

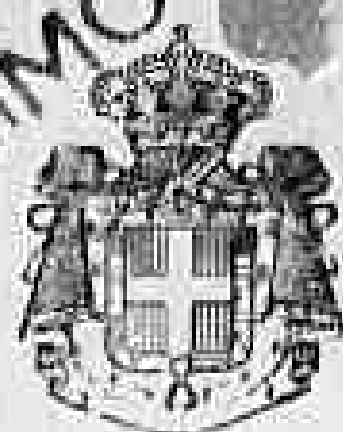
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AIR TRANSPORT SERVICES
JUNE 1944 - FEB. 1945

URGENTISSIMO



STATO MAGGIORE R. A.

I^a Sez. Uff. Operazioni

Prot. N.

25225/op-6/2/1776 Coll.

Allegati

Roma,

- 8 FEB 1945

19

Air Forces Sub Commission
Allied Commission

- R O M A -

OGGETTO Estensione del servizio corrieri aerei.-

Si fa riferimento al foglio AFSC/R/4 Air del 15 gennaio
U.S.-

In considerazione che, per ora, non è possibile usufrui-
re del campo di Peretola (Firenze) quale scalo per gli appa-
recchi del servizio "corrieri aerei militari", si prega voler
autorizzare il Ten.Col.pilota RILINERO Virginio - Comandante
lo Stormo Trasporti - ed il Capitano pilota CONSIGLIONE Edoar-
do ad accedere sui campi di Siena (Pian del Lago) ed Arezzo, al
lo scopo di esaminare le possibilità di utilizzare tali aero-
porti per lo scalo dei velivoli predetti, in attesa che si ren-
da disponibile l'aeroporto di Firenze.-



285

IL CAPO DI STATO MAGGIORE

0 2 5 4

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

31-7-69

13/1/69

AVV. BRUNO DE PEYRELLA LUSCHI

9 Via Tornabuoni
Firenze

Spoken to Mr. Royce on 18/11/45
He says that he is of the opinion
that the company should be
authorized to operate a
line between Florence-Rome-Naples
Palermo-Cagliari.

AIR FORCES SUB COMMISSION
 Allied Commission
 W/edr-Royce

R O M A

An Air Company FIORENTINA "TESEO" has been formed in Florence with the object of opening and operating a Postal and goods air line between Florence-Rome-Naples-Palermo-Cagliari.

We enclose a report which shows the need for and usefulness of the air line and explains the intentions of the above named Company regarding the organization of the line from both the commercial and technical point of view.

It will be seen from the report that the Company plans a bi-weekly service employing five aeroplanes and fiftysix persons between directors, crews, clerks and workmen.

The Company has at its disposal adequate funds, competent and expert personnel and two workshops for repairing and overhauling the aeroplanes and motors.

The Company although possessing the financial means, has no intention of creating a large organization which would be unthinkable at the present time when all sources of energy are mobilised for war. Its aim is solely to set up, with a minimum of technical means and of personnel, a service which at present is indispensable for Italy.

It is from this consideration that we have excluded a passenger service.

The Company has already submitted the project to the Italian Government and through it to the Air Ministry, the Ministry of Industry, Commerce and Labour, and the Ministry of Communications which has expressed a favourable opinion and has authorised us to apply to the Air Forces Sub-Commission, Allied Commission, for final approval.

We therefore beg the Air Forces Sub-Commission to give our request their favourable attention and grant the following

1) Authorization to operate the line, with use of the airfields Florence-Rome-Naples-Palermo-Cagliari, and in case there are reasons of a military nature to the contrary, to open as soon as possible the line Palermo-Naples-Rome, and Cagliari-Rome.



- 2 -

2) Grant of the necessary petrol.

The Air Ministry, provided the Air Forces Sub-Commission approves, has agreed to place the five aeroplanes at the disposal of the Company.

We would further like to point out that in view of the modest proportions of the Company, the operating of the service will be easily controlled by the Air Forces Sub-Commission and in any case the concession should be of an exceptional, temporary nature with relation to the urgent need in which Italy stands of this service.

SOC. AEREO FIORENTINA "TESEO"
(Dr. Fabrizio Boggiano Pico)

Indirizzo della ns/Societa':
Via Valfonda 9 Firenze
presso la Confederazione Generale dell'Industria.

The Company can dispose of very large funds and it will be set up, modified and expanded according to the directives which will be issued by A.C.

The Italian Government will naturally grant the necessary authorizations and facilitations.

From: Air Forces Sub-Commission, Rome
To: Italian Air Ministry
Date: 15th. January, 1945
Ref: AFSC/R/4/AIR.

COURIER SERVICE

1. Reference your 422/Op.9/1285 Coll dated 22nd December, 1944.
2. It is regretted that owing to the fact that PEROTOLA Airfield is already overcrowded with operational aircraft, permission cannot be granted for Italian Air Force courier aircraft to use that airfield.
3. It is pointed out that PEROTOLA is closed to all non-operational aircraft in this theatre, except those employed on air evacuation of wounded, or conveying V.I.Ps.

W.B. Royce
W.B. ROYCE
WING COMMANDER,

For AIR VICE-MARSHAL
AIR OFFICER COMMANDING

119A

FROM : ITALIAN AIR MINISTRY, Cabinet of the Minister
TO : AFSC
DATE : 11th JANUARY 1945
REF. : 490/R/1465 Coll.

AIR LINES - PALERMO AIR TERMINUS

102A

Reference is made to letter AFSC/R/4/IR, dated 11th December 1944.

2. In relation with the limitations imposed with the above letter, and considering that it is absolutely necessary that the air service to Sicily may have its terminus at Palermo, the said airfield will still remain in use as the Air Terminus of the said Air Line.

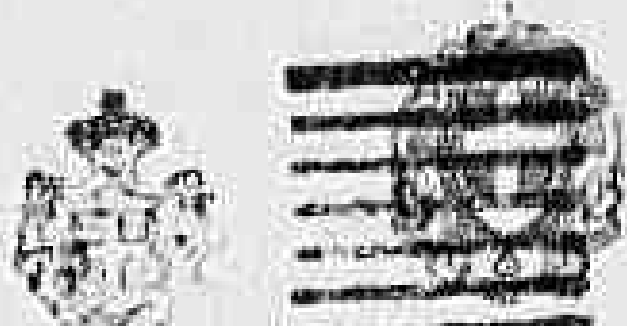
3. In the event of atmospheric conditions making landing dangerous at this airport, the planes will change their route in order to land on Catania Airfield.

d'ordine

D. IL CAPO DI CABINETTO t.e.
L'UFFICIALE SUPERIORE ADDETTO
(Ten. Col. A. A. R. N. - A. CASPINARIO)

translated by P. Bonnard





Ministero dell'Aeronautica
GABINETTO DELL'ECC. IL MINISTRO

Segreteria

Prot. n° 490 /S/1465

Roma, li 11 GEN. 1945

ALL'AIR FORCES SUB-COMMISSION
(tramite Ufficio Collegamento)

= R O M A =

OGGETTO: Linee aeree - Scalo di Palermo.-

Si fa riferimento al foglio n° AFSC/R/4/AIR
dell'11 Dicembre u.s.-

2. In relazione alla limitazione imposta con detto foglio ed in considerazione delle inderogabili necessità che il traffico aereo terrestre con la Sicilia faccia capo all'aeroporto di Palermo, il detto aeroporto resta fissato come scalo della linea aerea in funzione.-

3. Nei casi in cui le condizioni atmosferiche rendessero pericoloso l'atterraggio sul predetto aeroporto, i velivoli della linea dirotteranno per atterrare sull'aeroporto di Catania.-

d'ordine
p. IL CAPO DI GABINETTO t.a.
L'UFFICIALE SUPERIORE ADDETTO
(Gen. Col. A. A. r. n. *For. 1465* SSINERIO)

277

118A

From: Headquarters, Mediterranean Allied Air Forces.

To : Air Force Sub Commission, A.C.C.

Ref : HQMAAF/47/2/Air

Date: 6th January 1945.

COURIER SERVICE - I.A.F. 108A

1. Your letter reference AFSC/R/4/Air of 3 January refers.

2. It is regretted that owing to the fact that PERETOLA Airfield is already overcrowded with operational aircraft, permission cannot be granted for Italian Air Force courier aircraft to use that airfield.

3. It is pointed out that PERETOLA is closed to all non-operational aircraft in this theater, except those employed on air evacuation of wounded, or conveying V.I.P.'s.

for *J.D.N. Lawson*
L.T. PANKHURST,
Air Commodore,
Deputy Director of Operations. *g/bapt*



117A

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

TO: ITALIAN AIR MINISTRY.
CABINETTO DI S.E. IL MINISTRO,
UFFICIO SEGRETARIO.

DATE: 11TH JANUARY, 1945.

REF: ANSC/1/4/AIU.

CONFIDENTIAL.

AIR LINE SEAPLANE BASE - SPACCIAVO.

Referring to your letter No. 423/5 dated the 9th instant on the above subject, we would like to draw your attention to the following.

2. The matter in question was already brought up by us with the Under Chief of Staff, Col. Romondino, who was evidently fully qualified to deal with it, and who is well acquainted with the situation on this question. We therefore do not see the reason of the step taken by your office in writing the letter we refer to. This step appears to be an unnecessary duplication.
3. Your statement in para 4 of your letter is not correct. We promised our help in order to reach a solution in accordance with your necessities and wishes. We never said, or intended to say, that the Seaplane Base in question would be placed at your disposal for the use of the Air Line ROSSI/CAGLIARI.
4. We therefore wish to make it very clear that we never thought of taking an obligation which we were not in a position to take, and beg you to avoid in future any misunderstandings which may cause serious inconvenience.

WB.

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

117A(1)

- CONFIDENZIALE -

DALLA : AIR FORCES SUB-COMMISSION
ALLIED COMMISSION, ROME
AL : MINISTERO DELLA AERONAUTICA
GABINETTO DEL MINISTRO
DATA : 11 GENNAIO 1945
REF. : AFSC/R/4/AIR

SCALO LINEA AEREA - BRACCIANO

Si fa riferimento al foglio pari argomento N.423/S in data 9 c. di codesto On. Ministero e si osserva quanto segue.

2. La questione in argomento era già stata trattata dallo scrivente col Sottocapo di Stato Maggiore Col. Remondino che era evidentemente qualificato a farlo e che è al corrente della situazione. Non si vede quindi la necessità dell'intervento di codesto Ufficio, intervento che non rappresenta se non un non necessario duplicato.

3. Quanto asserito al paragrafo 4 della lettera in riferimento non è esatto. Lo scrivente ha promesso il suo interessamento perchè la cosa fosse risolta secondo la necessità ed i desideri prospettati da codesto On. Ministero, ma non ha mai affermato che l'idroscalo in questione sarebbe stato messo a disposizione per l'esercizio della linea Roma-Cagliari.

4. Lo scrivente quindi tiene a ben chiarire il fatto di non aver preso impegni che non poteva prendere e prega codesto Ufficio di non cadere in equivoci che possono essere causa di seri inconvenienti.



W.A.B. BOWEN BUSCARLET
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

274

116A(7)

FROM : ITALIAN AIR MINISTRY
 TO : AIR FORCES S/COMMISSION
 (through Liaison Office)
 DATE : 9th JANUARY 1945
 REF. : 423/S/1431 Coll.

AIR-LINE STAGING-POST BRACCIANO

We have to report that on the 2nd Jan. 1945 an American Officer came to this Base "Società Ala Italiana" where he proceeded to requisition the small building at the Civil Seaplane Base situated close to Bracciano Lake.

2. This building was built for Imperial Airways passengers, refuelling etc. of planes used on the Australia-South America line. This building, used for sheltering and lodging passengers was constructed on our property and rented to the English Company.

3. Recently an Imperial Air-ways representative inspected the place to see if the service, interrupted in war time, could be started again.

4. As regards the Rome-Cagliari Air-line, using seaplanes, as proposed by the I.A.F. HQ. in letter 252/OP6 dated 12/10/44 it was stated verbally that the Civil Seaplane Base at Bracciano, previously used by the Imperial Airways, would be placed at the disposal of the above mentioned Air-line.

No.

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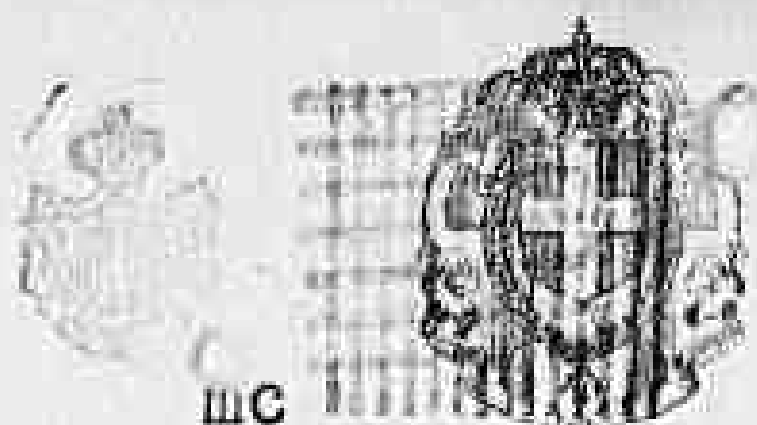
4. As regards the Rome-Cagliari Air-line, using seaplanes, as proposed by the I.A.F. HQ. in letter 252/OP6 dated 12/10/44 it was stated verbally that the Civil Seaplane Base at Bracciano, previously used by the Imperial Airways, would be placed at the disposal of the above mentioned Air-line.

5. It is kindly requested that you do everything possible to obtain the release of the Seaplane Base for the **273**, as arranged by the ATSC/AC, for the Rome-Cagliari Air-line.



for IL CAPO DI CABINETTO
L'UFFICIALE SUPERIORE ADDETTO
(T.Col. A. Cassinerio)

No.



MC

Ministero dell'Aeronautica

Gabinetto del Ministro
Segreteria

Divisione / 1431 Coll.
Prot. N.º 423 / S. Allegati

Roma.

9 GEN 1945

116A
Mod. 130 E
Anno

ALL' AIR FORCES SUB-COMMISSION
Allied Commission
(Tramite Ufficio Collegamento)

= R O M A =

Risposta al f. del N.º

OGGETTO: Scalo linea aerea - Bracciano.=

- 1°- Si informa codesta Sottocommissione che il giorno 2 gennaio c.a. un Ufficiale Americano si è presentato presso la sede della Società Ala Italiana onde procedere alla requisizione della palazzina dell'Idroscalo civile situata presso il lago di Bracciano.
- 2°- Tale idroscalo è stato costruito dalla predetta Società per i servizi di transito, rifornimento ecc. della Imperial Airways, che gestiva la linea dell'Australia e del Sud America. La palazzina, per i servizi di stazione e di alloggiamento, citata al n.1 è stata edificata su terreno demaniale e ceduta in regolare affitto alla predetta società inglese.
- 3°- Recentemente un funzionario della Imperial Airways ha fatto un sopralluogo per studiare la possibilità di riprendere il servizio interrotto dalle contingenze belliche.
- 4°- In relazione al programma di collegamento aereo Roma-Cagliari con idro progettato dallo Stato Maggiore R.Aeronautica con foglio 252/OP.6 datato 12/10/44, era stato verbalmente comunicato che l'idroscalo civile di Bracciano, in precedenza usato dalla Imperial Airways, sarebbe stato messo a disposizione per il collegamento aereo di cui sopra.
- 5°- Si prega cortesemente di fare quanto possibile allo scopo di ottenere il rilascio dell'Idroscalo a disposizione della R. A., come previsto da codesta AFSC/AC, per l'esercizio della linea aerea Roma-Cagliari.=

d'ordine

p. IL CAPO DI GABINETTO t.a. 272
L'UFFICIALE SUPERIORE ADDETTO
(Ten.Col.A.A.r.n. A.Cassinerio)

Ant. Cassinerio

In pugno dell'Ala Italiana, come detto, con sede argomentata e indovinata, nella risposta.

ISTITUTO PERMANENTE DI STUDI

110A

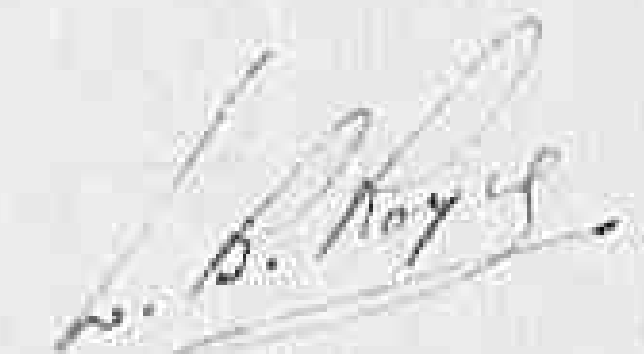
From: Air Forces Sub-Commission, Rome.
To: STATO MAGGIORE 1a Sezione Operazioni.
Date: 3rd. January, 1945.
Ref: AFSC/R/4/AIR.

AIR LINE TO BELGRADO

Reference to your 398/op.6/1267/Coll. dated 20th. December.

Land Forces Sub-Commission was approached for the necessary authority to institute a weekly air line from Lecce to Belgrado.

Land Forces Sub-Commission rules that this line is not required, and therefore, permission cannot be granted for the institution of this service.



W.B. ROYCE

Wing Commander.

For

Air Vice-Marshal

Air Officer Commanding

From: Air Forces Sub-Commission, Rome.
To: M.A.T.A.F.
(Attention Major Obest) A.P.O 650
Date: 3rd. January, 1945.
Ref: AFSC/R/4/AIR

AIR TRANSPORTATION AIRCRAFT ENGINES

Confirming telephone conversation between Major Obest and Wing Commander Royce authority is requested for 51st. Troop Carrier Wing to transport D.B.601 and 605 engines and spare parts from Paris to Naples, involving a maximum of 12 aircraft.

Authority has been obtained from SHAEF Headquarters for the aircraft to land in Paris, and the release of this material has also been authorised.

It is desired to point out that this material is very urgently required by the Italian Air Force operating with Balkan Air Force and will avoid the grounding of their aircraft.

For


W/Cdr. ROYCE

AIR VICE-MARSHAL
AIR OFFICER COMMANDING.

From: Air Forces Sub-Commission, Rome. *108A*
To: M.A.A.F.
Date: 3rd. January, 1945.
Ref: AFSC/Ry 1/AIR.

COURIER SERVICE

The enclosed letter was received from the Italian Air Force requesting permission for their Courier Service to use Peretola (Florence) airfield.

This is therefore forwarded to you for your approval or otherwise.



W.B. ROYCE

Wing Commander

For

Air Vice-Marshal
Air Officer Commanding

107A

FROM : I.A.F. STATO MAGGIORE
 TO : A.F.S.C.
 DATE : 22ND DEC. 1944
 REF. : 422/OP.9/1285 Coll.

68A

COURIER SERVICE.

Reference is made to AFSC/R/4/AIR letter dated 4th Nov.

2. From an inspection at the Siena (Bian del Lago) Airfield, it resulted that this airfield is not fit to be employed as a base for Military Couriers, both for the narrowness of the field and for the difficulty to enter it when the visibility is not good, as some hills are surrounding the airfield.
3. When a programme was made to have the Military Courier Service extended Northward, Feretola (Firenze) airfield had been chosen as a base, as it can be employed for the landing and the taking off of the planes for the above service, it is situated in a central locality in the proximity of an important cross road.
4. With reference to the above para 2 and 3 it is therefore requested that information be given as to whether it would be possible to authorise the landing of our Courier in Feretola airfield. The aircraft will stay on the field for the time necessary to the boarding and the unboarding of the passengers.
5. As soon as the decisions of your Sub-Commission will be known, the time tables of the Air line will be forwarded for your approval.

COURIER SERVICE.

Reference is made to AFSC/R/4/AIR Letter dated 4th Nov.

2. From an inspection at the Siena (San del Lago) Airfield, it resulted that this airfield is not fit to be employed as a base for Military Couriers, both for the narrowness of the field and for the difficulty to enter it when the visibility is not good, as some hills are surrounding the airfield.
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267

IL CAPO DI STATO MAGGIORE



STATO MAGGIORE R. AERONAUTICA
1^a Sezione Operazioni

ROMA, 11 22 DIC. 1944

All'Air Forces Sub Commission
Allied Commission

Prot. N. 422/0.9/1285 All.

R O M A

OGGETTO: Estensione del servizio corrieri aerei.

1. Si fa riferimento alla lettera AFSC/1/4/AIR datata 4 novembre c.a.
2. Da un sopralluogo effettuato sull'Aeroporto di Siena ^(Pau del Lago), in relazione al servizio di cui all'oggetto, è risultato che esso non è idoneo per essere impiegato quale scalo di una linea aerea di corrieri militari, sia per la ristrettezza del terreno d'atterraggio sia per la difficoltà di entrare in campo, specie in condizioni di cattiva visibilità, per la presenza di alture nelle immediate vicinanze dell'aeroporto.
3. Nel programma di estensione verso il nord del servizio corrieri aerei militari, era stato previsto lo scalo sull'aeroporto di Peretola (Firenze) che, oltre ad avere le caratteristiche richieste per l'atterraggio e partenza degli apparecchi destinati al servizio citato, ha il vantaggio di essere situato in una posizione centrale ed in prossimità di un nodo stradale importante.
4. In considerazione di quanto espresso al n. 2 e 3, si prega voler comunicare la possibilità di far effettuare, due volte alla settimana, lo scalo sull'aeroporto di Peretola al nostro apparecchio di linea, la cui sosta sul campo sarebbe limitata al tempo necessario per lo scarico e carico dei passeggeri.
5. Non appena si avrà comunicazione delle decisioni di codesta AFSC/ verranno comunicate, per l'approvazione, i giorni e gli orari di esercizio della linea.



CAPO DI STATO MAGGIORE

M. Minerva
266

FROM : STATO MAGGIORE 1° Sezione Operazioni
TO : AFSC
DATE : 20th DECEMBER 1944
REF. : 398/op.6/1267 Coll.

104A

AIR LINE TO BELGRADO

This Stato Maggiore has been requested by the Stato Maggiore of the Italian Army that an air line be instituted weekly from Lecce to Belgrado.

In this way the most urgent necessities could be met, as for instance, transport of material of propaganda, private and official mail, clothes and equipment to the Italian military personnel of the Brigata "Italia", which is dislocated at present in the Belgrado area.

2. It is requested that an authorisation be granted for the institution of the above air line, for which the aircraft of the Stormo Trasporti would be employed weekly.

IL CAPO DI STATO MAGGIORE



265

STATO MAGGIORE R. AERONAUTICA
1^a Sezione Operazioni

20 DIC 1944

Roma, 11

All'Air Forces Sub Commission - A.C.

R O M A

Prot.n. 398 / op. 6 / 1267 coll.

OCCORRENZA: Servizio aereo per Belgrado.

1. Lo Stato Maggiore del R. Esercito - Comando Base Divisione Garibaldi - ha interessato questo Stato Maggiore per la istituzione di un collegamento a mezzo aereo, con servizio settimanale, tra Lecce e Belgrado. Ciò allo scopo di poter disimpegnare i più urgenti servizi, tra i quali: trasporto di materiale di propaganda, trasporto corrispondenza privata e di ufficio, trasporto di materiale vestiario urgente per il personale italiano inquadrato nei Battaglioni della Brigata "Italia", attualmente dislocata nella zona di Belgrado.
2. Si chiede l'autorizzazione ad istituire la linea richiesta che sarebbe effettuata con i velivoli dello Stormo Trasporti e disimpegnerebbe il servizio una volta alla settimana.



