offensive Search and low level attacks	103	356
Recon	82	
Fighter/Bomber	47	
Target Recon.	64	
Int. Recon.	36	
A.C.I. Recon.	24	

(b) SUPPORT WING

Convoy and A/S Patrols	53	176
U-Boat's Hunt	32	
A.S.I.	44	
A.S. Calibration Exercises	36	
Special Missions	6	

(c) MC-509/TRANSPORT WING

I.S.F. Salvage	25	312
Supply Dropping	51	
Carrier and Transport	134	
British Parachute School	34	
A.S. Calibration Exercises	18	

Grand Total 297
336

This shows an increase of ~~200~~ sorties over the month of February.

3. FIGHTER OPERATIONS

The Fighter Wing operating over Malta in the Sicilia Plain continued their attacks against shipping in the Dalmatian area and also damage to :-

10	Barges	10
1	S. Boat	1
33	Fishing boats	33
1	Tug	1
2	Motor launches	2
2	Two-masted schooners	2
1	Three-masted schooner	1
1	Medium sized fishing vessel	1
1	Small merchant vessel.	1

10 167

Two merchant vessels of 3/400 foot length were attacked by Fighter/Bombers and as a result one sunk, and the other was set on fire and burnt out forward.

Fighter/Bombers attacked 7.7. sightings at S. Maria, obtaining 3 direct hits with 250 lb. bombs.

/Continued.....

Patrol areas behind Dubrovnik were bad. From 1,000 feet, 8 kg bombs being dropped, five exploding in target areas. There were no direct hits on target but possible damage to tank plant nearby.

No enemy air opposition was encountered during the period under review.

During the period one No. 205 was lost, it is thought, due to damage as a result of an explosion caused by previous aircraft's machine gun fire. The pilot bailed out and was seen in his dinghy. It has subsequently been established that he drifted ashore, and is now in the hands of the Partisans.

Two No. 2002 were lost, one due to engine failure, and one presumably due to engine failure. The pilot of the latter is missing, but the former crashed into Vlast's Harbour, and is safe, having been rescued by the lighthouse keeper's daughter.

4. ITALIAN AIR OPERATIONS.

50 sorties, comprising 206 hours flying were flown on convoy escort duties, and 26 sorties comprising 400 hours on S.O. out bursts. There were no incidents.

A total of 68 sorties were made from Taranto, Brindisi and Lamezia on A.S.F. duties.

One sortie was successfully two Yugoslav refugees being rescued from a dinghy 45 miles N.W. of Brindisi.

A ferry service by Curt 506 aircraft is in operation between the mainland and Vis Island. The flights are held on with the co-operation of 242 Group, advantage being taken of A.S.F. fighter cover in the Delonata area.

A successful mission has been carried out during the month. Headquarters 266 Special Force are taking advantage of this service to transport V.I.P.'s and urgent mail.

One Curt 501 fitted with sleeve target gear, is now available and is being used for Royal and Army A.S. practice.

A S.F. gain of unusual violence accompanied by direct signals on the 26th March caused the total loss at Taranto of one Curt 501, and extensive damage to one Curt 506 and A.S. The Italian Navy afforded such assistance, supplying fuel and other marine craft meticulously worthy for landing under the weather conditions prevailing.

5. REAR TRANSPORT AND SUPPLIES.

Early Dropouts etc.

The output of supply dropping operations into Tago-Slava shows an improvement on the previous month. Out of a total of 47 sorties, 23 were successful and approximately 46 tons net weight of supplies were dropped. On the remaining 24 sorties the loads were returned to base because of bad weather over the dropping areas.

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837

Lighthouse keeper's daughter.

4. SCALE OF THE OPERATIONS.

50 sorties, comprising 206 hours flying were flown on convoy escort duties, and 26 sorties comprising 100 hours on H. Post basis. There were no incidents.

A total of 60 sorties were made from Taranto, Brindisi and Lamezia on A.S.F. duties.

