

ACC

10000/135/1

REHABILITATION OF
JAN. 1943 - JUN. 1944

10000/135/1

REHABILITATION OF ITALIAN AIR INDUSTRY
JAN. 1943 - JUN. 1944

Naples, november 23rd 1943 (6)

Dear Major GREGORY,

Following our conversation and the note received by you from Air Commodore Foster in connection with the task I have been charged with before starting my work I should like to have a few points made clear to me.

As the special delegate for the salvage of Aircraft and Industrial material, it will be my duty to :

- a) Recuperate and store what remains of the Italian Material, and of the German which can be used by the Italian Air Force.
- b) Help the various firms to recuperate and put in working order their machinery and factories. Assist them in finding new accomodations in the event of their workshops having been either completely destroyed, or occupied by the Allied Forces.

It is well known that very little remains due to the destruction cause by Allied bombardments, German sabotage and, finally, through Allied requisitioning.

The reconstruction of our industry is extremely important both for the use that the Allies can make of it and for the urgent necessity we have to solve, at least partially, the very serious problem of unemployment.

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I should be very grateful if you would be kind enough to reply to the following questions.

- 1) Which is the Allied Authority controlling the industrial and salvage problems?
- 2) Is there a combined H.Q. taking car of these problems or do British and American act independently of each other?
- 3) What are the most urgent problems for which our collaboration is wanted?
- 4) Do you intend helping us in the reconstruction of our different industries and firms so that they will be able to resume as soon as possible their activities - and be priorily used by you - or do you rather intend to go on requisitioning whatever you need and run yourself the resulting workshops using your men and eventually ours only as your employees? Our national interest would be, of course,

= 2 =

and with your help, to recuperate everything which now remains after the destruction and requisitioning. We could not, however, start such a work without a minimum of guarantee that the requisitioning will now cease. This guarantee should be as far as possible definite and in complete agreement with the Americans.

- 5) Could you procure us, at least temporarily, a certain number of trucks for the salvage and transport of our materials?
- 6) For the salvage of the different materials the necessity arises of installing in some of the bases and factories occupied by the Allies, small groups of men working, of course, under your control and supervision. Is it possible to arrange this and, if so, could you provide necessary accommodation and food for them?
Can you obtain for me and my assistants a permanent permit to enter all the different bases, installations, railways stations, etc., where there is or there might be Italian or German material?
- 7) In order to successfully fulfil my duties and at the same time avoid loss of time which would occur should I have to apply to the Allied Authorities concerned, for every small detail, I take the liberty of insisting that a counterpart of mine be nominated. This counterpart should be of sufficient rank and authority so that any decision he takes would be considered as final.

Mine sincerely
(J. B R E N T A.)
Colonel A.A.r;n.

S. CHET

FROM : Air Division,
Allied Control Commission,
C.I.F.

TO : Rear Headquarters,
M.A.A.F.

DATE : 2nd January 1943.

REF. : REF/9/1/Air

LUIGI ACAMPORA - SAGA Factory, Brindisi.

1. The present manager of the SAGA Aeronautical Factory Brindisi is unsatisfactory and is being removed.
2. Mr. Acampora, an engineer and the founder of the factory, has been recommended as the successor, and his candidature is approved, both by 214 Group and the Naval authorities at Brindisi who are also interested in this organisation.
3. He is at present a prisoner of war and his address is:-
Luigi Acampora No.12,995.
Italian Wing 3,
Central Internment Camp,
Dehra Dun, British India.
It is recommended that steps are taken to have him sent to Brindisi by quickest available means.
4. Attached is a memorandum received from the Italian Foreign Ministry which gives further details on the subject.

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Encl.

[Signature]
R.M. FOSTER,
Air Commodore

Copies to:- 214 Group (for Group Captain Britton) *[Signature]*
Squadron Leader De Haan. *[Signature]*

[Signature]
ASG/8

C O P Y

7A

No. 654.

MEMORANDUM for the
Political Section (A.C.C.)

It would be very much appreciated if the competent British authorities could grant repatriation to Mr. Luigi Acampora, an aeronautical engineer.

Mr Acampora founded in 1934 the SACA of Brindisi (Societa Anonima Costruzioni Aeronavali) and in 1936 established an aeroplane factory in China on behalf of the Consorzio Aeronautico per la China, an Italo-Chinese concern.

June 1940 found him in Hong Kong where he was interned by the British authorities as an enemy alien.

Up to Sept. 1943 his address was:-

Luigi Acampora No.12995 Italian Wing 3,
Central Internment Camp,
Dacca Dun, British India.

The repatriation of Mr. Acampora who is the founder of the S.A.C.A. and also a first class technician would be highly desirable and very urgent considering that at present the SACA is working for the Regia Aeronautica and the Allied Air Forces.

Brindisi December 22nd 1943.

From:- Headquarters, No.3 Base Area, R.A.F.

To :- Headquarters, Peninsula Base Area.

Date:- 31st January 1944.

Ref :- 3BA/100/1/1/AIR.

MARANO'S CAVES, MARANO

1. The BREDA WORKS was originally employed in the production of twin engine fighters - RO 57 and 58 -and the three engine bomber - CANT Z 1007 - for the I.A.F.
2. They had a work shop located at 30 Corso Malta, which was requisitioned by the 38th A.A. Depot Group, and an assembly plant, located at Capodichino Airport, which was partially destroyed and which has now been requisitioned by the same Unit.
3. After the damage caused by Allied bombardments the works were transferred to Marano's Caves, Marano being a small town situated about 6 miles N.N.W. from Naples. These caves were subsequently badly damaged by the Germans.
4. In order to enable the Breda works to have the possibility of salvaging its materials and to recuperate and repair its machinery for the use of the I.A.F. it is requested that the Marano's Caves may be requisitioned forthwith and put at the disposal of the Breda works.
5. A plan of Marano's Caves is attached, which please return.
6. It is understood that up to the present these Caves have not been requisitioned by any other party.

50

Ref: Italy Road Map
1/200,000. Sheet 19.
Geo. coordinates 1655

Halley
Group Captain, Commanding,
No. 3 Base Area, R.A.F.

Copies:- see over

Copies to:- Allied Control Commission (Air Section)

H.Q., 214 Group.

A.F.H.Q. Adv. Admin. Echelon

U.S.A.S.C.

M.B. all copies less plan referred to in para. 5.

From/ Air Forces Sub Commission,
Allied Control Commission, Naples.

To : Air Forces Sub Commission,
Allied Control Commission, Bari.

Date: 1st March 1944.

Ref : ASC/1.

Visit to GOUDA AERODROME.

1. A visit was made yesterday to the above Aerodrome.
2. The trip from Naples takes from 3 to 3 1/2 hours each way. The road beyond Salerno is in an appalling condition - even for this shell-pocked area.
3. The Aerodrome itself is occupied by the American 321st Medium Bomber Group (Mitchells). Just nearby is an American 341st Service Group.
4. The Operations Room, which is situated some 2 or 3 miles away from the Airfield, is commanded by Major Asbury, assisted by Captain Lawson and Lieut. Hartman.
5. Major Asbury stated that it was found difficult to accommodate Italian Aircraft, owing to the space being already very restricted for their own aircraft. In point of fact it was observed that the aircraft were parked very close together, and would make a very good target. He also stated that he seldom, if ever, received any advice as to when Italian Aircraft were arriving, or particulars of their flights. Although Major Asbury was helpful, and disposed to co-operate, it was evident that he did not view the use by Italian Aircraft of the Gouda Aerodrome with a great deal of pleasure. 49
6. There were yesterday three Italian Aircraft on the Aerodrome.
7. Owing to the lack of accommodation in and around Gouda, the inaccessibility of the place, and the lack of telephone communication with the outside world for the Italians, the Italian Officers are billeted at Villa Formosa, Cava da' Tirreni, some 1 1/2 to 2 hours motor car journey from the Aerodrome, and contact between the Officers and crews is maintained by one Officer being delegated to visit the Aerodrome in the morning.

- 2 -

8. The Italian Officers referred to are :-
 Captain BUZANCA in Command of the Section, and Pilot to the King
 of Italy.

Captain BARACCHINO, Pilot to Marshal Badoglio.
 Captain PIVETTI, Pilot to the Prince of Piedmont.

9. The Italian N.C.O.'s are housed in an empty farm house,
 about 1 mile away from the Aerodrome, across wheat fields etc.

10. A visit was made to the N.C.O.'s, and the Senior N.C.O.,
 Maresciallo TORBOLI, second Pilot to Marshal Badoglio, supplied
 the following information.

11. A flight was made to PALERMO on the 20th February, the
 route ordered being - GAUDO - STROMBOLI - PALERMO. A return
 flight was made on the 25th February, the route ordered being -
 PALERMO - USTICA - GAUDO.

12. They never, repeat never, make any flight, until they
 have received permission from the Allied Control, who indicate
 to them the route to be followed, the time they must take off,
 and any other relevant information.

13. The attached proforma information sheet was shown to
 Maresciallo TORBOLI, and he said that this was the system they
 had hitherto adopted, such information being given to the
 C.O. of the Operations Room at GAUDA. He believed, but was
 not certain, that this information was passed on to the Allied
 Defense Control, which is situated at MONTE CORVINO, and that it
 was they who gave final orders through the C.O. Operations Room,
 GAUDA, for the flight. Major Asbury, Operations Officer, did, in
 effect, say that he in every case notified MONTECORVINO Sector.

14. It was proposed to call at Cava del ^{Tirreni} ~~Romano~~ on the way back
 to see the Captains of the aircraft (see paragraph 8), and more
 particularly Captain BUZANCA, and obtain from him confirmation of
 the above, and any further information he could give. This, however
 was not possible, owing to an unfortunate accident to the car.
 Attempts to contact him by telephone this morning were unsuccessful.

Wing Commander,
Air Sub Commission.

P.S. Villa Formosa is the Cava del Tirreni (Salerno) residence of
 General Sandulli, Col. Ranieri, Air A.D.C. to Marshal Badoglio,
 likewise residing there. Villa Formosa is, therefore, in telephonic
 communication with the Ministries at Salerno, and the Air Ministry
 at Bari.

(23)

FROM: AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION H.Q.
TO : INDUSTRY AND COMMERCE SUB COMMISSION, A.C.C. HEADQUARTERS
DATE: 6th March 1944
REF.: A.S.C.1

"SANNITA" AIRCRAFT REPAIR FACTORY - BENEVENTO

The SANNITA Factory at Benevento has been authorised by this Air Forces Sub Commission to proceed with the reconditioning of Macchi Fighters for the Italian Air Force and with the salvaging of Italian aircraft spares, engines and materials at present buried under wreckage, the works having been damaged by Allied bombing.

2. The SANNITA works were inspected yesterday by Air Commodore R.M. Foster, in Command of this Air Forces Sub Commission, and he ordered that work in connection with clearing of site and re-roofing the factory be proceeded with forthwith.

3. At a subsequent meeting with Major Armstrong, the Benevento Province A.M.G. Commissioner, Major Armstrong pointed out that though the tiles required for re-roofing the factory are available at the Benevento Tile factory, they have been frozen by A.F.H.Q. and a release note will be required.

4. The following tiles are required:

1500 roofing tiles in ETERNIT
100 "colmi" in ETERNIT

or alternately:

24000 tiles MARSIGLIESI
320 "colmi" MARSIGLIESI

5. It would be appreciated if the necessary release note be granted with the least delay possible.

Squadron Leader
AIR COMMODORE COMMANDING
AIR FORCES SUB COMMISSION

COPY.

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

33

13086/F.

7 March 1944

SUBJECT: Hydrogen Supplies at Crotone.

TO: Air Forces Sub Commission.

1. Reference -

- (a) Memorandum dated 5 March 1944 from Industry and Commerce Sub-Commission to Finance Sub-Commission (CC/511/IC).
- (b) Letter from Air Commodore Pepler, dated 29 February 1944, to Air Forces Sub Commission, Salerno (attached hereto).

2. A procedure is presently being worked out by the Finance Sub-Commission with AFHQ ADV. ADM. Echelon and the Italian Government, whereby the Italian Government will make payments to suppliers for goods and services furnished to the Allied Armed Forces. When such procedure has been put into operation, appropriate instructions will be circulated.

3. It was agreed at the 17 January meeting of the Local Resources (Italian) Board that until such procedure is in operation, units and headquarters could make any necessary payments direct for supplies or services. This ruling modifies AFHQ Administrative Memorandum No. 95, on which Command Routine Order Serial 2475 is based. Accordingly, Lt. 214 Group should be advised that it should make the payments necessary to assure its hydrogen supply from Societa' Anonima e Doverita until the Italian Government is in a position to take over such payments.

for Lieut-General MARION MACFARLANE

(Sgd.) A.P. Griffey Smith.

for: D. S. ADAMS, Col., U.S.A.,
Chief Staff Officer,
Economic Section.Copy to: Industry &
Commerce Sub-Commission.

Encl: 1.

BELL/AM.

E

①

FROM: AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION.

TO : INDUSTRY & COMMERCE SUB COMMISSION,
ALLIED CONTROL COMMISSION.

DATE: 7th MARCH 1944.

REF: 48075. 1.

(34)

Italian Air Force - Policy.

1. The policy has been laid down that the Italian Air Force is to be operated under Allied Control.

In order to enable this policy to be maintained, the Air Sub Commission, Allied Control Commission, are partly rehabilitating certain former Italian Aircraft Factories and Workshops. Also certain Caves etc., have been requisitioned by the competent Authorities for the storage of Italian Aero Engines, Machinery, Spares, etc., pending their transfer to the operational theatres of the Italian Air Force.