IL CAPO DI STATO MAGGIORE

M. Minicola

264

103A

REFERENCE TO: CORRESPONDENCE ASHRA.

Ten. COLANI, Portuocle.

A reply has now been received from the VIIIth Army to your letter 901694/3 dated 10th November, 1944 in which they state that they are very reluctant to part with Ten COLANI's services.

2. This officer is employed on work of a somewhat specialised nature, of which he possesses considerable experience; and it is considered that it would be prejudicial to VIIIth Army interests if he were to be withdrawn.

3. It is hoped, therefore, that you will be good enough to allow Tenente COLANI to serve for a further period with the unit whose confidence and appreciation he has gained.

M. Denny

for P. J. Denny, 2/Capt.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, AME.
10th November, 1944.
AFSC/4/AIR.

Copy to: Main H.Q. VIIIth Army - for information.

0270

102A

FROM : AIR FORCES SUB-COMMISSION
ALLIED COMMISSION, ROME

TO : ITALIAN AIR MINISTRY

DATE : 11th DECEMBER 1944

REF. : AFSC/E/4/AIR

AIR LINES - PALERMO LANDING PLACE

With referencetto your 13669/990 Coll dated 24th November 1944, an answer has been received from M.A.A.P. to whom the question was referred.

They state:

"CATANIA AIRFIELD FOR LANDING OF ITALIAN AIR COURIER AIRCRAFT APPROVED PROVIDED NO SERVICES REQUIRED AT PALERMO (.)"

2. It is to be noted therefore that if Catania Airfield is used, it will not be possible later to return to Palermo.

W. B. Royce 3

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

FROM : STATO MAGGIORE

TO : AFSC (through Liaison Office)

DATE : 6th December 1944

REF. : 341/OP.6/1109 COLL.

Subject: AIR MILITARY COURIER - SEAPLANE

With reference to letters AFSC dated 21.11.1944 and 22.11.1944, regarding the utilization of seaplanes as air military courier, it is pointed out the undermentioned:

1. Directives have been given in order that the said seaplanes be used as soon as possible as air military courier.

2. It is understood that the liaison between Sardinia and Sicily, has not any more a great importance owing to the changed traffic needs, and it has been established, only temporary, to effect separately the services:

ROMA - ELMAS and

ROMA - SYRACUSE (or Augusta) - TRAPANI

3/ As up to now it is not possible to utilize the Vigna di Valle base, directives have been given in order to effect the trips taking off from Naples (Nisida and exceptionally Lago Patria)

4. The Naples - Elmas trip will take place three times a week.

5. The Naples - Syracuse - Trapani trip could be made only twice a week.

260

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4. The Naples - Elmas trip will take place three times a week.

260

5. The Naples - Syracuse - Trapani trip could be made only twice a week.

The above mentioned is pointed out for your eventual remarks.



IL CAPO DI STATO MAGGIORE

F. PIACENTINI

STATO MAGGIORE R. AERONAUTICA

1^a Sezione Operazioni

Roma, li 6 DIC 1944

All'Air Forces Sub. Commission - A.S.
(tramite Ufficio di Colleg.)

Prot. n. 344066/1109 *ell.*

R O M A

Oggetto: Corrieri aerei militari - idrovolanti.

In relazione alle note in data 21.11.1944 e 22.11.1944 di codesta Air Forces Sub Commission, relative all'utilizzazione degli idrovolanti, quelli corrieri aerei militari, si comunica:

1. E' stato disposto abbia inizio appena possibile l'attuazione del programma previsto di impiego degli idrovolanti come corrieri aerei militari.

2. Accertato che il collegamento Sardegna-Sicilia, per le mutate esigenze di traffico, non è più di prima importanza, si è deciso per il momento di effettuare separatamente i servizi:

ROMA - ELINAS e

ROMA - SIRACUSA (od Augusta) - TRAPANI.

3. In considerazione che per ora non è ancora possibile usare la base di Vigna di Valle è stato disposto di effettuare le due linee con partenza da Napoli (Misida ed eccezionalmente Lago Patria).

4. Il percorso Napoli-Elinas sarà compiuto con frequenza trisettimanale.

In relazione alle note in data 21.11.1944 e 23.11.1944 di codesta Air Force Sub Commission, relative all'utilizzazione degli idrovolanti quali corrieri aerei militari, si comunica:

1. E' stato disposto abbia inizio appena possibile l'attuazione del programma previsto di impiego degli idrovolanti come corriere aerei militari.
2. Interdetto che il collegamento Sardegna-Sicilia, per le mutate esigenze di traffico, non è più di prima importanza, si è deciso per il momento di effettuare separatamente i servizi:

ROMA - ELMAS -

ROMA - SIRACUSA (dal 1° agosto) - TRAPANI.

3. In considerazione che per ora non è ancora possibile usare la base di Vigba di Valle è stato disposto di effettuare le due linee con partenza da Napoli (Návia ed eccezionalmente Lago Patria).
4. Il percorso Napoli-Elmas sarà compiuto con frequenza trisettimanale.
5. Il percorso Napoli-Siracusa-Trapani potranno essere bisettimanale.

Quanto sopra si segnerà le eventuali osservazioni.



IL CAPO DI STAFFO MAGGIORE

P. Pavesi

99A

FROM : AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME
TO : ITALIAN AIR MINISTRY
DATE : 7th DECEMBER 1944
REF. : AFSC/R/22/AIR

Confirming conversation between Col. Cassinerio and Wing Commander Royce. Ciampino Airfield has had all mines removed and, subject to a spell of fine weather should be ready in from 7 to 10 days, orders have been issued for the transport Group to move there.

2. From Thursday 7th December Littorio Airfield will be evacuated and five aircraft will use Ciampino, any aircraft additional to this number will be diverted to Guidonia.
3. Work on Ciampino Airfield is to proceed at the utmost possible speed, and the installation there of the Transport Group is to be effected at once.



W.R. ROYCE, WING COMMANDER
AIR VICE MARSHAL
AIR OFFICER COMMANDING .

FROM : STATO MAGGIORE R.AERONAUTICA
TO : A.F.S.C. through Liaison Office
DATE : 3rd DEC.1944
REF. : 332/op/12/1092 Coll.

LANDING AND TAKE OFF PROCEDURE

The aircraft S.79 mentioned in letter AFSC/R/4/AIR dated 27th Nov.1944 ~~do~~not belong to the Air Military Courier Service, but it is on the contrary used by the V.I.I.aircraft.

2. The Air Command Sardinia has been in~~tr~~usted with the investigations of the matter and with the taking of the disciplinary action against the chief of the aircrew responsible for the said breach of regulations.

3. We have thought of compyling a circular,to be published shortly, warning all aircrews to pay more attention to the rules of procedure in force.

IL CAPO DI STATO MAGGIORE
P.Piacentini



FROM : UNITED STATES AIR FORCE
 TO : J. R. S. through Liaison Office
 DATE : 14 Dec 1944
 REF : 10/20/44/1000 Coll.

LEAVING THE TAXI OFF PROCEDURE

The aircraft 1000 mentioned in letter AFSC/R/1/AIR dated 14 Nov 1944 do not belong to the Air Military Courier Service, but to the aircraft used by the U.S. aircraft.

The aircraft mentioned in letter AFSC/R/1/AIR dated 14 Nov 1944 do not belong to the Air Military Courier Service, but to the aircraft used by the U.S. aircraft.

We have thought of compiling a circular to be published shortly, warning all aircrews to pay more attention to the rules of procedure in force.

PL 1000 II STATE MAGGIORE
 T. Macerini

0234

FROM : STATO MAGGIORE M. AERO AULICA
TO : A.E.S.C. through Liaison Office
DATE : 3rd DEC. 1944
REF. : 332/op/12/1032 Coll.

LANDING AND TAKE OFF PROCEDURE

The aircraft S.79 mentioned in letter AFSC/R/4/AIR dated 27th Nov. 1944 do not belong to the Air Military Courier Service, but it is on the contrary used by the V.I.I. aircraft.

2. The Air Com and Sardinia has been interrupted with the investigations of the matter and with the taking of the disciplinary action against the chief of the aircrew responsible for the said breach of regulations.

3. We have thought of copying a circular to be published shortly, warning all aircrews to pay more attention to the rules of procedure in force.

IL COLONNello STATO MAGGIORE
T. Maggiorini

STATO MAGGIORE AERONAUTICA
1^a Sezione Operazioni

3 DIC 1944

All' A.F.S.C. - A.C.

Tramite Ufficio di Collegamento

Prot/n° 333/p.13 / 1092 Coll. Rif.P.N° AFSC/R/4/AIR del 27/11/44-

E O M A

OGGETTO: Procedura rotte aeree di arrivo e partenza.-

- 1°) Il velivolo S.79 cui è cenno nel foglio a riferimento non appartiene al servizio dei Corrieri aerei militari regolari; fa invece parte dei velivoli V.I.P.
- 2°) E' stato dato incarico al Comando Aeronautica Sardegna di espletare le indagini del caso e prendere i provvedimenti disciplinari nei riguardi del Capo equipaggio responsabile delle infrazioni rilevate.
- 3°) E' stata disposta la compilazione di una circolare, di prossima pubblicazione, per richiamare tutti gli equipaggi ad una più rigorosa osservanza delle norme procedurali in vigore.

IL CAPO DI STATO MAGGIORE

P. Pisanelli

96A

FROM : AIR FORCES SUB-COMMISSION, ROME
 TO : ITALIAN AIR MINISTRY
 DATE : 27th NOVEMBER 1944
 REF. : AFSC/R/4/AIR

ARRIVAL AND DEPARTURE PROCEDURE

The following signal has been received from Headquarters Mediterranean Allied Air Forces concerning non-compliance with standing orders:

"Complaints are continually being received of Italian aircraft not complying with regulation concerning arrival and departure procedure on airfields thereby causing unnecessary 'Request News' Signals.

Example G.H. 79 departed Rome 241020 for Elmas aircraft not arrived. Same aircraft departed Rome 231030 for Elmas did not arrive eventually returned to Rome. No signal received by staging Post Elmas. Request steps be taken ensure Italian Pilots comply with standing orders."

It must be impressed on all pilots concerned that arrival, departure and particularly cancellation procedure is as much part of their work as the flying of the aircraft.

It is more than possible that if further cases of this nature occur, drastic action, such as the grounding of all non-operational flights, will be taken.

Please inform this Sub-Commission of your action on

the matter.

Mediterranean Allied Air Forces concerning non-compliance with standing orders:

"Complaints are continually being received of Italian aircraft not complying with regulation concerning arrival and departure procedure on airfields thereby causing unnecessary 'Request News' Signals.

Example U.M. 79 departed some 241020 for Elmas aircraft not arrived. Same aircraft departed Rome 231030 for Elmas did not arrive eventually returned to Rome. No signal received by staging post Elmas. Request steps be taken ensure Italian Pilots comply with standing orders."

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It is more than possible that if further cases of this nature occur, drastic action, such as the grounding of all non-operational flights, will be taken.

Please inform this Sub-Commission of your action on the matter.

253

W. E. Royce

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

copy to: HQ MAAF

(ref. your M38294 DATED 26th November)

0287

FROM : STATO MAGGIORE I.A.F.
(Service and Transport Office)
TO : A.F.S.C. (Through Liaison Office)
DATE: 25TH NOV. 1944
REF. : 2332/1 14/1002/Coll.

CONNECTION WITH SARDINIA.

It is understood that a lot of aircraft which make the connection between Sardinia and the mainland are available for cargo according to the requests made to the Allied Authorities.

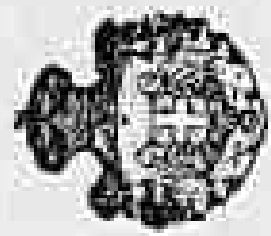
It is kindly requested that directives be given in order that a quota^{be} of cargo reserved to the I.A.F. for effecting the transport of materials which are since long in Sardinia waiting for being shipped.

IL CAPO DI STATO MAGGIORE
Col. Remondini

4/818.



252



STATO MAGGIORE R. AERONAUTICA

Ufficio Servizi e Trasporti li 25 novembre 1944

Prot. N. 2332/14/1002 164. Alleg. Risposta al foglio N. del

OCCETTO: Collegamento con la Sardegna.

AL AIR FORCE SUBCOMMISSION (tramite Ufficio
Collegamento - Gabinetto del Ministro)

R O M A

Risulta che alcuni motovelieri che dalla Sardegna fanno il collegamento con il Continente hanno una disponibilità di carico che le Autorità Alleate assegnano di volta in volta a seconda delle richieste.-

Se l'informazione risulterà confermata si prega voler cortesemente disporre perchè una aliquota di carico su tali mezzi sia riservata alla R.Aeronautica per l'effettuazione dei trasporti di materiali che sono da lungo tempo nell'isola in attesa d'imbarco.=

IL CAPO DI STATO MAGGIORE

92A

FROM : ITALIAN AIR MINISTRY
TO : AFSC AC ROME
DATE : 24th NOVEMBER 1944
REF. : 13669/990/COLL.

Subject: AIR LINES - PALERMO LANDING PLACE

The Comando Raggruppamento B.e T. informs that the small dimension of the Boccadifalco (Palermo) Airfield and the necessity of landing there sometimes with a back wind provoke anormal wearing out of the brakes. of the aircraft which land there and represent an increase of risk and may the cause of some accidents, especially during the winter, when the atmospheric conditions of the said airfield will be extremely bad.

2. It would seem therefore, convenient to substitute to the Palermo airfield, as a landing place for Sicily, the Catania Airfield.
3. Your Sub-Commission is therefore kindly requested to give its approval to the above proposal, considering also that, as is known, an Aeronautic garrison exist in Catania, which can effect all the necessary services.
4. The linking between Catania and Palermo could be effected by railway.

d'ordine

P. IL CAPO DI GABINETTO t.a. 250
L'UFFICIALE SUPERIORE ADDETTO
(T.Col.A.A.r.n.-A.CASINERIO)

represent an increase of risk and may be the cause of some accidents, especially during the winter, when the atmospheric conditions of the said airfield will be extremely bad.

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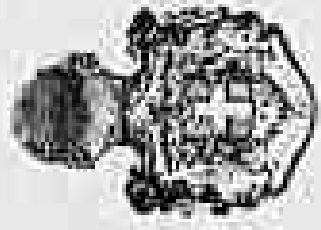
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d'ordine

P. IL CAPO DI GABINETTO t.a. 250
L'UFFICIALE SUPERIORE ADDETTO
(T.Col.A.A.r.n.-A.CASINERIO)



MC



URGENTISSIMO

Roma, li

24 NOV. 1944

MINISTERO DELL'AERONAUTICA
GABINETTO DEL MINISTRO

A/L AIR FORCES SUB-COMMISSION - A.C.
(tramite Ufficio Collegamento)

Segreteria

ROMA

Prot. N.

13669

Alleg. B.R.

Risp. al foglio N.

del

OGGETTO: Linee aeree - Scalo di Palermo. =

1°- Il Comando Raggruppamento B.e T. segnala che le dimensioni ristrette dell'aeroporto di Boccadifalco (Palermo) e la necessità di atterrarvi talvolta con vento di coda, oltre a sottoporre ad usura anormale i freni già logori degli aerei che vi fanno scalo, rappresentano un aumento di rischio e possono essere causa di irregolarità soprattutto durante la stagione invernale nella quale si deve anche tener conto delle condizioni atmosferiche particolarmente sfavorevoli di quell'aeroporto.

2°- Si prospetterebbe pertanto l'opportunità di sostituire a Palermo l'aeroporto di Catania come scalo della Sicilia.

3°- Prego coèsta A.F.S.C. di voler concedere il nulla osta per quanto sopra, significando che a Catania, com'è noto, già esiste un Comando Presidio Aeronautico che può svolgere i servizi necessari.

4°- Il collegamento tra Catania e Palermo avverrebbe per ferrovia. =

249

- 1°- Il Comando Raggruppamento B.e T. segnala che le dimensioni ristrette dell'aeroporto di Boccadifalco (Palermo) e la necessità di atterrarvi talvolta con vento di coda, oltre a sottoporre ad usura anormale i freni già logori degli aerei che vi fanno scalo, rappresentano un aumento di rischio e possono essere causa di irregolarità soprattutto durante la stagione invernale nella quale si deve anche tener conto delle condizioni atmosferiche particolarmente sfavorevoli di quell'aeroporto.
- 2°- Si prospetterebbe pertanto l'opportunità di sostituire a Palermo l'aeroporto di Catania come scalo della Sicilia.
- 3°- Frego coèsta A.F.S.C. di voler concedere il nullo osta per quanto sopra, significando che a Catania, com'è noto, già esiste un Comando Presidio Aeronautico che può svolgere i servizi necessari.
- 4°- Il collegamento tra Catania e Palermo avverrebbe per ferrovia.=

249

d'ordine
P. IL CAPO DI GABINETTO t.a.
L'UFFICIALE SUPERIORE ADDETTO
(Ten.Col.A.A.R.N. - A.CASSINERIO)

Man

TO: THE MINISTER

91A.

Further to my letter AFSC/R/L/AIR dated 21st November, I have to inform you that the Air Officer Commanding, Mediterranean Allied Coastal Air Force, has now intimated that the present air sea rescue commitment at Brindisi, Taranto and Elmas, involving the maintenance of two aircraft at each place, is to be continued.

2. The remaining aircraft can, therefore, be devoted to the courier services, provided that it is borne in mind that they may have to be used again eventually for operational purposes, as stated in paragraph five of my above quoted letter.

W.A.B. Bowen-Boscawen

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

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 22nd November 1945.
Ref: AFSC/R/L/AIR.

248

Rome

S E C R E T

90A

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
Office of the Director of Operations

ACT-FAH-adp

APO 650, U.S. Army
19 November 1944

HOMAAF/S.44/1/Air,

SUBJECT: Utilization of Italian Seaplane Wing.

TO : Air Officer Commanding, Air Force Sub-Commission,
Allied Commission, ROME.

.86A

1. My evenly numbered letter of the 18th inst. refers.
2. Air Officer Commanding, Mediterranean Allied Coastal Air Force has now intimated that the present Air/Sea Rescue commitment at Brindisi, Taranto and Elmas, involving the maintenance of two aircraft at each place, is to be continued.

For the Air Commander-in-Chief:

for *Planner Cal AC*
C.P. CABELL,
Brigadier General, USA.,
Director of Operations
and Intelligence.

246

S E C R E T

TO: THE MINISTER.

88A

I have to inform you that H.Q. M.A.A.F. has agreed to the employment of the aircraft of the Italian Seaplane Wing to augment the present courier services carried out by the Italian Aircraft.

2. A certain number of Seaplanes will have to be retained by Mediterranean Allied Coastal Air Force for Air Sea Rescue purposes, and their H.Q. has been requested to state how many are required and where they should be located.

3. The routes as proposed by you in your letter 152/0-6/13 of the 12th October 1944 are approved. If you wish to make any changes in these, will you will discuss the matter with this Sub-Commission.

4. As regards Vigne-di-Vallio, H.Q. M.A.A.F. have put in a strong request to Allied Force Headquarters that this Seaplane Station should be made available as soon as possible. A reply to this request is now awaited.

5. It is possible that with the further advance of the Allies in Italy and up the coast of Yugoslavia, the Seaplane Wing may once again be utilised to a great extent for operational purposes such as mine spotting, and in making plans for the courier service, this should not be lost sight of.

6. It is requested that you keep in close touch with this Headquarters of all planning in connection with this.

W.A.B. BOWEN-BUCKLEY

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

245

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFCC/7/14/11R.
Date: 21st Dec 44, 1944.

SECRET

87A

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
Office of the Director of Operations

ACT-FAH-ebw

AFD 650, U.S. Army
18 November, 1944

HMAAF/S.44/1/ATR.

SUBJECT: Italian Seaplane Bases.

TO : Commander-in-Chief, Allied Force Headquarters, AFD 512,
U.S. Army.

1. It is proposed shortly to put into operation aircraft of the Italian Seaplane Wing in augmentation of the existing Italian courier service.
2. One of the essential bases for this service is Vigna Di Valle which is at present occupied by troops of the R.A.C.
3. It would be appreciated if arrangements could be made for the vacation of that base in the near future to enable the seaplane service to become operative as soon as possible.

For the Air Commander-in-Chief:

Jah

HC. F. GABILL,
Brigadier General, USA,
Director of Operations
and Intelligence.

cc to: AGC, Air Force Sub-Commission,
Allied Control.



244

SECRET

SECRET

86A

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
Office of the Director of Operations

ACT-FAH-ebw

HQMAAF/S.44/1/AIR.

APO 650, U.S. Army
18 November, 1944

SUBJECT: Utilization of Italian Seaplane Wing.

TO : Air Officer Commanding, Air Forces Sub-Commission,
Allied Commission, Rome.

1. Your letter AFSC/R/4/AIR of the 21st October refers.
2. On investigation it is found that the aircraft of the Italian Seaplane Wing could not be employed beneficially in augmentation of existing MATS services. This is due to such factors as pay load, loading facilities and transportation between landplane and seaplane bases.
3. Steps should be taken, however, to prevent stagnation of the aircraft and personnel and it is recommended that you utilize the services of the Seaplane Wing to augment the present courier services as suggested in your above-mentioned letter.
4. Mediterranean Allied Coastal Air Force will intimate what aircraft will be retained by that Headquarters for Air/Sea Rescue purposes, the remaining aircraft are to be employed as specified in paragraph 3 above.

For the Air Commander-in-Chief:

L. H. Cabell
C. P. CABELL,
Brigadier General, USA,
Director of Operations
and Intelligence.

cc to: Hq. MACAF.



243

SECRET

85A

HEADQUARTERS ACT-GEFG-ep
MEDITERRANEAN ALLIED AIR FORCES
Office of the Director of Operations

APO 650, U.S. Army,
18 November 1944.

SUBJECT: Italian Air Courier Service, Rome to Siena.

TO : Air Force Sub-commission, Allied Control
Commission, ROME.

16A

1. Reference is made to your letter AFSC/R/4/Air of 11th November 1944, requesting that an early reply be given to your letter AFSC/R/4/Air of 23rd October, 1944, on the above subject.

2. This earlier letter has already been answered by this headquarters letter MAAF/S.73/11/Air of 1st November. For your convenience, however, the substance of our reply is repeated below.

3. There is no objection to the extension of the Italian Air Courier Service to Siena, but at the present time operational requirements will not permit the use of Malignano Airfield for this purpose. However, Pian-del-Lago Airfield will soon be derequisitioned and could now be used by the Italians if they desire.

By command of the Air Commander-in-Chief :

C. P. Cabell
for C.P. CABELL,
Brigadier General, U.S.A.,
Director of Operations and
Intelligence.

FILE: MAAF/S.73/11/Air.

242



NA 121-22

W.L. 87200/12-10 15,000m. 12/12 10,100 51-1804

NAVAL MESSAGE

To FOTALI

FROM FOTALI
Roms.S. 1320d.
Established—May, 1936
Revised—January, 1958Confidential.