One sortie was successful; two Tugo-Gley refugees being rescued from a dingy 45 miles S.W. of Brindisi.

A ferry service by Curt 506 aircraft is in operation between the mainland and Via Island. The flights are laid on with the co-operation of 242 Group, advantage being taken of H.A.F. fighter cover in the Delonchio area.

6 successful missions have been carried out during the month. Headquarters 266 Special Force are taking advantage of this service to transport V.I.S.'s and urgent mail.

One Curt 501 fitted with sleeve target gear, is now available and is being used for Royal and Army A.A. practice.

A V.I.S. raid of unusual violence accompanied by Greek spalls on the 26th March caused the total loss at Taranto of one Curt 501, and extensive damage to one Curt 506 and H. L. The Italian Navy afforded much assistance, supplying tugs and other service craft sufficiently numerous for towing under the weather conditions prevailing.

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837

5. POSTER PARACHUTE DROPPING OPERATIONS.

Early Periods etc.

The amount of supply dropping operations into Tugo-Gley shows an improvement on the previous month. Out of a total of 47 sorties, 63 were successful and approximately 46 tons net weight of supplies were dropped. On the remaining 24, sorties the loads were returned to base because of bad weather over the dropping areas.

In addition to the above, four S.11's landed at Lamezia with approximately 3 tons (net) of supplies, including medical stores and ammunition, and brought out 45 Partisan and Italian wrapped and one Partisan woman.

General Oxilia, who had been commanding the Garibaldi Division, one American Lt. Colonel and 13 British military personnel were also evacuated.

6. SPECIAL RESCUE PARACHUTE SCHOOL.

During the month 30 sorties and 761 live jumps were carried out.

7. WEATHER CONDITIONS.

Conditions were bad or very poor on 21 days of the month.

/Continued.....}

8

8. SIGNALS.

As improvement in the serviceability of the fighter w/o R/T at Palato was shown, after the receipt of certain essential spares, valves, etc. from Gardinia, and a re-organization of the Italian Signals Officers at Palato.

The Engines w/o are being fitted with R/T at least; progress has been slow owing to the difficulty experienced in obtaining all the equipment required, but most essential items are now to hand.

The I.A.F. wireless services in Gardinia commenced to operate on the 29th instant, agreement having been reached on the question of supervision and the making of the transmitters on their particular frequencies.

The Signals Officer discussed at H. A. S. the whole question of the wireless services for the Italian Air Force, and understood that the agreed organization, after approval by the Air Staff, would be passed to I.A.F. for their authorization.

The fitting of I.S.F. in Italian w/o is still awaiting approval by A.F.S. It is considered that this is an urgent matter, and it is hoped that an early decision will be made.

SAFETY.

9. SERVICEABILITY POSITION.

REPAIRS.

The better serviceability shows a slight improvement over last month.

FLIGHTS.

Fighter serviceability has shown a substantial decline which it is hoped will be only temporary. This has been due to three factors-

- (1) When the Control Despatch first started operating localities arrangements were not made to stagger the use of the aircraft hours, and as a result engine overhaul work was operating, and in consequence engine changes could not at times be undertaken. In consequence there are now 20 Fighter aircraft requiring engine changes all at the same time, and through serviceable engines are now available from the individual I.A.F. for this purpose, there will be taken to bring the serviceability position back to normal.

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- (2) The fitting of long range tanks on model 205 aircraft has resulted in 12 other aircraft being taken in hand for fitting.

- (3) The cylinder defect which has been known to exist on single cylinder engines for some time, has resulted in engine failures on two aircraft. This has necessitated all England 205 aircraft being provided, while special investigation and tests are carried out.

10. FLIGHT ASSISTANCE.

The Liaison Officer discussed at E. S. S. S. S. the whole question of the wireless services for the Italian Air Force, and understood that the agreed organization, after approval by the Air Staff, would be passed to A. S. S. S. for their authorization.

The fitting of I. P. P. in Italian G/O is still awaiting approval by A. S. S. S. It is considered that this is an urgent matter, and it is hoped that an early decision will be made.

