

ACC

10000/135/24

10000/135/24

SACA WORKS
SEPT. 1943 - APR. 1944

Translated: - S. Albertini.

To: The Allied Control Commission.

Subject: - Works by S.A.C.A. necessary to the R. Aeronautica.

56 A (TRANS)

With reference to Folio 13/AIR of the 21 February 1944, in copy for export to the Armaments Direction of the Aeronautical Construction Direction.

~~WORK CONCERNING ARMAMENTS DIRECTION~~

Regarding work concerning Armaments Direction, it is stated that experimental work is already in progress on one Mc 205, for the mounting of 20mm Mauser MG 151. It has been established that S.A.C.A. will complete transformation until ground and aerial gunnery tests have been carried out, necessary to the eventual approbation of the prototype.

The R.A. furnishes to S.A.C.A. all electrical materials for the completion of the first installations, also assistance by specialized personnel.

If the tests result favourably, we can carry out construction of supports for M.G. 151, in the quantities prescribed in paras. 3 & 4 of folio 13/Air.

For the construction of said supports the said company have made essential conditions resulting in the descriptions given in copy.

To ensure that the Armaments Direction can furnish to S.A.C.A. all that which is necessary, but it is brought to notice however that regarding the construction of of the supports it is required that.

(1). Authorization by the ROYAL NAVY be given for the use of 4 machines of the S.A.C.A. workshops and personnel directly connected with such machines.

(2). Furnishing of materials to S.A.C.A. (Steel 90% 100 Kg m/m 2 Bars 2 135 mm.) We hope that the commission will kindly examine the possibilities for the authorization to provide the necessary materials.

IL DIRETTORE.

(Magg Pilota-PEPE R.)

140 Steel Bars diam. 135 mm by 200 mm length

Steel resistance 90 to 100 kg by 27. mm.

S/A Magg Pele 20/4/44

1039

use to S/A Tula Tracery Have given instructions to Materials. Also requested for trials at Pele.

T.W. Glen


MINISTERO AERONAUTICA
DIREZIONE ARMAMENTO

Bari, 11

2 Aprile 1944 *SDA*

Ufficio Studi
Prot. n° 4/1013
Allegati: 1

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Aeronautica

B A R I

OGGETTO: lavori presso la S.A.C.A. necessari per la R. Aeronautica.

e per conoscenza:

AL COMANDO UNITA' AEREA

B A R IAL MINISTERO AERONAUTICA-Direzione Costruzioni Aeronautiche - B A R I -

Si fa riferimento al foglio 13/AIR del 21 febbraio 1944, trasmesso in copia per opportuna competenza alla Direzione Armamento dalla Direzione Costruzioni Aeronautiche.

Per quanto concerne i lavori che interessano la Direzione Armamento, si comunica che sono già in atto le lavorazioni sperimentali su una semiala MC.205 per il montaggio del cannone da 20 m/m Mauser MC.151. E' stato stabilito con la Ditta S.A.C.A. che questa porterà a termine la prima trasformazione fino alle prove di sparo a terra e in volo, necessarie all'eventuale approvazione del prototipo. La R. Aeronautica fornirà alla S.A.C.A. il materiale elettrico occorrente al completamento della prima installazione, nonché l'assistenza con personale militare specializzato. Se tali prove avranno esito favorevole si potrà procedere, come previsto, alla costruzione dei supporti per cannone MC.151 nella quantità prescritta dai punti 3) e 4) del foglio cui si fa riferimento.

Per la costruzione dei sopradetti supporti, la Ditta ha posto come condizioni essenziali le necessità risultanti dal verbale che si allega in copia.

Nell'assicurare che la Direzione Armamento potrà fornire alla S.A.C.A. tutto ciò che è di propria competenza, si fa presente però che quanto riguarda la costruzione dei supporti e per le conseguenti:

- 1) - autorizzazione della Royal Navy per l'uso di 4 macchine utensili del Reparto Macchine " S.A.C.A. " con il personale addetto alle macchine stesse,
- 2) - fornitura alla S.A.C.A. del materiale (acciaio 90 ./. 100 Kg/mm² in masselli di diametro 135 mm.),

si fa affidamento sulla cortesia di codesta Commissione affinché voglia compiacersi di esaminare la possibilità della rispettiva autorizzazione e del necessario approvvigionamento della materia prima.-

IL DIRETTORE
(Maggiore Pilota-PEPE R.)



TRANSLATION (Gibbert)

568 (1995)

MINUTES ON THE DETAILS OF THE TRANSFORMATION OF THE WING ARMAMENT,
OF NC 205 AIRCRAFT AGREED UPON BETWEEN THE A.A. AND S.A.C.A.

As ordered by Air Ministry letter (Dept. Armament) ref
n° A/10114 of March 27th 1944 it has been decided to examine the
transformation in the light of the production facilities of the
Birm S.A.C.A. -

As the firm has been requisitioned on Nov. 29th 43 as far as production facilities are concerned by the Royal Navy and the R.A.F. and as these require the normal production facilities of this firm it must be assumed that only 4 machine tools would be available for the construction of the supports, with authority from the British. From this availability of machine tools and from a preliminary estimate of the time required for the job the following maximum production programme is thought possible:

• completely series of shock-absorbing supports every 25 days.

This rate of production would correspond to that of the wing structure modifications of a aircraft which would imply the use of 16 workers which according to the S.A.C.A. is the maximum number likely to be freed for this work by the British authorities.

The dimensions and installation of the ammunition feed and storage have been established.

For the construction of the supports as well as for the alterations of the wing structure SACA ~~xxx~~ does not have the necessary materials at hand. The I.A.-P would therefore be called upon to supply same.

As far as the ~~ad~~ design of the supports goes the SACA will supply the blue print by April 4th as they have no facilities for the making of copies of same. It is understood that his blue-print must be returned. The SACA will at the same date supply blue-prints for the installation of the gun in the version of the M.G. 151. It is, however, impossible for them to remove the remaining installation from Lecce Airport as skilled personnel is not available.

It has been agreed that until further understandings have been reached the SAC will complete the first transformation up to the shooting tests on the ground and in the air, always assuming that the ~~xxxxxxx~~ ~~xxxxxxxxxxxxxxx~~ materials necessary for the completion of the installation will be supplied and that assistance of specialised military personnel will be given.