For 242 Group R.A.F. from Air Forces Sub Commission Rome
R.A. 266 131645 November 1944 for CLIFT from ROYCE. Meeting to
be held H.Q. M.A.A.F. 1100 hrs. 17th November to discuss
employment of Italian Seaplane Wing.

Agenda. (A) Number, Type, Capacity of Aircraft it is proposed to
employ.

(B) Aircrews, Groundcrews and operating personnel. (C) Routes
proposed and accepted. (D) Services. (E) Use of Italian Seaplane
for Post-War Air Sea Rescue Service (ICAN) (F) General.

Please prepare brief for above. AOC suggests we meet WINTERS

Office Naples 1700 hrs. 16th Nov. to discuss subject and
attend conference together.

=140949A.

Dist. 9.
P.L T.P.

T.O.P. 1004

Date 14-11-44.

W.B.R.
OUTGOING MESSAGE

821

FROM : AIR FORCES SUB-COMMISSION, ROME
TO : HQ. A.C.I.O.P.E. TORONTO

SECRET R.A. 66 131645 NOVEMBER 1944 FOR CLIFT FROM ROYCE (.)
MEETING TO BE HELD R.A. 1100 HRS 17 NOVEMBER TO DISCUSS
EMPLOYMENT OF ITALIAN SEA LAND WING (.) AGENDA (.) ABLE (.)
NUMBER TOTAL CAPACITY OF AIRCRAFT IT IS PROPOSED TO EMPLOY (.)
BAKER (.) AIRCRAFTS ENGINEERS AND OPERATING PERSONNEL (.)
CHARLES (.) ROUTES PROPOSED AND ACCEPTED (.) DOC (.) SERVICES (.)
EDDY (.) USE OF ITALIAN SEAPLANE FOR POST WAR AIR SEA RESCUE
SERVICE (IGAN) (.) POT (.) GENERAL (.) PLEASE PREPARE BRIEF
FOR ABOVE (.) AND ATTEND MEETING AT 1100 HRS 17 NOVEMBER
1100 HRS 16 NOVEMBER TO DISCUSS SUBJECT AND TO ATTEND CONFERENCE
TOGETHER (.)

TO BE RECORDED
IF SENT BY W/T

PRIORITY: IMPORTANT

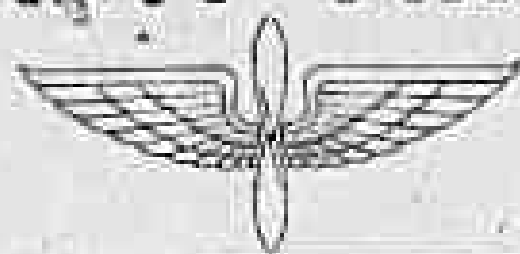
W.B.R.

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

338
FILE: AFSC/RA/AIR

WAR DEPARTMENT
AAF FORM NO. 29-4
APPROVED 7-1-43

ARMY AIRWAYS COMMUNICATIONS SYSTEM RADIOGRAM



80A

SECRET
PRIORITY

FROM: COMMAND SECTION SIGNED MORRIS CITE ONE THREE ZERO / NAPLES

TO: AIR FORCES SUB COMMISSION / ROME

ALSO TO: C O MATS AIR BASE NUMBER ONE / ROME

MAXIMUM OF SIX RPT SIX ITALIAN AIRCRAFT AUTHORIZED BY MATS RPT MATS
TO ROGER OBOE NAN AT LITTORIO OR CIAMPINO REFERENCE YOUR ROGERABLE
TWO SIX TWO CMA ONE ONE NOVEMBER PD THIS DOES NOT MEAN SIX AIRCRAFT
AT EACH AIRFIELD. TO BE

FILED: 121247Z

RECEIVED: 121334Z/WHH

DELIVERED THROUGH AACB STATION

WORK, ROME/ LITTORIO

AACS# 8023



11/AIR

238

SECRET

SECRET

79A

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
Office of the Director of Operations

APO 650, U.S. Army
9 November 1944

SUBJECT: Employment of Italian Seaplane Wing.

TO : Air Officer Commanding, Air Force Sub-Commission,
Allied Control Commission, Rome.
Commanding General, Mediterranean Air Transport Service,
A.P.O. 512, U.S. Army.
Air Officer Commanding, Mediterranean Allied Coastal Air
Force, A.P.O. 525, U.S. Army.

1. With reference to first addressee's letter AFSC/R/4/AIR of the 21st October last, a copy of which is held by you, a conference will be held in the AirRoom of this Headquarters at 11-00 hours on Friday 17 November 1944, when the matter will be fully discussed.

2. Kindly cause a representative to attend.

3. A copy of the agenda is attached.

By command of the Air Commander-in-Chief:

J. C. P. Cabell
J.C.P. CABELL,
Director of Operations
and Intelligence.

Incl:

As above.

SECRET

237

A 1509
12/11

S.44/1

CONFERENCE ON THE DISPOSAL OF THE ITALIAN
SEAPLANE WING.

Headquarters, Mediterranean Allied Air Forces,
17th November, 1944 at 11-00 hours.

AGENDA.

1. Number, type, capacity etc. of aircraft it is proposed to employ.
2. Aircrews, ground crews and operating personnel.
3. Routes - proposed and accepted.
4. Bases and equipment and state thereof.
5. Services.
6. Use of Italian seaplanes for post-war A.S.R. Service (ICAN).
7. General.

0305

File

78 A

TO: MEMBERS OF THE COUNCIL OF MINISTERS, COUNCIL OF MINISTERS

AIR CO-ORDINATION BETWEEN EARLIER AND THE MAINLAND.

Great difficulty is being experienced in obtaining both land and sea bases for the Italian Courier Service as the majority of the airfields are unsuitable for winter operation.

The many and varied calls upon the few bases available at present have caused this Commission to present very strongly the case for increased facilities for air travel for Italian Government officials so far without a sympathetic hearing.

It will therefore be appreciated that until bases can be released to the Italian Air Force only a very small improvement in air travel facilities can be expected. The Commission is however pressing the matter very strongly and will advise your Ministry of results as soon as they occur.

L. B. Royce
for

for
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR VICE-MARSHAL,
AIR OFFICER COMMANDING,
HOME

234

File: AIR VICE-MARSHAL
Date: 11th November 1964

TO : IL MINISTRO.

77A

With reference to paragraph three of my memorandum to you AFSC/R/4/AIR dated 3rd November, 1944, I give below details received in a signal received from Command Section, Naples :

BEGINS:

BEFORE GRANTING APPROVAL FOR USE OF CIAMPINO AIRFIELD BY ITALIAN AIR COUNCIL SERVICE WIRM LITTORIO IS UNSERVICABLE SINCE YOUR ROOMS ARE TWO THIRDS SEVEN IT WILL BE NECESSARY TO KNOW DEFINITELY THE NUMBER OF AIRCRAFT INVOLVED AS COMMANDING OFFICER LITTORIO ADVISES THAT AS MANY AS FIFTEEN APPARENTLY AUTHORIZED ITALIAN AIRCRAFT NOW NON RPT NON THAT AIRFIELD (.) THIS IS GREATLY IN EXCESS OF NUMBER REQUESTED BY YOU AND APPROVED BY THIS HEADQUARTERS.

ENDS:

2. From the above it will be observed that the chances of the Italian Air Force to use Ciampino have been prejudiced.

W.A.B. Bowen-Buscalet

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

233

237

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/R/4/AIR.
Date: 11TH NOVEMBER, 1944.

Rings

UNTO THE AIR AGE

FROM : AIR FORCES SUB-COMMANDER, ROMA

TO : A.A.T.T.

SECRET (.) RA 6 (.) 110930 NOV. 1944 (.)
 SIZE FOUR SIX EIGHT ZERO (.) PROTEST HAS BEEN SENT
 TO ITALIAN AIR MINISTRY REGARDING UNAUTHORIZED USE
 BY EXCESSIVE NUMBER ITALIAN AIRCRAFT OF LITTORIO FIELD (.)
 REQUIRE FACILITIES AT CAPALDO FOR ONE MORE AIRCRAFT
 THAN ALREADY GRANTED FOR LITTORIO (.) SIX AIRCRAFT MAXIMUM
 DUE TO CASUALTY OF BAD WEATHER, 3 GUAL OPERATIONS (.)

TO BE ENCRYPTED IF SENT

BY W/O

PRIORITY: IMPORTANT

R.W. ROYCE, WING COMMANDER

AIR VICE-MARSHAL,

AIR OFFICER COMMANDING

REF. AFSD/232

9

/fd

TRANSLATION

Presidence
of the Ministers' Council
CABINET

Rome, 7th November 1944

Ref.: No. 17640/13891/¹/₂₅₂

To: Allied Commission
Rome

Subject : Air-communication between Sardinia and the Mainland.

The communications between the Mainland and Sardinia are actually operated with a tri-weekly air-line with planes which contain only few places for passengers.

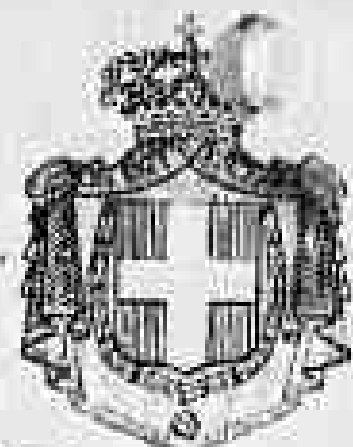
Owing to the impossibility of operating in another way the communications between Sardinia and the Mainland, we point out that the present service is completely insufficient to the actual necessities.

Also restraining this service to the strict indispensable exigences of the Administration, the renewal of all activities requires an increase of transportation. As it is impossible for the moment to use transportation by sea, we suggest to examine the possibility to increase the number of voyages on the actual air-line.

The Undersecretary of State

sgd. (illegible)

A / 1481
10 / 11



*Presidenza
del Consiglio dei Ministri*

GABINETTO

*17640/13891/2.2
Prot. N.° Allegato*

Roma.

Mod. 855

6 NOV 1944

ALLA COMMISSIONE ALLEATA

ROMA

*Risposta al Foglio del
Dir. Lex. N.°*

OGGETTO Collegamento aereo tra la Sardegna e il Continente.

I collegamenti tra il Continente e la Sardegna sono attualmente fatti mediante una linea aerea trisettimanale con apparecchi che contengono pochissimi posti per i passeggeri.

Data l'impossibilità di effettuare in maniera diversa le comunicazioni tra la Sardegna e la penisola, si fa presente che il servizio attuale è assolutamente insufficiente ai bisogni.

Pur limitando tale servizio allo stretto indispensabile alle esigenze dell'Amministrazione, la ripresa delle attività richiede una intensificazione di mezzi di trasporto. E poichè, per il momento, non è possibile servirsi della via mare, si prega di volere esaminare benevolmente la possibilità di consentire un maggior numero di viaggi sulla linea aerea esistente.-

239

IL SOTTOSEGRETARIO DI STATO

[Signature]

WAR DEPARTMENT
AAF FORM NO. 29-H
APPROVED 7-1-43

ARMY AIRWAYS COMMUNICATIONS SYSTEM RADIOGRAM

SECRET PRIORITY

73A

FROM: COMMAND SECTION SIGNED MORRIS CITE SUGAR NINE FIVE / NAPLES
TO: AIR FORCE SUB COMMISSION / ROME

BEFORE GRANTING APPROVAL FOR USE OF CIAMPINO AIRFIELD BY ITALIAN AIR
COURIER SERVICE WHEN LITTORIO IS UNSERVICEABLE CITE YOUR ROGER ABLE TWO
THREE SEVEN IT WILL BE NECESSARY TO KNOW DEFINITELY THE NUMBER OF AIRCRAFT
INVOLVED AS COMMANDING OFFICER LITTORIO ADVISES THAT AS MANY AS FIFTEEN
APPARENTLY AUTHORIZED ITALIAN AIRCRAFT NOW RON RPT RON THAT AIRFIELD PD
THIS IS GREATLY IN EXCESS OF NUMBER REQUESTED BY YOU AND APPROVED BY
THIS HEADQUARTERS

FILED: 091543Z

RECEIVED: 091633Z/WHH

DELIVERED THROUGH AACS STATION

WURK, ROME/LITTORIO

AACS# 7852



229

H/AIR

SECRET

92A

MEMORANDUM TO : COMATO ULTRA AREA.

The 8th Army Headquarters have written to say that the work of the I.A.P. unit with them is being considerably increased and that there is a big need for a communication aircraft. They have asked whether you would be prepared to loan them a C-47 for the purpose.

2. The Air Vice Marshal has agreed that the request is a reasonable one, and would be grateful if you would satisfy it.

M. Denny

44 P.M. Denny, C/CAPT.
AIR VICE MARSHAL,
AIR OFFICE COMATO.

Air Forces Sub-Commission,
MEL.
31st October, 1944.
AFSC/1/AIR.

OUTGOING MESSAGE

71A

FROM : AIR FORCES SUB-COMMISSION, ROME.

TO : M.A.T.S.

REPEATED

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

AIR FORCES SUB-COMMISSION, BARI.

AIR FORCES SUB-COMMISSION, NAPLES.

SECRET (.) R.A. 237 (.) 031600 NOVEMBER 1944 (.)

AS LITTORIO AIRFIELD IS LIKELY TO GO UNSERVICEABLE FOR REMAINDER OF
WINTER IN ABOUT TEN DAYS TIME REQUEST PERMISSION FOR ITALIAN AIR
COURIER SERVICE TO USE GIAMPINO WHEN THIS BECOMES NECESSARY ON
STRICTLY LIMITED BASIS (.)

TO BE ENCRYPTED IF SENT BY W/T.

Priority

IMPORTANT
226*W.A.D. Bowen-Buscalet*

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

FILE 4/AIR

V

TO : IL MINISTRO

I have to call your attention to the fact that the Italian Air Courier Service is not adhering to the limits laid down as to the number of aircraft on the ground at any one time at Littorio.

2. It is fully realised that under special circumstances, such as under stress of weather, it may be unavoidable that the limit of five is exceeded. This morning, however, there were no less than seventeen Italian aircraft on the ground at Littorio. This stretches the limits of hospitality of M.A.F.S. considerably over the limit, and I must ask you to take special steps to ensure that nothing of this kind occurs again.

3. As Littorio Airfield is likely to go unserviceable permanently for the rest of the Winter within the next few days, I have already signalled to M.A.F.S. for permission to use Ciampino when it becomes necessary. I must, however, point out that our chances of obtaining permission to do so have been gravely prejudiced by the fact that the limits laid down have been grossly abused at Littorio. Unless the rules are strictly complied with I fear that permission to use Ciampino may be refused, and in this case the Italian Air Service to Rome will have to be suspended.

Air Forces Sub-Commission,
Allied Commission,
ROME

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

225

File : AFSC/R/14/AIR
Date : 3rd November 1944

Copy to : Colonel Kearney, Commanding Officer, LITTORIO AIRPORT.

OUTGOING MESSAGE

691A

FROM : AIR FORCES SUB - COMMISSION, ROME.

TO : HEADQUARTERS MAIN 3TH ARMY.

REPEAT : AIR FORCES SUB-COMMISSION, BARI.

CONFIDENTIAL 8.Y RA241 (.) 041215 November 1944 (.)

YOUR UI 771 OF 27TH OCT. REFERS MATMAN NOW AVAILABLE COLLECTION
BARI (.) PILOT TO CONTACT U.C. UNITA' AREA FOR RELEASE OR
THROUGH A.P.S.C. BARI TELEPHONE TURNPIKE (.)

TO BE ENCRYPTED

IS SENT BY W/T

T.O.O.

PRIORITY : IMPORTANT

RT

F. THOMSON, WING COMMANDER
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

224

224

4 hr

✓

FROM : AIR FORCES SUB-COMMISSION
ALLIED COMMISSION & HOME

TO : ITALIAN AIR MINISTRY

DATE : 4TH NOVEMBER 1944

REF. : AFSC/R/4/AIR

EXTENSION OF AIR COURIER SERVICE TO SIENA.

In answer to His Excellency, the Ministers request to A.V.M. ROSEN BUSCALET for the extension of your Air Courier Service to Siena; it has been ascertained that there is no objection to the extension provided that PIAN DEL LAGO Airfield can be used. Present operational requirements will not permit the use of MALIGNANO Airfield for this purpose.

2. Please inform this Sub-Commission of your decision as to the use of Pian Del Lago Airfield and the proposed schedule of Services.

R. THOMSON, WING COMMANDER
AIR VICE-MARSHAL 223
AIR OFFICER COMMANDING

66A

FROM : I.A.F. STATO MAGGIORE
TO : A.F.S.C. A.C. DOME
COMANDO UNITA' AEREA
DATE : 3rd NOVEMBER 1944
REF. : 2272/208 Cell.

REQUEST FOR AIRCRAFT SAIMAN 202

62A

With reference to AFSC/R/4/Air letter, dated 23/10/44,
it is informed that the requested aircraft Saiman 202 is at the
disposal of the AFSC near the Unità Aerea.

The Unità Aerea will take the necessary provisions in order
to have the said aircraft delivered to the A.F.S.C. informing it
near which Unit and in which Airfield can the aircraft be deli-
vered.

per IL CAPO DI STATO MAGGIORE
COL. RIVOMBINI

*4/11/44
Signal to H.Q. 8
4/11/44*



222

65A

MAAF/S.73/11/Air.

3rd Ind.

ACT-GMM-ebw

HEADQUARTERS, MEDITERRANEAN ALLIED AIR FORCES, APO 650, U.S. ARMY, 1 Nov 1944.

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

As stated in 1st Indorsement, there is no objection to the extension of Italian Air Courier Service to Siena but at the present time operational requirements will not permit the use of Malignano Airfield for this purpose. However, Pisan-Bel-Lago airfield will be derequisitioned and could be used by the Italians if they desire.

For the Air Commander-in-Chief:

John S. Mills
for Col C.C.
C.F. CAMPBELL,
Brigadier General, USA,
Director of Operations
and Intelligence.



4/AM

221

13 OCT 1944

70A

MAAF/S.73/11/Air. 1st Ind. ACT-GM-ebw
 HEADQUARTERS, MEDITERRANEAN ALLIED AIR FORCES, APO 650, U.S. ARMY,
 26 October 1944.

To: Commanding General, Mediterranean Allied Tactical Air Force,
 APO 374, U.S. Army.

1. There is no objection to the extension of Italian Air Courier Service as contained in basic communication provided an airfield in the area is available and not being utilized for operations. Siena/Malignano, therefore, is out of the question but your present use of Pian-Del-Lago is not known here.

2. Desire your comments.

By command of the Air Commander-in-Chief:

John S. Hullo
for Col A.C.
 C. F. CARELL,
 Brigadier General, USA,
 Director of Operations
 and Intelligence. 124

311.4

2nd Ind.

ACT/DLO/cpe

HQ, MATAF, APO 650, 28 October 1944.

TO: C-in-C, MAAF, APO 650.

1. This Headquarters contemplates no further use of Pian-Del-lago airfield.

2. Above airfield has been vacated as it is not suitable for all weather operations.

For the Commanding General:

Edward J. Cullerton
 EDWARD J. CULLETON,
 Major, AGD,
 Asst. Adjutant General 12A

220

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

TO: HEADQUARTERS, M.A.A.F. C.M.F.

DATE: 23RD OCTOBER, 1944.

REF: AFSC/R/4/AIR.

24a

31/1/4

ITALIAN AIR COURIER SERVICE.

11554/1/02-
The Italian Air Ministry has made application to extend their Air Courier Service from Rome to Siena. No specific schedule has so far been given, but it has been indicated that, for the present, a service of three aircraft per week in each direction would be adequate.

2. This service would undoubtedly be of great benefit to the Italian Government, and to the Allied Control Commission.

3. I have told the Air Minister that it is most unlikely that this request will be agreed to at the present juncture, but as the application has the backing of the Italian Government, I have been obliged to forward it to your Headquarters.

W.A.B. Bowen-Buscalet.

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

COIT

MAAF/S.73/11/Air. 1st Ind. ACT-GMI-elw
 HEADQUARTERS, MEDITERRANEAN ALLIED AIR FORCES, APO 650, U.S. ARMY,
 26 October, 1944.

To: Commanding General, Mediterranean Allied Tactical Air Force,
 APO 374, U.S. Army.

1. There is no objection to the extension of Italian Air Courier Service as contained in basic communication provided an airfield in the area is available and not being utilized for operations. Siena/Malignano, therefore, is out of the question but your present use of Pian-Tel-lago is not known here.

2. Resire your comments.

By command of the Air Commander-in-Chief:

C. F. CARROLL,
 Brigadier General, USA,
 Director of Operations
 and Intelligence.

311.4

2nd Ind.

ACT-SLO/cpe

TO: MAAF, APO 650, 28 October 1944.

TO: C-in-C, MAAF, APO 650.

1. This Headquarters contemplates no further use of Pian-Tel-lago airfield.

2. Above airfield has been vacated as it is not suitable for all weather operations.

For the Commanding General:

EDWARD J. CULBERTSON,
 Major, AGD,
 Asst. Adjutant General

218

MSIF/8.73/11/Air.

3rd Ind.

ACT-CHM-ahw

HEADQUARTERS, MEDITERRANEAN ALLIED AIR FORCES, APO 650, U.S. ARMY, 1 Nov 1944.

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

As stated in 1st Indorsement, there is no objection to the extension of Italian Air Courier Service to Siena but at the present time operational requirements will not permit the use of Malignano Airfield for this purpose. However, Pian-Del-Iago airfield will be derequisitioned and could be used by the Italians if they desire.

For the Air Commander-in-Chief:

C.F. GARNER,
Brigadier General, USA,
Director of Operations
and Intelligence.

217

218

COPY

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

TO : HEADQUARTERS, M.A.A.P. C.M.F.

DATE: 23RD OCTOBER, 1944.

REF : AFSC/R/L/ATR.

ITALIAN AIR COURIER SERVICE

The Italian Air Ministry has made application to extend their Air Courier Service from Rome to Siena. No specific schedule has so far been given, but it has been indicated that, for the present, a service of three aircraft per week in each direction would be adequate.

2. This service would undoubtedly be of great benefit to the Italian Government, and to the Allied Control Commission.

3. I have told the Air Minister that it is most unlikely that this request will be agreed to at the present juncture, but as the application has the backing of the Italian Government, I have been obliged to forward it to your Headquarters.

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

COPY

AF/S.72/11/Air. 1st Ind. ACT-GTM-ebw
 HEADQUARTERS, MEDITERRANEAN ALLIED AIR FORCES, APO 650, U.S. ARMY,
 26 October, 1944.

To: Commanding General, Mediterranean Allied Tactical Air Force,
 APO 374, U.S. Army.

1. There is no objection to the extension of Italian Air Courier Service as contained in basic communication provided an airfield in the area is available and not being utilized for operations. Siena/Malignano, therefore, is out of the question but your present use of Pian-de-Lago is not known here.

2. Desire your comments.

By command of the Air Commander-in-Chief:

C. P. CABELL,
 Brigadier General, USA,
 Director of Operations
 and Intelligence.

311.4

2nd Ind.

ACT-DLO/cps

TO: MATAF, APO 650, 28 October 1944.

TO: C-in-C, MAAF, APO 650.

1. This Headquarters contemplates no further use of Pian-Del-Lago airfield.

2. Above airfield has been vacated as it is not suitable for all weather operations.

For the Commanding General:

EDWARD J. CULL 215
 Major, AGD,
 Asst. Adjutant General

63A

FROM: AIR FORCES HQ-COMMISSION,
ALLIED CONTROL COMMISSION,
ROME.