Whilst it is recognised that Allied needs must, quite rightly, have first priority, yet it is requested that steps may be taken to ensure that no aeronautical machinery, materials, machine tools, etc., are taken away or requisitioned from any Aircraft Factory, Workshops, or Stores, without the prior consent of the Air Forces Sub Commission, Allied Control Commission.

46

[Signature]
Wing Commander,
Air Commodore,
Air Officer Commanding.

For attention Sub. 7. 2. EVANS.

Caracal

FROM : Air Forces Sub-Commission,
Allied Control Commission,
BARI.

TO : Headquarters,
No. 214 Group, R.A.F., C.M.P.

DATE : 2nd March 1944.

REF. : 15/AB.

(35)

ITALIAN AIRCRAFT INDUSTRY

Referenced from 2143/02/7/GM of 27th February 1944, in my view 214 Group are only interested in the operation of Italian aircraft firms in so far as such firms do any work for them.

2. At present the only works directly producing for 214 Group is the S.A.C.A. organisation at Brindisi, where a satisfactory arrangement has recently been reached with all concerned. In Naples 214 Group have taken over several factory premises previously engaged in Italian air industry, but these are purely R.A.F. undertakings and are now no concern of the Italian Air Ministry.

3. Steps have been taken to reopen the Alfa-Romeo works at Pomigliano in a small way to compete with a very limited number of engine overhauls for the Italian Air Force. No. 3 Base Area has been helping in the negotiations to get Alfa Romeo functioning again only because there was no Allied Control Commission available in the area. This has now been altered, an Allied Control Commission officer is now in Naples, and No. 3 Base Area are no longer concerned.

4. I suggest a reply to A.V. Dawson in the sense that 214 Group gets assistance from the Air Sub-Commission when acquiring Italian industrial capacity for R.A.F. use and similarly gives the Allied Control Commission help when it is getting works into operation for Italian Air Force maintenance. This arrangement appears to work smoothly and it is intended to apply it when and if we reach Rome and areas further North.

45

N.E. MORTON,
AIR COMMISSIONER

Inspected late M.C. Industries

AM

S.A. Industria Aeronautica Sannita
Benevento

38

Benevento 4 Mar 44

TO : Allied Military Government, Benevento

SUBJECT:- Request for building material.

With reference to verbal instruction from Major Armstrong,
and having to provide for the roofing of a hanger to use in assembling
planes, we are asking your office for the allocation of :-

mq 1500 Roofing tiles in Eternit
ml. 100 Colmi in Eternit

OR

No. 24.000 Tiles Marsigliese Type
No. 320 Colmi for same.

Thanking you in advance, awaiting confidently.

44

S.A. Industria Aeronautica
Sannita

E

psc/1

From:- Air Forces Sub-Commission, Allied Control Commission, Bari.

To:- Headquarters, No. 214 Group.

Date:- 7th. March, 1944.

Ref:- S.628/EQ.

SECRET.

41

SUPPLY OF OXYGEN AND ACETYLENE TO THE ITALIAN AIR FORCE.

With reference to H.Q. No. 214 Group letters 214G/3350/4/EQ. dated 22nd. January, 1944 and 26th. January, 1944 respectively, it is requested that authority be given to ~~provide~~ Pilots Breathing Oxygen to quantity 3 transit Cylinders per month.

2. It is also notified that the following extract has been received from Lecce, in respect of Industrial Oxygen and begins as follows:-

"9th. March, 1944. We inform you that from January up to to-day, the whole Fighter Wing has only received 7 Containers of Industrial Oxygen and these were completely exhausted a long time ago. Yesterday, a lorry was sent to No. 141 M.O. R.A.F., Montiasì to collect the remaining 12 Containers for February, and the other 16 Containers, but was informed there were none available. The work on MC.205 long range tanks at the S.A.C.A. will therefore have to be delayed up to next Thursday. The Fighter Wing S.R.A.N. will also be severely hampered by this obstacle."

3. authorised.

In view of the above, may urgent issue action be

43

R. Broomhead

R. BROOMHEAD. F/LT.

R.M. FOSTER.

Air Commodore.

TO : COLONEL COLUMBA

OVERHAULS ALFA 126 and 128 ENGINES

1. Reference your letter dated 12th March 1944, Prot.No. 0804, please advise this Sub-Commission as to what steps will be taken to overhaul Alfa 128 engines as soon as the spares position is clarified, as these engines are urgently required.
2. It is suggested that the SACA Company, although only holding a small stock of spares for 128's should immediately undertake overhauls in relation to the possibilities.

R.M. FOSTER,
AIR COMMODORE,
AIR OFFICER COMMANDING

Air Forces Sub-Commission,
Allied Control Commission,
11th March 1944.
Ref. S.826/ENG.

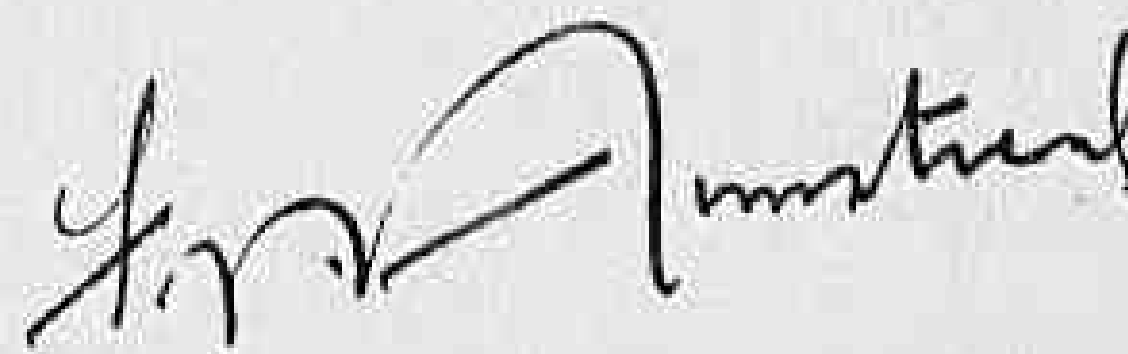
ALLIED MILITARY GOVERNMENT
HEADQUARTERS
PROVINCE OF BENEVENTO

(44)

File Ref. IBP/79/BPSUBJECT :- Sannita Factory.

TO :- Air Forces Sub-Commission, A.C.C. Headquarters.

1. Reference your A.S.C.1 of 6 Mar 44.
On presentation of the release note in respect of 24,000 tiles and 320 ridges at the brick factory, Benevento, it was found that none was available, all stocks having been removed by the military. Could these be obtained elsewhere, please.
2. The Director asks for 100 quintals of Type R-500 cement for the rehabilitation of the factory. Could this be obtained from military sources, as there is none to be got locally. A copy of his application is attached.
I will try and get him the loan of 5 quintals for his immediate needs from the Electric Coy here.

9 Mar 44
BeneventoMajor.
F.J. ARMSTRONG.
Provincial Commissioner.

41

C O P I A

S.A. INDUSTRIA AERONAUTICA SANNITA
Benevento

Benevento 3 Marzo 1944

ON/IE
COMANDO MILITARE ALLEATO
B E N E V E N T O

Oggetto : Richiesta cemento R-500

Con riferimento alla istruzione del Sig. Magg. Armstrong,
rivolgiamo viva preghiera a codesto Comando per l'assegnazione di :

ql. 100 Cemento R-500

indispensabile per la riparazione dei reperti da adibire alla riparazione
velivoli.

Nel contempo, in attesa della predetta assegnazione, sarebbe
necessario rilasciarci buono per l'immediato prelievo a prestito di
ql. 5 cemento della Spett. Società Elettrica della Campagna, Benevento
urgente per l'approntamento dell'alloggio degli avieri che codesto
Comando invierà presso il ns. stabilimento per i lavori di sgombero.

Cpn ogni ossequio.

40

S.A. INDUSTRIA AERONAUTICA SANNITA

RESTRICTED

COPY.

HQ. HEADQUARTERS
ALLIED ARMIES IN ITALY
(Adm. Echelon)
APO 400

AMW/mr

17 March 1944

SUBJECT: Requisitioning Facilities Essential to Operation
Italian Air Force.

TO : All Addressees.

Original sent to Bari

1. The Italian Air Force is being rehabilitated to operate under Allied control. To avoid interference as much as possible to this rehabilitation, it is essential that factories, work shops, depots and their tools and equipment formerly occupied by or entering to the Italian Air Force should in general be returned to their various previous uses. In the future Italian Aircraft factories, work shops, depots, aeronautical machinery, tools and materials will not be taken over or requisitioned except on order by USAF for use by the Italian Air Force without previous clearance by Administrative Echelon, Headquarters Allied Armies in Italy. Prior to clearance any requisitions, takings, or removal of these facilities and materials, this Headquarters will consult the Allied Control Commission.

(Sgd.) M. L. Hamblin
Brig. Genl: for
Major General,
Chief Administrative Officer.

Copy to: CG 5 Army
CG 8 Army
5 Corps
1 Dist.
2 Dist.)

3 Dist.) This HQ letter 30/12/43 dtd 23 Dec 43 also
CG Ferdinand
CG PBS
CG USAF
SOWIT
POTILL
Dist A - AI (Adm. Ech.)

39

BARI.

The procedure seems rather involved, but I think it will produce the desired effect.

(Sgd.) M. L. HAMBLIN.
19/3/44.

RESTRICTED.

HEADQUARTERS
METROPOLITAN AREA
PENINSULAR BASE SECTION
APO 782

HHG/rjp

142.1

19 March 1944

SUBJECT: Utility Meter Readings on 29 Via Santa Maria del Monti.

TO : Air Forces and Commission, Allied Control Commission,
C.A.F. (Att: Wing Commander Kinter).

1. Request the attached inventory forms for the stores belonging to the firm "AMBA" located at 29 Via Santa Maria del Monti be completed as to Utility Meter Readings and returned to this Headquarters.

2. In order to properly record the consumption of the utilities at the above address, it is necessary to have the readings of the various meters at the time of occupancy and monthly thereafter.

3. Request that this matter be given your immediate attention so that same may be expeditiously handled by this Headquarters.

For the Commanding General:

Kenneth C. Jones
KENNETH C. JONES, 738
Lt. Colonel, AGD,
Adjutant.

1 Incl:
#1 - Inv. Form

A. F. S. C. - A. C. S.	
CENTRAL RECORDS	
21/3/44.	
FILE	O.F./No.1.
ALLO	ON:
1.	W/C DR.
2.	S/LDR.
3.	
4.	
5.	
6.	

TO: MINISTERO.

FROM: AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION,
BARI.

DATE: 25th March 1944.

REF:- 639/Eq.

Aircraft stores belonging to the
Breda Co. Marigliano Caves.

There are substantial stocks of -

Dural sheeting.
Dural rivets.
Dural tubing.
Machine tools etc.

in the Marigliano Caves which belong to the Breda Co, a firm which is not likely to be reconstituted.

2. Dural sheeting and rivets are on demand from Allied sources, but the Allies are at present unable to spare supplies of these items.

3. It is considered that this stock should be taken over by the I.A.F. where required at a valuation; if this is not done there is a likelihood that the stocks will be requisitioned by the Allied authorities.

W.A.B. W/Cdr.
W.A.B. BOWEN-BUSCARLET,
AIR COMMODORE.

37

Copy:
General Piacentini.
Naples Office, A.C.C. ✓

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

(50)

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE : 29th MARCH 1944.

REF : A.C.C.1.

Aircraft Stores belonging to the Freda Co.
Marano Caves.

1. Reference year 639/8Q dated 25th March 1944, it is realized that the second part of paragraph 3 may have been inserted with a view to emphasizing the necessity for the Regia Aeronautica taking prompt action.
2. For the sake of regularity, however, it is pointed out that the Air Forces Sub Commission of the A.C.C. have now complete control of all Aircraft Factories, Workshops etc., previously operated by the Italian Air Force (Circular 443/mr dated 17th March 1944 from Headquarters Allied Armies in Italy refers) and that therefore the other Allied Authorities have no longer the right to requisition stocks held in such Factories and/or Workshops.
3. A list of Italian Aircraft Factories, Workshops etc., in this area has been submitted by this Sub Commission to the Industry and Commerce Sub Commission, A.C.C., and to the Local Resources Board, A.C.C. who are implementing, so far as it concerns them, the instructions contained in the above mentioned circular.
4. We are still, however, up against the odd pilferer who drives up in a lorry with a chit purporting to come from this or some other authority, and threatens the Italian civilian Manager or Guard with all sorts of dire penalties if he does not hand over what is required. This applies particularly to the Marano Caves, which are rather inaccessible and not in touch with the outside world by telephone. Efforts are being made, however, to put a stop to this, and it is hoped that they will eventually be successful.

(S. L. Winter)
Sg. Commander,
Air Forces Sub Commission.

(For attention W/Cdr. Clay).

P.S. See over;

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, C.E.F.

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, SARI.

DATE : 31st MARCH 1944.

REF : ACO/S. 1.

52

Alfa Romeo Works, Pomigliano d'Arco.