In view of the precarious situation of the SACA as far as the payment of their credits by the I.A.F. is concerned the firm states as an absolutely necessary condition that payment for the work in question be on presentation of each intermediate account and that therefore orders be placed separately for each aircraft to be modified.

Brindisi April 1st 1944.

Prindisi April 1st 1944.

signed for SAC

Designed for Construction

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Brindisi April 1st 1944.

signed for SACA

ENG. Michele DELL'OLIO

signed for Construction

Office I.A.F. ~~102~~ SACA

2nd Lieut. Giuseppe ADAMO

signed for Air Ministry

Lieut. Carlo Mauro.

COPIA

56B

VERBALE SUGLI ACCORDI DI MASSIMA PER LA TRASFORMAZIONE DELL'ARMAMENTO ALARE SUL VELIVOLO MC.205 INTERCORSI TRA LA A.A. E LA DITTA S.A.C.A. =

Come disposto con la lettera del Ministero Aeronautica - Direzione Armamento - n° A/10114 del 27 Marzo 1944, si é provveduto all'esame della trasformazione in rapporto alle possibilità di produzione della Ditta S.A.C.A. -

Premesso che la Ditta fin dal 29 Novembre 1943 é requisita, per quanto riguarda la sua produzione, dalla R.N. e R.A.F. inglesi, ed in rapporto alle lavorazioni normalmente richieste dalle predette, si presume che al massimo si possano utilizzare, previa autorizzazione inglese, per la costruzione dei supporti quattror macchine utensili. - Data questa disponibilità di macchine e da un primo esame del tempo occorrente, risulta possibile la seguente produzione massima:

- N° 2 Serie di supporti completi di ammortizzatori ogni 25 giorni. -

Questo ritmo produttivo si accorderebbe con quello della modifica della struttura alare di due apparecchi, che implicherebbe l'impiego di 16 operai, massima disponibilità che la Ditta S.A.C.A. ritiene possa essere autorizzata dalle Autorità Anglesi. -

Risulta definita la sistemazione e le dimensioni del serbatoio del munizionamento. -

Sia per la costruzione dei supporti che per la trasformazione della struttura alare, la S.A.C.A. non ha materiale disponibile, necessita pertanto che tale materiale venga fornito dalla R.Aeronautica. -

Per quanto riguarda il disegno del supporto, la Ditta S.A.C.A. fornirà il lucido entro il 4 Aprile pross., non avendo la possibilità di riprodurne delle copie. - Resta inteso che il lucido le verrà restituito. - La Ditta SACA fornirà inoltre alla stessa data il lucido della sistemazione dell'arma sull'ala nella versione MG.151. - Le riesce invece impossibile il rilievo della rimanente installazione presso l'aeroporto di Lecce, non disponendo di personale idoneo. -

Resta stabilito che, in attesa di ulteriori accordi, la Ditta S.A.C.A. competerà intanto la prima trasformazione sino alle prove di sparo a terra e in volo, sempreché le venga dato il materiale occorrente al completamento dell'installazione e le venga fornita l'assistenza del personale militare specializzato. -

Data la situazione precaria della Ditta S.A.C.A. per i ritardati pagamenti dei suoi crediti da parte della R.Aeronautica, la Ditta chiede come condizione assolutamente necessaria che la liquidazione di questi lavori sia fatta in economia ed a presentazione di ogni consuntivo; e che pertanto le ordinazioni siano fatte separatamente per ogni singolo apparecchio. -

Brindisi, li 1 Aprile 1944

1027

Per l'Ufficio di S.T.

Jan 6³ April '64

SOC. AN. CANTIERI D'AEROPORTO

Brindisi 27.3.1944 .

IL PRESIDENTE

Memorandum for General Forster .

Credits of the SACA own from the Aeronautica Italiana .

Bills in the hand of Banks Lit. 4.600.000

New works done for the Aero." 2.000.000

Credits of old works not in

hand of Banks

1.400.000



The SACA has credits with the ministero dell'Aeronautica for 6.600.000 lire , ammount due to us for works done before the armistice . We have also credits for works done after the armistice for 2.000.000 .

1.) I am told that to have the payment of the old credits we must wait the issue of a " Decreto Legge " , as the Aeronautica is not allowed to pay debts maturered before the armistice . It seems to me this being an extraordinary decision , as the Regia Marina never raised this question and payd us new and old debts . I new also that it was agreed between ministers that any debt due to Concerns which are able to work for the Forze Armate must be payd : which is a sensible and fair decision . The SACA is one of those . It seems to me that the minister Sandalli upset perhaps by the request of other concerns of Naples has put us and them all together , witouth considering that the SACA is one of the few which still works for the Aeronautica , as the others of Naples and of the north are destroyed or materially unable to work . In putting us all together, the financial effort for the new Governement would be so big as it would carry some hundred million : whilst only 8.000.000 would put the SACA in the condition to go ahead with the work which our firm is doing now with everybodys satisfaction .

*done by
HOL*

1026

2.) I was told also that if the "Decreto Legge" which authorized that all pre-armistice debts must be paid - will not be issued, it is possible that "a moratoria" will be declared for all debts that those Concerns have towards third persons. This solution will not save at all our position, as our principal creditors are the banks which doesn't ask us to repay our debts but are decided not to lend us a penny more before we haven't pay our previous debts. Therefore the "moratoria" will be completely useless for us.

3.) The Regia Aeronautica in November 43 in inviting us to retake working for them, promised us immediate payments of all new works done: (this was promised by Colonel Francois). Before the armistice we were depending from the Direzione Generale delle Costruzioni of Naples, office which was brought to Bari for war necessity. As the communications with Bari were rather prompt, we hoped that all our "preventivi" and bills for the new works would be examined and liquidated in Bari. Now I am told that all our business, amounting about at 2.000.000 lire, and which represents new works done in many months, must be examined in Naples as it isn't decided yet that the "Direzione" of Naples must be substituted by the Direzione of Bari. I am afraid that this decision will never be taken, which represents an enormous damage for us due to the distance and the impossibilities difficulties of communication with Naples. In the mean time all our "preventivi" which ought to have a technical examination are lying on the tables of the Direzione of Bari waiting to see if the situation is going to clear up.

As a matter of fact the SACA is totally blocked not only for the old credits but for the new ones and for those she is doing now for the Aeronautica.

The situation is such that I don't think it could be resolved discussing the matter or with the Bari offices or even of those of Salerno . A strong pressure outside of us is necessary .