TO: HEADQUARTERS, M.A.A.P. C.M.F.

DATE: 23RD OCTOBER, 1944.

REF: AFHQ/T/1/AIR.

ITALIAN AIR CARRIER SERVICE.

The Italian Air Ministry has made application to extend their Air Carrier Service from Rome to Siena. No specific schedule has so far been given, but it has been indicated that, for the present, a service of three aircraft per week in each direction would be adequate.

2. This service would undoubtedly be of great benefit to the Italian Government, and to the Allied Control Commission.

3. I have told the Air Minister that it is most unlikely that this request will be agreed to at the present juncture, but as the application has the backing of the Italian Government I have been obliged to forward it to your Headquarters.

W.A.B. Bunker

W.A.B. BUNKER-JUNIOR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1 62A

FROM : AIR FORCES SUP-COMMISSION,
ALLIED CONTROL COMMISSION, HQ. ROME

TO : ITALIAN AIR MINISTRY, UNITA' AREA

DATE : 23 OCT. 1944

REF. : AFSC/R/4/AIR

REQUEST FOR SAIMAN 302

We have received a request from H.Q. Light Army for the allotment of a Saiman 302 for communication work with the unit which operates the S.M.79 already used by them.

2. This unit is doing an important military job which would be greatly facilitated by the addition of a light aircraft.

3. We request therefore that you examine the possibility of allotting a Saiman for this purpose.

RI.

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

213

61A

FROM : AIR FORCES SUB-COMMISSION
ALLIED CONTROL COMMISSION - HOME

TO : MAIN HEADQUARTERS EIGHTH ARMY
COPY AIR FORCES SUB-COMMISSION - SARI

DATE : 23rd OCT. 1944

REF. : AFSC/R/A/AIR

On receipt of your letter ref. 4516 I on the subject of Communications Aircraft we have made a provisional request to the Italian Air Ministry for a Saiman 200.

2. Unfortunately there is only one Saiman 200 and this is in use by the A.C.C. himself, the only available Saiman 200 is also fully employed by senior Italian officers on government service.

3. All the above types of aircraft are built to carry only one passenger besides the pilot and it is thought that the Saiman 200 which has a very long take off run (about 400 yds) in comparison with other small aircraft would not prove as suitable for your use as an American C-40 as used by the Air C.B. Units. The Italian Air Force has no four seater light aircraft as far as we know.

4. Should you still wish for a Saiman 200, every effort will be made to produce it since it is recognised that your need is important.

RT

R. STOKES, Wing Commander 212
AIR VICE-MARSHAL
AIR OFFICER COMMANDING.

60A

FROM : AIR FORCES SUB-COMMISSION,
AIR LINE CONTROL COMMISSION,
ROME.
TO : ITALIAN AIR MINISTRY
Copies COMANDOS UNITA: ANICA - BARI
AIR FORCES SUB-COMMISSION - BARI
DATE : 18th OCT. 1944
REF : AFSC/7/4/ATR

AIR LINES.

Your letter Ref. 00493/1 dated 5th October. It is understood here that there is no objection to the direct Air line route ROME - SARDINIA provided that:

- 1) - All flights are notified with Base operations Historic through your liaison officer; four hours notice of times of take off being given.
- 2) - That the Aircraft keep to the times and route arranged with Base Operations, the pilots making themselves acquainted with the colours of the period and recognition signals in force.

3. For the regular daily or weekly service your liaison officer may arrange a standing notification with Sector Control through Base Operations Historic.

71

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

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

COMMUNICATION AIRCRAFT

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

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

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

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

210

SECRET.

From : Air Forces Sub-Commission,
Allied Control Commission, BARE.
To : Air Forces Sub-Commission,
Allied Control Commission, ROSE.
Date : 19th October, 1944.
Ref. : AFSC/1/AIR.

COMMUNICATIONS ATTORNEY.

Herewith copy of letter received from 8th Army Headquarters for A.O.C.'s decision.

2. It is requested that you will reply direct to 8th Army with a copy to this office for information as to the policy adopted.

J. H. Denny
for F.M. DENNY, C/CAPT.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.



COPY.SECRET.SUBJECT: Communications Aircraft.Main Headquarters,
EIGHTH ARMY.

M 518 I

Allied Commission,
Air Sub-Commission, GARI.

15 Oct 44

1. The S.M. 79 aircraft which you assigned to the General Staff Intelligence Branch of this Headquarters has proved of great value for dropping supplies at short notice to partisans etc. in enemy occupied territory.
2. The unit which operates this aircraft is now in process of expansion. This necessitates frequent journeys in liberated Italy for picking up supplies, agents etc., and for liaison and planning. The work of the unit would, therefore, be greatly facilitated if a communications aircraft could be allotted to it.
3. The ideal aircraft for this purpose would be a "Fieseler Storch", which would also be used for "pick ups" of our agents, all of whom operate near the army front. Alternatively, a Bessan 202 or 200 would be of great value.
4. If none of the above-mentioned aircraft is available a four-seater of any type is requested.

(Sgt.) ?? FRATER Lt/Col.
for Major General
 Chief of Staff.

FROM: AIR IN AN SUBCOMMISSION,
ALL-IND COMMISSION, ROME.

TO: R.C. E.A.A.B. C.A.P.
C.A.P. N. J. H.A.C.A.P. C.A.P.

DATE: 24th OCTOBER, 1944.

REF: AIRC/A/14/AIR.

REPORT ON ITALIAN SERVICES.

1. I have recently discussed the question of the utilization of the Italian seaplane wing with the Vice-Marshal Sir Hugh Lloyd. It is clear that the conditions as regards runway security and anti-submarine patrols has now decreased almost to vanishing point. A.V. Lloyd in view of the opinion that they would be of much use for anti-submarine, and his only use for them now is for a limited number to be employed on anti-submarine duties.

2. A suggestion has now been received from the Italian Air Ministry that in order to avoid allowing the seaplane wing to stagnate, the Cent 1008's should be employed to help out the present carrier services.

3. It is becoming increasingly difficult to operate the existing courier services with the limited number of very antiquated SM.79 aircraft at present held by the I.A.A. and the use of the seaplanes could undoubtedly relieve this situation.

4. It is proposed that eventually complete courier services could be run along the Western and Western coasts of Italy, which would provide good transport facilities not involving the hazardous winter crossing of the Apennines. These services cannot, for the moment, be operated north of the line Rome - Lake Valais, but in order to give some employment to the seaplanes and to give the crews experience in operating courier services, the following services are proposed:

Rome - Cagliari - Augusta.
Rome - Messina - Palermo.

A service of three aircraft a week on each of these services in each direction is suggested.

5. To operate the above, permission is required for the use of the facilities of Messina, and temporarily at Genoa for Rome. The latter is not very suitable as in winter the take-off is almost invariably across wind and the length of run is limited, while all these facilities have been completely demolished. Eventually it is planned to use Vigna di Valle on Lake Bracciano. The facilities here are comparatively unchanged and there is an ample area for take-off and landing. Unfortunately it is temporarily situated in a closed military area, and there is no hope of getting in there for at least another eight weeks.

6. Permission is also required for the removal of guns and other service equipment from the aircrafts being operated on these services, in order to

2. A suggestion has now been received from the Italian Air Ministry that in order to avoid allowing the Sengalese wing to disintegrate, the Cent 302's should be employed to help out the present carrier services.

3. It is becoming increasingly difficult to maintain the existing carrier services with the limited number of very antiquated C-47 aircraft at present held by the I.A.F. and the use of the Sengalese would undoubtedly relieve this situation.

4. It is proposed that eventually Sengalese carrier services could be run along the Western and Western coasts of Italy, which would provide good transport facilities not involving the incursions winter crossings of the Adriatic. These services cannot, for the present, be operated north of the line Rome - San Vito, but in order to give some employment to the Sengalese and to give the crew experience in operating carrier services, the following services are proposed:

Notes - Cagliari - Ancona.
Rome - Athens - Piraeus.

A service of three aircraft a week on each of these services in each direction is suggested.

5. To operate the above, permission is required for the use of 207 facilities of Ancona, and temporarily at Santa for Rome. The latter is not very suitable as in winter the take-off is almost invariably across wind and the strength of sea is limited, while all these facilities have been completely demolished. Eventually it is planned to use Vigna di Valle on Lake Bracciano. The facilities have not been extensively damaged and there is an ample area for take-off and landing. Unfortunately it is temporarily situated in a closed military area and there is no hope of getting in there for at least another eight weeks.

6. Permission is also required for the removal of guns and other services equipment from the aircraft being operated on these services, in order to increase the payload.

7. It would appear that this is the only way in which to keep the Sengalese wing usefully employed, and the services would undoubtedly be of use to the Italian Government and to the Allied Control Commission. Approval is, therefore, requested for the scheme in general, as well as for the detailed points mentioned in paras 5 and 6 above.

W. B. B. B. B.

W. B. B. B. B.,
AIR VICE-MARSHAL,
AIR OFFICE COMMISSIONER.

Copy:
File: E/10/AFR.

To : AIR FORCES SUB COMMISSION

From : AIR MINISTRY

Ref. : 152/OP6/18

Undated

Air Lines Utilisation of Sea Planes

Following your request to organise the Military Sea Plane Couriers for the winter season the following proposals are suggested

- 1) Owing to winter conditions the Government should have some sure means of communication with the various liberated zones in order to re-inforce contact between centres and outlying areas.
2. It is necessary to integrate trans-Appennine lines with sea planes' services which are more reliable in bad weather.
3. Opportunity to maintain active serviceable sea planes at Taranto.

Regarding the above your help is required

- a) to accord approval of the sea plane lines suggested in the attached memo.
- b) to obtain authorisation for the use of Vigna di Valle and Augusta sea plane bases.

206

Sgd. P. PIACENTINI

Project for the utilisation of sea-planes for air lines.

It is pointed out :

- a) that the serviceable sea-planes not being reserved for any special use are the Cant. Z 506/I of which there are 14 serviceable and ready for use with the various Units;
- b) that the only sea-plane bases actually existing and capable of maintaining an efficient service are TARANTO and ELMAS;
- c) that those which can be utilised after the provision of necessary maintenance facilities are Vigna di Valle and Augusta, the workshops of which are in fair condition or only in need of slight repair.

Will you please consider :

- 1) the existing air lines functioning with land planes and the possibility of substituting or integrating these by sea-planes;
 - 2) the possibility of removing guns from the a/c in order to facilitate freight;
 - 3) the number of a/c necessary to ensure the continuity of the three weekly services on each line;
 - 4) the possibility of ensuring the necessary rotation of a/c maintenance and revision (S.R.A.M. Taranto).
- enclosed is a sketch of proposed immediate sea-plane services in particular the proposal to use Vigna di Valle instead of Ostia as the Rome base is put forward because the take off space 1500metres at Lido Roma is too limited for the sea-planes in service, as there is not sufficient margin of security, and this would require an excessive curtailment of ²⁰⁵load.

It also must be borne in mind that the installations at Lido Roma have been completely destroyed, that the cranes lie flat by the river and that the meteorological conditions in winter - cross winds over the take off and landing area - are unfavourable.

With regard to Vigna di Valle which is 40 km from Rome and only 10 km further away than Ostia, all its installations - cranes, hangars, power station, hydraulic equipment,

Project for the utilisation of sea-planes for air lines.

It is pointed out :

- a) that the serviceable sea-planes not being reserved for any special use are the Cant. Z 508/E of which there are 14 serviceable and ready for use with the various Units;
- b) that the only sea-plane bases actually existing and capable of maintaining an efficient service are TARANTO and RIMAS;
- c) that those which can be utilised after the provision of necessary maintenance facilities are Vigna di Valle and Augusta, the workshops of which are in fair condition or only in need of slight repair.

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- 1) the existing air lines functioning with land planes and the possibility of substituting or integrating these by sea-planes;
- 2) The possibility of removing guns from the a/c in order to facilitate freight;
- 3) the number of a/c necessary to ensure the continuity of the three weekly services on each line;
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With regard to Vigna di Valle which is 40 km from Rome and only 10 km further away than Ostia, all its installations - cranes, hangars, power station, hydraulic equipment, slip ways - are in good condition, with the exception of

necessary maintenance at Augusta, the workshops of which are in fair condition or only in need of slight repair.

Will you please consider :

- 1) the existing air lines functioning with land planes and the possibility of substituting or integrating these by sea-planes;
 - 2) The possibility of removing guns from the a/c in order to facilitate freight;
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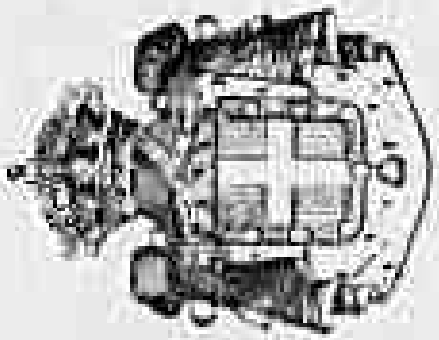
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With regard to Vigna di Valle which is 40 km from Rome and only 10 km further away than Ostia, all its installations - cranes, hangars, power station, hydraulic equipment, slip ways - are in good condition, with the exception of anchorage buoys and marine equipment. It is obvious therefore that this place is in every respect preferable to Lido Roma.

With regard to Augusta, at the moment occupied by the Allies, it would be necessary to agree upon the equipment required.

The proposed service to Sicily and Sardinia could be easily effected although it will be understood that during its initial period pay loads would be smaller until such time as guns could be removed from the a/c. With regard to the Tyrrhenian service, bases at Naples and Palermo have not been taken into consideration because the shipping in

these ports and the mercantile traffic do not allow the necessary space for landing and take off, which would render landing and take off in the open sea necessary and this is obviously impossible during the winter months.



STATO MAGGIORE R. A.

I^a Sez. - Uff. Operaz.

Roma,

1^a AIR FORCES SUB COMMISSION
ALLIED CONTROL COMMISSION
(tramite Uff. di Colleg.)

- R O M A -

Prot. N. 152/OP. 6/18 Allegati

Inviate al foglio del

Direzione Sez. N.

OGGETTO Linee Aeree - Utilizzazione Idrovolanti.-

A seguito Vostra stessa richiesta per integrare durante la stagione invernale i corrieri aerei militari con apparecchi Idro, si trasmettono le proposte compilate in merito.

Per il loro accoglimento ritengo porre in rilievo i seguenti punti:

1. Necessità che durante il disagio della stagione invernale il Governo abbia la possibilità di collegarsi con sicurezza con le varie regioni liberate allo scopo di mantenere e, del caso, rafforzare i contatti tra centro e periferia;
2. Necessità di sopprimere la saltuarietà delle linee appenniniche in relazione alla cattiva stagione con collegamenti idro di maggior affidamento;
3. Opportunità di mantenere in attività il materiale idro disponibile a Taranto.

In relazione a quanto sopra si prega:

- accordare l'approvazione delle linee idro di cui all'allegato 243 progetto;
- ottenere l'autorizzazione per l'impiego degli idro-scali di Vigna di Valle ed Augusta.

Dir. Mandato di C. E. N. C. 4 55 D. ENCL.

IL CAPO DI STATO MAGGIORE

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2. Necessità di sopperire alla saltuarietà delle linee appenniniche in relazione alla cattiva stagione con collegamenti idro di maggior affidamento;
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55 C 4 55 D ENCL
55
15/10

IL CAPO DI STATO MAGGIORE

R. P. P. P.

4/10/10

55B

PROGETTO PER LA UTILIZZAZIONE DEGLI IDROVOLANTI PER
LINEE AEREE

In considerazione di quanto appresso:

- a) - Che gli idrovolanti impiegabili nel servizio di linea senza specifica riserva sono i Cant.Z 506/B di cui n.14 efficienti e di pronto impiego sono disponibili presso i dipendenti reparti;
- b) - che le uniche basi di idrovolanti attualmente esistenti ed attrezzate agli effetti del servizio richiesto sono Taranto ed Elmas;
- c) - che quelle in condizioni di poter essere subito utilizzate mediante l'invio delle attrezzature e dei mezzi necessari ad assicurarne il funzionamento, sono quelle di Vigna di Valle ed Augusta i cui impianti risultano efficienti o bisognevoli di lievi riparazioni per ripristinarne l'efficienza.

Esaminate:

- 1. Le linee attualmente in esercizio con velivoli terrestri e la possibilità di sostituirle o di integrarle con idrovolanti;
- 2. La possibilità di carico trasportabile agli effetti del servizio aereo (posta e passeggeri) mediante l'eliminazione delle attrezzature belliche a bordo dei velivoli stessi;
- 3. Il numero dei velivoli necessario per assicurare con continuità il servizio trisettimanale su ciascuna linea;
- 4. la possibilità di assicurare con il servizio riparazioni (S.R.A. M. di Taranto) la necessaria rotazione dei velivoli di linea agli effetti della loro manutenzione e revisione;

é stato redatto il grafico allegato dal quale risultano le linee idro di immediata attuazione.

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In particolare, nel proporre per la Capitale lo scalo di Vigna di Valle in luogo di quello già comunemente usato di Ostia, si é tenuto presente che al Lido di Roma lo spazio disponibile al decollo (m.1500) é troppo limitato per gli idro in servizio in quanto richiederebbe, per un prudenziale margine di sicurezza, una eccessiva diminuzione del carico utile agli effetti del rendimento della linea.- A ciò si deve aggiungere che le installazioni del Lido di Roma sono totalmente distrutte, che le gru sono abbattute verso il fiume e che le condizioni meteorologiche invernali sono poco favorevoli (vento al traverso dell'unica direzione di partenza ed ammaraggio).-

Per contro se si tiene conto che Vigna di Valle dista da Roma Km. 40 (appena Km.10 in più della distanza da Ostia), che ha attualmente tutte le installazioni (grue, aviorimesse, centrale elettrica, centrale idrica, scivoli,.....) in buona efficienza e che mancano solamente i gavitelli ed i mezzi marini, si comprende come questo scalo sia sotto

- 2 -

tutti i rapporti preferibile al Lido di Roma.

Per la base di Augusta, attualmente occupata dagli Alleati, è ne cessario prendere gli accordi per il ripristino di quei mezzi ed instal lazioni necessarie per lo specifico servizio.

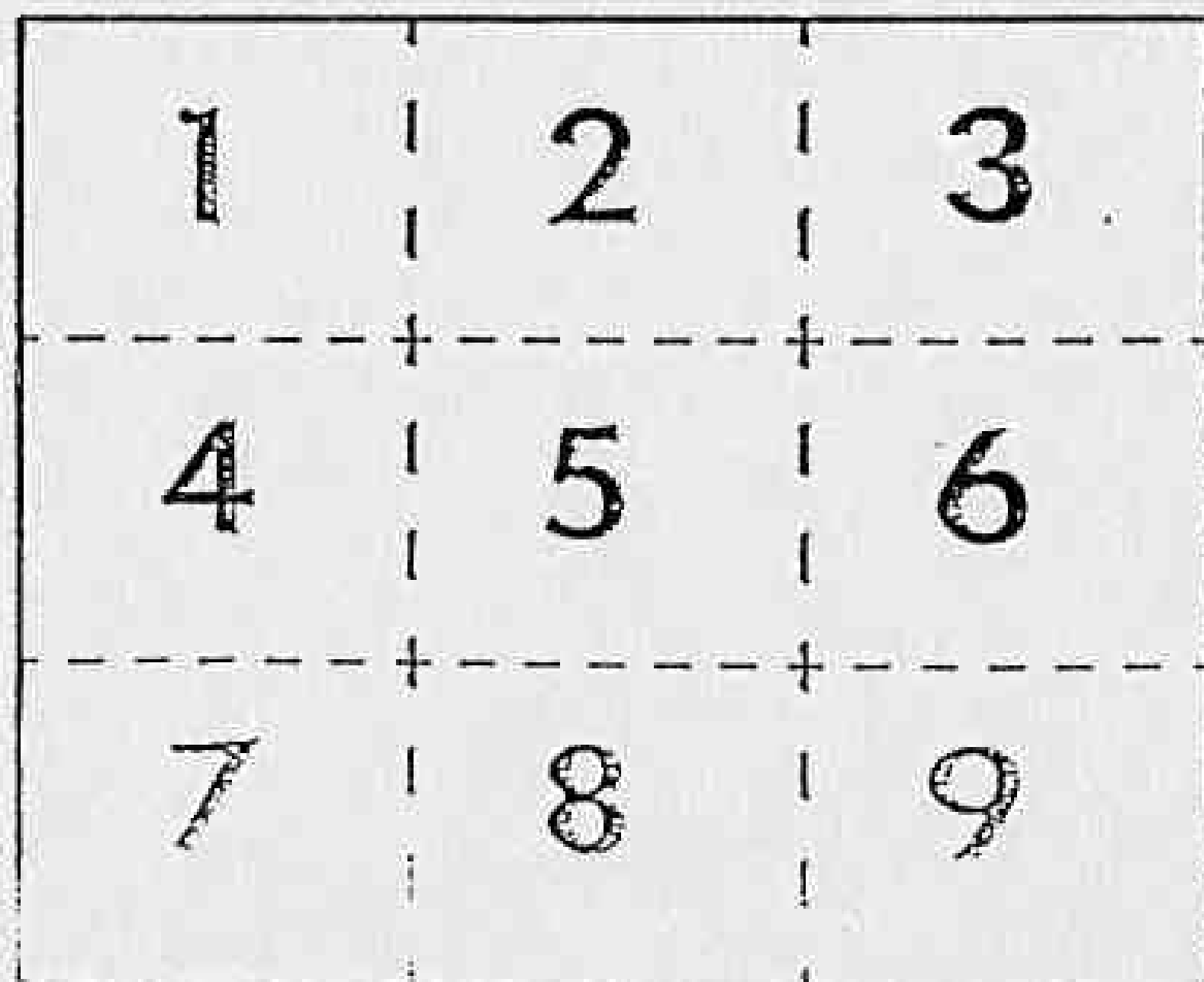
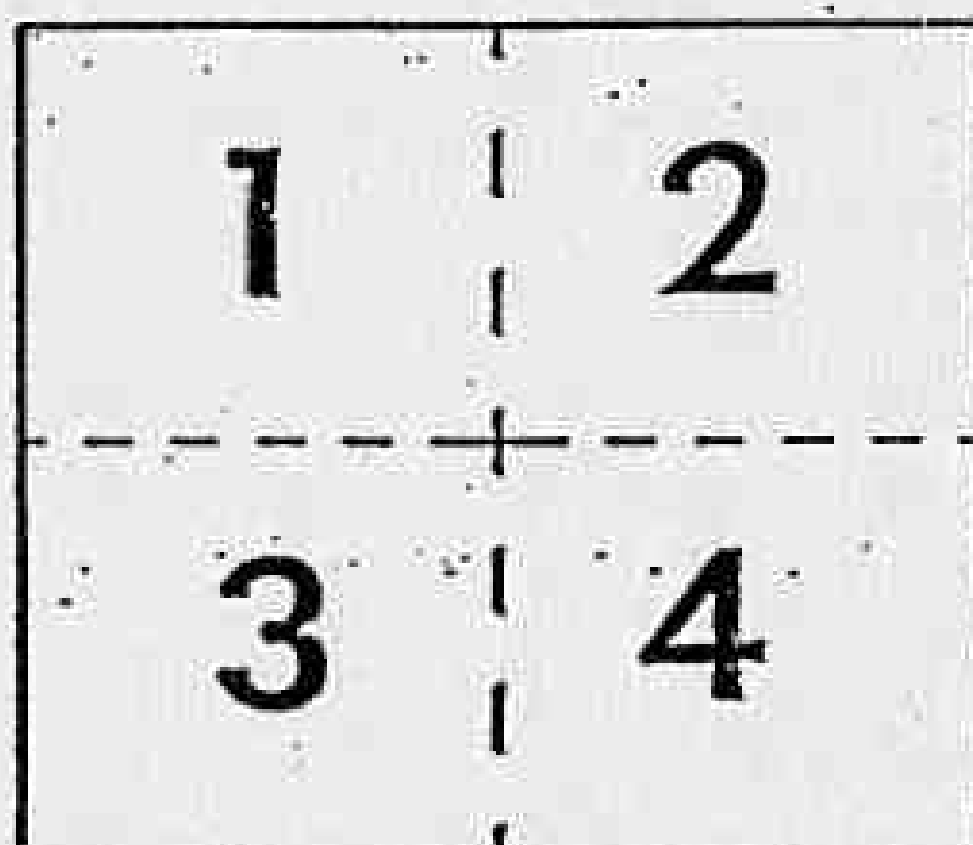
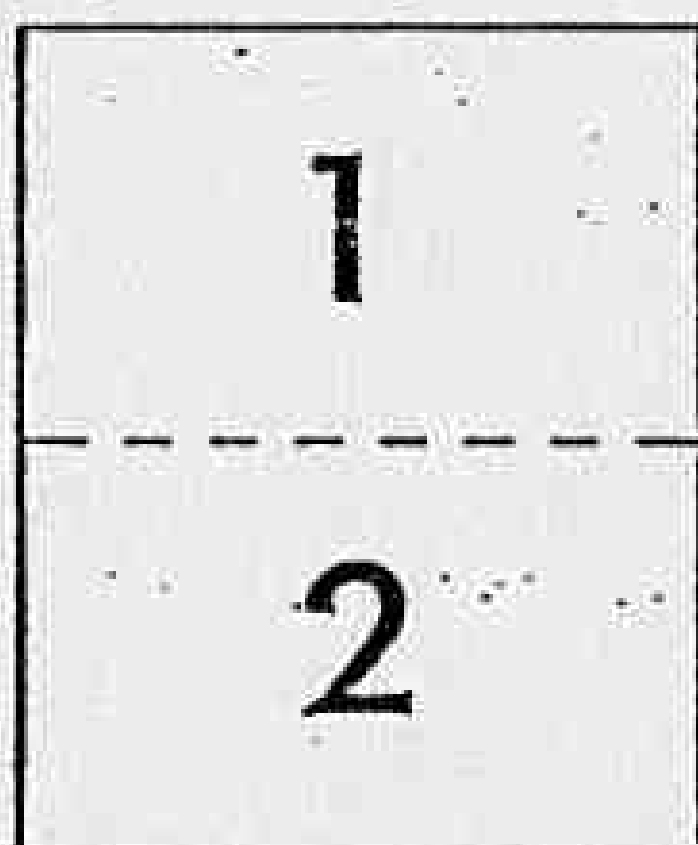
Le linee in progetto per la Sicilia e per la Sardegna potrebbero essere senz'altro attuate; sarà bene tener presente naturalmente che per il primo periodo di esercizio il carico utile sarà diminuito dal carico bellico fino a che tutti i velivoli non avranno subito il pre visto alleggerimento.