1. Attached is copy of a letter dated 29th March 1944, written by Col. Brenta to the Italian Air Ministry, regarding the trouble which is being caused at the works, owing to the pretensions and interference of the workers in the management.
2. It will be observed that the matter has been submitted to Lt. Col. Poletti, the Regional Commissioner, and this Sub Commission will keep you advised as to what transpires.
3. Also attached is letter dated 30th March 1944 from Col. Brenta to the Italian Air Ministry suggesting that Lieut. BARDINI should be relieved of his Italian Air Force status, so as to enable him to take over the management of the production of the Alfa Romeo Works.
4. This Sub Commission has great confidence in Lieut. Bardini, and believe that his appointment to the Alfa Romeo works would be of great benefit to all concerned.
5. It will be appreciated, therefore, if you would use your influence with the Italian Air Ministry to get Lieut. Bardini relieved of his Italian Air Force duties, and appointed to the management of the Alfa Romeo. 35
6. It is requested that you should return the enclosed letters with your reply, as these are the only available copies.

(W. D. Minter)
Wing Commander,
Air Forces Sub Commission.

Encls.

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE : 29th MARCH 1944.

RDP : 639/S.I.

Aircraft Stores belonging to the Preda Co.
Marano Caves.

1. Reference your 639/SQ dated 25th March 1944, it is realized that the second part of paragraph 3 may have been inserted with a view to emphasizing the necessity for the Regia Aeronautica taking prompt action.

2. For the sake of regularity, however, it is pointed out that the Air Forces Sub Commission of the A.C.C. have now complete control of all Aircraft Factories, workshops etc., previously operated by the Italian Air Force (Circular AIR/mr dated 17th March 1944 from Headquarters Allied Armies in Italy refers) and that therefore the other Allied Authorities have no longer the right to requisition stocks held in such Factories and/or Workshops.

3. A list of Italian Aircraft Factories, workshops etc., in this area has been submitted by this Sub Commission to the Industry and Commerce Sub Commission, A.C.C., and to the Local Resources Board, A. .I. who are implementing, so far as it concerns them, the instructions contained in the above 36 mentioned circular.

4. We are still, however, up against the odd pilferer who drives up in a lorry with a bill purporting to come from this or some other Authority, and threatens the Italian civilian Manager or Guard with all sorts of dire penalties if he does not hand over what is required. This applies particularly to the Marano Caves, which are rather inaccessible and not in touch with the outside world by telephone. Efforts are being made, however, to put a stop to this, and it is hoped that they will eventually be successful.

(W. L. Winter)
King Commander,
Air Forces Sub Commission.

(For attention W/Cdr. Clay).

P.S. See over;

- 2 -

P. 3.

Your letter inadvertently refers to Marigliano Caves. This should, of course, read Marano Caves.

36

37

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, C.M.F.

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE : 31st MARCH 1944.

REF : ACC/S. 1.

52

Alfa Romeo Works, Pomigliano d'Arco.

1. Attached is copy of a letter dated 29th March 1944, written by Col. Brenta to the Italian Air Ministry, regarding the trouble which is being caused at the Works, owing to the pretensions and interference of the workers in the management.
2. It will be observed that the matter has been submitted to Lt. Col. Peletti, the Regional Commissioner, and this Sub Commission will keep you advised as to what transpires.
3. Also attached is letter dated 30th March 1944 from Col. Brenta to the Italian Air Ministry suggesting that Lieut. BARDINI should be relieved of his Italian Air Force status, so as to enable him to take over the management of the production of the Alfa Romeo Works.
4. This Sub Commission has great confidence in Lieut. Bardini, and believe that his appointment to the Alfa Romeo Works would be of great benefit to all concerned.
5. It will be appreciated, therefore, if you would use your influence with the Italian Air Ministry to get Lieut. Bardini relieved of his Italian Air Force duties, and appointed to the management of the Alfa Romeo. 35
6. It is requested that you should return the enclosed letters with your reply, as these are the only available copies.

(H. L. Minter)
Wing Commander,
Air Forces Sub Commission.

Encls.

TO:- COL. COLANGELO, MINISTRO.
 MAJOR GASPERI, TECHNICAL OFFICER BOMBER WING, LEGOT.
 CAPT. SERRA, TECHNICAL OFFICER SEAPLANE WING, TARANTO.
 OFFICER COMMANDING NO.132 GRUPPO I.A.F.
 OFFICER COMMANDING NO.2 " "
 MAJOR TANGARI, 4TH ZONE H.Q.
 WING COMMANDER CLIFT.
 WING COMMANDER WIDDOWSON,
 NAPLES OFFICE,
 COL. BRENTA.

FROM:- AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION,
 DATE 29th March 1944. BARI.

REF:- AFSC/S.826/ENG.

ENGINE CHANGES OF ALFA 126 ENGINES AND
 128 ENGINES S.M.79 BIS AIRCRAFT.

It is proposed shortly to send all Alfa 126 Engines at Taranto Sea Plane Base to either the S.A.C.C.A. Factory at Brindisi or to Alfa-Romeo Works at Marigliano to have complete overhauls carried out, after which they will be held in stock in a serviceable state.

2. Major overhauls on Alfa 128 engines will also be undertaken in the near future, and in order to make this possible it will be necessary to have a large stock of u/s engines to start with.

3. At present only 13 u/s Alfa 128 engines exist, and the possibility of taking out all Alfa 128 engines from SM.79 Bis Aircraft to make this stock available is under consideration.

4. Overhauled Alfa 128 Engines will shortly be required for SM.82 air craft which have been assigned certain important operational commitments.

5. If it is decided to proceed as in Paragraph 3 above, the Alfa 128 engines will be replaced by Alfa 126 engines which have received major overhauls.

6. Large stocks of Alfa 126 engine spares are available both in ³⁴Alles and Brindisi.

7. At some future date it will very probably be found possible to carry out engine changes of Alfa 126 engines, both for Cant.506 aircraft and for SM.79 aircraft in Naples.

8. It is requested that the Technical Officers concerned with engine changes will ensure that there is as little delays as possible in taking out u/s engines and installing overhauled ones.

BARI

ENGINE CHANGES OF ALFA 126 ENGINES AND
128 ENGINES S.M.79 BIS AIRCRAFT.

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W.A.B. Bowen-Buscarlet

W.A.B. BOWEN-BUSCARLET,
AIR COMMODORE.

From: Air Forces Sub-Ad. Adairan, Allied Control Commission, Bari.

To: Ministero.

Date: 27th. March, 1942.

Ref: AFIS/4.806/EM.

59

LETTERS FOR AIRCRAFT ENGINE CHANGES AT PORTOFINO, NAPLES.

It is desirable to carry out engine changes on Macchi 202 aircraft at Portofino, Naples in addition to Lecce.

2. The transport of serviceable engines for Macchi 202 aircraft from Portofino, Naples to Lecce, is wasteful of transport and must cease, as soon as engine changes can be carried out at Naples.

3. You are requested to go into the question of establishing an engine changing party at Naples, to be housed on the Portofino Aerodrome at Naples in offices and workshops, which you will be required to construct or requisition.

4. Reliable civilian labor previously employed by the Alfa Romeo Co. could be employed on this work, but certain airman will also be required to supervise the work, and a Test Pilot, (allocated by Col. Francis), should be attached from Palata.

F. A. Clay 33
F. A. CLAY, CDR.

W. A. B. DOWNEY-BUSCHMUT.
AIR COMMODORE.
AIR OFFICER COMMANDING.

Copies to:-

Major Tangari, H.Q. 4th. A.A.T.
Capt. Ricci at Lecce.
W/Cdr. Stone.
Widdowson.
Col. Francis.
W/Cdr. Martin, Naples Office.

2. The transport of serviceable engines for Macchi 202 Aircraft from Marigliano, Naples to Lecce, is wasteful of transport and must cease, as soon as engine changes can be carried out at Naples.

3. You are requested to go into the question of establishing an engine changing party at Naples, to be housed on the Marigliano Aerodrome at Naples in offices and workshops, which you will be required to construct or requisition.

4. Reliable Civilian Labour previously employed by the Alfa Romeo Co. could be employed on this work, but certain airmen will also be required to supervise the work, and a Test Pilot, (allocated by Col. Francoia), should be attached from Palata.

R. J. Day
R. A. CLAY, Major. 33

W. A. B. BOWEN-BENNETT.
AIR COMMANDER.
AIR GROUND COMMANDING.

- Copies to:-
- Major Tanageri, H.Q. 4th. C.A.T.
 - Capt. Picari at Lecce.
 - W/Cdr. Shore.
 - Widdowson.
 - Col. Francoia.
 - W/Cdr. Winter, Naples Office.
 - Col. Trenti.

Cur

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE : 5th APRIL 1944.

REF : AFSC/S.1.

(60)

SECRET

Macchi 202 Aircraft Engine Changes at
Pomigliano d'Arco, Naples.

1. Reference your AFSC/S.336/RMC addressed to the Italian Air Ministry, and letter of even date and reference addressed to H.Q., M.A.A.P., Caserta.
2. Col. Brenta and the undersigned, called on Col. Phillips Commanding Officer of 332nd American Service Group, the present principal occupiers of the Airfield and adjoining buildings, on 2nd April, and put the whole question before him.
3. Col. Phillips intimated that he considered it most unlikely that permission would be given to use Pomigliano d'Arco in this ~~moment~~, but that in any case the Airfield came under the Command of General SAVILLE, Commanding Officer of the XII Air Support Command, for operational purposes, to whom our request should be addressed.
4. A visit was accordingly made to General Saville yesterday (His Headquarters are situated some 2 hours car journey from Naples).
5. General Saville regrets that it is quite impossible for Pomigliano d'Arco to be used for the time being, and the date when he could give permission to use it for the purpose set forth, depends on two factors :-
 - (A) The weather (It is proposed to bring other "dry airfields" into use as soon as they dry up sufficiently, and thus relieve the congestion at Pomigliano d'Arco.
 - (B) Future events.
6. On the other hand General Saville was able to give us assurance that he would be able to authorise the use of Pomigliano d'Arco for our purposes as from 1st June 1944, and

- 2 -

he hoped it might be possible as from about 15th May 1944.

7. General Saville will keep the matter well before him, and call us when the time gets nearer.

8. It may be put on record that suitable roofed-in accommodation for the Macchi had been found at Pomigliano d'Arco and Col. Phillips hopes that it will be possible to reserve such space for us.

(S. N. Winter),

Wing Commander,

Air Commodore,

AIR OFFICER COMMANDING.

Copies to :-

HEADQUARTERS, W.A.A.F. CASERTA.

COL. J. PRESTA, REGINA AERONAUTICA.

16 88.

Phoned Col. Presta, Regina Aeronautica, 16/5/44

FROM:- AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION,
BARI.

TO:- IL MINISTERO.

DATE:- 28th March 1944.

REF:- AFSC/S. 326/ENG.

ALFA 128 ENGINES - S.M. 79 BIS AIRCRAFT.

It is considered essential to reserve the use of Alfa 128 Engines for use in S.M. 82 Aircraft, which have been assigned important operational commitments. No S.R.A.M. or Works 19 at present in a position to carry out major overhauls of Alfa 128 engines.

2. In order therefore to conserve the use of these engines, you are requested to arrange that all S.M. 79 Bis Aircraft are taken in hand in rotation, as quickly as possible, and have their Alfa 128 engines removed substituting Alfa 126 Engines as these become serviceable, from the S.A.C.C.A. Factory and Alfa Romeo Factory, (Marigliano) Naples, both of which firms together should be instructed to undertake major overhauls on about 90 unserviceable Alfa 126 Engines at Taranto Sea-Plane Base and in Naples.

3. It is also requested that you will give instructions that:-

- (a) All Alfa 126 Engines that are at present unserviceable, have major overhauls carried out on them, and in future held in stock serviceable instead of in an unserviceable state.
- (b) That the flow of engines be directed to the S.A.C.C.A. Factory and the Alfa Romeo Factory, Naples, in such quantities as to ensure that the Engine overhaul shops are working to full capacity, till the 90 Engines are serviceable.
- (c) That Technical Officers of the Ministero, 4th Zone and Units be instructed to ensure that after overhaul, the engines find their way to Taranto and Lecce, for fitting into Cant 506 and S.M. 79s, giving preference to the requirements of the Sea-Plane Wing.

31

William B. Dunster

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31

Walter Buscaset

W.A.B. BOWEN-BUSCARET,
AIR COMMODORE,
AIR OFFICER COMMANDING.

From:- Air Forces Sub-Commission, Allied Control Commission, Bari.

To:- Ministero.

Date:- 27th. March, 1944.

Ref:- AFSC/S.826/ENI.

MACCHI 202 AIRCRAFT ENGINE CHANGES AT POMIGLIANO, NAPLES.

It is desirable to carry out Engine changes on Macchi 202 aircraft at Pomigliano, Naples in addition to Lecce.

2. The transport of serviceable engines for Macchi 202 Aircraft from Marigliano, Naples to Lecce, is wasteful of transport and must cease, as soon as engine changes can be carried out at Naples.

3. You are requested to go into the question of establishing an Engine changing party at Naples, to be housed on the Pomigliano Aerodrome at Naples in Offices and Workshops, which you will be required to construct or requisition.

4. Reliable Civilian Labour previously employed by the Alfa Romeo Co. could be employed on this work, but certain airmen will also be required to supervise the work, and a Test Pilot, (allocated by Col. Francois), should be attached from Palata.

R.A. CLAY. WCDR.

W.A.B. BOWEN-BUSCARLET.
AIR COMMODORE.
AIR OFFICER COMMANDING.

30

Copies to:-

Major Tangari, H.Q. 4th. Z.A.T.

Capt. Fiori at Lecce.

W/Cdr. Shore.

" Widdowson.