Having seen the big interest that General Forster had for our Aeronautica , so that in some occasions he hurried us to do the work as soon as possible for them - which I did - he ought to take our position in hand , considering that if no solution will be found as quick as possible , we will be obliged - with our greatest regret - to stop any work for the Italian Aeronautica .

Count Carlo Dentice di Frasso

Count Carlo Dentice di Frasso .
President of the S.A.C.A.



MINISTERO DELL'AERONAUTICA
Direzione Generale delle Costruzioni
e degli Approvvigionamenti

di Sezione

2149
Linea h Saca Bari 11.8 MAR 1944
5411
Alla COMMISSIONE ALLEATA
DI CONTROLLO - SOTTOCOM-
MISSIONE AERONAUTICA -
(all'estensione del Sig.
Ten.Col. CLAY

Prot. N. 1145 /4 Alleg. Risp. al foglio N. del

OGGETTO: Esecuzione lavori presso la Ditta S.A.C.A.

per conoscenza:

ALLA SEZIONE TECNICA 4^a Z.A.T.
ALL'U.S.T. PRESSO LA DITTA S.A.C.A.
ALLA DITTA S.A.C.A.

B A R I
BRINDISI
BRINDISI

E' urgente la necessità di effettuare i
seguenti lavori presso la Ditta S.A.C.A. di Brindi-
si:

- sostituzione di 5 elementi per ciascuno dei
due radiatori M.M. 113 e 167 (velivolo MC.205);
- disfacimento di un radiatore M.M. 355 (velivo-
lo MC.202), per ricavarne lo stagno occorrente al-
l'esecuzione dei lavori sui due citati radiatori.

Si prega, pertanto, voler invitare l'Air
Officer commanding 214th Group R.A.F. a concedere
alla Ditta S.A.C.A. la necessaria autorizzazione,
dandone cortese comunicazione alla Scrivente. -

13/Air



Johnson
McClay
Suggest that this done
but that a Ministry
instructed to carry
up some follow
1024

TRANSLATED BY. SGT. ALBERTINI.

514A

REF. II45.

To. The Allies. control. Commission.

30. 3. 1944.

SUBJECT. Work to be carried out by the S.A.C.A.
of BRINDISI.Substitution of 5 elements of two radiators M. M. II3
(No 205).Dismantling of Radiators M.M.335. (Mc202) to extract
again for use in repair to the two radiators
mentioned in the first place.We request therefore of the Officer
Commanding 214 GROUP the necessary authority.TSM. COL. G.A.R.I.
D.F. COLUMBY.

1023

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

TO:-- ALLIED FORCE H.Q.
(ATTENTION OF LT. COL. A.S. BARDONE, A.A.G.).

DATE:-- 18th March 1944.

REF:-- 901/P4.
Copy to File 13/AIR. ✓

LUIGI ACAMPORA.

The above named prisoner, an engineer, is required for the management of an important works which undertakes the repair of aircraft engines under the direction of this Sub-Commission.

2. Enclosed herewith copy of letter from D.M.S. Rear H.Q. M.A.A.P. B.N.A.P. reference RMAAF/S/7508/MS dated 15th March, stating that the relative Civil and Security Authorities have no objection to repatriation action being taken.

3. The last known address of the prisoner is :-

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

4. As the matter is one of some urgency, it is requested that action may be taken to ensure the speedy return of this prisoner from India to Italy.

1022

J. Walton, P/Lt.
R.M. FOSTER,
AIR COMMODORE.

151 AIR

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1022

J. Walton, P/Lt.
R.M. FORSTER,
AIR COMMODORE.

15/AIR

COPY.

FROM: D.M.S. REAR H.Q. M.A.A.F. B.N.A.F. 51A

TO:- AIR DIVISION, ALLIED CONTROL COMMISSION, C.M.F.

DATE:- 13th March 1944.

REF:- RMAAF/S/7308/DES.

MR. LUIGI ACAMPORA.

With further reference to your memo 15/AIR dated the 21st February and MAAF Adv. letter MAAF/1630/5/Org dated 18th January, both the Civil Affairs Authority and the Command Security Officer have confirmed that there is no security objection to the repatriation of the above named for the purpose of becoming manager of the S.A.C.A. Works, Brindisi. 37A 24A

2. It is requested that you make the necessary arrangements for the repatriation from India to Italy, of Mr. Acampora.

(Signed). H.S. Bouchier,
Squadron Leader,
for Air Vice Marshal,
Director of Maintenance and
Supply.

1020

Copy placed on 901/PP.

51A

From : D.M.S. Near Hq. M.A.A.F. B.M.A.F.
To : Air Division.
Allied Control Commission, C.M.F.
Date : 15th March, 1944.
Ref : RMAAF/5/7308/DMS.

Mr. LUIGI ACAMPORA

With further reference to your memo. 13/Air dated 21st February and RMAAF Adv. letter RMAAF/1680/5/ORG dated 13th January, both the Civil Affairs authorities and the Command Security Officer have confirmed that there is no security objection to the repatriation of the above named for the purpose of becoming manager of S.A.C.A. Factory at Brindisi. 37A.

It is requested that you make the necessary arrangements for the repatriation from India to Italy of Mr. Acampora.

Made on file 901/PP.



J. Bouchier
E.S. Bouchier,
Squadron Leader,
for Air Vice Marshal
Director of Maintenance & Supply

Copy to:
Hq. M.A.A.F. C.M.F.

1018

AOC

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

TO:- THE PRESIDENT,
SOC PER AZ COSTRUZIONI AERONAUTICHE (SACA).
BRINDISI.

DATE:- 7th March 1944.

REF:- 13/AIR.

It is requested that steps are taken immediately for the cancellation of all contracts for work other than those specifically authorised by:-

- (a) The Commander Coastal Forces,
Western Mediterranean.
- (b) Air Officer Commanding No.214 Group, R.A.F.

or their representatives.

2. No new contracts may be entertained without the agreement of either of the above until further notice.

3. This measure is necessary in order that the production of the Saca Factory may be reserved exclusively for urgent war needs.

R.M. FOSTER,
AIR COMMODORE.

1016

13/AIR

47A

46A

From : Headquarters, No. 214 Group, R.A.F., C.M.F.
To : Air Forces Sub Commission, Allied Control Commission.
Date : 6 March, 1944.
Ref : 214G/3898/AM.