Per le linee tirreniche non sono state prese in considerazione le basi di Napoli e di Palermo poiché per la prima il rilevante ingombro delle navi in porto ed il traffico mercantile non consentono la sicu rezza necessaria nelle fasi di decollo e di ammaraggio; per la seconda la ristrettezza dello spazio disponibile al decollo e all'ammaraggio consentirebbe solamente l'effettuazione di dette fasi fuori del porto - in mare aperto - che con l'inoltrarsi della stagione invernale, a causa delle cattive condizioni del mare, non potrebbero sempre effettuar si.

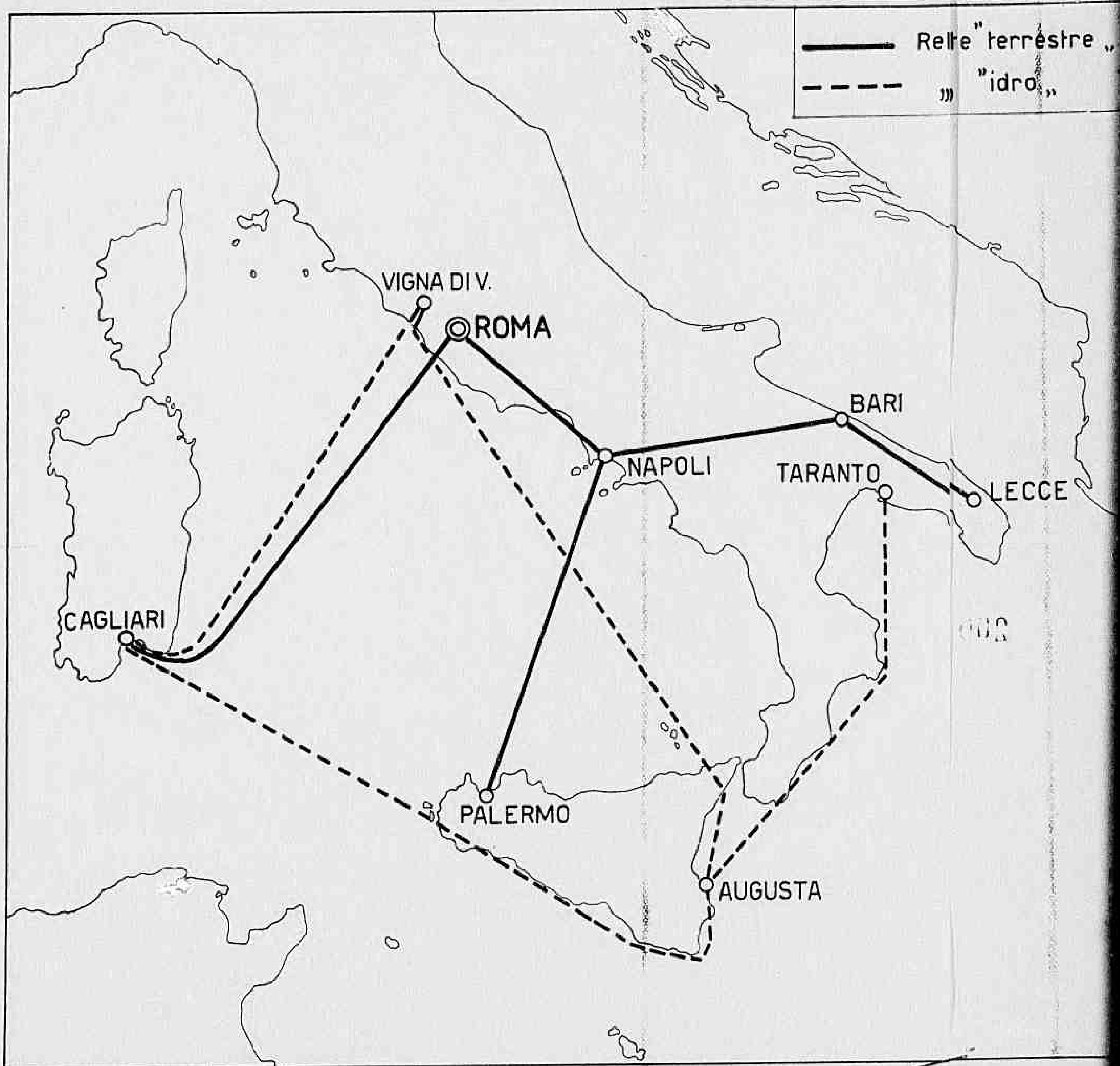
Roma, 11 12 ottobre 1944

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

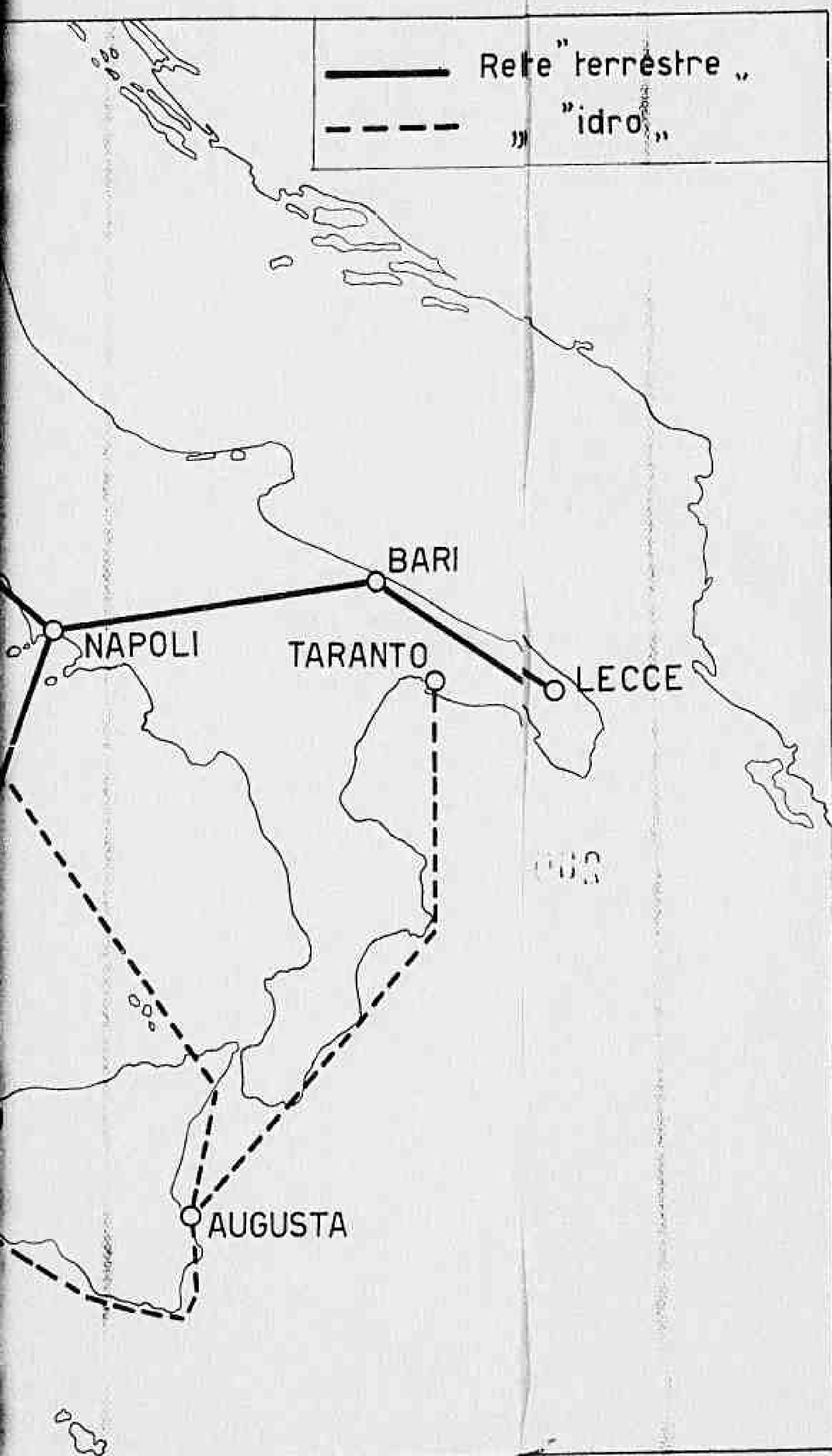
SEE DIAGRAMS BELOW.



LINEE AEREE TERRESTRI ATTUALMENTE IN ATTO



INTE IN ATTO —

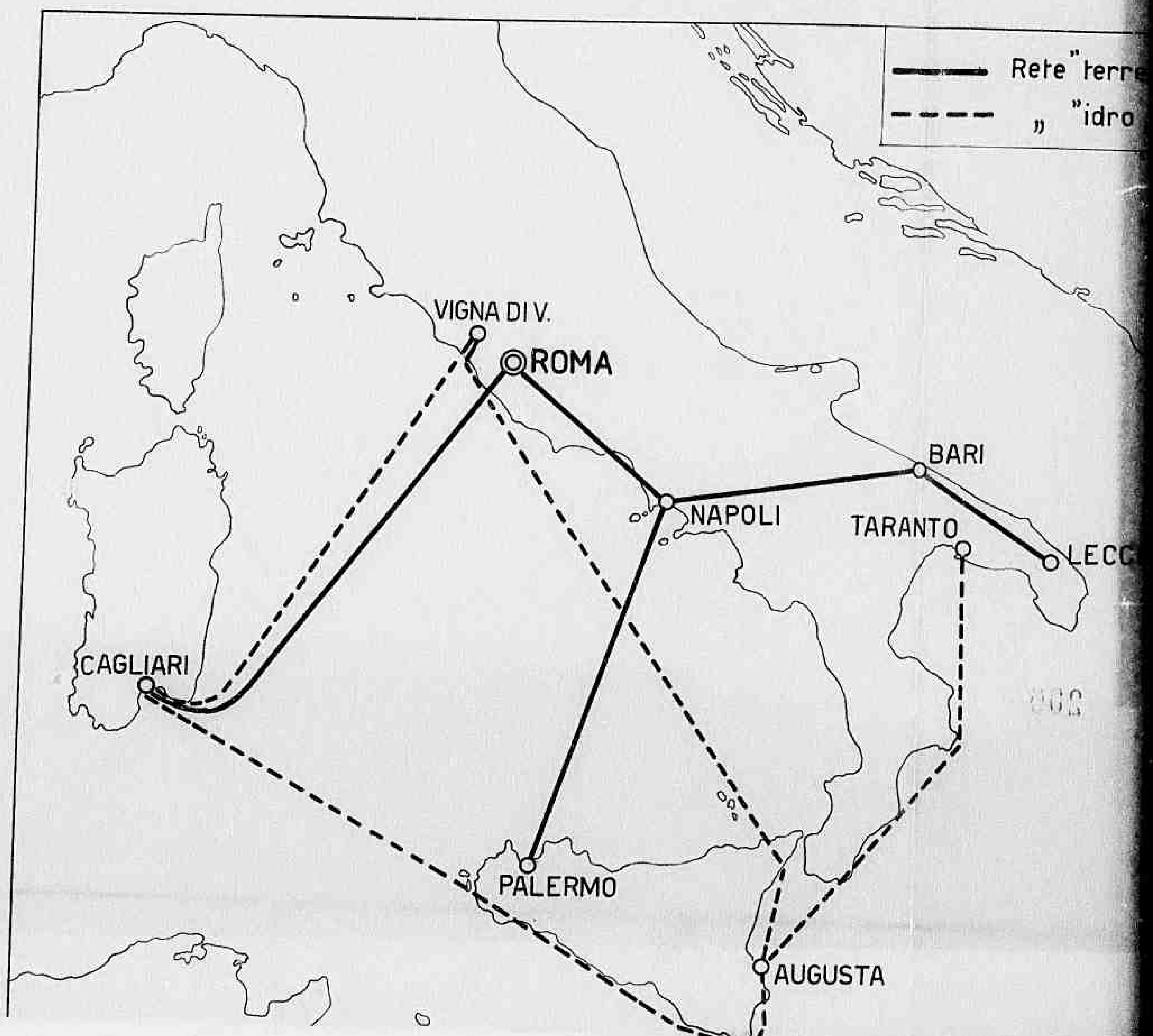
LINEE TERRESTRI ATTUALMENTE IN ATTO:

Roma - Napoli - Bari - Lecce
 Roma - Napoli - Palermo
 Roma - Cagliari

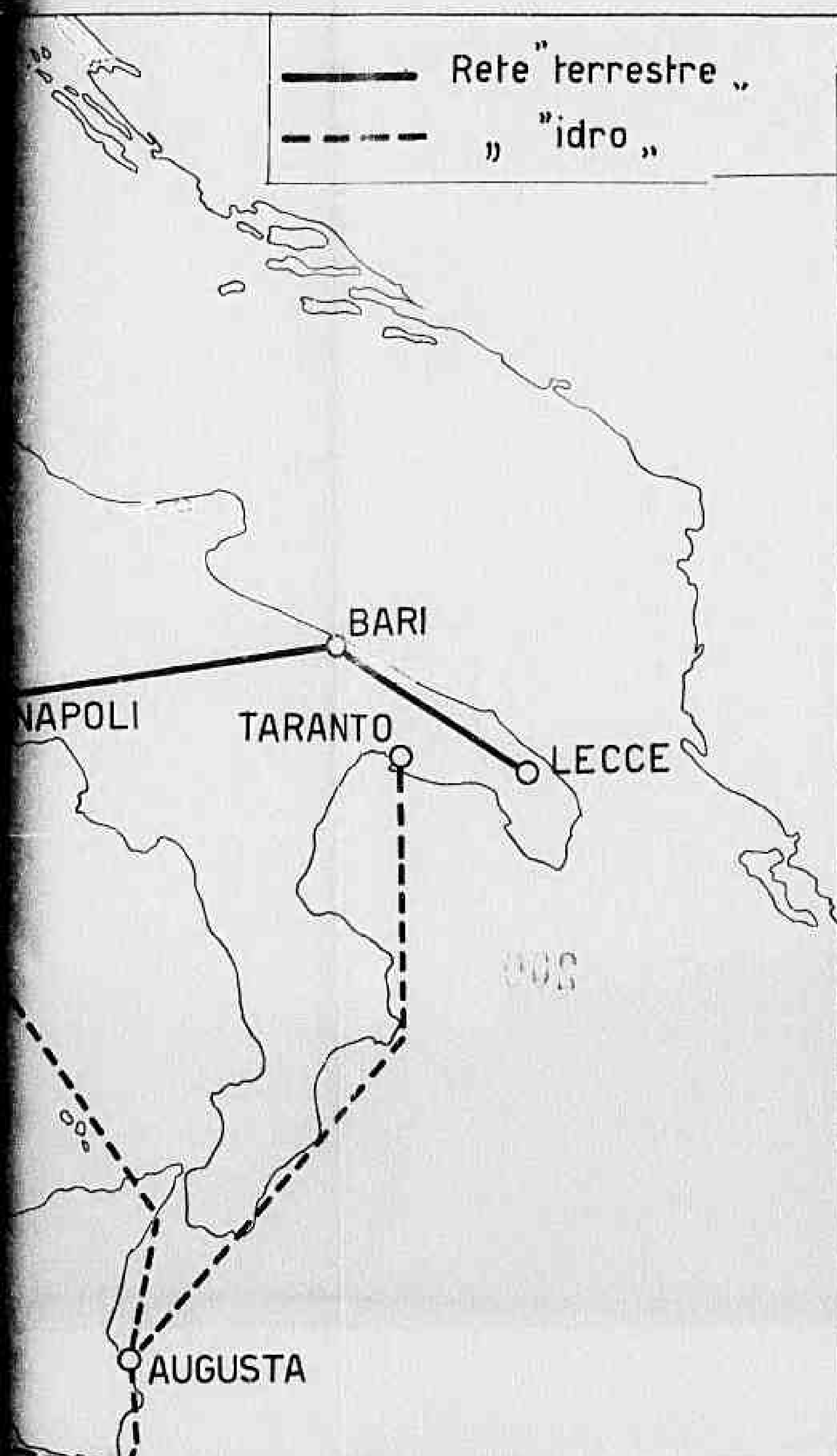
LINEE IDRO CHE SI PROPONGONO:

Vigna di v. - Cagliari - Augusta
 Roma - Augusta - Taranto

LINEE AEREE TERRESTRI ATTUALMENTE IN ATTO



IN ATTO _____

LINEE TERRESTRI ATTUALMENTE IN ATTO:

Roma - Napoli - Bari - Lecce
Roma - Napoli - Palermo
Roma - Cagliari

LINEE IDRO CHE SI PROPONGONO:

Vigna di V. - Cagliari - Augusta
Roma - Augusta - Taranto

From : Comando Unità Aerea, Bari

To : Italian Air Ministry

Date : 29th October

Ref. : 001492/3

AIR LINES

The Officer of the Allied Sub Commission near the Raggruppamento P. et. has given notice to the Comando Unità Aerea that the direct air line Rome-Sardinia has been abolished.

The courier should therefore follow the route Rome-Naples-Capri Carbonara-Cagliari.

It is necessary that the Italian Air Ministry come to an agreement with the Allied Commission in Rome, so that the aircraft may follow its way directly without interfering with the Allied Anti Aircraft.

It is requested that the Comando Unità Aerea may be informed of the directives which will be adopted in order to inform the Raggruppamento P. et.

The Officer Commanding;
Col. Pilot. MARIO PERINI

199

*Perini
This is a matter
Perini should have taken*



The Officer of the Allied Sub Commission near the Raggruppamento B. et. has given notice to the Comando Unità Aeree that the direct air line Rome-Sardinia has been abolished.

The courier should therefore follow the route Rome-Maples-Capo Carbonara-Cagliari.

It is necessary that the Italian Air Ministry come to an agreement with the Allied Commission in Rome, so that the aircraft may follow its way directly without interfering with the Allied Anti Aircraft.

It is requested that the Comando Unità Aeree may be informed of the directives which will be adopted in order to inform the Raggruppamento B. et.

The Officer Commanding:
Col. Pilot. CARLO PIZZINI

199



*See/ surety This is a matter
Poppi should have taken
up with S.A.S.O.
14/15/10*

*Answered
20/10*

Bari 11, 9 Ottobre 1944

COMANDO UNITA AEREA
1 UFFICIO OPERAZIONIAL MINISTERO DELL'AERONAUTICA
Cabinetto di S.E. il Ministro

Prot. n. 001493 /3

= R O M A =

OGGETTO: Linee Aeree.-

L'ufficiale della
al Comando Unità Aerea
La Sotto-Commissione Alleata presso il Raggruppamento B.e T. ha reso noto che la rotta diretta ROMA - SARDEGNA è abolita. Pertanto l'aeropostale per recarsi da ROMA in SARDEGNA dovrebbe seguire il percorso ROMA-NAPOLI-CAPO CARBONARA - CAGLIARI.

Perchè l'aereo possa compiere il percorso direttamente, senza causare inconvenienti al dispositivo della difesa c.a. Alleata è necessario che Codesto Ministero prenda accordi con la Commissione Alleata con Sede a Roma.

Pregasi far conoscere le decisioni che verranno prese in proposito allo scopo di informare il Raggruppamento B. e T.-

IL COMANDANTE
(Colonnello Pilota - Mario PEZZI) 198*fw*

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

TO: H.Q. A.A.I.

DATE: 14TH OCTOBER, 1944.

REF: AFSC/R/22/AIR.

A project is under consideration for the expansion of the Italian Air Courier Service by means of the use of float planes. The only available airport for float planes is at Vigna di Valle on Lake Bracciano.

2. A short time ago this area was closed for military reasons. It is requested that this Sub-Commission may be informed when it is likely to be re-opened so that our plan may be carried on.

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

197

Copy R/4/AIR. ✓

ALSO SEE 22/AIR.

