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SEAPLANE WING, IAF
OCT. 1944 - JAN. 1945

12A

From:- Italian Liaison Officer, F.O.T.A.L.I., B/o. No. 54 P.T.C., R.A.F., C.M.F.

To:- Headquarters, Mediterranean Allied Coastal Air Force, C.M.F.

Date:- 31st January, 1945.

Ref:- IIC/S.4/AIR.

SECRET

Progress Report - Italian Seaplane Unit
for week ending 28th January, 1945.

GENERAL.

Fourteen special sorties were flown at the request of F.O.T.A.L.I. to locate two missing L.C.T.'s presumed to be in distress owing to bad weather. The two units concerned were eventually found safe in CROTONE Harbour.

Flying times for the period under review are as follows:-

	<u>Hours.</u>	<u>Sorties.</u>
U-Boat Hunts.....	Nil.	-
Convoy Escort.....	Nil.	-
Air Sea Rescue.....	59.15.	18.
A.A.	2.10.	
Ferry, Transport and Special Flights.....	68.35.	
GRAND TOTAL.	130.00	18.

[Signature]

Wing Commander,
Italian Liaison Officer,
ROYAL AIR FORCE.

From:- Italian Liaison Officer, F.O.T.A.L.I., S/o. No. 54 P.T.C., R.A.F., C.M.F.

To:- Headquarters, Mediterranean Allied Coastal Air Force, C.M.F.

Date:- 31st January, 1945.

Ref:- HQ/S.A./AIR.

PROGRESS REPORT.

Progress Report - Italian Seaplane Wing,
for week ending 28th January, 1945.

GENERAL.

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Flying times for the period under review are as follows:-

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U-Boat Hunts.....	Nil.	-
Convoy Escorts.....	Nil.	-
Air Sea Rescue.....	59.15.	18.
A.A.	2.10.	
Ferry, Transport and Special Flights.....	68.35.	
	<u>130.00</u>	<u>18.</u>
GRAND TOTAL.		

[Signature]

Wing Commander,
Italian Liaison Officer,
ROYAL AIR FORCE.

P.O.T.A.L.I. to locate two missing L.C.M.'s presumed to be in distress owing to bad weather. The two units concerned were eventually found safe in CROTONE Harbour.

Flying times for the period under review are as follows:-

	<u>Hours.</u>	<u>Sorties.</u>
U-Boat Hunts.....	Nil.	-
Convoy Escorts.....	Nil.	-
Air Sea Rescue.....	59.15.	13.
A.A.	2.10.	
Perry, Transport and Special Flights.....	68.35.	
GRAND TOTAL.	130.00	13.


Wing Commander,
Italian Liaison Officer,
ROYAL AIR FORCE.

862

Copy to:- Air Vice-Marshal W. Bowen Bascarlet, ✓
Air Forces Sub-Commission,
Allied Commission,
BARI.

FILE
10/AIR

10A

LOOSE MINUTE

A.O.C.

Reference conversation with Col. Remondini at 1200 hrs. on 12th. January, 1945. He stated that the Italian Air Ministry had been approached by the Italian Navy Ministry in connection with the provision of five C.501 seaplanes to be used for mine spotting duties, (actual and practice), A.A. target towing exercises and communication exercises involving use of W/T (he stated that S/Ldr. Chapman and a Signals Representative of I.A.F. were already working on this).

I saw Lt. Harvey of the Navy Sub-Commission - they have not yet been approached; I have therefore asked him to approach the Italian Navy Ministry and keep us informed of the Navy's reaction to the proposal.

12.1.45

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

13/1/45

861

From:- Italian Liaison Officer, c/o No. 54 P.T.O., R.A.F., C.M.F.

To:- Headquarters, M.A.C.A.F.

Date:- 4th December, 1944.

Ref:- IL0/S.43/3/Air.

SECRET

PROGRESS REPORT - ITALIAN SEAPLANE WING

For Week Ending 3rd December, 1944.

GENERAL.

Many delays in launching aircraft and a slow-down in workshop production has been occasioned by the failure of electric power, which has immobilised cranes and machinery. It is understood that this will be rectified shortly.

Minespotting flights are being continued successfully with British and Italian Naval Observers.