S.A.C.A. FACTORY.

Reference your letter 13/Air dated 27th February, 1944, it is agreeable to ^{the} Headquarters that you should send a letter to the President of the S.A.C.A. Factory as per your attached draft.

AF Liaison
A. P. BRITTON. C/Capt.
for Air Commodore,
Air Officer Commanding,
No. 214 Group, R.A.F., C.M.F.

Copy to:- 903/29/ORG

1014

AFB/JEC.



45A

From : D.M.S. Rear H.Q., M.A.A.F.
To : Air Div. Allied Control Commission, C.M.F.
Date : 1st March, 1944
Ref : RMAAF/S/7308/D.M.S.

Mr. Luigi ACAMPORA

With reference to your memorandum 13/Air dated 21st February, 1944, for your information, as soon as the memo from M.A.A.F. Advanced (M.A.A.F/1680/E/ORG. dated 13th January) was received the Command Security Officer was approached to investigate the matter from a security angle. ^{-37A} 24A

2. No reply has as yet been received from him but he has undertaken to do everything possible to expedite the decision on the matter.

3. The Civil affairs authorities have also been approached and have indicated that, provided the relevant security authorities are satisfied, they have no objection to Mr. Luigi Acampora being employed as manager of the SACK Aeronautical Factory at Brindisi.



H.S. Bouchier
1012

H.S. Bouchier,
Squadron Leader,

for Air Vice Marshal,
Director of Maintenance and Supply

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

TO:- THE COMMANDER COASTAL FORCES
WESTERN MEDITERRANEAN.

THE AIR OFFICER COMMANDING, HQ.214 GROUP,
R.A.F. C.M.F.

DATE:- 27th February 1944.

REF:- 13/AIR.

SAGA FACTORY.

Reference para V of the memorandum WCCFV/081/026 dated 26th January from the Commander Coastal Forces Western Mediterranean, it is proposed to send the attached letter to the President of the SAGA factory.

2. Please inform this H.Q. if it conforms with requirements.

R.M. FORTER,
AIR COMMANDER.

1010

4311

DRAFT.

TO:- THE PRESIDENT,
SOC PER AZ COSTRUZIONI AERONAUTALI (SACA).
BRINDISI.

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- 3. This measure is necessary in order that the production of the Saca Factory may be reserved exclusively for urgent war needs.

1009

R.M. Foster,
Air Commodore.

SEE 31A

42A

From: Headquarters, No. 214 Group, R.A.F., C.M.E.

To : Air Division, Allied Control Commission, Bari. ✓

Date: 24 February, 1944.

Ref.: 214G/3898/Eng.

S.A.C.A. FACTORY

41A

Reference your 13/Air, dated 21st February, 1944, it is noted that you request certain work be carried out for the R.A.F. in the S.A.C.A. Factory for the month of March.

2. It is confirmed that the Macchi long range tanks will be given first priority as soon as the prototype has been tested and approved by the I.A.F.

3. The S.A.C.A. Factory has estimated that the first conversion from machine gun to cannon wing for Macchi 205 will take 20 to 30 days with six workmen whom they stated could be found without detriment to R.A.F. or R.N. work in the factory. Thus it may be possible for them to complete one pair of wings by the end of March, but it certainly will not be possible to convert the 10 pairs referred to in your para. 3 during March, and it is doubted if a rate of more than one pair per week will ever be possible due to the amount of work involved.

4. The contents of paras. 4, 5, and 6 of your letter are agreeable to this Headquarters, and it remains for Commander Welman and Wing Commander Walters to approve their acceptance on the spot.



1008

A.F. BRITTON, G/Sept.
for Air Commodore,
Air Officer Commanding,
No. 214 Group, R.A.F.

Copy to:-

No. 110 M.U.
Commander, Coastal Forces Western Med.
File 214G/903/29/Org.

is noted that you are in the S.A.C.I. Factory for the month of March.

1422

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A. F. Britton
A.F. BRITTON, G/Capt.
for Air Commodore,
Air Officer Commanding,
No. 214 Group, R.A.F.

1008

Copy to:-

No. 110 M.U.
Commander, Coastal Forces Western Med.
File 214G/905/29/Org.

Rec.

W.C. Clary, 1008/256

41A

FROM: AIR DIVISION, UNITED STATES COMMISSION, RAIL.

TO: HEADQUARTERS, 214, GARDEN.

DATE: 21st February 1944.

RE: 13/41A.

SECRET.

WORK AT THE SACCIA REPAIRS FOR ITALIAN
AIR FORCE.

The Control Commission is anxious to have the following work for month of March carried out by the Saccia factory for the Italian Air Force.

1. Conversion of the maximum number of long range tanks for the 1st to be continued. These are very urgently required and this headquarters referred to it specially in a letter ref. 13/41A dated 13/2 where it was stated that the Deputy Air Commanding Officer is personally interested in this work being done at the earliest opportunity.

136A.

2. The prototype Macchi 205 wing conversion from 303 machine gun to 20 mm. cannon; this is also very urgently required on 2 wings left and right for our aircraft.

3. Work on 20 wings for 40 Macchi 205 aircraft to convert to cannon firing.

4. Manufacture of 50 cannon mounting castings after approval of the prototype, for conversion of Macchi's both at the Saccia and at Leeds.

5. 15 Major overhauls for Alfa Romeo 125 and 135 engines. It is understood from Group Captain Britton that as aircraft engine fitters are not required by the R.A.F. at the Saccia factory, there will be sufficient to begin on this work at once and it is proposed to start sending in Alfa engines for overhaul straight away.

6. Work on 3 Cant 2.506 aircraft and one 504 aircraft to be completed. It is understood that work on one of these is nearly finished already.

35 Extra Italian Air Force personnel could be provided (25 from Taranto Sea Base) to finish work on Sea planes and assist with long range tanks and conversion to wings. They could be accommodated on the 136A at Brindisi.

Air Commodore,
Air Officer Commanding.