51A

From : Air Forces Sub Commission, ACC. Rome

To : The Air Minister, Italian Air Ministry, Rome

Date : 6th October 1944

Ref. : ATSC/R/4/AIR.

LITTORIO AIRPORT

It is with regret this Sub Commission has to report a complaint from Col. Keeney Commanding Officer M.A.T.S. Littorio with regard to the operation of I.A.F. traffic at the Airport.

2. Col. Keeney quite rightly states that so long as he is Commanding Officer he will insist that his orders are obeyed, by whatever nationality is using the Airport. The Col. states that Lt. Borea of the I.A.F. who is his liaison Officer there, is an excellent, hardworking, co-operative Officer and that he could wish for none better. Unfortunately however, it seems higher ranking Officers of the I.A.F. who go out to Littorio, decline to obey the instructions given to them by Lt. Borea, and would seem to forget that Lt. Borea is not issuing the instructions himself but is merely acting as the representative of the Officer Commanding the Airport.

3. A further complaint is made that for too many people who are neither travelling or assisting in the operation of the aircraft or the handling of the freight are going out to Littorio and strutting round issuing orders right and left as if I.A.F. were the sole users and commanders of the Airport. Col. Keeney has requested that personnel going to Littorio be restricted to those in possession of travel ticket and those necessary for the handling of the freight. Loving friends and relations are not to visit the Airport to say fond farewells to passengers and crew.

51A

From : Air Forces Sub Commission, ACC. Rome

To : The Air Minister, Italian Air Ministry, Rome

Date : 6th October 1944

Ref. : AFSC/R/4/AIR.

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4. Col. Keeney states that at the present time the volume of I.A.F. traffic and the number of aircraft on the Airfield often exceeds that of the combined Allied Nations using the airport, while this is a direct contravention of the original agreement for the I.A.F. to use the Airport, he has no desire to be otherwise than co-operative. However unless the I.A.F. are prepared to comply with the Commanding Officer's orders there is a grave possibility that application will be made to higher authority for the suspension of all I.A.F. traffic at Littorio.

JW

5. It is requested therefore orders be issued to all I.A.F. personnel that Col. Keeney's orders and wishes are to be observed.

JW
J. ALTON, S/LDR

AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

OUTGOING MESSAGE

FROM : AIR FORCES SUB-COMMISSION, ROME.

TO : AIR FORCES SUB-COMMISSION, BARI.

CONFIDENTIAL (.) R.O. 193 (.) 4TH OCTOBER 1944 (.)
ITALIAN AIR MINISTRY REQUESTING AUTHORIZATION FOR INCREASING THE
NUMBER OF PLANE PERMITTED TO STAY OVERNIGHT AT LITTORIO AIRFIELD FROM
3 (R) THREE TO 5 (R) FIVE (.) LOGICAL ARGUMENTS ADVANCED (.) NIGHT ACTION
BE TAKEN WITH APPROPRIATE AUTHORITY (.) COLONEL KNEEY AT LITTORIO RAISES
NO OBJECTION PROVIDED M.A.T.S. TRAFFIC CONTROL AGREES (.)

TO BE PROVIDED IF SENT BY W/T.

T.O.O. 043500 Oct.

Priority IMPORTANT

J. WALTON, SQUADRON LEADER,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

195

0356

494

From : Italian Air Ministry, Gabinetto del Ministro

To : Air Forces Sub Commission, ACC.

Date : 2nd October 1944

Ref. : 8887/S/526/cl.

LITTORIO AIRFIELD

1. As it is known to your Sub Commission, the aircrafts of the I.A.T. Air Lines in Rome are using, at present, Littorio Airfield.
2. According to the existing time-tables, approved by M.A.T.S., these aircrafts are supposed to stay in the above Airfield during the night.
3. For unavoidable accidents (Damages-Prohibitive Weather-Bad conditions of the Airfield) the number of the said aircrafts can be increased, considering also that some extra aircrafts should be on the place in order to ensure a regular service.
4. The only aircrafts officially authorized to stay on the said Airfield are, until today three V.I.P. aircrafts.
5. It is therefore requested that your Sub Commission authorise that an average of 5 Aircrafts may stay on the Airfield for the service of the said Air lines.

194

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194

FOR THE CHIEF OF THE CABINET
THE ATTACHED OFFICER
L.TEN. COL. A. CASSINERIO
(Sgd)

14/11/18

607/A
3/10



Ministero dell'Aeronautica
GABINETTO DEL MINISTRO

Ufficio Segreteria

Prot. N. *8887/13* *520 cl.*
Allegati

Roma,

19

At L'AIR FORCES SUB-COMMISSION
Allied Control Commission
(tramite Ufficio Collegamento)
= R O M A =

Risposta al Foglio del

Div. Sez. N.

OGGETTO : Aeroporto "Littorio".=

Si prega trattare per ogni lettera un solo argomento e indicare nella risposta il N. di Protocollo e la Divisione a cui si risponde.

1. Come è noto a codesta Sottocommissione, le linee aeree della R.Aeronautica si valgono attualmente, in Roma, dell'Aeroporto del Littorio.
2. Secondo gli orari in vigore, approvati dal MATS, è previsto il pernottamento sul detto Aeroporto di tre apparecchi.
3. Per ragioni di forza maggiore (avarie - tempo proibitivo - campo inatterrabile ecc.) il numero dei suddetti apparecchi può risultare maggiore, tenuto anche presente di tenere sul posto qualche apparecchio di riserva per assicurare un regolare servizio di linea. **193**
4. Gli unici apparecchi ufficialmente autorizzati a permanere sul detto Aeroporto sono, fino ad oggi, tre aerei della V.I.P.-
5. Si prega, pertanto, codesta Sottocommissione di voler autorizzare la sosta di una media di cinque apparecchi per il servizio di linea in questione.=

Ordine
P. R. CABO GABINETTO
L'Ufficiale
(T. Col. A-4)
Castini

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 594

48A
Phone:
484034

Ref/52/114/CA.

29 Sep 1944

SUBJECT: Communication Aircraft.

TO : Air Forces Sub-Commission.

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



Norman E. Fiske
NORMAN E. FISKE,
Colonel,
Deputy Executive
Commissioner.

47A

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

To : Headquarters, Mediterranean Air Transport Service,
A.P.O. 542.

Date : 17th September, 1944.

Ref. : AFSC/4/AIR. ✓

ITALIAN AIR COURIER SERVICE.

In reply to your W/PRI/pb dated 29th August, 1944, I have to inform you that a detachment of about twelve men is being sent to ROME (LITIGRIO) to maintain and operate aircraft of the Italian Air Force Courier Service.

W. Dewey

W P. M. DEWEY, G/CAPT.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

TO: CAPTAIN ELBERT W. STONE,
ACTING CHIEF COMMISSIONER.

46A

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

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

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

W.A.B. BOWEN-BENNETT

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

Air Forces Sub-Commission,
Allied Control Commission,
Rome.
Ref: A/C 500/ALP.
Date: 25th September 1944.

From:- Headquarters, Mediterranean Allied Air Forces, C.M.F.
To:- Air Forces Sub-Commission of Allied Control Commission, ROME. ✓
Date:- 22 September, 1944. 45A
Ref:- MAAS/1647/Org. SECRET.

Communication Aircraft. 45A

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

2. The transport difficulties incurred by the Allied Control Commission are fully appreciated by this Headquarters. Unfortunately our communication aircraft requirements have increased with the larger area to be covered, and we are already finding difficulties in meeting present commitments.
3. When the communication aircraft supply position improves we will be only too willing to assist you, but regret that at the present time this is not possible.
4. It is suggested that as a temporary measure use is made of the Italian Air Force for these communication duties.

B. M. Elyard

Air Vice Marshal,
Air Officer i/c Administration, R.A.F.,
Mediterranean Allied Air Forces.

Copy to:- C.M.S.O.

190



44A.

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

TO: ACTING CHIEF COMMISSIONER,
ALLIED CONTROL COMMISSION,
ROME.

DATE: 15TH SEPTEMBER 1944.

REF: AFSC/R/4/AIR.

AIRPLANE FOR A.C.C.

With reference to your A/CC 500 dated 12th September 1944,
herewith copy of the letter which I have put up to H.Q. M.A.A.F.
If this fails I shall have to think up something stronger.



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

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

TO: HEADQUARTERS, U.A.A.F. C.I.E.F.

DATE: 15TH SEPTEMBER 1944.

REF: AFSC/R/4/MR.

CONFIDENTIAL.

The Acting Chief Commissioner for the Allied Control Commission has put in a very strong plea that an aircraft should be allotted to Headquarters, Allied Control Commission for the use of Officers of that Headquarters.

2. Even before the move forward of the Allied Armies the problem of transportation for Officers of the Commission presented a very serious problem, and now that A.A.I. has moved forward leaving A.F.H.Q. in the rear area, the problem of attendance at conferences and of general movement of important personnel has become almost insuperable.
3. To take only one example in the case of a single Sub-Commission, the Transportation Sub-Commission have to send the same representatives to a conference at Headquarters A.A.I. every Monday at 10.00 hours and at A.F.H.Q. every Wednesday at 11.00 hours, in addition to which there is a regular monthly meeting at both the above H.Q.'s. Furthermore the same Sub-Commission has regular meetings in Rome on local Rail transport movement every Friday and the representatives who have been present at the other two meetings have got to be present for this. A different Committee belonging to the same Sub-Commission has to attend at A.F.H.Q. every 10 days at a Shipping Allotment meeting, and another Shipping Committee has to attend at the same place every 10 days for a different purpose.
4. The A.C.C. problem of transportation fits into the whole transportation picture for Italy and includes the needs of the Allied Forces and the civilians, and it is absolutely necessary that Officers of this Sub-Commission attend these meetings, otherwise chaos would ensue in the complete organization. The above are the regular transportation meetings, and there are various other periodical meetings involving the Director of the Transportation Sub-Commission who may be called to A.F.H.Q. or A.A.I. at any moment.
5. This Sub-Commission cannot chance priority difficulties on the Air Transport Services as these are frequently over-booked and at the last minute Officers are displaced by higher authority. At the present moment, therefore, all travel has to be done by road with consequent loss of time and wear and tear of valuable transport which is almost irreplaceable.
6. It will be recalled that the Allied Control Commission originally was allotted one Dakota Transport Aircraft at a time when distances covered were very much shorter, and that this rendered invaluable service at the beginning of the occupation of Italy. I have discussed the matter at some length with the Acting Chief Commissioner. He is not willing to accept an Italian Transport Aircraft as he does not consider that these are sufficiently reliable. I would therefore request that one Dakota aircraft, complete with

transportation for officials of the Commission presented a very serious problem, and now that A.A.I. has moved forward leaving A.F.H.Q. in the rear area, the problem of attendance at conferences and of general movement of important personnel has become almost insuperable.

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William B. Bower

W.A.B. BOWER-BUSCAVANT,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

JAC/ajp

42A

1/CG 500

12 September 1944

SUBJECT: Airplane for A.C.C.

TO : Air Force Sub-Commission, Hq. ACC.

1. In the attached letter the Economic Section puts forward the proposal that a plane should, if possible, be acquired for the use of members of this headquarters.
2. I consider this an excellent suggestion and one which would be of great use to other sections and sub-commissions as well as to the Transportation Sub-Commission.
3. Please investigate at your earliest convenience the possibility of obtaining an aircraft for the exclusive use of this headquarters.



ELLERY M. STONE
Captain, USNR
Acting Chief Commissioner

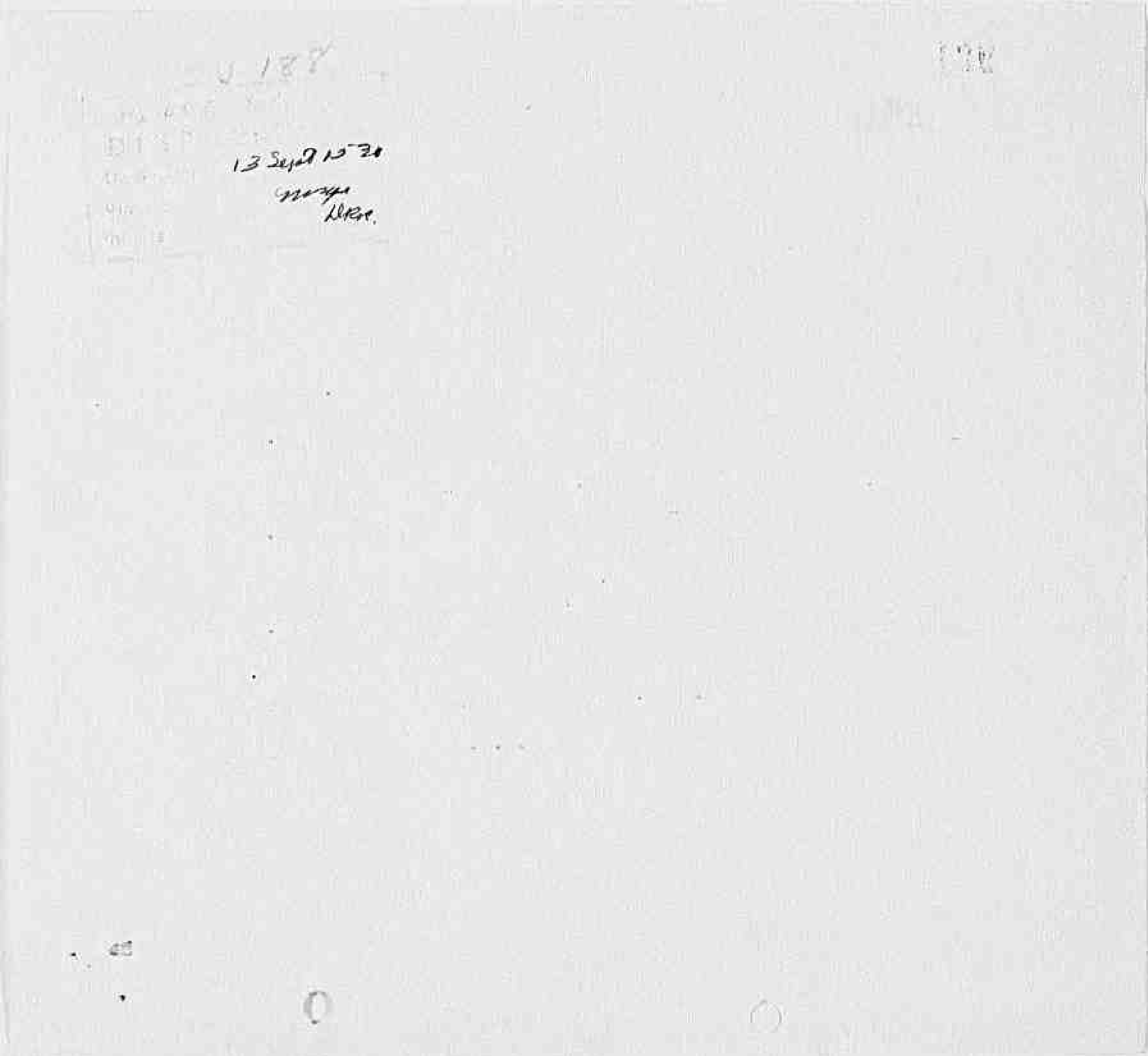
1 Incl:
Ltr fr TSC dtd 10 Sept 44.

187

0367

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

785017



HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

DSS/aa

ACC/TM/11/71

File: 220

Date: 10 Sept. '44

SUBJECT: Airplane for A.C.C.

TO : Captain STONE (USAR), Act'g Chief Commissioner.

1. With A.A.I. now moved forward and A.F.H.Q. with headquarters in rear area in Italy the problem of attendance at conferences at the respective headquarters is serious.

2. (a) For example, the Transportation Sub-Commission must now have their 'Movements' representatives attend regular Rail 'bidding' meetings at A.A.I. every Monday at 1000 hours and at A.F.H.Q. every Wednesday at 1100 hours; in addition there are regular monthly meetings at both headquarters.

(b) Transportation Sub-Commission has regular meetings here on local Rail tonnage movement every Friday.

(c) Transportation Sub-Commission must also have representatives at Shipping Allotment meetings every ten days also attendance is required at Shipping "diversion" meetings at AFHQ every ten days. This is a different committee and a different day.

3. Transportation Sub-Commission officers must attend these meetings to present ACC movement requirements otherwise our food and other supplies would not move at the times and in the quantities required. For example, Rome would never have been granted the large daily tonnage now allocated.

4. The above are only the regular Transportation meetings, however there are other periodical meetings that involve Colonel Adams, Director of the Transportation Sub-Commission called by DONG (M) at AFHQ and AAI.

5. In view of this situation it is recommended that an airplane be secured by ACC to be placed at the disposal of the Transportation Sub-Commission.

6. It is obvious that too much valuable time is wasted travelling by car to all of these meetings as signals and loading programs have to be dispatched by our representatives immediately on their return.

(b) The Transportation Sub-Commission can not chance

2. (a) For example, the Transportation Sub-Commission must now have their 'Movements' representatives attend regular Rail 'Bidding' meetings at A.A.I. every Monday at 1000 hours and at A.F.H.Q. every Wednesday at 1100 hours; in addition there are regular monthly meetings at both headquarters.

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186

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6. It is obvious that too much valuable time is wasted travelling by car to all of these meetings as signals and loading programs have to be dispatched by our representatives immediately on their return.

(b) The Transportation Sub-Commission can not chance priority difficulties on the air transport services as these are frequently over-booked and at the last minute officers are displaced by higher priority.

This has been our experience in the past to the detriment of ACC tonnage. We have had an incident of this kind this morning where airplane space to AAI meeting could not be secured. This is the meeting that will decide the movement of food supplies for AMG, 5th Army to take care of the present emergency with which you are familiar and is so important as to engage your personal attention.

/s/ A. G. Antolini
/t/ A. G. ANTOLINI
Executive Director
Economic Section.

MEMORANDUM TO : COMANDO UNITA AEREA.

ITALIAN AIR CARRIER SERVICE.

Attached hereto please find letter T/PRE/pb dated 29th August, 1944 received from Headquarters, Mediterranean Air Transport Service, containing information concerning the control and processing of the Italian Air Courier Service at Rome Littorio Airfield.

2. It is requested that the information asked for in Para. 1, sub-para. 5 of the above-mentioned letter be forwarded to this Office.

W. M. Denny
for W. M. DENNY, C/CAPT.
AIR VICE MARSHAL,
AIR OFFICER COMANDANTE.

Air Forces Sub-Commission,
Allied Control Commission, BARI.
7th September, 1944.
APAC/1/AIR.

Copies to A.F.S.C. ROME
A.F.S.C., NAPLES

} This Office letter APAC/1/AIR 185
dated 26th August, 1944 refers.

C O P Y .
- - - - -

HEADQUARTERS
MEDITERRANEAN AIR TRANSPORT SERVICE
APO 512

T/REP/pb

29 August 1944.

SUBJECT: Italian Air Courier Service.

TO : ; Air Forces Sub Commission, A.C.C., DAME.

1. In reply to your letter reference A.F.S.C./4/AIR the following information is sent you regarding control and processing all aircraft at Rome Littorio airfield.

- (1) A system of tickets will be inaugurated and authenticated by an official of the Air Ministry which will be considered good for passage and entry into the airport.
- (2) A system of manifesting passengers and baggage or freight will be inaugurated and handled by the Italian Air Ministry in connection with the Allied Control Commission. This manifesting system will be similar to the system used on all scheduled M.A.T.S. operations.
- (3) Aircraft will be briefed and cleared through Base Operations in the same manner which scheduled flights are operated. All passengers, baggage and freight will be handled through Air Terminal under the direction of the officer in charge with the assistance of an Italian Liaison Officer in the same manner in which regular traffic is moved.
- (4) All aircraft will be landed, parked, off-loaded and serviced in the same manner in which scheduled aircraft are handled.
- (5) Information is desired as to the extent that service ~~18%~~ be rendered to Italian aircraft and whether or not they are ~~18%~~ to R.O.N. or to be based at Rome-Littorio. If they are to be based, a small maintenance detachment similar to that maintained by British Staging Post will likely be necessary.

2. The attached copy of your proposed services is in agreement with this Headquarters.

For the Commanding General:

1. In reply to your letter reference A.F.S.C./4/AIR the following information is sent you regarding control and processing all aircraft at Rome Littorio airfield.

- (1) A system of tickets will be inaugurated and authenticated by an official of the Air Ministry which will be considered good for passage and entry into the airport.
- (2) A system of manifesting passengers and baggage or freight will be inaugurated and handled by the Italian Air Ministry in connection with the Allied Control Commission. This manifesting system will be similar to the system used on all scheduled M.A.T.S. operations.
- (3) Aircraft will be briefed and cleared through Base Operations in the same manner which scheduled flights are operated. All passengers, baggage and freight will be handled through Air Personnel under the direction of the officer in charge with the assistance of an Italian Liaison Officer in the same manner in which regular traffic is moved.
- (4) All aircraft will be landed, parked, off-loaded and serviced in the same manner in which scheduled aircraft are handled.
- (5) Information is desired as to the extent that service ~~18%~~ ^{18%} be rendered to Italian aircraft and whether or not they are to be based, R.O.M. or to be based at Rome-Littorio. If they are to be based, a small maintenance detachment similar to that maintained by British Staging Post will likely be necessary.

2. The attached copy of your proposed services is in agreement with this Headquarters.

For the Commanding General:

(Signed) CHARLES N. McDERMOTT,
Lt. Col., Air Corps,
Adjutant.

Copy to Commanding Officer, MATS, Airbase No. 1.

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

TO: COMMANDING GENERAL, M.A.T.S.
COPY: A.F.S.C. A.C.C. ROME.
A.F.S.C. A.C.C. NAPLES.

DATE: 26th August 1944.

REF: AFSC/4/AIR.

With reference to H.Q. M.A.A.F. Signal O.731 of the 24th August 1944, attached herewith is a statement showing the extent to which the Italian Air Ministry require to use Littorio Airport for the Italian Courier Service.

2. It is noted that the aircraft are to be controlled and processed as all other aircraft are at present. It would be appreciated if a copy of your instructions for the control and processing of aircraft could be handed to this Sub-Commission, and we will then take steps to have it translated into Italian and its contents made known to all pilots of the courier service.

3. Your agreement to the services as shown in the attached paper is requested. When this has been given we will notify you and the Officer Commanding Littorio Airport the date on which the services will commence.

W.A.B. Bowen-Buscarlet.

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

BARI.

25TH AUGUST 1944.

SUBJECT: TIME-TABLE OF AIRCRAFT ARRIVALS AND DEPARTURES.

With reference to your questions on the subject of Courier Services to and from Rome, the following time-table is proposed:-

LECCE - ROME (Daily).

D. 1530	ROME	A. 1115
A. 1515	NAPLES	D. 1030
D. 1645		A. 1000
A. 1735	BARI	D. 0910
D. 1805		A. 0840
A. 1845	LECCE	D. 0800

ROME - PALERMO. Monday - Wednesday - Friday.

D. 0945	ROME	A. 1655
A. 1030	NAPLES	D. 1610
D. 1100		A. 1540
A. 1220	PALERMO	D. 1430

ROME - CAGLIARI. Tuesday - Thursday - Saturday.