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R.A. Clay

R. A. CLAY. WCDR.

30

W. A. B. BOWEN-BUSCARLET.
AIR COMMODORE.
AIR OFFICER COMMANDING.

Copies to:-

- Major Tangari, H.Q. 4th. Z.A.T.
- Capt. Fiori at Lecce.
- W/Cdr. Shore.
- " Widdowson.
- Cbl. Francois.
- W/Cdr. Minter, Naples Office.
- Col. Brenta.

Naples 27 May 1944

From HEADQUARTERS

"Ufficio Industrie Costruzioni Aeronautiche"

2/02460/3

Naples-223 Via Posillipo- Tel.14153 -

To HEADQUARTERS

Air Forces Sub Commission

Naples

B R E D A

- 1) - This firm has not yet been able to make any plan of rehabilitation because of complete lack of financial means. The works shops in Corso Malta and the assembling plant in Capodichino have been occupied by units of A.A.F. after having been badly damaged, and requisitioning of machinery, equipment and materials from the Marano caves has taken place almost continuously after the armistice. It is therefore understandable that under these conditions it would have been impossible to anybody to make any plan of any sort.-
- 2) - Because of the authorisation we recently had from the Ministry of Finances we are now in a position to give this firm the necessary financial help to start its rehabilitation.-
- 3) The managing director of Breda would now like to transfer the machines and materials from the Marano caves to the works of : I.M.M. (Industrie Meccaniche Meridionali - Stabilimento di Buttola - 1-A Via G. Ferrari - Naples -). These works belong to the same Breda group and are actually working under the control of:
 - Military Railways Service (Col. HOSACK - Piazza Nicola Amore - Palazzo del Risanamento - Naples-) 29
 - Royal Navy - outside Production Office - (Santa Lucia - Naples) and have also in production small accessories for A.A.F.-

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29

- Military Railways Service (Col. HOSACK - Piazza Nicola Amore - Palazzo del Risanamento - Naples--)

- Royal Navy - outside Production Office - (Santa Lucia - Naples) and have also in production small accessories for A.A.F.--

In this factory the Breda manager, who has already been authorised by the above mentioned, intends to undertake the repair of his machinery and would be able to start within a few months a useful activity.

././.

From:- Air Forces Sub-Commission, Allied Control Commission, Bari.

To:- Ministero.

Date:- 27th. March, 1944.

Ref:- AFSC/S.826/ENG.

MACCHI 202 AIRCRAFT ENGINE CHANGES AT POMIGLIANO, NAPLES.

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4. Reliable Civilian Labour previously employed by the Alfa Romeo Co. could be employed on this work, but certain airmen will also be required to supervise the work, and a Test Pilot, (allocated by Col. Francois), should be attached from Palata.

R. A. CLAY. WCDR.

30

W. A. B. BOWEN-BUSCARLET.
AIR COMMODORE.
AIR OFFICER COMMANDING.

Copies to:-

Major Tangari, H.Q. 4th. Z.A.T.

Capt. Fiori at Lecce.

W/Cdr. Shore.

Widdowson.

Col. Francois.

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R.A. Clay

R. A. CLAY. VCDR.

30

W. A. E. BOWEN-BUSCARLET.
AIR COMMODORE.
AIR OFFICER COMMANDING.

Copies to:-

Major Tangari, H.Q. 4th. Z.A.T.
Capt. Fiori at Lecce.
W/Cdr. Shore.
" Widdowson.
Col. Francois.
W/Cdr. Minter, Naples Office.
Col. Brenta.

33

San Angel 9.7 FRANCOISE

Harold Kenton

Jeff Loring

James Ellis

Georgia Edwards

From HEADQUARTERS

"Ufficio Industrie Costruzioni Aeronautiche"

2/02460/3

To HEADQUARTERS

Air Forces Sub Commission

Naples

Naples 27 May 1944

Naples-223 Via Posillipo- Tel. 14153 -

B R E D A

- 1) - This firm has not yet been able to make any plan of rehabilitation because of complete lack of financial means. The works shops in Corso Malta and the assembling plant in Capodichino have been occupied by units of A.A.F. after having been badly damaged, and requisitioning of machinery, equipment and materials from the Marano caves has taken place almost continuously after the armistice. It is therefore understandable that under these conditions it would have been impossible to anybody to make any plan of any sort.-
- 2) - Because of the authorisation we recently had from the Ministry of Finances we are now in a position to give this firm the necessary financial help to start its rehabilitation.-
- 3) The managing director of Breda would now like to transfer the machines and materials from the Marano caves to the works of : I.M.M. (Industrie Meccaniche Meridionali - Stabilimento di Buttola - 1-A Via G. Ferrari - Naples -). These works belong to the same Breda group and are actually working under the control of:
29
- Military Railways Service (Col. HOSACK - Piazza Nicola Amore - Palazzo del Risanamento - Naples-)

- Royal Navy - outside Production Office - (Santa Lucia - Naples) and have also in production small accessories for A.A.F.-

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- Royal Navy - outside Production Office - (Santa Lucia - Naples) and have also in production small accessories for A.A.F.-

In this factory the Breda manager, who has already been authorised by the above mentioned, intends to undertake the repair of his machinery and would be able to start within a few months a useful activity.

././.

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120A

The transport of the machinery equipment and materials actually at Marano would be made by Mr. GALEAZZI Giuseppe - 120 Via Manzoni Naples- who should therefore be given the necessary permit- in case you will agree to this.-

COL.A.A.R.N. Giacomo BRENTA

Tratta.

Annexed - copy of letter from Breda.

28

AIR FORCES SUB COMMISSION ALLIED CONTROL COMMISSION
1411 1944
ORDERLY ROOM

SOCIETÀ ITALIANA

ERNESTO BREDA

PER COSTRUZIONI MECCANICHE

Anonima - Sede in MILANO

Dir. _____

OGGETTO:

Riparazione e utilizzazione
macchinario - _____

STABILIMENTO AERONAUTICO DI NAPOLI

Data **27 Maggio 1944**

HA **UFFICIO INDUSTRIE E COSTRUZIONI**

AERONAUTICHE

Via Posillipo, 223

NAPOLI

Questa Ditta, in seguito alla sovvenzione promessa da codesta Direzione, si trova in condizioni di poter procedere all'attuazione del programma di riparazione del macchinario di sua proprietà giacente nelle grotte di Marano ed iniziare quindi nei prossimi mesi la ripresa della propria attività aeronautica.

A tale scopo chiede di essere autorizzata a trasportare tutte le macchine e i materiali attualmente in Marano, presso le Officine "Bufola" delle Industrie Meccaniche Meridionali, che appartengono alle stesse gruppi Ereda e che attualmente già lavorano per le Forze Militari Alleate e precisamente per:

il Military Railway Service (Colonel Hosach)

e per la Royal Navy - Outside Production Office-Naples

Il Military Railway Service è stato già interessato per la necessaria autorizzazione per i suddetti lavori di riparazione di macchinario presso le Officine della I.M.M.. 26

Per il prelievo del macchinario a Marano questa Ditta dà incarico al suo ex dipendente Sig. Galeazzi Giuseppe.

p.p. SOCIETÀ ITALIANA ERNESTO BREDA

per Costruzioni Meccaniche

Stabilimento Aeronautico di NAPOLI

Due Esemplari

Questa Ditta, in seguito alla sovvenzione promessa da codesta Direzione, si trova in condizioni di poter procedere all'attuazione del programma di riparazione del macchinario di sua proprietà giacente nelle grotte di Marano ed iniziare quindi nei prossimi mesi la ripresa della propria attività aeronautica.

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I.M.M.. 26

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R.P. SOCIETÀ ITALIANA ERNESTO BREDA
per Contratti Meccaniche
Stabilimento Appuntico di NAPOLI
D. Galeazzi

AIR FORCES SUB ALLIED CONTROL COMMISSION
10/11/1944
ORDERLY ROOM

Naples May 1944

From HEADQUARTERS

"Ufficio Industrie Costruzioni Aeronautiche"

2/02460/3

Naples-223 Via Posillipo- Tel. 14153 -

To HEADQUARTERS

Air Forces Sub Commission

Naples

B R E D A

- 1) - This firm has not yet been able to make any plan of rehabilitation because of complete lack of financial means. The works shops in Corso Malta and the assembling plant in Capodichino have been occupied by units of A.A.F. after having been badly damaged and requisitioning of machinery, equipment and materials from the Marano caves has taken place almost continuously after the armistice. It is therefore understandable that under these conditions it would have been impossible to anybody to make any plan of any sort.-
- 2) - Because of the authorisation we recently had from the Ministry of Finances we are now in a position to give this firm the necessary financial help to start its rehabilitation.-
- 3) The managing director of Breda would now like to transfer the machines and materials from the Marano caves to the works of : I.M.M. (Industrie Meccaniche Meridionali - Stabilimento di Buttola - 1-A Via S. Ferrari - Naples -). These works belong to the same Breda group²⁵ and are actually working under the control of:
 - Military Railways Service (Col. BONACK - Piazza Nicola Amore - Palazzo del Risparmio - Naples-)
 - Royal Navy - outside Production Office - (Santa Lucia - Naples)
 and have also in production small accessories for A.A.F.-

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[Signature]
(2)

The transport of the machinery equipment and materials actually at Marano would be made by Mr. GALEAZZI Giuseppe - 120 Via Manzoni Naples- who should therefore be given the necessary permit- in case you will agree to this.-

COL. A. A. R. M. GIACOMO BRENTA

Giacomo Brenta

Annexed - copy of letter from Breda.

From:- Air Forces Sub-Commission,
Allied Control Commission, Bari.

To:- Air Forces Sub-Commission,
Allied Control Commission, Naples.

Date:- 26th. April, 1944.

Ref:- AFSC/S.823/ENG.

MARANO CAVES (EX. BREDA CO.)

reference

With further/to your letter ASC/S.I of
22nd. April, 1944, Para:2, regarding the requisitioning of the
Breda Co's. Machinery, the Policy to be laid down is as follows:-

All Machinery must be fully employed on the War effort, and
therefore if it is not being immediately employed by an
Italian Firm for the War effort, it must be freed for
requisitioning by No.214 Group Units.

In the case of the Breda Factory, it is not considered that
the resuscitation of this Works will be of much value to the
Italian Air Force.

It is understood that the Italian Air Force are making
arrangements to purchase the Material in the Breda Factory
Stores, in the Marano Caves.

With regard to the Machinery, which is almost all damaged,
this is to be made available for repair and requisitioning
by No.214 Group, who have the facilities for carrying out
this work, and Col. Brenta should be advised of the position.

Simulation.

W. Bay

R.A. CLAY, W/CDR.
AIR OFFICER COMMANDING. 23

0059

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It is understood that the Italian Air Force are making arrangements to purchase the Material in the Breda Factory Stores, in the Marano Caves.

With regard to the Machinery, which is almost all damaged, this is to be made available for repair and requisitioning by No.214 Group, who have the facilities for carrying out this work, and Col. Brenta should be advised of the position.

Conclusion.

R.A. Clay
R.A. CLAY, W/CDR.
AIR OFFICER COMMANDING. 23

Appendix
Notes to Air Force Staff - 1st Battalion 16/5/46
They are taking action.

FROM : AIR FORCES SUB COMMISSION.
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCES SUB COMMISSION.
ALLIED CONTROL COMMISSION, BARI.

DATE : 4th MAY 1944.

REF : AFSC/S. 1.

93
SECRET

Dispatch of Alfa 126 Engines to
Marigliano from Taranto.

1. Reference your letter AFSC/S. 826/ENG Dated 27th April 1944, it is understood that up to date 28 Alfa 126 Engines have arrived at Marigliano.
2. Arrangements are being made to transport these engines to the Alfa Romeo Works at Pomigliano d'Arco for eventual overhaul.
3. The engines are being well guarded all the time.

(W. L. Minter)
Wing Commander,
Air Vice Marshal,
AIR OFFICER COMMANDING

FROM: - AIR FORCE'S SUB-COMMISSION,
ALLIED CONTROL COMMISSION,
RARI.

TO: - HEADQUARTERS, NO. 57 AREA,
C.M.F.

DATE: - 22nd April 1944.

REF: - 22/AIR.

BENEVENTO AIRFIELD.

It is notified for your information that the Santa Factory at Benevento which was destroyed by bombing, has been partially rebuilt, and is engaged on turning out Macchi Fighters for the Italian Air Force. The Italian Air Force is at present doing an extremely good job of work on offensive operations in direct support of the Allied war effort, and to a great extent will be dependent on the supply of the aircraft's recommissioned at Benevento.

2. In order to test the aircraft and to enable them to be flown away to their Operational Stations, it is necessary to use a strip upon the Benevento Airfield. If this could not be done it would be necessary to dismantle the aircraft and take them by road to the Naples area where they would have to be re-erected before they could be tested. This would entail an unnecessary waste of time and use of transport which is in extremely short supply in the I.A.F. It would also entail considerable risk of damage during the transport period.

3. I have visited Benevento Airfield and have discussed the matter with Col. Vaughan in charge of the 4th Indian Division Re-inforcement Unit stationed there. In order to use the strip it would only be necessary for him to move between four and six tanks, which he is perfectly willing to do, and this will allow us the use of the longest run on the Airfield, which having in view the fact that very skilled pilots would be used for testing, and that it would be possible to wait a few days for favourable wind, would meet our requirements.