MAINTENANCE.

9. SERVICABILITY PROBLEMS.

GENERAL.

The better servability shows a slight improvement over last month, hoped will be only temporary. This has been due to three factors--

FLIGHTS.

Fighter servability has shown a substantial decline which it is hoped will be only temporary. This has been due to three factors--

(1) When the Control Commission first started operating accidents, arrangements were not made to stagger the use of the aircraft hours, and no major engine overhaul work was operating, and in consequence engine changes could not at that time be undertaken. In consequence there are now 20 fighter aircraft requiring engine changes all at the same time, and though servable engines are now available from the British S. S. S. S. for this purpose, time will be taken to bring the servability position back to normal.

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(2) The fitting of 1000 hours hours on local 200 aircraft has resulted in 12 other aircraft being taken in hand for fitting.

(3) The cylinder defect which has been known to exist on P. 100 engines for some time, has resulted in engine failures on the aircraft. This has necessitated all Reggiani 2000 aircraft being provided, while special inspection and tests are carried out.

10. FLIGHT MAINTENANCE.

A modified Form 730 is being introduced for flight maintenance to replace the present Italian Form, and a higher standard of flight maintenance is expected to result.

11. REMARKS.

The Reggiani factory under Alfa Romeo management, is now carrying out major overhaul on Salmatoribus 600 engines, the first two engines have been tested and found completely satisfactory.

The firm have set up two test benches near the works, and are running their engine testing in line with S. S. S. S. practice.

It is hoped before very long to be able to carry out engine changes on fighter aircraft in Naples, at present the engines are being taken to Lecce for fitting.

(Continued).....

2
The Magnoli Company is repairing its plant in order to be able to undertake overhaul of Italian Air Force Hydraulic Equipment, which is being done before the German destroyed the factory. This factory is shared by the Army U.S.A. and the Navy Turbine Workshops, and it is believed that the hydraulic section will be working before very long. The greatest difficulty here is the need for supply of Synthetic Rubber sheeting to make casters.

The Benito Factory, Benevento. Re-roofing of part of this factory is in progress, and recovery of spares for Macchi from underneath the debris, is being undertaken. It is hoped to rebuild some of the aircraft, damaged in the factory when it was bombed, and to use a section of it for overhaul of Macchi aircraft, thus relieving some of the pressure on the Lecce S.A.A.S.

The Barber S.A.A.S. S.F. VITO DI VALLETTA. The Barber S.A.A.S. at Et Vito di Valle is established in the Liberty Studio, which have been partly re-roofed and provided with an engine hood on to the aerodrome, has now started repair and maintenance of bombers, and is working on some Cant 1007 aircraft.

This S.A.A.S. has just started production again after moving out of Gioia del Colle Aerodrome, to make room for No. 157 S.A.A.S. Delay was experienced in getting Electric Cables laid.

Improvement in the serviceability position should result from the re-equipment of these works and maintenance S.A.A.S.

12. GENERAL

It is felt that the position in the I.A.F. as regards maintenance and equipment is still very far from being satisfactory. It is doubtful whether Senior Officers realize the importance of proper maintenance. Payment is held in large numbers in small pieces, and there is no organized system of listing or of demand and issue. Synthetic shops are being taken it once to put the maintenance system and the equipment system on a sound basis, and Colonel Ogilvie who has recently been Chief of Staff to General Piccinini, has been put in charge of these important branches. He is an Officer of wide experience, and it is hoped that this appointment will soon result in a better state of affairs.

13. CHANGE OF COMMAND

On 16th March 1944, Air Commodore V.A.S. Brown-Buscarlet, C.B.E., D.F.C., arrived to assume command of the Air Force (General) S.A.A.S. Foster, D.F.C. who has been appointed to Command Air Headquarters, Malta. An executive board of the most important bases of the Italian Air Force was made, including Lt. Lecon, Brindini, Taranto, Polina, Lt. Varnico and Naples, prior to Air Commodore Brown-Buscarlet assuming command on the 25th March 1944. Air Vice Marshal Foster departed for Malta on the 28th March 1944.