D. 1000	ROME	A. 1700
A. 1130	CAGLIARI	D. 1530

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2. The above time-table has been laid down so as to enable all aircraft to return to the base at Lecce after the completion of each respective journey and in 4 days. This is necessary because no aircraft maintenance units exist in Rome, Cagliari or Palermo. It will be seen, therefore, that the aircraft will carry out the following itineraries:

(a) The aircraft which leaves Lecce for Rome on Sunday will continue to Palermo and will return to Rome on Monday. It will remain in Rome all Tuesday as reserve aircraft, and return to Lecce on Wednesday.

(b) The aircraft which leaves Lecce for Rome on Monday will proceed onwards to Cagliari on Tuesday and will return to Rome where it will remain in reserve on Wednesday returning to Lecce on Thursday, and so forth with the cycle.

D. 1345
 A. 1735
 D. 1305
 A. 1845

NAPLES D. 1030
 A. 1000
 BARI D. 0910
 A. 0840
 LECCE D. 0800

ROME - PALERMO. Monday - Wednesday - Friday.

D. 0945
 A. 1030
 D. 1100
 A. 1220

ROME A. 1655
 NAPLES D. 1610
 A. 1540
 PALERMO D. 1430

ROME - CAGLIARI. Tuesday - Thursday - Saturday.

D. 1000
 A. 1130

ROME A. 1700
 CAGLIARI D. 1530

2. The above time-table has been laid down so as to enable all aircraft to return to the base at Lecce after the completion of each respective journey and in 4 days. This is necessary because no aircraft maintenance units exist in Rome, Cagliari or Palermo. It will be seen, therefore, that the aircraft will carry out the following itineraries:

(a) The aircraft which leaves Lecce for Rome on Sunday will continue to Palermo and will return to Rome on Monday. It will remain in Rome all Tuesday as reserve aircraft, and return to Lecce on Wednesday.

(b) The aircraft which leaves Lecce for Rome on Monday will proceed onwards to Cagliari on Tuesday and will return to Rome where it will remain in reserve on Wednesday returning to Lecce on Thursday, and so forth, with the only exception -

(c) The aircraft which leaves Lecce on Saturday will remain in Rome on Sunday and Monday, and will return to Lecce on Tuesday.

3. The longest run is the itinerary (a) above which will involve eight hours forty minutes of flying time before returning to base. This can easily be done without major maintenance when returning.

4. It will be observed that there will always be one aircraft in Rome in reserve for any eventuality.

5. No additional aircraft over and above those now in use on courier services will be required to carry out the new time-table.

6. It will be noted that a passenger from Rome to Cagliari will now not have to travel by the longer route via Lecce, Catania and Palermo, but will fly to Cagliari direct, thus saving considerable time.

AIRGRAM

FROM:-

AIR FORCES SUB-COMMISSION, R.A.F. BARI.

TO:-

AIR FORCES SUB-COMMISSION, R.A.F. ROME.
AIR FORCES SUB-COMMISSION, R.A.F. NAPLES.

Copy to H.Q. 242 GROUP, R.A.F. C.M.F. for Wing Commander CLIFT.

A. 929 CONFIDENTIAL

1st. SEPTEMBER, 1944.

FOLLOWING RECEIVED FROM H.Q. M.A.A.F. AND REPEATED M.A.T.S.;

BEGINS:- TO ALLIED CONTROL COMMISSION, COPY TO M.A.T.S. REF O.796
30TH. AUGUST, 1944 (.) SECRET (.) FURTHER YOUR A/CC 500 10th. AUGUST (.)
REQUEST CONTAINED PARA. 7 NOW BEEN CONSIDERED (.) AGREED IN PRINCIPLE
WITH M.A.C.A.F. THAT AIRCRAFT AT PRESENT EMPLOYED IN ITALIAN AIR FORCE
SEA FLANE WING TARANTO CAN BE LENT TO YOU (.) AIRCRAFT ON LOAN TO BE
PLACED UNDER OPERATIONAL CONTROL A.C.C. FOR SUGGESTED COURIER FLIGHTS (.)
REQUEST YOU SUBMIT DETAILED PROPOSALS OF THE COURIER SERVICE BEFORE ANY
APPROVAL FOR USE OF THESE AIRCRAFT ON COURIER SERVICES IS GRANTED BY THIS
HEADQUARTERS (.) ENDS (.) NO ACTION BEING TAKEN, THIS H.Q. OR BY CLIFT (.)

ACTION

181

Henry. g/c

for Air Vice-Marshal,
Air Officer Commanding.
TO BE ENCRYPTED
IF SENT BY W/T

T.O.O. 011254B. A.C.C.

HEADQUARTERS

2 SEP 1944



Action: AIR SC (2)

INFO: SECY GEN

ADJUTANT

BEGINS:- TO ALLIED CONTROL COMMISSION, COPY TO M.A.T.S. REF 0.796
 30TH. AUGUST, 1944 (.) SECRET (.) FURTHER YOUR A/CC 500 10th. AUGUST (.)
 REQUEST CONTAINED PARA. 7 NOW BEEN CONSIDERED (.) AGREED IN PRINCIPLE
 WITH M.A.C.A.F. THAT AIRCRAFT AT PRESENT EMPLOYED IN ITALIAN AIR FORCE
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181

ACTION

HEADQUARTERS

7 SEP 1944

T.O.O. 011254B. A.C.C.

for Air Vice-Marshal,
 Air Officer Commanding.
 TO BE ENCRYPTED
 IF SENT BY W/T



Action: AIR SC (2)
 INFO: SECY GEN
 ADJUTANT
 A/CC
 FILE

Diagram
 200000
 021435

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

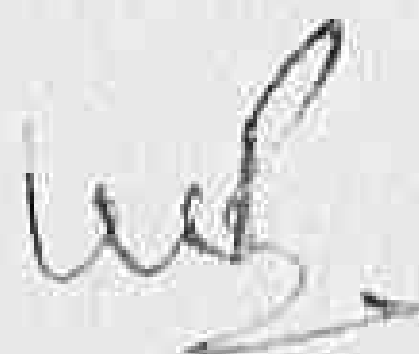
TO: OFFICER COMMANDING,
LITTONIO AIRFIELD.

DATE: 29th August 1944.

REF: AFSC/H/A/AIR.

With reference to my letter of even reference and date, the attached is the schedule proposed by the Italian Air Ministry, together with notes, which has been approved by H.Q. M.A.T.S.

2. I should be very much obliged if you would let me know if anything goes wrong, and also whether we can help you in any respect.



W.A.S. BOWER-BUCKNALL,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

FROM: AIR FORCE AND NAVY,
JULIA OFFICE, DEPARTMENT,
ROME.

TO: ITALIAN AIR MINISTRY.

ON: COMMANDING GENERAL, A.A.T.O. RAPID,
COMMISSIONING OFFICE, LIVERPOOL,
AIR FORCE AND NAVY, A.A.T.O. RAPID,
AIR FORCE AND NAVY, A.A.T.O. RAPID,

DATE: 29th AUGUST 1944.

REF: AIR/12/1/1/1.

ITALIAN COMMISSIONING OFFICE, LIVERPOOL.

I have to inform you that the Commanding General, A.A.T.O. RAPID, has agreed to the Italian Air Force Commissioning Office, LIVERPOOL, provided that the aircraft loads are controlled and processed on all other aircraft are at present.

2. While on my way from Rome to Rome I called in at U.S. A.A.T.O. and they have agreed to the personnel of General Commissioning Office, LIVERPOOL, for the following time-table:

LEADS - ROME (Daily).

D.	1530	ROME	A. 1445
A.	1645	ROME	D. 1530
D.	1645	ROME	A. 1530
A.	1735	ROME	D. 1645
D.	1805	ROME	A. 1645
A.	1835	ROME	D. 1805

ROME - PALERMO. MONDAY - WEDNESDAY - THURSDAY.

D.	0945	ROME	A. 1635
A.	1030	ROME	D. 1610
D.	1100	ROME	A. 1540
A.	1220	ROME	D. 1530

ROME - PALERMO. FRIDAY - SATURDAY - SUNDAY.

D.	1000	ROME	A. 1700
A.	1130	ROME	D. 1530

I have to inform you that the Commanding General M.A.F.O. has agreed to the Italian Air Command leaving landing at Liborio, provided that the aircraft loads are controlled and processed on all other aircraft are at present.

2. While on my first visit to Rome I called in at M.A. M.A.F.O. and they have agreed to the proposal of General Piccinini for the following time-table:

<u>ROME - ROMA (Italy)</u>	
D. 1530	A. 1145
A. 1645	D. 1630
D. 1645	A. 1640
A. 1735	D. 1640
D. 1855	A. 1840
A. 1945	D. 1900
<u>ROME - PALERMO. MONDAY - WEDNESDAY - FRIDAY.</u>	
D. 0845	A. 1635
A. 1030	D. 1610
D. 1155	A. 1540
A. 1240	D. 1630
<u>ROME - GENOVA. THURSDAY - SATURDAY - SUNDAY.</u>	
D. 1000	A. 1735
A. 1130	D. 1530

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3. This Service may be inaugurated immediately, but it is requested that this Headquarters in Rome and Rome may be informed as soon as this is done.

4. As regards the controlling and processing of the aircraft loads, the necessary forms have been passed to you under cover of this M.A.F.O. from Letter AMO/3/4/AM dated 27th August 1944. It will be realized that M.A.F.O. are granting a considerable service to both the Italian Air Force, the Government, and the Italian Nation, and it is essential that the rules and regulations for the filling in of these forms should be strictly observed. However M.A.F.O. reserve the right to use the aircraft for any load of their own if the aircraft is not already fully loaded.

Continued /2...

Rome

I have to inform you that the Commanding General M.A.F.S. has agreed to the Italian Air Carrier Services landing at L'Aeroporto, provided that the aircraft lands are controlled and processed as all other aircraft are at present.

2. While on my first tour to Rome I called in at M.A.F.S. and they have agreed to the proposal of General Piccolomini for the following time-table:

ROME - NAPLES (Daily)

D.	1530	ROME	A. 1145
A.	1615	NAPLES	D. 1030
D.	1645		A. 1000
A.	1735	ROME	D. 0940
D.	1805		A. 0840
A.	1845	ROME	D. 0800

179

ROME - PALERMO. MONDAY - WEDNESDAY - FRIDAY.

D.	0845	ROME	A. 1635
A.	1030	PALERMO	D. 1540
D.	1400		A. 1540
A.	1230	PALERMO	D. 1630

178

ROME - CAGLIARI. MONDAY - THURSDAY - SATURDAY.

D.	1000	ROME	A. 1700
A.	1130	CAGLIARI	D. 1530

3. This service may be inaugurated immediately, but it is requested that this Headquarters be kept and that may be informed as soon as this is done.

4. In regards to controlling and processing of the aircraft lands, the necessary forms have been passed to you under cover of this M.A.F.S. letter dated 27th August 1944. It will be recalled that M.A.F.S. are granting a considerable service to both the Italian Air Force, the Government, and the Italian Nation, and it is essential that the rules and regulations for the filling in of these forms should be rigidly observed. However M.A.F.S. reserves the right to use the aircraft for any kind of duty even if the aircraft is not already fully loaded.

Continued /2...

Rome

5. It is also to be emphasized that the Italian aircraft using Litorio Airfield are to conform rigidly with the aircraft control procedure, and are to be under the orders of the Officer Commanding Litorio Airfield while they are on the ground.

6. In order that this should function correctly, it is essential that an Italian Air Force Officer who can speak English is attached to the Officer Commanding Litorio Airfield, and it is requested that this may be done immediately.

William. Burg.

M. A. B. JONES-BUSCHMAN,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

17178

BARI. 25th August 1944.

COPY.

SUBJECT: TIME-TABLE OF AIRCRAFT ARRIVALS AND DEPARTURES.

With reference to your questions on the subject of Courier Services to and from Rome, the following time-table is proposed:-

Lecce - Rome (Daily).

D.1530	ROME	A.1115
A.1615	NAPLES	D.1030
D.1645		A.1000
A.1735	BARI	D.0910
D.1805		A.0840
A.1845	LECCE	D.0800

ROME - PALERMO. Monday - Wednesday - Friday.

D.0945	ROME	A.1655
A.1030	NAPLES	D.1610
D.1100		A.1540
A.1220	PALERMO	D.1430

ROME - CAGLIARI. Tuesday, Thursday - Saturday.

D.1000	ROME	A.17000
A.1130	CAGLIARI	D.1530

2. The above time-table has been laid down so as to enable all aircraft to return to the base at Lecce after the completion of each respective journey and in 4 days. This is necessary because no aircraft maintenance units exist in Rome, Cagliari or Palermo. It will be seen, therefore, that the aircraft will carry out the following itineraries:-

(a) The aircraft which leaves Lecce for Rome on Sunday will continue to Palermo and will return to Rome on Monday. It will remain in Rome all Tuesday as reserve aircraft, and return to Lecce on Wednesday.

(b) The aircraft which leaves Lecce for Rome on Monday will proceed onwards to Cagliari on Tuesday and will return to Rome where it will remain in reserve on Wednesday returning to Lecce on Thursday, and so forth, with the only exception -

(c) The aircraft which leaves Lecce on Saturday will remain in Rome on Sunday and Monday, and will return to Lecce on Tuesday.

3. The longest run is the itinerary (a) above which will involve eight hours forty minutes of flying time before returning to base. This can easily be done without major maintenance when returning.

4. It will be observed that there will always be one aircraft in Rome in reserve for any emergency.

176

A.1815 LECCE D.0800

ROME - PALERMO. Monday - Wednesday - Friday.

D.0945 ROME A.1655

A.1030 NAPLES D.1610

D.1100 A.1540

A.1220 PALERMO D.1430

ROME - CAGLIARI. Tuesday, Thursday - Saturday.

D.1000 ROME A.17000
A.1130 CAGLIARI D.1550

2. The above time-table has been laid down so as to enable all aircraft to return to the base at Lecce after the completion of each respective journey and in 4 days. This is necessary because no aircraft maintenance units exist in Rome, Cagliari or Palermo. It will be seen, therefore, that the aircraft will carry out the following itineraries:

(a) The aircraft which leaves Lecce for Rome on Sunday will continue to Palermo and will return to Rome on Monday. It will remain in Rome all Tuesday as reserve aircraft, and return to Lecce on Wednesday.

(b) The aircraft which leaves Lecce for Rome on Monday will proceed onwards to Cagliari on Tuesday and will return to Rome where it will remain in reserve on Wednesday returning to Lecce on Thursday, and so forth, with the only exception -

176

(c) The aircraft which leaves Lecce on Saturday will remain in Rome on Sunday and Monday, and will return to Lecce on Tuesday.

3. The longest run is the itinerary (a) above which will involve eight hours forty minutes of flying time before returning to base. This can easily be done without major maintenance when returning.

4. It will be observed that there will always be one aircraft in Rome in reserve for any eventuality.

5. No additional aircraft over and above those now in use on courier services will be required to carry out the new time-table.

6. It will be noted that a passenger from Rome to Cagliari will now not have to travel by the longer route via Lecce, Catania and Palermo, but will fly to Cagliari direct, thus saving considerable time.

35A

From : Air Forces Sub Commission, ACC. Rome

To : Italian Air Ministry, for Lt. Col. Tioli.

Date : 27th August 1944

Ref. : APSC/R/4/AIR.

I.A.F. PASSENGERS FROM LITTORIO

Further to the interview with S/L Ellis & Col. Keeney of M.A.T.S. enclosed herewith the two forms drafted to meet the present situation.

2. These form should be self-explanatory and are to be used on all occasions in respect of passenger planes leaving Littorio.
3. The form which will be the register of passengers to depart should be prepared in duplicate the copy being kept for your records and one handed to M.A.T.S. Central Office in Rome.
4. It should be noted if a plane is scheduled to leave in the afternoon, the form must be addressed to M.A.T.S. Central Office before 12.00 noon & if the plane is scheduled for the morning the form must be delivered before 17.00 hours the previous afternoon.
5. Has it been possible to do anything about Col. Keeney's request for an English speaking Liaison Officer?

175.

J. WALTON, S/LDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

HEADQUARTERS
MEDITERRANEAN AIR TRANSPORT SERVICE
AIR BASE NUMBER ONE
APO 512

T/PRP/MS

19 AUGUST 1944

SUBJECT: ITALIAN AIR COURIER SERVICE.

TO : HEADQUARTERS, MAAF, APO 650 C/O US ARMY.

1. THIS HEADQUARTERS HAS NO OBJECTION TO THE ITALIAN AIR COURIER SERVICE LANDING AT LITTORIO AIRFIELD (REFERENCE YOUR LETTER MAAF/1554/1/ORG DATED 16 AUGUST 1944) PROVIDED THESE AIRCRAFT LOADS ARE TO BE CONTROLLED AND PROCESSED AS ALL OTHER AIRCRAFT ARE AT PRESENT.

FOR THE COMMANDING GENERAL:

CHARLES W. MC.DERMOTT,
LT. COL., AC,
ADJUTANT.

Charles W. McDermott
TRUE COPY

A 126

95/8

174

LOOSE MINUTE.

33A

TO: ~~ACTING CHIEF COMMISSIONER,~~
~~HEADQUARTERS, A.C.C. ROME.~~

Would you consider whether the time is not now ripe for a reminder to H.Q. A.A.I. about the Italian Air Force Courier Services to Rome. Now that "Anvil" is launched I cannot see that there will be any objection to the use of Lido a Roma for float planes and perhaps one of the more outlying aerodromes in the Rome area for land planes. I have a feeling that our efforts to use Littorio and Ciampina, except for V.I.P.'s will always be resisted.

→ W.A.B. Bowen-Buescaulet
Yes - pls do
S-

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

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

Date: 19th August 1944.

Ref: AFSC/1/AIR.

Major Doe

Please put up last

letter on this subject signed 173

A/C

J.A.G.

Hacanth

(95)

3/A

HEADQUARTERS
MEDITERRANEAN AIR TRANSPORT SERVICE
APO 512

T/PRP/dd

16 August 1944

SUBJECT: Air Service Operated by Aeronautica Italia, Catania, Palermo
and Cagliari.

TO : Allied Control Commission, Sub-Air Committee, APO 777, U.S.
Army (Attn: Col. Eliot).

7 Forward to BARI

1. As of this date we have not received any reply to our letter dated 21 July 1944, subject "Air Service Operated by Aeronautica Italia, Catania, Palermo and Cagliari", which requested information from you as to authority for this operation, which has not been coordinated with M.A.T.S.

2. It is necessary that this information be furnished this Headquarters as soon as possible.

For the Commanding General:

Charles M. McDERMOTT
CHARLES M. McDERMOTT,
Lt. Col., Air Corps,
Adjutant.

*Copy sent to Bure.
for AOC to Action in Bure.
1W
23/8/44*



172

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, ROME.
TO: H.Q. M.A.A.F. C.W.F. S.B.O.

CONFIDENTIAL RA.125 21ST AUGUST (.) FOR BAKER FROM BUSCARLET
(.) QUESTION OF ITALIAN COMBAT SERVICE TO ROME HAS NOW ASSUMED SOME
CONSIDERABLE IMPORTANCE AND I AM CONSTANTLY BEING IMPORTUNED BY
ITALIAN GOVERNMENT ARMY SUB-COMMISSION ITALIAN AIR MINISTRY AND
ALLIED CONTROL COMMISSION TO HAVE THIS SERVICE INADEQUATE ON A
PROPER BASIS (.) AM INFORMED GUIDONIA (H) GUIDONIA AIRFIELD NOW
VACANT (.) ALTHOUGH THIS IS SOME DISTANCE FROM ROME IT WOULD BE
SUITABLE (.) WOULD BE GRATEFUL ANYTHING YOU CAN DO TO HELP (.)

TO BE ENCRYPTED
IF SENT BY V/T.

T.O.O. 211645H

PRIORITY: IMPORTANT.

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

171

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, ROME.
TO: H.Q. M.A.A.P. C.M.P. S.S.O.

CONFIDENTIAL RA.125 21ST AUGUST (.) FOR BAKER FROM BUECARLET
(.) QUESTION OF ITALIAN COMING SERVICE TO ROME HAS NOW ASSUMED SOME
CONSIDERABLE IMPORTANCE AND I AM CONSTANTLY BEING IMPORTUNED BY
ITALIAN GOVERNMENT ARMY SUB-COMMISSION ITALIAN AIR MINISTRY AND
ALLIED CONTROL COMMISSION TO HAVE THIS SERVICE INAUGURATED ON A
PROPER BASIS (.) AM INFORMED GUIDONIA (R) GUIDONIA AIRFIELD NOW
VACANT (.) ALTHOUGH THIS IS SOME DISTANCE FROM ROME IT WOULD BE
SUITABLE (.) WOULD BE GRATEFUL ANYTHING YOU CAN DO TO HELP (.)

TO BE ENCRYPTED
IF SENT BY W/T.

T.O.O. 2116.5B

PRIORITY: IMPORTANT.

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

171

LOOSE MINUTE.

TO: ACTING CHIEF COMMISSIONER,
HEADQUARTERS, A.C.C. ROME.

Would you consider whether the time is not now ripe for a reminder to H.Q. A.A.I. about the Italian Air Force Courier Services to Rome. Now that "Anvil" is launched I cannot see that there will be any objection to the use of Lido a Roma for float planes and perhaps one of the more outlying aerodromes in the Rome area for land planes. I have a feeling that our efforts to use Littorio and Ciampina, except for V.I.P's will always be resisted.

W.B.

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

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

Date: 19th August 1944.

Ref: AFSC/4/AIR.

AIR FORCES SUBCOMMISSION
ALLIED CONTROL COMMISSION
ROME OFFICE

Rome, August 1944, the 1st.

A: Ministro dell'Aeronautica

Facendo riferimento alla Vostra del 31 Luglio u.s. Prot. N° 1447/ S, Vi informiamo che faremo il possibile per ottenere la disponibilità degli aeroporti di Castel Fusano e di Civitavecchia ma temiamo che ciò non sarà possibile, almeno per un certo tempo.

Ci riserviamo di darvi ulteriori informazioni non appena avremo ottenuta una risposta a proposito dell'aeroporto di Centocelle.

W.A. BOWEN BUSCARLET
AIR VICE MARSHAL
AIR OFFICER COMMANDING

170

AIR FORCES SUBCOMMISSION
ALLIED CONTROL COMMISSION
ROME OFFICE.

31 July 1944

To: Vice Marshal Bowen Buscarlet
A.C.C. Rome.

According to the conferences held yesterday, it is our understanding that:

1.) The sea plane aerodrome of Ostia can't be used because all this area on the right side of the Via del Mare is at the disposal of the Allied Authorities, which, for non specified military reasons, have also evacuated the civilians.

2.) The emergency landing field that the Germans built behind the town of Ostia, between the road and the pinetress wood of Castel Fusano, is at present occupied by a dozen American twin-engined planes. This field on which heavy planes could take off and land, would be exactly what we need.

3.) The works to be done on the Centocelle Airfield, will not be taken up until assurance be given about this Airfield being given back to the I.A.F.

4.) Considered therefore the small number of planes acting on the Castel Fusano Airfield, it is kindly requested that permission be given to the I.A.F. to use this Air field, or the Guidonia Air field that is completely free.

169

IL MINISTRO GENERALE
B.A. PIACENTINI

X4 R.C.