4. It is understood that the Palestinian Unit at present situated on the North West of the Airfield is about to move. Colonel Vaughan warned me, however, that a further Re-inforcement Unit was due to arrive and that unless instructions were issued by you, it was likely that they would encroach on the strip which we require to use. It would, therefore, be very much appreciated if you could give the necessary instructions to the Unit which is about to move in. I will make it my personal concern to see that only the minimum amount of run actually required for the strip is taken up, and the strip will be

at Benevento which was destroyed by bombing, has been partially rebuilt, and is engaged on turning out Macchi fighters for the Italian Air Force. The Italian Air Force is at present doing an extremely good job of work on offensive operations in direct support of the Allied war effort, and to a great extent will be dependent on the supply of the aircraft reconditioned at Benevento.

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3. I have visited Benevento Airfield and have discussed the matter with Col. Vaughn in charge of the 4th Indian Division Re-inforcement Unit stationed there. In order to use the strip it would only be necessary for him to move between four and six tents, which he is perfectly willing to do, and this will allow us the use of the longest run on the Airfield, which having in view the fact that very skilled pilots would be used for testing, and that it would be possible to wait a few days for favourable wind, would meet our requirements.

4. It is understood that the Palestinian Unit at present situated on the North West of the Airfield is about to move. Colonel Vaughn warned me, however, that a further Re-inforcement Unit was due to arrive and that unless instructions were issued by you, it was likely that they would encroach on the strip which we require to use. It would, therefore, be very much appreciated if you could give the necessary instructions to the Unit which is about to move in. I will make it my personal concern to see that only the minimum amount of run actually required for the strip is taken up, and the strip will be available at all times except when the very occasional test flights are in progress, for recreational and drill purposes.

W.A.B. Burslem

W.A.B. BURNSELMAN,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copy:

M.A.A.F. H.Q.

Wing Commander Winter.

Lt/Col. Vaughn, Officer Commanding,

Re-inforcement Unit, Benevento.

SEZIONE COSTRUZIONI AERONAUTICHE

NAPOLI

Via Posillipo n. 223

Napoli, 29 Aprile 1944

ALLA AIR SUBCOMMISSION A.C.C.

NAPOLI

Prot.n. 3/01690/3

Argomento: Aeroporto di Benevento. -

- 1/. A seguito del sopralluogo compiuto ieri con il V/C. MINTER. -
2/. Rimetto ora la pianta dell'Aeroporto in questione confermando quanto già verbalmente segnalato e cioè che esso potrà essere utilizzato a condizione che:
A/ quella parte di campo attualmente occupato dalla "745 PALESTINE WORK COMPANY" venga sgomberata come del resto sembra già essere stabilito. -
B/ Che il piccolo hangar attualmente adibito a magazzino venga sgomberato necessitandoci per il montaggio degli apparecchi. -
C/. che l'area tratteggiata in rosso nella zona occupata dal " REINFORCEMENT CAMP - 4 INDIAN DIVISION " venga sgomberata. Si tratta di spostare le tre prime file di tende (13 tende in tutto) e la cosa, che non dovrebbe essere difficile, per metterebbe lo sfruttamento del terreno di atterraggio nel sito della sua maggiore dimensione. Le dimensioni di questo terreno essendo già molto limitate in relazione alle caratteristiche degli apparecchi da collaudare, sarebbe necessario giungere a questo. -
D/ che il terreno ora adibito a campo per foot ball venga lasciato libero. -
E/ che il campo non venga ulteriormente occupato dalla Unità di cui sarebbe già segnalato l'arrivo. -
3/ Prego cotesta On.le Sotto Commissione di dare alla pratica l'urgenza che merita, e, ringraziando in anticipo, rammento le grandissime difficoltà che verrebbero a crearsi qualora noi non potessimo fare uso dell'Aeroporto in questione per il collaudo degli apparecchi riparati dalla "SANTITA". -

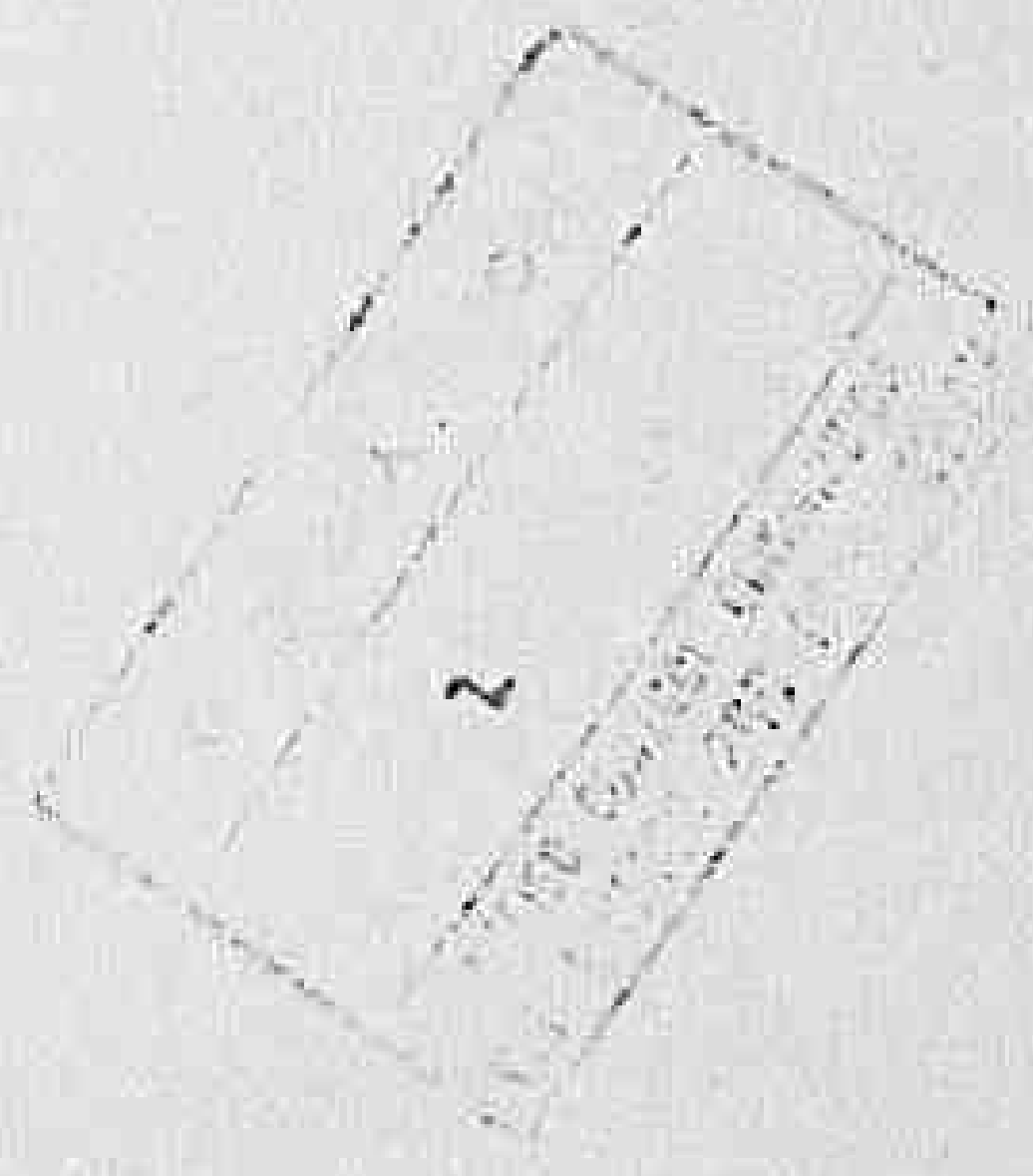
20

IL COMANDANTE

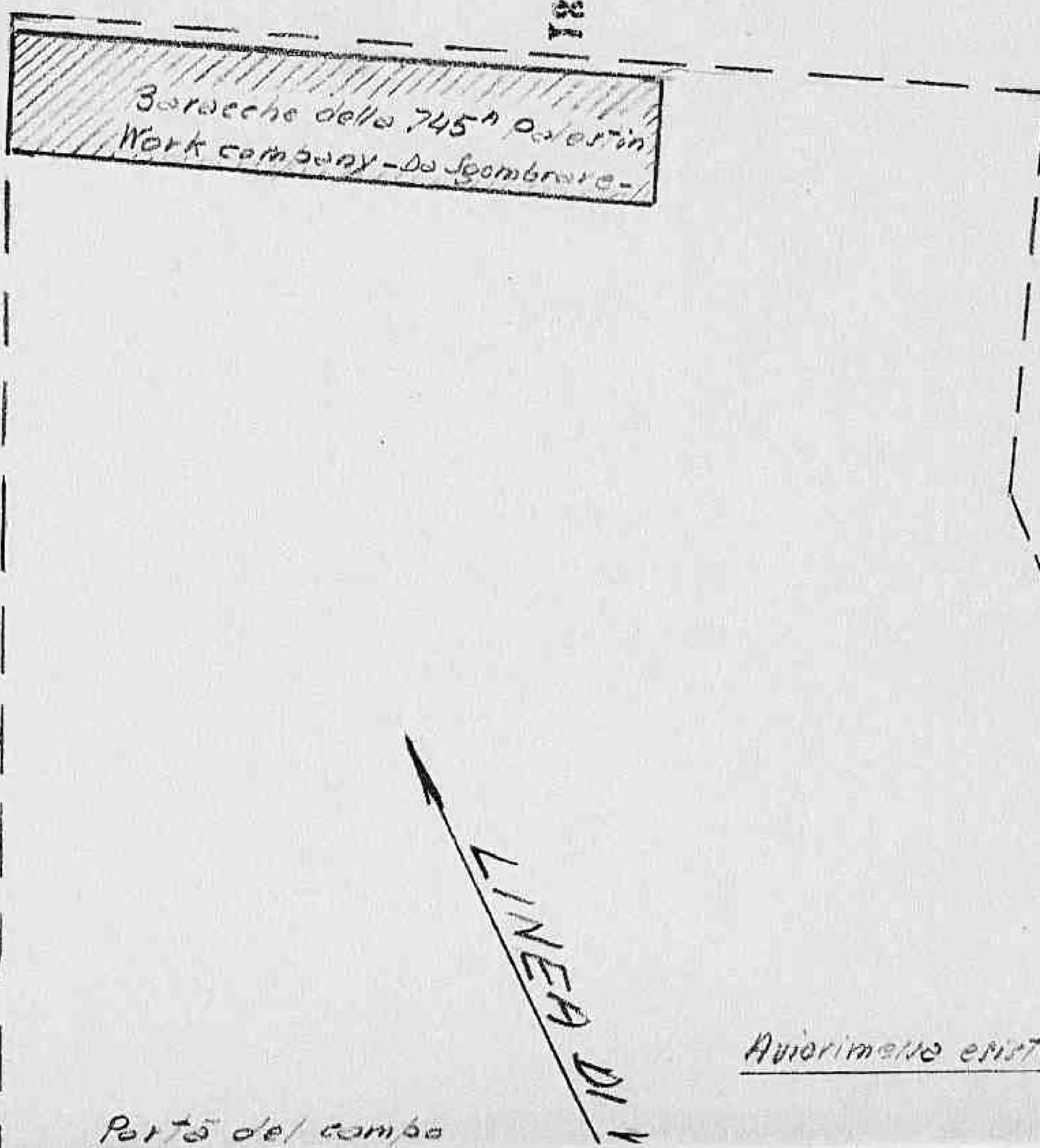
20

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- B/ Che il piccolo hangar attualmente adibito a magazzino venga sgomberato necessitandoci per il montaggio degli apparecchi.--
- C/ che l'area tratteggiata in rosso nella zona occupata dal " REINFORCEMENT CAMP - 4 INDIAN DIVISION " venga sgomberata. Si tratta di spostare le tre prime file di tende (13 tende in tutto) e la cosa, che non dovrebbe essere difficile, per metterebbe lo sfruttamento del terreno di atterraggio nel sito della sua maggiore dimensione. Le dimensioni di questo terreno essendo già molto limitate in relazione alle caratteristiche degli apparecchi da collaudare, sarebbe necessario giungere a questo .--
- D/ che il terreno ora adibito a campo per foot ball venga lasciato libero .
- E/ che il campo non venga ulteriormente occupato dalla Unità di cui sarebbe già segnalato l'arrivo .--
- 3/ Prego cotesa On.le Sotto Commissione di dare alla pratica l'urgenza che merita, e, ringraziando in anticipo, rammento le grandissime difficoltà che verrebbero a crearsi qualora noi non potessimo fare uso dell'Aeroporto in questione per il collaudo degli apparecchi riparati dalla "SANTITA " .--

IL COMANDANTE
(Col.A.A.R.N.Pil. G. Brenta)

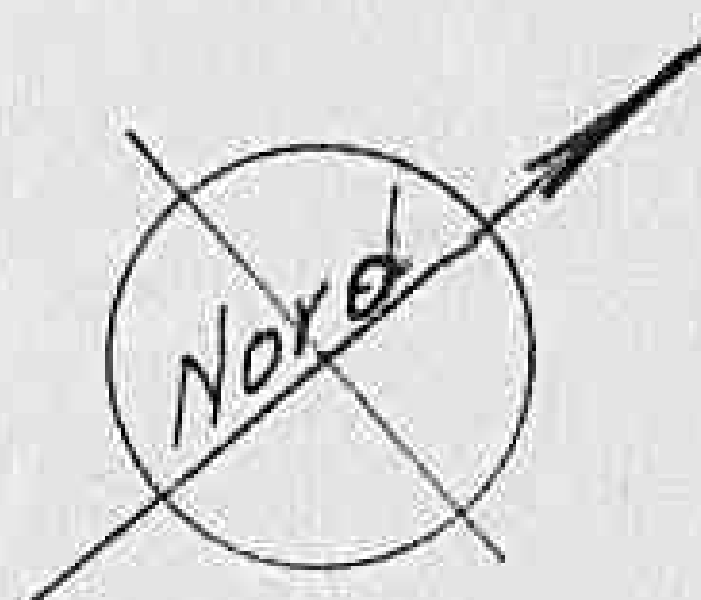


(1)