1. Conversion of the maximum number of long range tanks for Macchi's to be continued. These are very urgently required and this Headquarters referred to it specially in a letter ref. 13/4/42 dated 13/2 where it was stated that the Deputy Air Commanding Officer is personally interested in this work being done at the earliest opportunity.
2. The prototype Macchi 205 wing conversion from 503 machine gun to 20 mm. cannon; this is also very urgently required on 2 wingleft and right for one aircraft.
3. Work on 20 wings for 10 Macchi 205 aircraft to convert to cannon firing.
4. Manufacture of 50 cannon mounting castings after approval of the prototype, for conversion of Macchi's both at the Sacco and at Lucca.
5. 15 Major overhauls for Alfa Romeo 125 and 125 engines. It is understood from Group Captain Tritton that as aircraft engine filters are not required by the P.A.F. at the Sacco factory, there will be sufficient to begin on this work at once and it is proposed to start sending in Alfa Engines for overhaul straight away.
6. Work on 3 Cant Z.506 aircraft and one 501 aircraft to be completed. It is understood that work on one of these is nearly finished already.

35 Extra Italian Air Force personnel could be provided (25 from Garanto Sea Plane Base) to finish work on 5 airplanes and assist with long range tanks and conversion to wings. They could be accommodated on the 1407 and at Brindisi.

Air Commodore,
Air Officer Commanding.

Distribution:

Units Acrea.
140 H.Q. #/C/O. WALTERS.
H.M.H.Q. BRINDISI, C/O. WILSON.
4TH EDNA H.Q. MAJOR FARRAR.
COL. FRANKS, LEADS.
MAJOR. CASPARI.
COL. COLLIER.
FILF. ✓
CIRCULATION.

SACCA

Transmitted by T. de B. 10/2/44.

To Comando Unità Aerea
To Comando della 4. S.A.F.
For perusal by Air Commodore Foster.

Di C. de

Orig. - 39A.

SUBJECT: S.A.C.A.

1) On the 6th February a meeting between officers of the R.A.F. and R.N. took place in the office of Air Commodore Foster, at which they discussed the position of the S.A.C.A.

2) It was agreed that the S.A.C.A. should continue to function as in the past, at least for a trial period, under its own administration and technical direction controlled by officers of the R.N. and R.A.F.

3) It was decided to let each workman have rations for a daily meal, deducting the equivalent cost from the wages of each workman.

4) It was also decided to supply sleeping quarters, two blankets and one mattress for each workman.

Those workmen working for the R.N. and R.A.F. will be provided with bedding by the Allies, but the Regia Aeronautica will have to provide bedding for its own workmen. It will, therefore, be necessary for the work which entails overhauling of engines and propellers and repair of various spare parts, to have a capacity of workmen attached to the Regia Aeronautica amounting to about 60 or 70, requiring 120 or 140 blankets and 60 or 70 mattresses.

5) No work can be undertaken by the S.A.C.A. without authorisation from the R.N. and R.A.F. officers in control and any other work in progress which has not been specifically authorised, must be suspended. With regard to this we would point out that at the S.A.C.A. there are three CAM 7.506, of which the first is nearly completed and the others in an advanced state of construction, and having taken the matter into consideration it was decided that the best solution was to terminate this work on the premises, and in order to do so in as short a time as possible, it is proposed to send to the S.A.C.A. 25 workmen from the S.R.A.M. Taranto, who could be lodged at Brindisi Airport and make use, against payment, of the workmen's mess. The work carried out by the Regia Aeronautica workmen would be supervised by our control officer and the relative amount deducted from the consumption. Naturally, in order to put into effect the above proposal, it is necessary that the command obtains authorisation from the responsible Allied authorities.

6) As to the transport for workmen, the Allied Authorities will exercise pressure on the competent authorities, in order to obtain facilities for travelling on the tramway. In the meantime they will make arrangements for transport by lorries. The Regia Aeronautica could contribute by trying to make serviceable a motor coach which is on Brindisi Airport and for which types could be obtained from the 245 Group.

7) It is no longer necessary to make use of Neapolitan labour as it is too expensive (150 lire per day plus board & lodging). It is necessary to bear in mind, however, in as far as it appears to me and was made known by pro-memoria to Air Commodore Foster on the 26th January, copy of which we enclose, that the citation is very much less; that is, from 70 lire to 100 lire per day, plus board & lodging, but if all the labour needed is not found in the Brindisi district, it should always be possible to have recourse, at least in part, to Neapolitan labour.

8) From the first statistical returns based on the activities of the departments

for each workman.

Those workmen working for the R.N. and R.A.F. will be provided with bedding by the Allies, but the Regia Aeronautica will have to provide bedding for its own workmen. It will, therefore, be necessary for the work which entails overhauling of engines and propellers and repair of various spare parts, to have a capacity of workmen attached to the Regia Aeronautica amounting to about 60 or 70, requiring 120 or 140 blankets and 60 or 70 mattresses.

5) No work can be undertaken by the S.A.C.A. without authorisation from the R.N. and R.A.F. officers in control and any other work in progress which has not been specifically authorised, must be suspended. With regard to this we would point out that at the S.A.C.A. there are three CAMT 7.506, of which the first is nearly completed and the second is nearly completed and the third is nearly completed and the others in an advanced state of construction, and having taken the matter into consideration it was decided that the best solution was to terminate this work on the premises, and in order to do so in as short a time as possible, it is proposed to send to the S.A.C.A. 25 workmen from the S.R.A.M. Taranto, who could be lodged at Brindisi Airport and make use, against payment, of the workmen mess. The work carried out by the Regia Aeronautica workmen would be supervised by our control officer and the relative amount deducted from the consumption. Naturally, in order to put into effect the above proposal, it is necessary that the command obtains authorisation from the responsible Allied authorities.

6) As to the transport for workmen, the Allied Authorities will exercise pressure on the competent authorities, in order to obtain facilities for travelling on the tramway. In the meantime they will make arrangements for transport by lorries. The Regia Aeronautica could contribute by trying to make serviceable a motor coach which is on Brindisi Airport and for which tyres could be obtained from the group.

7) It is no longer necessary to make use of Neapolitan labour as it is too expensive (50 lire per day plus board & lodging). It is necessary to bear in mind, however, in as far as it appears to me and was made known by pro-memoria to Air Comodoro Foster on the 26th January, copy of which we enclose, that the citation is very much less; that is, from 70 lire to 100 lire per day, plus board & lodging, but if all the labour needed is not found in the Brindisi district, it should always be possible to have recourse, at least in part, to Neapolitan labour.