INCOMING SIGNAL

A 719 FOR COLONEL ELIOT FROM AFSC BARI

REFERENCE YOUR AIR/R/12 OF 4TH JULY . WE HAVE NO OBJECTION
TO THE USE OF CIAMPINO AIRPORT INSTEAD OF LITTORIO .
PERMISSION FOR THE ITALIAN AIR FORCE TO INCLUDE ROME IN THEIR
POSTAL SERVICE HAS BEEN GIVEN BY MATS COMMAND IN LETTER 24.6.44.

AFSC/R/4 AIRC)

TO: THE MINISTER.

93A
✓

With reference to your two letters 4258/SG/17 of the 21st July and 4259/SG/17 of the same date, I have received so little sympathy as regards Italian Courier Services from R.A.A.F. that I feel that it would be a waste of time for me to take it up except on a very high level. I therefore propose to see the Chief Commissioner A.C.C. when I go to Rome towards the end of next week, and to put the whole question up through him.

W.A.B. Bowen-Biscarlet

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

Air Forces Sub-Commission,
Allied Control Commission.
Ref: AFCC/4/111.
Date: 23rd July 1944.

HEADQUARTERS
MEDITERRANEAN AIR TRANSPORT SERVICE
APO 512

EX/RTZ/jc

22A

23 July 1944

SUBJECT: Air Service operated by Aeromontice Italia, Catania, Palermo and Cagliari.

TO : Allied Control Commission, Sub-Air Committee, APO 777,
U.S. Army. (Attn: Col. Elliot).

1. This Headquarters has learned that Aeromontice Italia is operating frequent service, up to as many as four flights a day, between Catania, Palermo and Cagliari. The traffic on this line is reported to be a large proportion of civilians.

2. Under the provisions of MAF Directive, 22 March 1944, Subject, Operations of Mediterranean Air Transport Service and Associated Air Transport Carriers, copy enclosed, MATS is charged with responsibility for the coordination and direction of all air transport activities within the limits of the demands jurisdiction of the C in C, MAF. Since the above service was not coordinated or authorized by MATS, information is requested as to the authority for this operation.

3. It will be appreciated if you will kindly inform all Italian air transport activities of the requirements under MAF Directive of 22 March 1944.

For the Commanding General

GEORGE W. COHN Jr.
Captain, Air Corps,
Asst Adjutant.

166

1 Incl:

MAF ltr 22 March 1944.

WAR DEPARTMENT
AAF FORM NO. 20-A
REVISED 6-1-43

ARMY AIRWAYS COMMUNICATIONS SYSTEM
MESSAGE FORM (Originator)

The transmission of the following message is authorized. By order of the C.O. (Signature of Authorized originator) Lauber		
CRYPTO SECTION ACTION	MESSAGE CENTER RECEIPT	ORIGINATOR
SENT IN SECRET ☐ CONFIDENTIAL ☐ RESTRICTED ☐	ROUTING	DATE 22 July 1944
CRYPTOGRAPHY BY		CLASSIFICATION SECRET ☐ RESTRICTED ☐
DATE/TIME		CONFIDENTIAL ☐ CLEAR ☐
MESSAGE NUMBER	A D D R E S S E E S ACTION C.G. M.A.T.S., Naples INFORMATION Copy to Col. Eliot, A.C.C., Rome	PRECEDENCE

A maximum of Three Italian aircraft are to be intermittently based at Littorio. They will be used by the Prime Minister and the Royal House, on V I P missions only. Italian courier service between Littorio and Bari is to be suspended until negotiations between Hqs. M.A.T.S. and A.C.C. are completed. The Italians are seeking to extend their courier service to other points. For the present all other official Italian Air movement will be by M.A.T.S. Schedule air transport when authorized by proper Allied agency.

KENNEY

Other
MAG 310

165

THE SECURITY OF THIS MESSAGE WILL BE SAFEGUARDED ACCORDING TO AR380-5:40, 41, 42.

AIR FORCES SUB-COMMISSION
ALLIED CONTROL COMMISSION
ROME OFFICE.

19A
July 22nd 1944.

To: AIR FORCES SUB-COMMISSION, BARI
Subject: Italian Air Lines to Rome.
Ref: AFSC/R/4 Air.

1. Attached are copies of ~~the~~ correspondence on Italian planes at Littorio airfield.
2. You will note that they are very definitely tightening and in most cases wish to have MATS planes used, wherever possible. Keeney is doing everything he can to cooperate and we should do our share pending final decision as to what we can have in and out of Littorio and other Rome fields.
3. You can realize the justice of Col. Keeney's complaint when you find extra and unexpected planes are coming to his field. For example yesterday Colonel Francois dispatched Major Vassello to Rome, merely for the purpose of looking over the question of air transport between Rome and Bari. Neither Keeney nor General Cappa's nor our office knew of his expected arrival or of his planned visit.
4. In view of the above it is suggested that you caution all concerned in the I.A.F. to comply fully with the spirit of present instructions pending final decision.
5. In this connection, General Cappa is apparently endeavouring to get GENTOCCELLI airfield and put it in shape for the I.A.F. Meanwhile he desires that arrangements be made with MATS to have at both the BARI and ROME ends a permanent seat for one courier and sufficient space for 200 kilograms (4 bags) of mail. If you are agreeable to this request I suggest that you make the arrangements with MATS.

164

DEPUTY DIRECTOR.

ENCL.

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

TO: HEADQUARTERS,
E.A.A.F. C.M.F.

DATE: 22nd July 1944.

REF: AFSC/1/AIR.

With reference to para 5 of H.Q. E.A.A.F. letter S.47/1/Air dated 16th July 1944, attached herewith two copies of the details of Italian Air Force Courier Transport sorties flown during the month of June 1944. A rough analysis of the 243 sorties shows that they may be split up as follows:

Authorized Courier Services	134 sorties.
I.A.F. Domestic Flights.	75 sorties.
Italian Government Flights.	34 sorties.

2. A detail of the authorized Italian Courier Services was forwarded to you in this H.Q.'s Postagram 4/AIR dated 16th June 1944, and to this should be added a further tri-weekly service from Lecce to Crotone and return.

3. It will thus be seen that the number of sorties carried out by the Courier Services is not in excess to those authorized.

4. As regards the Italian Air Force Domestic Flights, a large number of these have certainly been undertaken, although many of them have been in connection with the operating of the Italian Operational Training Unit at Vesuvius, and additional flights have also taken place to Nuova for the purpose of conveying urgent spares in order to keep the Macchi Fighters serviceable. This also includes flights by the Minister for Air and V.I.P.'s. In view of the fall of Rome there has, of necessity, been an increase in the number of flights for this purpose.

5. The Italian Government Flights have been carried out by the flight of three aircraft based at Montecorvino, which is fully authorized.

W.A.B. Bowen-Busfield

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

163

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

1404

15A

TO: AIR FORCES SUB-COMMISSION ACC ROME
SIGNAL MESSAGE CENTER No: N31/22
FROM: AIR FORCES SUB-COMM ACC BARI CLASSIFICATION: CONFIDENTIAL
REFERENCE No: A/11 PRECEDENCE: IMPORTANT
DATE AND TIME OF ORIGIN: JUL21 OFFICE OF ORIGIN:

FOR ELIOT FROM BASCARLET. AUTHORITY HAS BEEN DELEGATED TO ME BY MATS TO AUTHORIZE FLIGHTS OF GENERAL PIACENTINI AND OTHER ITALIAN VIP BETWEEN BARI AND LITTORIA ON CONDITION THAT THEY ARE NOT MORE FREQUENT THAN TWICE WEEKLY IN EACH DIRECTION AND THAT I SIGNAL MATS AND COMMANDING OFFICER LITTORIO IN ADVANCE ON EVERY OCCASION STATING I HAVE AUTHORIZED THE FLIGHT. SIGNAL CONTAINING THIS AUTHORITY IS CITE 310 MATS TO AFSC YOU ARE HEREBY PERMITTED TO AUTHORIZE RETURN FLIGHTS UNDER THE ABOVE CONDITIONS BUT YOU MUST REALIZE THAT THESE MUST BE VERY STRICTLY ADHERED TO. THIS DOES NOT AFFECT THE PRESENT COURIER SERVICE FOR WHICH WE ALREADY HAVE MATS AUTHORITY

ACC DIST

ACT- AIR FORCES SC 2

INF- A/CC

FILE 2

FLOAT

162



DATE and Time of RECEIPT JUL221520

Distribution:

TO: THE MINISTER.

I have been instructed by H.Q. M.A.A.F. to obtain full details of the 243 Courier Transport sorties flown during the month of June. This is required as a matter of urgency, and I should be grateful if you could let me have these details as soon as possible.

W.A.B. DOWEN-BUSCARLET

W.A.B. DOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission.
Ref: AFSC/D.3/AIR.
Date: 12th July 1946.

AIR FORCES SUBCOMMISSION
ALLIED CONTROL COMMISSION
ROME OFFICE

13A

July 18th 1944

To: General Cappa, Gabinetto del Ministro, R.A.
Subject: Littorio Airport.

Dear General Cappa,

The Italian Aircraft at present based on, or using Littorio Airport have, as is known, no other authority to use that'drome than the good will of the airport commander who, in giving his permission is disregarding instructions from higher authority.

In order to make possible the orderly running of this airport it is essential that measures be taken immediately to ensure closest collaboration between Italian Air Force personnel concerned and the airport command. These measures should comprise:

- a. The permanent attachment to Littorio airport of an officer having a working knowledge of the English language.
- b. Orders to all aircrews using Littorio to report their arrival and departure on the field to the liaison officer mentioned in a. above
- c. Orders that these aircrew should leave their addresses and telephone numbers with said liaison officer so that they can be advised immediately should it become necessary to move their aircraft on the field.
- d. The placing of a guard tent and of guards on Littorio airfield, in the dispersal area assigned to the I.A.F.
- e. Strictest compliance with the orders of the Allied Commander with regard to take-off and landing procedure, dispersal points, etc.

It is essential that everything be done to ensure the smooth working of the present, wholly temporary arrangement. Would you therefore be kind enough to give this matter your immediate personal attention?

160

A.V. Eliot
Colonel, Signal Corps, Deputy Director

INCOMING SIGNAL

O 739

FOR BUSCARLET FROM WALTON.

EXTRACTS FROM SEMI-OFFICIAL LETTER GENERAL BROWNING-
ARMY SUB-COMMISSION.1. st REQUEST YOUR HELP OBTAIN AIRCRAFT MARSHAL OF ITALY MESSE
AND TWO OTHERS SIMILAR ONES SHOULD BE POSTED TO LITTORIOAIRPORT FOR DISPOSAL OF WAR MINISTRY AND M.M.I.A.
MESSE'S AIRCRAFT IS AT PRESENT STATIONED AIRPORT GALLATINA
NEAR HERE AND I HAVE USED IT ON MANY OCCASIONS WHEN IT
PROVED MOST USEFUL.2. I HAVE BEEN INFORMED THAT 3 AIRCRAFT ARE AT PRESENT FLYING
A SERVICE FROM GALLATINA TO SARDINIA VIA CROTONE CATANZARO.I WOULD LIKE THESE TO GO TO WORK FROM LITTORIO AIRPORT
INSTEAD OF FROM GALLATINA. AS FROM 16TH JULY. INSTEAD OF
MONTECORVINO ?? CHOSE CAPODICHINO SINCE WE HAVE A LOT OF WORK
IN NAPLES AND PRACTICALLY NONE AT SAHERNO. THESE AIRCRAFT
HAVE NOTHING TO DO WITH THOSE MENTIONED ABOVE.THE LETTER CONTINUES IN GENERAL TERMS ABOUT DIFFICULTIES OF
COMMUNICATIONS.

AIR FORCES SUB-COMMISSION
ALLIED CONTROL COMMISSION
ROME OFFICE

July 12th 1944.

To: Chief Staff Officer,
Allied Control Commission, ROME.

AFSC/R/4 Air.

1. With reference to your A/CC500 of July 7th 1944, and to the attached correspondence. The matter has already been taken up by me and the following reply has been received:-

"From Baker. Cite M24146, Due to crowded conditions at present at Littorio and Ciampino and fact that these conditions will exist for next two or three months regret that it is impossible to allow either normal transport courier service I.A.F. or the Italian Government Communications flight to use either of these airfields. Approval for flights of VIP repeat VIP of Italian Government to Rome area should be made to this Headquarters in each individual case".

2. I am afraid that this disposes of this matter for the moment; but I intend to take the matter up very strongly with NAAF when I go there on Sunday next. General Piacentini must be free to move from Rome to Naples and vice versa, or we shall get no results at all from the Italian Air Force. From my own observation the conditions existing at any rate at Littorio do not justify such an uncompromising attitude.

W.A.B. Bowen

W.A.B. BOWEN BUSCARLET
AIR VICE-MARSHAL
AIR OFFICER COMMANDING 158

ALLIED CONTROL COMMISSION -AIR FORCE SUB COMMISSION-

Personale della Squadra assistenza velivoli autorizzato ad accedere
agli Aeroporti di CIAMPINO e LITTORIO

Personal of the Courier Unit-Italian Air Forces- authorized to access
CIAMPINO and LITTORIO Airports.

TONNINI GINO	-Capitano
CIAMARRA LUIGI	-Sottotenente
SIGNETTI RENATO	-Serg. Maggiore
CINQUE GIOVANNI	-1° Aviere
LEO SABATO	-Aviere Scelto
CARUSO NUNZIO	-Aviere Scelto
GERETTO ALBERTO	-Aviere Scelto
PAIOLA NICOLA	-Aviere
MANGO VINCENZO	-Autista

The Italian Air Force Courier Service to Rome from Naples has
been authorized by Commanding General M.A.T.S. and approved by
Hq. M.A.A.F.

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R/4/Aie

DEPUTY DIRECTOR

TO : AIR FORCES SUB-COMMISSION, ROME

9. 739 10th July 1944 (.) FOR A.V.M. BOWEN BUSCARLET (.)
 HEREWITH EXTRACT FROM D.O.O. LETTER FROM GENERAL BROWNING OF ARMY SUB-COMMISSION (.)
 BEGINS (.) I SHOULD BE MOST GRATEFUL IF YOU COULD HELP ME IN THIS MATTER
 BY ARRANGING THAT MARCEL MESSE'S OWN PLANE AND (SAC) TWO OTHER SIMILAR
 ITALIAN PLANES COULD BE LOCATED AT THE LITTORIO AIRFIELD BASE AT THE DISPOSAL
 OF THE MINISTRY OF WAR AND M.M.I.A. (.) MESSE'S PLANE HAS BEEN LOCATED
 AT GALATINA AIRPORTS ALONGSIDE US HERE AND I HAVE MADE USE OF IT ON MANY
 OCCASIONS (.) IT HAS BEEN INVALUABLE (.) MDS (.)
 NEW PARAGRAPH (.) BEGINS (.) IN THIS CONNECTION ALSO I UNDERSTAND WE HAVE
 THREE COURIER PLANES WORKING FROM GALATINA TO (A) SALERNO (B) SARDINIA
 (C) CROTONE FOR CATANZARO (.) THESE ALSO I WOULD LIKE TO HAVE WORKING FROM
 LITTORIO AIRFIELD WITH EFFECT FROM SUNDAY 16 JULY INCLUSIVE INSTEAD OF FROM
 GALATINA (.) INSTEAD OF THE SALERNO TERMINAL I WOULD LIKE CANADICCHIO TO BE
 THE TERMINAL FOR THAT COURIER PLANE AS HERE WE WILL HAVE MUCH WORK WITH
 NAPLES AND PRACTICALLY NONE WITH SALERNO (.) THESE THREE COURIER PLANES
 ARE IN ADDITION TO THE THREE LIAISON PLANES I MENTION ABOVE IF YOU CAN MANAGE
 IT (.) THE LETTER REFERS IN GENERAL TERMS TO HIS COMMUNICATION DURING 15th JULY (.)
 STATES MEDIA WILL BE ESTABLISHED IN ROME ON 16th JULY (.) WALTON (.)

ITALIAN PLANES COULD BE LOCATED AT THE LITTORIO AIRFIELD ROBE AT THE DISPOSAL OF THE MINISTRY OF WAR AND M.M.I.A. (.) HENSEN'S PLANE HAS BEEN LOCATED AT GALATINA AIRFIELD ALONGSIDE US HERE AND I HAVE MADE USE OF IT ON MANY OCCASIONS (.) IT HAS BEEN INVALUABLE (.) ENDS (.)

NEW PARAGRAPH (.) ENGINE (.) IN THIS CONNECTION ALSO I UNDERSTAND WE HAVE THREE COURIER PLANE WORKING FROM GALATINA TO (A) SALERNO (B) SARDINIA (C) CROTONE FOR CALANZARO (.) THESE ALSO I WOULD LIKE TO HAVE WORKING FROM LITTORIO AIRFIELD WITH EFFECT FROM SUNDAY 16 JULY INCLUSIVE INSTEAD OF FROM GALATINA (.) INSTEAD OF THE SALERNO TERMINAL I WOULD LIKE CAPADICCHINO TO BE THE TERMINAL FOR THAT COURIER PLANE AS HERE WE WILL HAVE MUCH WORK WITH NAFILES AND PRACTICALLY NONE WITH SALERNO (.) THESE THREE COURIER PLANES ARE IN ADDITION TO THE THREE LIAISON PLANES I MENTION ABOVE IF YOU CAN MANAGE IT (.) THE LETTER REFERS IN GENERAL TERMS TO HIS COMMUNICATION DIFFICULTIES (.) STATES 1211A WILL BE ESTABLISHED IN ROME ON 16TH JULY (.) WALTON (.)

Z.O.O. 101230 HOURS
PRIORITY IMPORTANT

J. Walton
J. WALTON, SQUADRON LEADER,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

AIR PERSONNEL SUB-COMMISSION
ALLIED CONTROL COMMISSION
ROME OFFICE.

July 10th 1944.

To: OFFICER COMMANDING CIAMPINO AIRPORT.
Subject: Italian Air Force Courier Service.
REF: AFEC/R/4 AIR.

1. Authority to run a courier service to Rome, three times a week was granted by Hq. M.A.P.S. to the Italian Air Force through this Sub-Commission on June 24th 1944.
2. It is requested that you will afford them normal facilities and refuelling, and allow their vehicles to enter the aerodrome. Colonel Keeney, Littorio Aerodrome, has full particulars.
3. If there are any reasons for refusing the use of your aerodrome to the I.A.F. it would be much appreciated if you would be kind enough to indicate in what way they may be overcome.

DEPUTY DIRECTOR.

OUTGOING MESSAGE

TO: MAAF HQ. REPEAT FOR INFO TO AIR FORCES SUB-COMMISSION BARI.

FROM : AIR FORCES SUB-COMM. HQ. ACC(ADV) CLASSIFICATION: CONFIDENTIAL

REF:
DATE & TIME OF ORIG. 051230 B

PRECEDENCE: IMPORTANT
OFFICE OF ORIG: DEPUTY DIRECTOR
FOR'S OFFICE.

REQUEST REPLY TO MY AIR/R/13 30TH JUNE ASKING PERMISSION TO EXTEND
NORMAL ITALIAN AIR FORCE COURTESY SERVICE TO INCLUDE ROME PAREN
REF AIR/R/13 PAREN REQUEST AUTHORITY FOR AIRCRAFT TO LAND LITTORIO
AND CIAMPINO AND THAT COMMANDING GENERAL MATS APO 512 BE INFORMED
END.

OUTGOING MESSAGE

6A

AIR/R/23 141230 B

FOR WALTON FROM BUSCARLET
 YOUR C 747 . SUBJECT TO FURTHER DISCUSSION WITH MAAP I DO
 NOT CONSIDER BAKER SIGNAL M 24146 CANCELS PERMISSION
 ALREADY GIVEN FOR DAILY AIRCRAFT AND GENERAL DIACENTINI AT
 WILL WHICH IS COVERED BY MATS LETTER 24 JUNE . PLEASE
 CALL ATTENTION OF UNITA AEREA TO MY A 719 OF JULY 5TH AND
 TELL THEM SM 82'S MUST (REC) MUST EXHIBIT CLAMPING IN
 FUTURE AS LITTORIO DANGEROUS FOR THIS TYPE OF AIRCRAFT/

AT WALTON DA BUSCARLET.
 SUO C/ 747 . FIN AD ULTERIORI DISCUSSIONI CON MAAP NON
 CONSIDERO MESSAGGIO BAKER M 24146 CANCELLA PERMESSA
 GIA DATO PER AEROPORTO QUOTIDIANO ET GENERALE DIACENTINI
 AT VOLONTA AUTORIZZATA CON LETTERA MATS 24 GIUGNO.
 PREGASI ATTIRARE ATTENZIONE UNITA AEREA XXXXXXXX SULLA
 MIA DEL 5 LUGLIO A 719 ET INFORMARE CHE SM 82 DEBONO
 ESSERE DEBONO USARE CAMPI CAMPINGO NEL AVVENIRE
 POICHE LITTORIO E PERICOLOSO PER QUESTO TIPO DI AEREO.

OUTGOING MESSAGE.

TO: COLONEL ELIOT, AIR FORCES SUB-COMMISSION, A.C.C. ROME.
FROM: AIR FORCES SUB-COMMISSION, A.C.C. BARI.

A.719 July 5th (.) Your 12521/R/12 July 4th (.) Have no
objection to using CIAMPINO instead of LITTORIO (.)
Authority for I.A.F. Courier Service to include ROME is
Headquarters M.A.T.S. letter of 24 June 1944 (.)
TOO.051525B (.)

R. Y. Eccles
+ R.Y. ECCLES, G/CAPT,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Rome

OUTGOING SIGNAL

AIR/R/ 12 ~~TO~~ AT GENERALE BOWEN-BUSCARLET DA ELIOT.

COMMANDE AEROPORTO LITTORIO DICE NON POTER AUTORIZZARE
ATTERRAGGIO S 82 SERVIZIO SU QUESTO AEROPORTO. IN ATTESA
DECISIONE GENERALE COUCH . NEL FRATEMPO SI CONTINUERA USO
AEROPORTO DI CIAMPINO IL QUALE E PREFERITO DAI PILOTI VISTO
PISTA D'ATTERRAGGIO PIU LUNGA . SEMBRANO DESIDERARLO COME
CAMPO PERMANENTE . ASPETTERO SUA RISPOSTA PRIMA DI CHIEDERE
A COUCH PERMESSO PER LITTORIO . SI PREGA INFORMARE ~~XXXXXX~~
I.A.F. .

OUTGOING MESSAGE

1A
FROM: AIR FORCES SUB-COMMISSION, A.C.C. H.Q.
TO: M.A.A.F. Hq. (R) AIR FORCES SUB-COMMISSION, BARI (FOR INFORM.)
CONFIDENTIAL (.)

AIR/R/3 (.) June 25TH 1944 (.)

REQUEST PERMISSION TO EXTEND NORMAL ITALIAN AIR FORCE
COURIER SERVICE TO INCLUDE ROME (.) PROPOSE USE
LITTORIO (.) SERVICE WILL RUN POMIGLIANO TO ROME (.)
FOR PRESENT IT WILL RUN THREE TIMES A WEEK (.)

THIS MESSAGE MUST BE ENCRYPTED IF SENT BY W/T.

A.V. ELICI
COLONEL SIGNAL CORPS
DEPUTY DIRECTOR.



T.O.O.....05/11/009...

PRIORITY... *Imp. 1000/1000*

150

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