81

Baracche della 745^a Palermitan
Work company - da sgombrare -

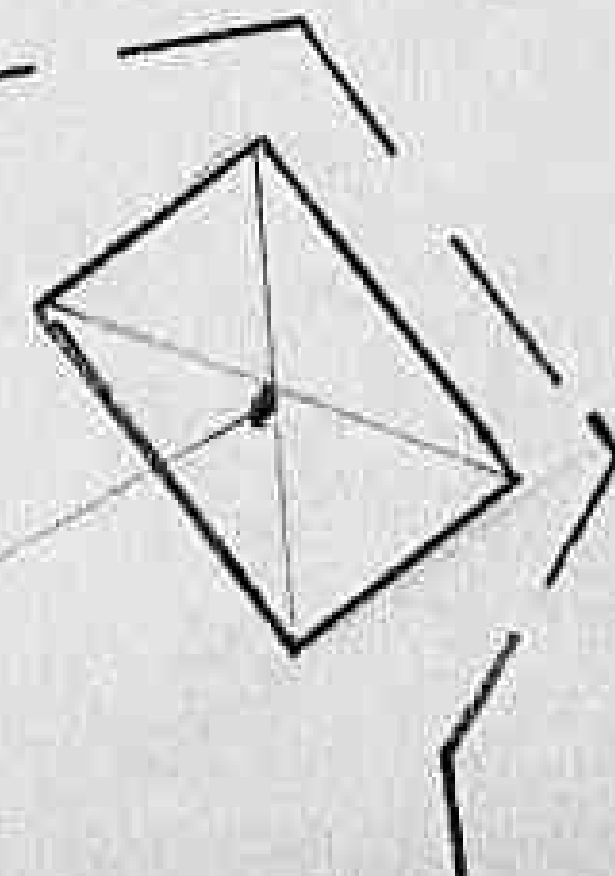


R. AEROPORTO G. MAIONE
BENEVENTO

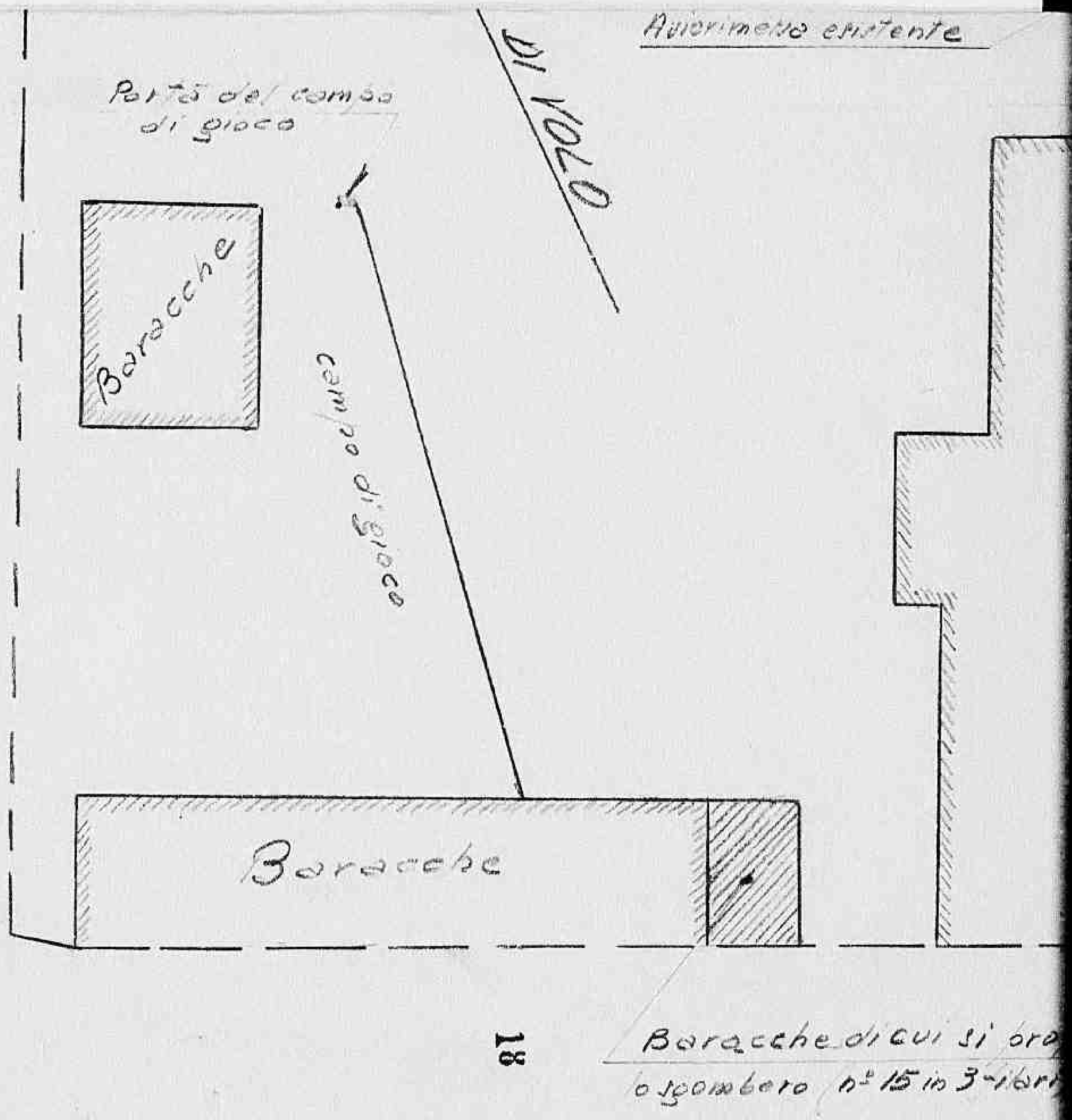
Scala 1:2000

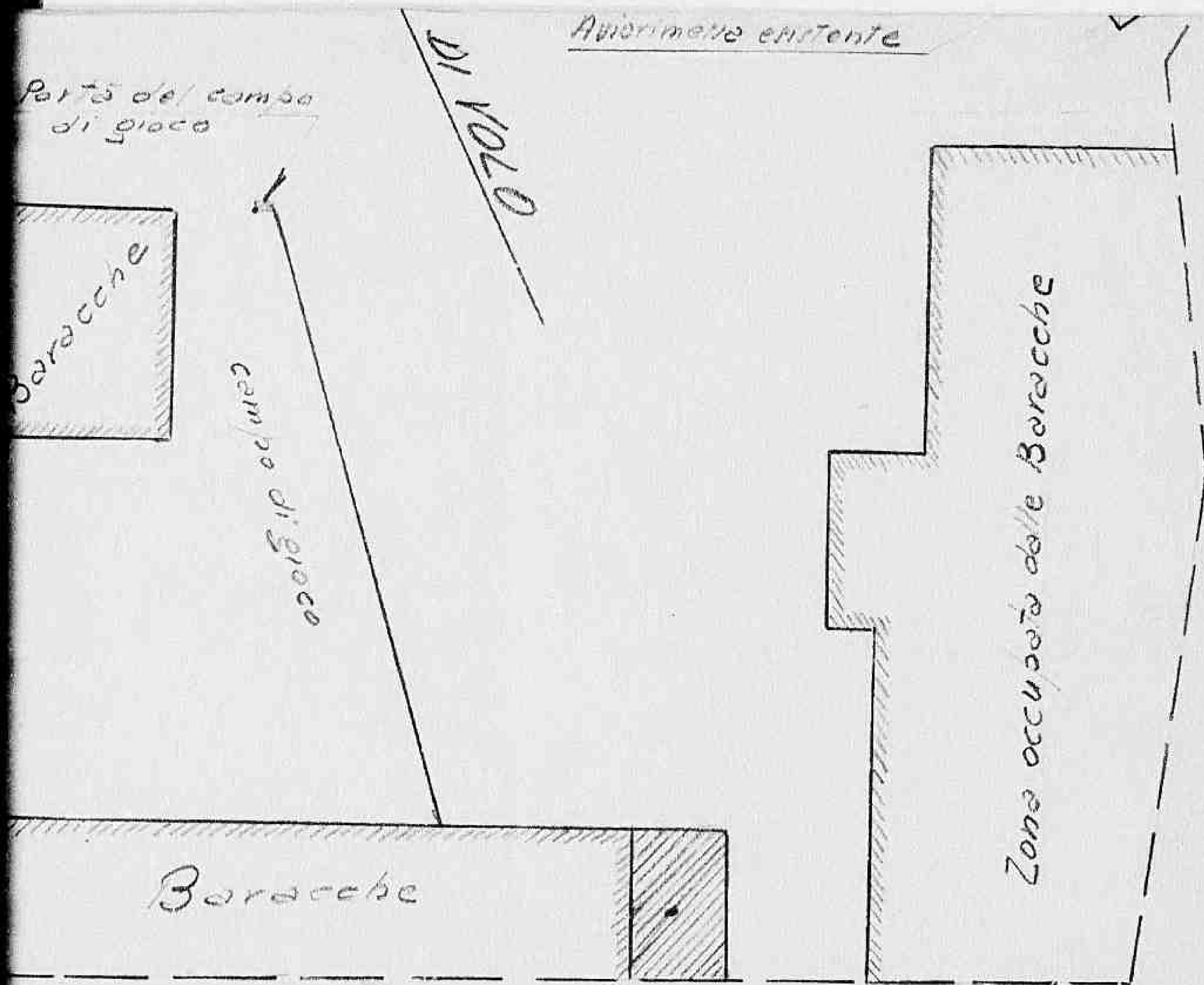
LINEA DI

Aviorimane esistente



Porto del campo





18

Baracche di cui si propone
lo sgombero (n° 15 in 3-4 ori)

AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION,

BART.

19th April 1944.

A.V.M. and Flight Lieutenant Kennedy visited Benevento Airfield on the 18th. After examining the Airfield and discussing the question with Colonel Vaughan, it was decided that A.C.C. Naples and Colonel Brenta should re-visit Benevento and draw in on the plan exactly what was required, irrespective of the position of tents and buildings. The matter would then be submitted through the A.V.M.

Area / 2. A.V.M. also contacted 8th Army, who in turn contacted the Air Commander responsible and H.Q. A.A.I. A.A.I. were not helpful, but if the Area Commander is approached, he will probably give the necessary instructions.

3. 19th April - A.V.M. contacted Squadron Leader De Haan and gave the above instructions, also asking him to get the name and address of the Area Commander responsible.

W.A.B. Bowen-Buscarlet
W.A.B. BOWEN-BUSCARLET,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

air
22/AIR.

Naples - April 20 - 1944

82

FROM HEADQUARTERS

Ufficio Industrie e Costruzioni
Aeronautiche
223 Posillipo - Naples

TO HEADQUARTERS

Air Subcommittee - A.C.C. - Naples -

2/01636/3

MARANO CAVES - BREDA

- 1) - After the inspection we carried out to the MARANO caves, with the representatives of 114 M.U., I think we should come to a definite agreement on the following points:
- a) The cave "C" and the unfinished building in sand stone, should be allocated to us.
 - b) The right of using the main entrance and of transit on the area in front of the caves should be granted to us as well as to the personnel belonging to the "Breda".
 - c) It is understood that cave "C" will be used as well by the I.A.F. as by the firm above mentioned.
 - d) 114 M.U. should apply to the authorities concerned to have the electric power brought to the caves. The need of I.A.F. and Breda should be of about 40 K.W.
 - e) 114 M.U. should take all the materials and machinery actually stored in cave "A" from this cave, to cave "C".
 - f) 114 M.U. should also take all the scraps actually in cave "C" from this cave, to the one adjacent to cave "B".
- 2) - The "Breda Co" has a program of rehabilitation which, so far, has not been able to really start because of lack of means. It appears now that in one way or another this firm will be given the necessary financial help.

16

After having had destroyed or requisitioned almost everything they had, this people have now a few good machines left which are absolutely necessary to start the repairing of

./././

(2)

824

the damaged ones - but even before starting they must incur in high expenses to repair part of the caves and to establish the electric plant. It is understandable that they cannot face such expenses without being sure that neither their materials nor their machinery will be requisitioned.

(C) I should therefore be very grateful if you would take the necessary steps to avoid any such requisitioning- and if, by doing so, you will put me in a position to give to the firm the necessary guaranties.-

IL COMANDANTE
(Col.A.A.r.n.Pil. G.BRENTA)

Il Comandante

FROM : AIR FORCES HQ COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCES HQ COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE : 23RD APRIL 1944.

REF : ABC/S.L.

SECRET

REVIEW OF AIRFIELD.

1. Attached is a letter dated 22nd April from Col. Brenta, together with a plan of the Airfield in question.
2. Paragraph "K" Col. Vaughan advised us that the 74th Palestinian Work Company could be moving elsewhere as soon as the present work on the camp is completed. By the time therefore we require to use the camp, the area at present occupied by this Work Company should have been vacated.
3. Paragraph "M". This Ranger is at present used for the storage of clothes,undry equipment etc., of the 4th Indian Division. It does not come under the jurisdiction of Col. Vaughan or his staff in any way, and application for its vacation would have to be made direct to Headquarters 4th Indian Division.
4. Paragraph "N" Col. Vaughan anticipated having great difficulty in meeting our wishes in this connection. The camp is divided up into sections, and there is little or no room to expand this particular section in other directions on the present site. He is studying the matter to see what we can do to help the situation.
5. Paragraph "O" There will be no difficulty in freeing the football pitch.
6. Paragraph "P" Should a further Unit be camped on the Airfield, then of course it would be impossible to use it for our purposes.
7. As advised you on the telephone, the Airfield comes under the jurisdiction of 57 Area, and it is understood that you will be approaching them direct regarding the whole matter.