The flying return for the period under review is as follows:-

	<u>Hours</u>	<u>Sorties.</u>
Convoy Escort	Nil	
U-Boat Hunts	Nil	
Air Sea Rescue	Nil	
A.A. Towel Target	11.55	
Perry & Special Flights	19.25	
Grand Total.	31.20	

Wing Commander,

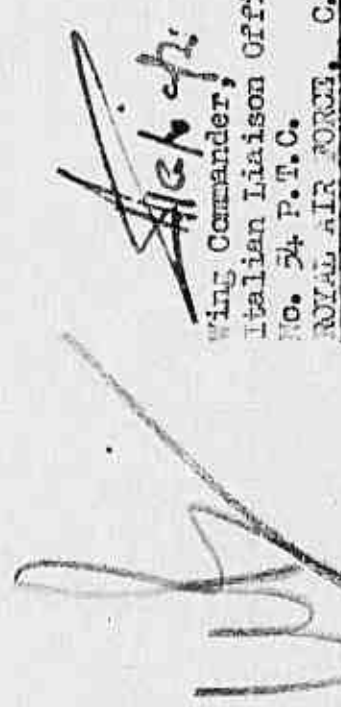
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The flying return for the period under review is as follows:-

	<u>Hours</u>	<u>Sorties.</u>
Convoy Escort	Nil	
U-Boat Hunts	Nil	
Air Sea Rescue	Nil	
A.A. Towed Target	11.55	
Ferry & Special Flights	19.25	
Grand Total.	31.20	


Wing Commander,
Italian Liaison Officer,
No. 24 P.T.C.
ROYAL AIR FORCE, C.M.F.

869

Copy to:- Air Vice Marshal W. Bowen Buscalet,
Air Forces Sub-Commission,
Allied Control Commission,
BAPL.

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
Education Subcommittee

ED/CWN/aas

7A

ED/3.16A/ACC

21 October 1944

SUBJECT: Transfer of Professor.

TO : Air Forces Subcommittee
(ATT: Air Vice Marshall Bowen BUSCALET.)

Reference your AFSC/R/10/ Spec Int of 18 October.

1. Thank you for the suggestion. The matter will be brought to the attention of the Minister of Public Instruction.



CARLETON W. WASHBURN
Major, AUS.
A/Director of Education.



859

FROM: AIR FORCE, WASHINGTON,
ALLIED CONTROL COMMISSION, WASH.

TO: H.Q. U.S.A.F. C.I.F.
CICP: H.Q. U.S.A.F. C.I.F.

DATE: 24ST OCTOBER, 1944.

REF: AFSC/N/4/AIR.

POSS OF ITALIAN SEAPLANE WING.

I have recently discussed the question of the utilization of the Italian Seaplane Wing with Air Vice-Marshal Sir Hugh Lloyd. It is clear that his commitment as regards convoy escort and anti-submarine patrols has now decreased almost to vanishing point. A.V.-M. Lloyd is not of the opinion that they would be of much use for mine spotting, and his only use for them now is for a limited number to be employed on Air/Sea Rescue 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 Court 5038's should be employed to help out the present courier services.

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

4. It is proposed that eventually seaplane courier services could be run along the Eastern and Western coasts of Italy, which would provide good transport facilities not involving the hazardous winter crossings of the Apennines. These services cannot, for the moment, be operated north of the line Rome - LAKE VARESE, 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 - CASALINI - ANCONA.
ROME - ANCONA - TADARTO.

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 ANCONA, and temporarily at CASALINI 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 shore facilities have been completely demolished. Eventually it is planned to use VIGNA DI VALLI on Lake Bracciano. The facilities here are comparatively undamaged 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

2. A suggestion has now been received from the Italian Air Ministry that in order to avoid allowing the seaplane wing to stagnate, the CANT 500's should be employed to help out the present courier 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.F. and the use of the seaplanes would undoubtedly relieve this situation.

4. It is proposed that eventually seaplane courier services could be run along the Eastern and Western coasts of Italy, which would provide good transport facilities not involving the hazardous winter crossing of the Appennines. These services cannot, for the moment, be operated north of the line ROMA - LAKE VARESE, 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 - CASALINI - ANCONA.
ROME - ANCONA - TARANTO.

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 ANCONA, and temporarily at CASTA 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 shore facilities have been completely demolished. Eventually it is planned to use VIGNA DI VALLI on Lake Bracciano. The facilities here are comparatively undamaged 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 aircraft being operated on these services, in order to increase the pay-load.

7. It would appear that this is the only way in which to keep the seaplane 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.A.B. Bunker.

W.A.B. BUNKER-858
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copy:
File: P/10/AIP. ✓

1231