14. UTILIZATION OF ITALIAN AIR FORCE EQUIPMENT

Applications continue to be received for Italian Air Force personnel for duty with British and American Air Force Units and during the month the following were despatched to Allied Units:-

The 12th Airborne, Lt. VITO DI MARINO. The 12th Airborne at St Vito di Marignano has been re-roofed and provided with an excess load on to the aerodrome, has now started repair and maintenance of bombers, and is working on some 1007 aircraft.

This U.S.A.F. has just started production again after moving out of Bisio del Colle aerodrome, to make room for 52 U.S.A.F.. Delay was experienced in getting Electric Cables Ltd.

Improvement in the serviceability position should result from the re-orientation of those units and maintenance U.S.A.F..

12. GENERAL

It is felt that the position in the I.I.F. as regards maintenance and equipment is still very far from being satisfactory. It is doubtful whether Senior Officers realize the importance of proper maintenance. Equipment is held in large numbers in small places, and there is no organized system of listing or of demand and issue. Necessary steps are being taken at once to put the maintenance system and the equipment system on a sound basis, and Colonel Gigeros who has recently been Chief of Staff to General Piacentini, has been put in charge of these important branches. He is an Officer of wide experience, and it is hoped that this appointment will soon result in a better state of affairs.

13. STAFF OF COMMAND

On 16th March 1944, Air Commodore F.O.S. Brown-Basquillet, C.B.E., who has been appointed to Command Air Headquarters, Malta, in an extensive tour of the most important bases of the Italian Air Force was made, including Leone, Trindini, Yaranti, Palato, Luca Varone and Repleto, prior to Air Officer Brown-Basquillet assuming command on the 25th March 1944. Air Vice Marshal Poster departed for Malta on the 28th March 1944.

14. REPLACEMENT OF ITALIAN AIR FORCE STAFF

Applications continue to be received for Italian Air Force personnel for duty with British and American Air Forces Malta and during the month the following were despatched to Allied Units :-

Officers	3
N.C.O.'s	11
Other ranks	255
Total	269

/Continued.....5

6/

The total of Italian Air Force personnel working under direction of Allied Units at the 31st March 1944, were as follows :-

Italian Mainland	6695	Officers and Other Rates
Sardinia	3576	Officers and Other Rates
<u>Grand Total</u>	<u>10271</u>	

15. RATIONING OF THE ITALIAN ARMED FORCES.

The system of rationing the Italian Armed Forces on the mainland has changed with effect from the 25th March 1944; previously strength returns of the Italian Air Force were sent to the Army Sub-Commission every two days and releases of commodities were authorized from British Base Provisioning Depots, but now rations are being shipped in bulk to the Italian Ministry of War, who use Italian Army organizations for distribution to the Italian Navy and Air Force in bulk. Ration strength returns of the Italian Air Force continue to be rendered to the Army Sub-Commission every 10 days, together with a statement of individual commodities, thus enabling a check to be kept on the proper distribution of rations by the Italian Army and also to enable a check to be kept on ration strength of the three services to ensure the maximum figures allowed of 500,000 rations per day is not exceeded.

A further small concession has been granted to Italian Air Force personnel serving with Allied Units in that Authority has now been given whereby Allied Unit Commanders are empowered at their discretion to issue a supplement of 2 ozs of preserved meat per man per day from Unit stores where men are doing hard manual work; this of course only applies to Italian Air Force personnel entitled to Scale "B" rations.

During the month, Scale "A" rations were supplied for an average daily total of 7124 men and Scale "B" rations for 14,889 men, giving a daily ration strength total for the mainland under both headings of 22,013.

There is a very strong case for a complete revision of the ration scales. Scale "B" cannot be regarded as more than the minimum required for bare sustenance, and men cannot be expected to work hard efficiently for long hours on the small amount of food provided.