2. Paragraph "A" Col. Vaughan secured us that the 745 Palestine Work Company could be moving elsewhere as soon as the present work on the camp is completed. By the time therefore we require to use the camp, the area at present occupied by the Work Company should have been vacated.

3. Paragraph "B" This matter is at present used for the storage of our other sundry equipment etc. of the 4th Indian Division. It does not come under the jurisdiction of Col. Vaughan or his staff in any way, and application for its vacation should have to be made direct to Headquarters 4th Indian Division.

4. Paragraph "C" Col. Vaughan anticipated having great difficulty in meeting our wishes in this connection. The camp is divided up into sections, and there is little or no room to expand this particular section in other directions on the present site. He is studying the matter to see what he can do to help the situation.

5. Paragraph "D" There will be no difficulty in freeing the football pitch.

6. Paragraph "E" Should a further unit be camped on the Airfield, then of course it could be impossible to use it for our purposes.

7. As advised you on the telephone, the Airfield comes under the jurisdiction of 57 Area, and it is understood that you will be approaching them direct regarding the above matter.

8. As you know, the camp is at present used as both a Reinforcement Unit and a Training Camp. During most of the day therefore, the 4th Indian Division occupy the whole of the camp, carrying out various drills, arms training, etc..

9. It would therefore be necessary to give Col. Vaughan pre-advance of the dates and times of all test flights, so as to enable him to keep the Airfield clear of troops.

(A. L. Inter)

Chief Commander,

4th Air Vice Marshal,

ALA OFFICER COMMANDING.

Telephone call from A.V.M. Bowen Buscarlet
0940 hrs. 19th April 1944

80

BENEVENTO AIRFIELD

When the A.V.M. visited the airfield he found Col. Vaughan well disposed but the person who is creating difficulties is apparently Col. Fairley (see report to A.V.M. dated 15th. April) The A.V.M. left the plan of the Airfield with Col. Vaughan. It will now be necessary for us to go to Benevento with Col. Brenta, see Col. Vaughan, settle what portion of airfield is required, see what objections are raised and how they can be overcome.

We must ask Col. Vaughan under which area he comes and where to address request for use of airfield.

The visit should take place as soon as possible.

R. L. Sturges
13

FROM : AIR FORCES SUB COMMISSION,
ARMED CONTROL COMMISSION, NAPLES.
TO : AIR FORCES SUB COMMISSION,
ARMED CONTROL COMMISSION, BARI.
DATE: 22nd APRIL, 1944.
REF : ASD/S.I

(79)
SECRET AND
CONFIDENTIAL.

FINANCING - ITALIAN AIRCRAFT
INDUSTRY.

A meeting was held in the afternoon of the 20th April between Lieut. General MacFarlane, Lieut. General Spadalli, Col. Branta and the undersigned.

Lieut. General MacFarlane stated that in accordance with the request of Air Vice Marshal Bowen - Buscariol he had taken up the question of financing the Italian Aircraft Industry with Marshal Badoglio, and urged that some immediate payments should be made to the firms now working for the Italian Air Force.

It appears that matters had reached a stage when some effective payments would have been made in these days, but that the change in the Italian Cabinet had held things up.

It is hoped, however, that the new Italian Finance Minister will adhere, in this respect, to the agreement made with his predecessor and that money will shortly be made available for the Italian Aircraft Industry.

Over/

Telephone call from A.V.M. Bowen Buscarlet
0940 hrs. 19th April 1944

80

BENEVENTO AIRFIELD

When the A.V.M. visited the airfield he found Col. Vaughan well disposed but the person who is creating difficulties is apparently Col. Fairley (see report to A.V.M. dated 15th. April) The A.V.M. left the plan of the Airfield with Col. Vaughan. It will now be necessary for us to go to Benevento with Col. Brenta, see Col. Vaughan, settle what portion of airfield is required, see what objections are raised and how they can be overcome.

We must ask Col. Vaughan under which area he comes and where to address request for use of airfield.

The visit should take place as soon as possible.

R. L. Stumpp
13

57 Area. C

Left 4th. RE

No 3 District Anti-Aircraft

4th Inf Division

748 Pals

Black Coy

C. M. T. C. H. L. L.

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE: 22ND APRIL, 1944.

REF : A-8/S.1

OST SECRET AND
CONFIDENTIAL.

FINANCING - ITALIAN AIRCRAFT
INDUSTRY.

A meeting was held in the afternoon of the 20th April between Lieut. General MacFarlane, Lieut. General Sandall, Col. Brenta and the undersigned.

Lieut. General MacFarlane stated that in accordance with the request of Air Vice Marshal Bowen - Bancroft he had taken up the question of financing the Italian Aircraft Industry with Marshal Badoglio, and urged that some immediate payments should be made to the firms now working for the Italian Air Force.

It appears that matters had reached a stage when some effective payments would have been made in these days, but that the change in the Italian Cabinet had held things up.

It is hoped, however, that the new Italian Finance Minister will adhere, in this respect, to the agreement made with his predecessor and that money will shortly be made available for the Italian Aircraft Industry.

Over/

It was emphasized that it was essential to see that such money would be allocated to the Firms to meet current expenses and would not be taken by the Banks against the substantial amounts previously due to them from the Firms now working for the Italian Air Force.

W.H.
(G.L. Winter)

Wing Commander,

Ad Air Vice Marshal,

AIR OFFICER COMMANDING.

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE : 22nd APRIL, 1944.

REF : ASC/S.1

MARANO CAVES (EX BREDA WORKS)

Reference our letter of even reference dated 20th April,
the following is an extract of a letter received from Col. Brenta -

Extract

- (a) The "Breda Co" has a programme of rehabilitation which, so far, has not been able to really start because of lack of means. It appears now that in one way or another this firm will be given the necessary financial help.
- (b) After having had destroyed or requisitioned almost everything they had, this people have now a few good machines left which are absolutely necessary to start the repairing of the damaged ones - but even before starting they must incur the high expenses to repair part of the caves and to establish the electric plant. It is understandable that they cannot face such expenses without being sure that neither their materials nor their machinery will be requisitioned.
- (c) I should therefore be very grateful if you would take the necessary steps to avoid any such requisitioning - and if, by doing so, you will put me in a position to give to the firm the necessary guarantees.

2. It will be appreciated if we may be authorised to give Col. Brenta the necessary assurances that the Breda machinery will not be requisitioned or used by us for any other purpose. In this connection please see report of W/Cdr Clay dated 10th March, para 17

Extract

- 2082
- (a) The "Breda Co" has a programme of rehabilitation which, so far, has not been able to really start because of lack of means. It appears now that in one way or another this firm will be given the necessary financial help.
- (b) After having had destroyed or requisitioned almost everything they had, this people have now a few good machines left which are absolutely necessary to start the repairing of the damaged ones - but even before starting they must incur the high expenses to repair part of the caves and to establish the electric plant. It is understandable that they cannot face such expenses without being sure that neither their materials nor their machinery will be requisitioned.
- (c) I should therefore be very grateful if you would take the necessary steps to avoid any such requisitioning - and if, by doing so, you will put me in a position to give to the firm the necessary guarantees.

2. It will be appreciated if we may be authorized to give Col. Breda the necessary assurances that the Breda machinery will not be requisitioned or used by us for any other purpose. In this connection please see report of W/Ondr Clay dated 10th March, para 17.

W.L.
(W.L. Winter)

Wing Commander,

Air Vice Marshal,

AIR OFFICER COMMANDING.

CONFIDENTIAL

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE : 20th APRIL, 1944.

REF : ASC/S. I.

Marano Caves (Ex Breda Works)

1. With reference to the attached letter of even reference, dated 20/4/44, Wing Commander Brown, S.E. S.O. 214 Group, explained that the arrangements would have to be in the nature of a "gentleman's agreement" because they could not utilise labour for any outside entity without the Treasury having to enter into it. It was considered that this was probably in any case the most satisfactory way of arranging matters as it would enable the 114 Maintenance Unit to enter almost immediately, without any unnecessary delay.

Dictated by W/Omdr Winter
and signed in his absence
by :-

P. L. Winter
for (W.O. Winter) *sha*
Wing Commander,
Air Vice Marshal,
Air Officer Commanding.

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, EARL.

DATE : 20th APRIL, 1944.

REF : ASC/S.1

Marano Caves (Ex Breda Works)

1. In accordance with instructions received from Air Vice Marshal Bowen-Buscarlet, when he was recently here, a meeting was held yesterday afternoon at the Marano Caves between Officers of 214 Group, 114 Maintenance Unit, R.A.F., Col. Brenta, and the undersigned, in order to see if it were possible to cede at any rate a part of these Caves to 114 M.U., and upon what conditions.

2. We are pleased to report that an arrangement satisfactory to all parties was eventually fixed up.

3. Briefly, it has been agreed :-

(a) That 114 M.U. shall have the Caves on the left hand side (looking towards the caves from the entrance) and the one opposite the entrance.

(b) That the Italian Air Force and the Breda shall have the caves on the right hand side.

(c) 214 Group will have the road leading from the Street to the Caves made up. This road they will have continued beyond the entrance to the caves to the entrance to the cave at the further end. They will simultaneously have the ground in front of the Caves levelled off, and made accessible for M.T.

(d) 214 Group will instal electric power in the caves.

(e) 214 Group will assist in taking the machinery at present in the left hand caves, and deposit it in the right hand caves. They will also assist in clearing away the junk from the right hand caves to an otherwise unserviceable cave at the further end.

SECRET

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1

Marshal Bowen-Fuscarlet, when he was recently here, a meeting was held yesterday afternoon at the Marano Caves between Officers of 214 Group, 114 Maintenance Unit, R.A.F., Col. Brenta, and the undersigned, in order to see if it were possible to cede at any rate a part of these Caves to 114 M.U., and upon what conditions.

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(a) That 114 M.U. shall have the Caves on the left hand side (looking towards the caves from the entrance) and the one opposite the entrance.

(b) That the Italian Air Force and the Breda shall have the caves on the right hand side.

(c) 214 Group will have the road leading from the Street to the Caves made up. This road they will have continued beyond the entrance to the caves to the entrance to the cave at the further end. They will simultaneously have the ground in front of the Caves levelled off, and made accessible for M.T.

(d) 214 Group will instal electric power in the caves.

(e) 214 Group will assist in taking the machinery at present in the left hand caves, and deposit it in the right hand caves. They will also assist in clearing away the junk from the right hand caves to an otherwise unserviceable cave at the further end.

Copies to :-

214 Group (Adv)

114 M.U.

Col. Brenta. I.A.F.

W.L. Minter
(W.L. Minter)

Wing Commander,

W.L. Minter
Air Vice Marshal,

AIR OFFICER COMMANDING.

FROM: AIR FORCE SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCE SUB COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE: 19th APRIL 1944.

REF : ASC/S.1.

Aeronautica Sicula, Palermo.

1. Attached please find letter from Col. Brenta dated 18th April 1944, together with letter from the Aeronautica Sicula, Palermo, dated 29th March.

2. It will be noted that the works of the Aeronautica Sicula, may possibly be vacated in the near future, and in which event, the Regia Aeronautica would like the works to be given back to the original owners.

3. It will be appreciated if we may have your instructions in regard to this matter, and whether or not you desire us to take any action from here.

R.L.M.
(T. L. Minter)
Wing Commander,
Air Vice Marshal,
AIR OFFICER COMMANDING.

Encls;

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, C.M.F.

TO : HEADQUARTERS,
214 GROUP (ADVANCED), R.A.F.

DATE : 18th APRIL 1944.

REF : ASC/S. 1.

A.V.I.S. Factory, Castellamare.

1. The above factory, after having been almost completely destroyed by the Germans, was requisitioned by 113 H.U., R.A.F., last October.

2. Attached is plan showing the location of the different buildings, and the use to which they have been put.

3. In accordance with the directive laid down by Headquarters, Allied Forces in Italy, letter dated 17th March reference ALK/mr refers (copy attached), it is proposed to rehabilitate a part of the A.V.I.S. Factory.

4. It will be sufficient for this purpose if the buildings numbered 42, 43 and 44 on the attached plan are re-allocated to the Italian Air Force working under the control of this Sub Commission.

5. The buildings requested are situated on the other side of the railway and road to where the 113 H.U. are working, and so should not interfere with the present arrangements of this Unit in any way.

6. It will accordingly be appreciated if prompt action may be taken to return buildings 42, 43 and 44 to the Italian Air Force.

AMK
(A. L. Minter)

Wing Commander,
1st Air Vice Marshal,
AIR OFFICER COMMANDING

2. Attached is plan showing the location of the different buildings, and the use to which they have been put.

3. In accordance with the directive laid down by Headquarters, Allied Armies in Italy, letter dated 17th March reference ALM/mr refers (copy attached), it is proposed to rehabilitate a part of the A.V.I.S. Factory.

4. It will be sufficient for this purpose if the buildings numbered 42, 43 and 44 on the attached plan are re-allocated to the Italian Air Force working under the control of this Sub Commission.