8) From the first statistical returns based on the activities of the departments and on their dotation of aircraft, assuming an increase in future activity to that in the past, it is ascertained that the necessary overhauling of engines is less than that which was at first thought necessary by the S.M. and it is now found that overhauling to be carried out at the S.A.C.A. is reduced to approximately 15 engines (10 Alfa 26 and 5 Asso) instead of the 36 or 38 engines a month, previously anticipated. In consequence the necessary workmen for overhauling engines and propellers of the Regia Aeronautica is correspondingly reduced to about 60 or 70 instead of the 150 originally foreseen.

9) It is necessary that one Italian officer in conjunction with a suitable number of assistant WCO's be attached to the I.A.P. maintenance section with supervisory powers. The Supervisory technical office at the S.A.C.A. already has such an officer 2nd Lieut G.A.R.i. ADAMO who we consider could perform this duty.

10) We await urgent reply, particularly in connection with paragraph 5.

your etc;

related by T. de D. 10/2/44. 40A

To Comando Unita Aerea
To Comando della 4^a F.A.T.
For perusal by Air Comandante Foster.

SUBJECT: S.A.C.A.

- 1) On the 6th February a meeting between officers of the R.A.F. and R.N. took place in the office of Air Comandante Foster, at which they discussed the position of the S.A.C.A.
- 2) It was agreed that the S.A.C.A. should continue to function as in the past, at least for a trial period, under its own administration and technical direction controlled by officers of the R.N. and R.A.F.
- 3) It was decided to let each workman have rations for a daily meal, deducting the equivalent cost from the wages of each workman.
- 4) It was also decided to supply sleeping quarters, two blankets and one mattress for each workman.

Those workmen working for the R.N. and R.A.F. will be provided with bedding by the Allies, but the Regia Aeronautica will have to provide bedding for its own workmen. It will, therefore, be necessary for the work which entails overhauling of engines and propellers and repair of various spare parts, to have a capacity of workmen attached to the Regia Aeronautica amounting to about 60 or 70, requiring 120 or 140 blankets and 60 or 70 mattresses.

5) No work can be undertaken by the S.A.C.A. without authorization from the R.N. and R.A.F. officers in control and any other work in progress which has not been specifically authorized, must be suspended. With regard to this we would point out that at the S.A.C.A. there are three CAMI 2, 306, ~~se-which-the-first~~ is nearly seaplanes and one CAMI 2, 501, of which the first is nearly completed and the others in an advanced state of construction, and having taken the matter into consideration it was decided that the best solution was to terminate this work on the premises, and in order to ~~see~~ so in as short a time as possible, it is proposed to send to the S.A.C.A. 25 workmen from the S.A.A. Taranto, who could be lodged at Brindisi Airport and make use, against payment, of the workmen's mess. The work carried out by the Regia Aeronautica workmen would be supervised by our control officer and the relative amount deducted from the consumption. Naturally, in great order to put into effect the above proposal, it is necessary that the command obtains authorization from the responsible Allied authorities.

6) As to the transport for workmen, the Allied Authorities will exercise pressure on the competent authorities, in order to obtain facilities for travelling on the tramway. In the meantime they will make arrangements for transport by lorries. The Regia Aeronautica could contribute by trying to make serviceable a motor coach which is on Brindisi Airport and for which tyres could be obtained from 214 Group.

7) It is no longer necessary to make use of Neapolitan labour as it is ~~100~~ expensive (50 lire per day plus board & lodging). It is necessary to bear in mind, however, in as far as it ~~ap~~ ~~cars~~ to me and was made known by ~~pro-secution~~ to Air Comandante Foster on the 25th January, copy of which we enclose, that the citation is very much less; that is, from 70 lire to 100 lire per day, plus board & lodging, but if all the labour needed is not found in the Brindisi district, it should always be possible to have recourse, at least in part, to Neapolitan labour.

8) From the first statistical returns based on the activities of the workmen

4) It was also decided to supply sleeping quarters, two blankets and one mattress for each workman.

Those workmen working for the R.M. and R.A.F. will be provided with bedding by the Allies, but the Regia Aeronautica will have to provide bedding for its own workmen. It will, therefore, be necessary for the work which entails overhauling of engines and propellers and repair of various spare parts, to have a capacity of workmen attached to the Regia Aeronautica amounting to about 60 or 70, requiring 120 or 140 blankets and 60 or 70 mattresses.

5) No work can be undertaken by the S.A.C.A. without authorization from the R.M. and R.A.F. officers in control and any other work in progress which has not been specifically authorized, must be suspended. With regard to this we would point out that at the S.A.C.A. there are three CANT 7.506, of which the first is nearly completed and the seaplanes and one CANT 7.504, of which the first is nearly completed and the others in an advanced state of construction, and having taken the matter into consideration it was decided that the best solution was to terminate this work on the premises, and in order to do so in as short a time as possible, it is proposed to send to the S.A.C.A. 25 workmen from the S.R.A.M. Maranto, who could be lodged at Brindisi Airport and make use, against payment, of the workmen's mess. The work carried out by the Regia Aeronautics workmen would be supervised by our control officer and the relative amount deducted from the consumption. Naturally, in order to put into effect the above proposal, it is necessary that the command obtains authorization from the responsible Allied authorities.

6) As to the transport for workmen, the Allied Authorities will exercise pressure on the competent authorities, in order to obtain facilities for travelling on the tramway. In the meantime they will make arrangements for transport by lorries. The Regia Aeronautica could contribute by trying to suit serviceable a motor coach which is on Brindisi Airport and for which types could be obtained from 244 Group.

7) It is no longer necessary to make use of Neapolitan labour as it is expensive (50 lire per day plus board & lodging). It is necessary to bear in mind, however, in as far as it applies to us and was made known by telegram to Air Comodoro Poster on the 26th January, copy of which we enclose, that the citation is very much lower; that is, from 70 lire to 100 lire per day, plus board & lodging, but if all the labour needed is not found in the Brindisi district, it should always be possible to have recourse, at least in part, to Neapolitan labour.

8) From the first statistical returns based on the activities of the departments and on their citation of aircraft, assuming an increase in future activity to that in the past, it is ascertained that the necessary overhauling of engines is less than that which was at first thought necessary by the S.A. and it is now found that overhauling to be carried out at the S.A.C.A. is reduced to approximately 15 engines (10 Alfa 26 and 5 Asso) instead of the 36 or 38 engines a month, previously anticipated. In consequence the necessary workmen for overhauling engines and propellers of the Regia Aeronautica is correspondingly reduced to about 60 or 70 instead of the 150 originally foreseen.