With regard to scale "A", which is the ration held down for operational air crew, servicing flights, and maintenance crew, in the operational wings, this is approximately one third of the British normal scale, and is definitely not sufficient, for men to fly and fight on. It is suggested that Scale "A" should be brought up to full British scale and that Scale "B" be increased to two thirds British scale, in each case provision being made to suit the Italian tastes as far as possible. Neither of the existing scales save any provision for soap, which is almost unobtainable except in the Black Market, and it is virtually impossible for personnel of the Italian Air Force to keep themselves clean and healthy

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The system of rationing the Italian Armed Forces on the mainland has changed with effect from the 25th March 1944; previously strength returns of the Italian Air Force were made to the Army Sub-Commission every ten days and releases of commodities were authorized from British Base Provisioning Depots, but now rations are being shipped in bulk to the Italian Ministry of War, who use Italian Army organizations for distribution to the Italian Navy and Air Force in bulk. Ration strength returns of the Italian Air Force continue to be rendered to the Army Sub-Commission every 10 days, together with a statement of individual commodities. Basic rations a check to be kept on the pay-off distribution of rations by the Italian Army and also to enable a check to be kept on ration strengths of the three services to ensure the maximum figure allowed of 500,000 rations per day is not exceeded.

A further small concession has been granted to Italian Air Force personnel serving with Allied Units in that authority has been given whereby Allied Unit Commanders are empowered at their discretion to issue a supplement of 2 ozs of preserved meat per man per day from their stores where men are doing hard manual work; this of course only applies to Italian Air Force personnel entitled to Scale "B" rations.

During the month, Scale "A" rations were supplied for an average daily total of 712,000 men and Scale "B" rations for 14,533 men, giving a daily ration strength total for the mainland under both headings of 22,013.

There is a very strong case for a complete revision of the ration scales. Scale "B" cannot be regarded as more than the minimum required for bare sustenance, and men cannot be expected to work hard efficiently for long hours on the small amount of food provided.

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With regard to scale "A", which is the ration laid down for operational air crew, servicing flights, and maintenance crews, in the operational wings, this is approximately one third of the British normal scale, and is definitely not sufficient, for men to fly and fight on. It is suggested that Scale "A" should be brought up to full British scale and that Scale "B" be increased to two thirds British scale, in order that provision being made to suit the Italian tastes as far as possible. Neither of the existing scales meet any provision for men, which is almost unobtainable except in the Black Market, and it is virtually impossible for personnel of the Italian Air Force to keep themselves clean and well fed.

It is suggested that at least the same facilities to purchase R.A.A.F.I. or U.S.I. goods should be extended to personnel working for the Allied cause as is extended to prisoners of war who enjoy many privileges in this direction when compared with members of the Italian Armed Forces.

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16. MISSION STATEMENT

While the position has improved it is still far from satisfactory, but there is every indication that in time it will meet nearly approach a reasonable standard.

Waltman - Brewster.

U.S. AIR FORCE,
AIR COMMISSION,
AIR SUPPORT CENTER.

Air Forces Sub-Committee,
Allied Control Commission,
7th April 1944.
Ref: S.S./A.C.

Major (Retired) G.M.F. (MEMBER OF AIR COMMISSION),
R.C. M.A.A.P. G.M.F. (OPERATIONS BRANCH),
R.C. TACTICAL AIR FORCE, G.M.F.,
R.C. ALLIED CONTROL COMMISSION, G.M.F.,
DIRECTORATE OF OPERATIONAL AFFAIRS, AIR HEADQUARTERS, WITNESS, LONDON.
FILE.

See 338

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U.S. AIR FORCE
AIR COMMAND
SEE OTHERS LISTED

Air Force Sub-Commission,
Allied Control Commission,
7th April 1944,
Ref: C.3/AD.