5. The buildings requested are situated on the other side of the railway and road to where the 113 I.O. are working, and so should not interfere with the present arrangements of this Unit in any way.

6. It will accordingly be appreciated if prompt action may be taken to return buildings 42, 43 and 44 to the Italian Air Force.

ALL

(A. L. Winter)
King Commander,
Ad Air Vice Marshal,
AIR OFFICER COMMANDING

Copy to: Col. Brenta, I.A.F.
(Without plan)

4 APR 1944

MINISTERO AERONAUTICA

Direzione Generale Aeronautica

AIR FORCE SUB COMMISSION-AIRIED
CONTROL COMMISSION - AIRI

WING COMMANDER CLIFT - PARATO

WING COMMANDER WIDGONSON - LECCE

A.C.C. AIR FORCE SUB COMMISSION
WING COMMANDER - LECCE

WING COMMANDER - LECCE

TECHNICAL OFFICER BULMAN WING -
LECCETECHNICAL OFFICER BULMAN WING -
PARATO

COM. INCHIEF - LECCE

Prot. n. 1231/3

Alfa 126 and 128 engines

Reference Your letter dated 29th March 1944 Prot. AFSG/3.325.

The situation of Alfa 126 and 128 engines has been again examined, and can be so resumed to day:

Alfa 126: installed engines 177	Alfa 128: installed engines 128
" available eng. 47	Alfa " available eng. 12
" unserviceable eng. 102	" unserviceable eng. 14

Further there are 14 Alfa 128 engines which have been announced as unserviceable from Sicily, and 12 of which have been already forwarded to Lecce; and some other engines which are expected to be recovered from Sardinia. Thus Alfa 126 serviceable engines grew up to 44.

This removes the necessity of ^{immediately} replacing with Alfa 126 the Alfa 128 engines installed on the 5.79 bis aircrafts, owing to the fact that the stock of 24 serviceable engines, and the following programme of overhauls, permit to keep unaltered the flight activity of 5.92 and 5.79 bis aircrafts.

It is notified by the way that the aforesaid possibility of substitution of Alfa 128 engines on 5.79 bis aircrafts has been already taken in account by this Direction.

As for Alfa 126 and 128 engines overhauls, both the workshops of Calatone and Parato have been increased within possibility and they now attend to all necessary partial overhauls.

In regard to the major overhauls, it has been agreed to leave unchanged the previous scheme of Alfa 126 repairs to be carried out by the 5.79 works (about 10 overhauls per month), passing the further overhauls of such engines and the repairs of Alfa 128 to the Alfa Romeo works at Ivrea.

The overhauls at S.A.C.A. Works are now being carried out and S.A.C.A. has already 66 60 unserviceable engines which must be repaired.

In order to enable the Alfa Romeo to start ^{as} the soonest ^{pos}sible the execution of the established plan, it is necessary to supply the above concern with a convenient number of Alfa 126 and 128 engines. 30 engines 126 are already at Naples and other 41 are still at Taranto.

The authorisation for railway transportation of such engines has been already requested to the concerned Allied Organisation, and a copy of the application is hereby enclosed hoping that the Air Forces Subcommittee will conveniently intervene in order to urge the grant of the wanted waggons.

As to the Alfa 128 engines to be overhauled by the Alfa Romeo Works, the concerned Bomber Group. has been already requested to forward all such engines needing major overhauls, to Pomigliano. The first four of them will be transferred at once by truck in order to enable the initial fittings of the tools.

The whole question of spare pieces is still under examination, as the inventory of the items now existing in Naples has not been brought to an end yet. It is however pointed out that the spare parts stored at present in Taranto and Galatina are not even enough for the partial repairs.

The spare parts existing at S.A.C.A. Works will suffice for about 50 Alfa 126 engines but some items are missing whilst other ⁵ ones are surplus and will be conveyed to Naples.

As soon as this Direction will get acquainted with the comprehensive situation and the missing spare pieces not reliable to be manufactured with the material available at the Works, the Air Forces Sub Commission will be immediately informed so that the possibility of getting from Allied sources the above mentioned items or the materials to make them might be examined.

[Signature]

AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION,

BARI.

DO/WASB/10.

7th April 1944.

Dear Minister,

I have been pressing the Italian Air Ministry to make some payments on the account of Firms who are working for us, in order that they can meet current expenses. I find that we are up against a good deal of departmental finger trouble, and that the Italian Finance and Accountants are behaving in very much the same way that our own people would behave under similar circumstances. The fact remains, however, that we must give the Firms some money in order that they can carry on.

I intend to raise this question at the A.C.C. Conference when I come to Naples next week.

Part of the trouble appears to be that Firms are not submitting sufficient details when making their claims for payment. Apparently the Ministry of Finance demand very close and careful details on all accounts, and if these could be submitted it would strengthen my hand when I am pressing for payments to be made. I quite realise of course that the disorganisation due to the Armistice must inevitably have resulted in chaos within their Offices, and that the collection of the details must be an extremely difficult matter.

However, my policy, as discussed with the Minister, has been ~~that~~ that I am not interested in work done before the Armistice, but my main interest is in giving the Firms sufficient to carry on with, and continue their output of work for us.

Would you be so good at your convenience to go round the Firms in your area, and give them the gist of this letter, telling them that if they will submit sufficiently detailed Accounts, there is a good chance of getting payment almost immediately.

Looking forward to seeing you next week.

Yours, sincerely,
William Brewster.

Accountants are behaving in very much the same way that our own people would behave under similar circumstances. The fact remains, however, that we must give the firms some money in order that they can carry on.

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Looking forward to seeing you next week.

Yours, sincerely,

W. B. Minter

Wing Commander W. L. Minter,
Air Forces Sub Commission,
Allied Control Commission,
H.Q. Naples.

Received by Air Force 15/4/44

*Submitted to
Ministry of Finance
16/4/44
W. B. M.*

MEMORANDUM TO GENERAL PIACENTINI.

ENGINE CHANGING PARTY AT POMIGLIANO AERODROME.

Permission has now been received from H.Q. M.A.A.F. for a self contained party of approximately 60 I.A.F. personnel and civilians to be stationed on the above Aerodrome to effect engine changes in the Macchi 202 aircraft.

2. The Aerodrome is controlled by H.Q. M.A.T.A.F. and it is requested that before the party moves to Pomigliano, the Officer who will command it should present himself at Pomigliano to Colonel Newton of the 27th Fighter Group who is stationed there.

J. Walton
J. WALTON, P/LT.
W.A.B. BOVEN-BUSCARLET,
AIR COMMODORE,
AIR OFFICER COMMANDING.

Air Forces Sub Commission,
Allied Control Commission.
8th April 1944.
Ref: S.826/ENG.

UFFICIO INDUSTRIE E COSTRUZIONI
AMMINISTRATIVE

N A P O L I

Napoli 5 Aprile 1944

Via Casillipo n° 223

Prot. n° 2/57/3 R.S.

AL MINISTERO DELL'AERONAUTICA
ALL'ATTENZIONE DI S.E. IL MINISTRO

B A R I

AL MINISTERO DELL'AERONAUTICA
DIREZIONE DELLE COSTRUZIONI

B A R I

ARGOMENTO: ALFA ROMEO.

- 1)- A seguito del mio rapporto - pari argomento - n° 2/01314/3 - in data 29 Marzo u.s.
- 2)- Il giorno 1 c. la situazione dell'ALFA veniva esaminata, per conto del T.Col. ROBERTI, dal Cap. WILLIAMS dell'A.O.C. (-Region 3 - Labour office).
E' stata tenuta una riunione a cui hanno partecipato: il Cap. Williams - l'ing. Della Guda - l'ing. Bordini - la commissione di fabbrica - il Sig. Gentile della Confederazione del lavoro.
Nel corso di questa riunione - ed in una atmosfera che mi è stata descritta come lontana dall'essere amichevole - sono stati discussi - e più o meno ordinatamente - i programmi e le idee della attuale direzione e quelli della commissione. Siccome un accordo non è stato raggiunto il Cap. Williams ha richiesto - per il 5 c. - dettagliati e circostanziati rapporti e programmi tanto all'ing. Della Guda quanto alla commissione di fabbrica.
La commissione di fabbrica aveva tra l'altro richiesto l'immediato licenziamento di una decina di dirigenti - cosa questa che non potrebbe non mettere in grave imbarazzo la direzione - e che, quando venisse sostenuta dal locale A.O.C., verrebbe a costituire un ben pericoloso precedente. Vorrebbe dire il sanzionare l'autorità di una commissione di subordinati a giudicare dell'operato di una direzione - e quella di decidere la sorte.
La commissione di fabbrica accusa l'ing. Della Guda di:
- essere il rappresentante degli interessi della Banca Commerciale e non di quelli del personale dell'ALFA.
- lasciare per questa ragione andare le cose alla deriva per mettere l'ALFA in una situazione sempre più difficile nei confronti del suo maggior creditore.
- non aver accettato per questo tre ordinazioni per lavori che gli erano stati offerti dalle Autorità militari alleate.
La commissione di fabbrica richiederebbe:
- la nomina di un certo Sig. VARCHETTI a commissario
- la nomina di un certo Sig. PICCINOTTO a Direttore
- la nomina di un consiglio di fabbrica a reggere le sorti dell'azienda.

./././.

(2)

Il Sig. VARCHETTO era un ex impiegato dell'ALFA presso l'Ufficio commerciale - dopo l'armistizio è stato assunto dagli alleati come interprete ed informatore per questioni industriali. Il Sig. PICCINETTO, pure ex impiegato dell'ALFA è attualmente impiegato presso il fronte del lavoro. Ne' l'uno, nè l'altro, a detta di coloro che li conoscono bene, possono essere ritenuti all'altezza dell'incarico e della situazione.

- 3.-) Per parare un colpo di questo genere ho pregato il V/O WINTER di fare un passo presso il Cap. WILLIAMS - cosa a cui il Comandante WINTER si è molto cortesemente prestato proponendo inoltre la conferma da parte dell'A. G. del nostro Ten. G. A. R. I. Ing. BARDISI alla Direzione Tecnica della ALFA.

Il Cap. WILLIAMS ha promesso di tener presente e di riferire al Ten. Col. POWELL che dovrà vedere per discutere della questione non appena sarà in possesso dei due rapporti di cui ho fatto cenno all'inizio del paragrafo che precede.

- 4.-) Altra questione grave è quella che discende dalla decisione presa dalle autorità alleate di requisire gli alloggi del villaggio ALFA che sono in parte occupate dal personale di questa Ditta. Sebbene per questo personale saranno trovate convenienti sistemazioni nelle vicinanze a cura dell'A. G., la cosa ha sollevato vivissimo fermento tra gli interessati - e non è detto che non possa nascere qualche spiacevole incidente quando sarà questione di attuarla.

Teri intento l'ing. Della Gade, incolpato dagli operai di aver consigliato agli alleati la requisizione dei loro alloggi, è stato aggredito da questi, fortunatamente, senza conseguenze. L'episodio si è verificato mentre il Della Gade accompagnava al villaggio ALFA un delegato dell'A. G. che doveva compiere un sopralluogo.

Della questione è stato informato il R. Prefetto perchè faccia i passi che riterrà più opportuni presso chi di dovere. Io fin da due mesi a questa parte cerco di evitare lo sfratto almeno del personale ritenuto indispensabile alla attività della Ditta ma, come si vede, con poco successo.

- 5.-) Teri il Sig. Gentile ha ricevuto gli operai per chiedere loro se fossero soddisfatti delle richieste fatte dalla commissione di fabbrica (vedi paragrafo 2) - ed ha avuto assicurazioni in questo senso.

- 6.-) Si tratta come si vede di una situazione che sarebbe imprudente il giudicarla non grave. E' giunta però ad un punto tale per cui, dopo di avere interessato le più alte autorità locali, una soluzione non può ormai essere lontana. E se questa soluzione ci darà le garanzie che ci sono necessarie continueremo a fare assegnamento su questa Ditta. In caso contrario evidentemente no.

Prima di prendere decisioni sulle quali sarebbe poi difficile tornare dobbiamo in ogni modo far passare qualche tempo per vedere come si mettono le cose.

- 7.-) Le ultime notizie sarebbero che il Sig. Gentile, e per lui la Confederazione del lavoro, accetterebbe la costituzione di un consiglio di fabbrica con pieni poteri (l'attuale surrogato dei consigli di amministrazione)

././.

(3)

premediato dal nostro Ing. Berdini e che sarebbe assistito da due membri scelti da lui. Questa soluzione non potrebbe non essere di nostro gradimento ma, la cosa non essendo ufficiale e le voci che corrono essendo numerosissime, è inutile per ora considerarla.

Un lato della questione, e certamente il non meno importante, non va dimenticato - ed è quello della ben nota situazione finanziaria della Ditta. Questa ha fino ad ora tirato avanti per il credito che presso la Banca Commerciale aveva l'ing. Della Guda. Quando si venisse al suo allontenamento, o si giungesse ad una soluzione che non riscuotesse la fiducia delle banche, assisteremmo con ogni probabilità non solo alla cessazione di ogni loro aiuto ma ad azioni legali di queste contro l'ALFA. Ed allora: o interveniamo d'urgenza noi pagando parte almeno dei nostri debiti per mettere la Ditta in condizione di tacitare i suoi creditori più pressanti e di ricominciare a lavorare - o tutto crollerà.

Allegata - traduzione del rapporto presentato dall'Ing. Della Guda al Cap. WILLIAMS (Vedi para.rafo 2).

IL COMANDANTE
(Col.A.A.S.N.Fil. G.BRENTA)

Assente

0097