9) It is necessary that one Italian officer in conjunction with a suitable number of assistant NCOs be attached to the S.A.F. maintenance section with supervisory powers. The supervisory technical officer at the S.A.C.A. already has such an officer 2nd Lieut C.A.R.I. ADAMO who we consider could perform this duty.

10) We await urgent reply, particularly in connection with paragraph 5.

your etc;

Translated 10/2/44
T.E.S.

137

10/2
18W

9 FEB 1944 39A.

BARI 12



MINISTERO DELL' AERONAUTICA

Direzione Generale delle Costruzioni

Uff. del Direttore

Al COMANDO UNITA' AEREA

= S E D E =

AL COMANDO DELLA 4^ Z.A.T.

= S E D E =

Prot. N. 0459 Alleg. 1 Risp. al foglio N. del

OGGETTO: Ditta S. A. G. A.

e per conoscenza;

AIR DIVISION, ALLIED CONTROL COMMISSION, C.M.F.

= S E D E =

- 1°) In data 6 Maggio Febbraio o.s. una riunione di Ufficiali della R.A.F. e della R.N. ha avuto luogo nell'Ufficio dell'Air Commendatore Foster per discutere la posizione della Ditta S.A.G.A.-
- 2°) In essa riunione è stato stabilito che la Ditta S.A.G.A. continuerà a funzionare come per il passato, almeno per un certo periodo di prova, con la sua Amministrazione e con la sua Direzione Tecnica, sotto la sorveglianza di Ufficiali della R.N. e della R.A.F.-
- 3°) E' stato deciso di concedere a tutti gli operai della Ditta la razione per un pasto giornaliero, e deducendone l'importo relativo dalla paga di ciascuno operaio.-
- 4°) E' stato deciso di concedere l'alloggio, due coperte di lana e un materasso di vegetale per ciascun operaio.-

Gli effetti letterari saranno provveduti a cura 1063

Allenti per gli operai addetti ai lavori della R.N. e della R.A.F. e devono essere provveduti dalla R.A. per gli operai impiegati nei lavori della medesima.-

A questo riguardo si prevede che per i lavori di revisione dei motori e delle eliche e per le riparazioni varie di parti d'ricambio, dato il programma ridotte come sarà detto in seguito, la Squadra Operai addetti ai lavori per^{la} R.A. risulterà composta di circa 60 + 70 elementi e pertanto occorreranno circa 120 + 140 coperte e 60 + 70 materassi.

/././.

50) Nessun lavoro potrà essere assunto dalla S.A.C.A. senza la preventiva autorizzazione degli Ufficiali di controllo della R.N. e delle R.A.F. ed ogni altra attuale attività non specificamente autorizzata sarà sospesa.-

A tal riguardo si fa presente che presso la Ditta S.A.C.A. esistono n° 3 idrovolanti Cant.Z.506 e n° 1 idro Cant.Z.501, di cui il primo può considerarsi praticamente ultimato e gli altri in stato di avanzata lavorazione.-

Vagliate tutte le ipoteche per la ultimazione di tali lavori, si è constatato che la migliore soluzione è quella di effettuare ciò presso la Ditta.-

Per poter portare a termine il lavoro nel più breve tempo, si propone di inviare presso la Ditta stessa una squadra composta di n°25 operai della S.R.A.M. di Taranto, i quali potrebbero alloggiare all'Aeroporto di Brindisi ed usufruire, a pagamento, della mensa concessa agli operai della Ditta.-

Il lavoro compiuto dagli operai della R.A. sarebbe computato a cura del nostro Ufficiale di sorveglianza e l'impero relative dedotte dal censuativo.-

Naturalmente, per poter effettuare quanto sopra preposto, occorre che cadeste Comando ottenga la relativa autorizzazione dalle competenti autorità Alleate.-

60) Riguardo ai trasporti degli operai, le Autorità Alleate eserciteranno pressioni sulle Autorità competenti per ottenere facilitazioni sul servizio tranviario.- Nel frattempo provvederanno per mezzi di autocarri.-
100!

Come contributo della R.A., si richiede il tentativo di rimettere in efficienza un autobus inefficiente che trovassi presso l'Aeroporto di Brindisi e per il quale potranno essere richiesti i pneumatici al 214° Gruppo.-

70) Non si richiede più la mano d'opera di Napoli perchè ritenuta trop-

in stato di avanzata lavorazione.

Vagliate tutte le ipotesi per la ultimazione di tali lavori, si è constatato che la migliore soluzione è quella di effettuare ciò presso la Ditta.

Per poter portare a termine il lavoro nel più breve tempo, si propone di inviare presso la Ditta stessa una squadra composta di 25 operai della S.R.A.M. di Taranto, i quali potrebbero alloggiare all'Aeroporto di Brindisi ed usufruire, a pagamento, della mensa concessa agli operai della Ditta.

Il lavoro compiuto dagli operai della R.A. sarebbe computato a cura del nostro Ufficiale di sorveglianza e l'importo relativo dedotto dal consuntivo.

Naturalmente, per poter effettuare quanto sopra proposto, occorre che cedente Comando ottenga la relativa autorizzazione dalle competenti autorità Alleate.

6°) Riguardo ai trasporti degli operai, le Autorità Alleate eserciteranno pressioni sulle Autorità competenti per ottenere facilitazioni sul servizio tranviario. Nel frattempo provvederanno per mezzo di autocarri.

1001

Come contributo della R.A., si richiede il tentativo di rimettere in efficienza un autobus inefficiente che trovandosi presso l'Aeroporto di Brindisi e per il quale potranno essere richiesti i pneumatici al 214° Gruppo.

7°) Non si richiede più la mano d'opera di Napoli perchè ritenuta troppo esigente (150 f. giornaliero più vitte e alloggio). A tale riguardo si fa però presente che, secondo quanto risulta alle scritte e già comunicato con un promemoria per il Sig. A/C FOSTER, in data 26 Gennaio u.s., che si allega in copia, la richiesta sarebbe assai minore, cioè dalle 70 alle 100 f. giornaliero, più vitte e alloggio.