Distribution: G.M.F. (ATTITUDE OF WAR ORGANIZATION).
R.C. M.A.A.F. C.A.F. (OPERATIONS PLANS).
R.C. TACTICAL AIR FORCE, C.A.F.
R.C. ALLIED CONTROL COMMISSION, C.A.F.
DIRECTORATE OF OVERSEAS OPERATIONS, AIR HEADQUARTERS, WASHINGTON, LONDON,
FILE.

11 APR 1944
 2900
 LOSS SOURCE

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APPENDIX 'A'

AIRCRAFT AND CREW STATUS OF ITALIAN AIR FORCE AS AT 31ST MARCH 1944.

	<u>ENGINEERS</u>	<u>CREW/STAFF</u>	<u>CREWS</u>
FIGHTERS	120	43	200
BOMBERS	28	18	76
TRANSPORTS	74	41	166
SEALANDS	58	25	143
COMMUNICATION AIRCRAFT	29	17	
VARIOUS AIRCRAFT	45	27	63
AIRCRAFT IN REPAIR SHOP	64	7	
TOTAL:	410	183	664

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Air Forces Sub-Commission,
 Allied Central Commission,
 5th April 1944.

FIGHTERS	120	48	200
BOMBERS	28	18	76
TRANSPORTS	74	41	166
SEATTLE	58	25	149
COMMUNICATION AIRCRAFT	29	17	
VARIOUS AIRCRAFT	45	27	63
AIRCRAFT IN REPAIR SHOPS	64	7	
TOTAL	418	183	664

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Air Forces Sub-Commission,
Allied Control Commission.
5th April 1944.

WEIGHT EXHAUST. 3

AIRCRAFT STATUS

STRENGTH SERVICABLE CREW

FIGHTER WING.

Wing	Lease	Model	Strength	Servicable	Crew
4th Stormo	Lease	No. 205	28	11	}
		No. 202	11	2	
		Ca. 133	1	1	
		Ca. 111	1	-	
		Tn. 305	1	-	
Sai. 202	3	1	65		
5th Stormo (Fighter Bombers)	Lease	Re. 2002	16	10	}
		Re. 2001	13	4	
		Sai. 202	1	1	
51st Stormo	Lease	No. 205	11	3	}
		No. 202	27	7	
		Re. 2001	1	-	
		Ca. 133	1	-	
		Sai. 202	1	-	

BOMBER AND TRANSPORT WING.

Wing	Lease	Model	Strength	Servicable	Crew
86th Gruppo (Land Bombers)	Lease	Ca. 1007	28	18	}
132nd Gruppo (Transport)	Lease	S. 79	20	11	}
		S. 84	7	3	
1st Gruppo	Lease	S. 82	25	17	}
		G. 12	2	-	
		G. 18	1	-	
2nd Gruppo	Lease	S. 73	2	1	}
		S. 75	4	2	
		S. 79	8	5	
		S. 81	2	2	
		Pr. 20	1	-	
		Ca. 16	2	-	
Ca. 309	1	-			
Sai. 202	2	2	70		

SEAPLANE WING.

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Unit	Category	Code	Count	Notes
5th Stormo (Fighter Bombers)	Lease	Ca. 111	1	
		Ph. 305	1	
		Sal. 202	3	
51st Stormo	Lease	Re. 2002	16	
		Re. 2001	13	
		Sal. 202	1	
		Mo. 205	11	
BOMBER AND TRANSPORT WING.	Lease	Mo. 202	27	
		Re. 2001	1	
		Ca. 133	1	
		Sal. 202	1	
		Ca. 1007	28	
80th Gruppo (Lead Bombers)	Lease	S. 79	20	
		S. 84	7	
132nd Gruppo (Transport)	Lease	S. 22	25	
		S. 12	2	
		S. 18	1	
1st Gruppo	Lease	S. 73	2	
		S. 75	4	
2nd Gruppo	Lease	S. 79	8	
		S. 81	2	
		Br. 20	2	
		Ca. 16	1	
		Ca. 309	2	
SHAWNEE WING.	Ternabo	Ca. 506/B	15	
		Ca. 501	9	
1st Gruppo	Brindled	Ca. 506/B	7	
		Ca. 506/G	1	
		Ca. 506/S	3	
		Ca. 501	9	
		Re. 14	7	
2nd Gruppo	Brindled	S. 87	1	

NO
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MOST ABSENT. 2

PERSONNEL SERVICEABLES CREWS.

FIGHTER TRAINING SQUADRON

Personnel	Serviceables	Crews
Mo. 200	0	3A
Cx. 42	2	
Co. 164	1	
Sq. 202	2	
Fl. 305	1	

AUTOMOBILE ENGINEERS.

Personnel	Serviceables	Crews
S. 79	2	11
Co. 309	2	
Co. 310	1	
Co. 311	1	
Co. 313	1	
Co. 314	5	
Co. 42	4	
S. 0	3	
Sq. 202	3	
Sq. 200	1	
Fl. 156	1	

AIRCRAFT ASSISTANCE UNIT

Personnel	Serviceables	Crews
Brindisi Co. 310	2	1

BOSSER AND TRANSPORT REPAIR SHOP.

Personnel	Serviceables	Crews
Leone S. 79	4	-

5th STORED REPAIR SHOP.

Personnel	Serviceables	Crews
Leone Re. 2002	2	339
Re. 2001	4	
So. 57	1	

OTHER REPAIR SHOPS.

Personnel	Serviceables	Crews
Taranto Co. 506/b	5	8
Co. 501	7	
Re. 14	1	
Grottaglie Mo. 200	0	5

AUTOMOBILES EXCEPTORS.

Bari	S. 79	2	2	1
	Ca. 506	2	2	1
	Ca. 310	1	1	1
	Ca. 511	1	1	1
	Ca. 513	1	1	1
	Ca. 314	5	4	2
	Ca. 52	4	2	1
	O. 8	3	2	1
	Sed. 202	3	2	1
	Est. 200	1	1	1
	PL. 156	1	1	1

AIRCRAFT ASSISTANCE ONLY

Brindisi	Ca. 310	2	1	1
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BOMBER AND TRANSPORT REPAIR SHOP.

Leone	S. 79	4	-	-
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5th STORED REPAIR SHOP.

Leone	Re. 2002	2	2	1
	Re. 2001	4	4	1
	Re. 37	1	1	1

OTHER REPAIR SHOPS.

Taranto	Ca. 506/3	5	5	5
	Ca. 501	7	7	7
	Re. 14	1	1	1
Grottaglis	Me. 200	8	8	8
Leone	Me. 202	8	8	8
	Me. 205	2	2	2

S.I.C.A. WORKS.

Brindisi	Ca. 506/3	3	3	3
	Ca. 501	1	1	1
	Re. 14	2	2	2
	S. 79	1	1	1

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HOME SUBJECT.

-3-

SARDEGNA

			STRENGTH	SUPPLIABLES	CRZKCL
8th Gruppo (Fighters)	Capoterra	Mac. 200	13	11	20
6th Gruppo (Seaplanes)	Elmas	Ca. 506/E	4	2	21
		Ma. 14	2	-	
Autonomous Squadron	Capoterra	Cr. 42	1	1	
		Ma. 57	3	3	
		G. 50	1	1	
		Ma. 305	1	1	
		Ca. 514	1	1	17
		S. 79	1	1	
		Ca. 309	2	1	
		Ca. 164	3	2	
		Ma. 202	3	2	
		Ca. 164	1	1	
Airport	Alghero	Ca. 164	1	1	
Airport	Oristano	Ca. 514 G. 50	1 1	-	
<u>Aircraft Repair Shops.</u>					
	Monestaro	Ma. 202 Ma. 2001 Cr. 42	1 1 1	1 1 -	
	Capoterra	Ma. 200 Cr. 42 Ma. 305	2 2 1	- - -	
	Illis	S. 79	3	-	328
	Decimo	Ca. 1007 S. 79 Ca. 514 Ca. 164	1 1 1 1	- - - -	

| 3 | 5 |