./././

Pertanto se non si verificasse l'ipotesi ritenuta dagli Alleati verosimile di poter trovare nei dintorni di Brindisi tutta la manodopera occorrente, si ritiene che in caso di necessità sarà sempre possibile ricorrere almeno in parte a quella del Napoletano.-

8°) Dalle prime ricerche statistiche effettuate dalla scrivente in base all'attività dei Reparti ed alla loro detenzione di velivoli, pur tenuto conto di un aumento di attività per l'avvenire rispetto a quella verificatasi finora, risulta che il fabbisogno di revisioni di motori per il mantenimento dell'efficienza della linea è inferiore a quello in un primo tempo previsto dall'Ufficio Legistico dello S.M.-

Precisamente il numero di revisione da effettuarsi presso la S.A.C.A. si ridurrebbe a circa 15 motori (10 Alfa 126 più 5 ASSO) in luogo dei 36 + 38 motori al mese sinora considerati.-

In conseguenza il fabbisogno di operai per la revisione motori ed eliche della R.A. si riduce a circa 60 + 70 elementi; in luogo dei 150 originariamente previsti.-

9°) Viene concesso che un Ufficiale Italiano coadiuvato da un congruo numero di Sottufficiali Assistenti sia dislocato presso il Reparto Revisione motori della R.A., con mansioni di sorveglianza.-

Per questo, esiste già l'Ufficio di Sorveglianza Tecnica presso La Ditta, retto dal S.Ten.G.A.r.i. ADAMO, al quale possono essere devolute le suddette funzioni.-

10°) Si resta in attesa di urgenti comunicazioni in merito, a quanto sopra, con particolare riguardo a quanto detto nel comma 5°).=-

IL DIRETTORE

[Signature]
(Ten.Col.G.A.r.i. = D.F. COLUMBA)

1000

38A

COPIA

MEMORIA PER: Air Comandante FOSTER
Group Captain BRITTON

INGAGGIO OPERAI NELLA ZONA DI NAPOLI

- 1) Gli operai del napoletano verranno a lavorare in Puglia soltanto a condizioni di realizzare un guadagno netto sufficiente per mantenere le rispettive famiglie che risulteranno nella zona di Napoli.
- 2) E' asseverato che nella zona di Napoli il costo medio della vita supera di oltre il 100% quello delle Puglie.
- 3) Per il suddetto motivo la richiesta media di guadagno (netto da vitto e alloggio) è compreso fra le 2000 e le 3000 lire mensili, a seconda della qualità dell'operaio.
- 4) Dalle prime indagini fatte risulta che non è possibile ottenere mano d'opera a condizioni inferiori a quelle sopra specificate.
- 5) Occorre quindi precisare quanto genericamente accennato al comma (F) e non è possibile rispettare quanto precisato al comma (i) del pre-memoria in data 10 gennaio 1944 relative alla sistemazione S.A.C.A. a meno che non venga corrisposta un'adeguata indennità di vitto e alloggio.

11 26 Gennaio 1944.

991

IL DIRETTORE

(Ten. Col. G.A.R.i. = D.F. COLUMBA)

FILE

37A.

FROM : AIR DIVISION,
ALLIED CONTROL COMMISSION,
C.M.F.

TO : REAR HEADQUARTERS, M.A.A.F. (ALGERS)
(for C.M.S.O.)

DATE : 21st FEBRUARY 1944.

REU. : 13/AIR.

Mr. Luigi Acampora

18A

1. Reference is made to a request made for the repatriation from India of the above who is destined to be manager of the SICA Aeronautical Factory at Brindisi.
2. On January 18th last you received a memorandum from MAAF (Adv.) reference MAAF/1600/5/ONG submitting the case and asking for your concurrence. 124A.
3. It would be appreciated if you would inform this Sub-Commission as to how matters stand and if Mr. Acampora's arrival in Italy can be expected.

R.M. FOSTER,
AIR COMMODORE

998

Copy to :- Wing Commander Winter,
HQ. Allied Control Commission, Naples.

13/AIR

36A

SECRET

FROM : Air Division,
(Allied Control Commission,
RACL.

TO : Headquarters,
No. 211 Group, R.A.F.
(Attention Group Captain Britton)

DATE : 13th February 1944.

REF. : 13/Air.

Long Range Tanks for R.A.F. Fighters

The Deputy Air Commander in Chief, at a meeting at Acreia on 10th February 1944, ruled that the maximum number of Italian Air Force fighters should be converted for long range tank use immediately. The manufacture of the long range tanks for No. 205's, which are at present on order from the BSA factory at Bristol, must in consequence be placed on the highest priority.

2. Could you please instruct the R.A.F. Officer in charge at the BSA works to issue instructions that the long range tanks now under order should be completed at the earliest practicable date.

R. M. NORMAN,
AIR COMMANDER.

997

13/Air

SECRET

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

TO : The Commander, Coastal Forces,
Western Mediterranean.

Headquarters,
214 Group, R.A.F., C.M.F.

DATE : 28th February 1944.

REF. : 13/AIR.

SACA FACTORY

1. On February 6th a meeting was held between Air Commodore Foster, Commander Welman, Group Captain Britton and Wing Commander Walters, to discuss the position of the above firm.

2. Both Commander Welman and Group Captain Britton were satisfied that the new management had effected qualitative and quantitative improvements in output and were anxious that present arrangements in this respect should be allowed a fuller trial before any new and more drastic measures were taken. Thus the company with its new manager will continue to function autonomously but under supervision of R.N. and R.A.F. Officers. Existing arrangements regarding payment of work done by S.A.C.A. for the R.N. and R.A.F. will continue.

3. Referring to Commander Welman's letter dated 26th January No. CFW.081/926, the following action would be taken to implement the recommendations.

Para (111) Mid-day Meal

996

Reference a signal dated January 30th from Freedom signed C-in-C cite FMSUP, FHDSC, FHDGS and FHMES action Fatima, inf. Flambo, CG PAS, GOC DIST TWO, GOC DIST ONE, CG IBS, Fable for Webster and Harding and CG SOs NaFOUSA, which provides for a noon or midnight meal for Italian civilians employed at hard labour, it was decided that 214 Group would immediately take the matter up with 2 District so that SACA workers would profit by this concession.

The ration consists of:

Flour or Bread	4 lb.
Vegetables	6 oz.

1. On February 6th a meeting was held between Air Commodore Foster, Commander Welman, Group Captain Britton and Wing Commander Walters, to discuss the position of the above firm.

2. Both Commander Welman and Group Captain Britton were satisfied that the new management had effected qualitative and quantitative improvements in output and were anxious that present arrangements in this respect should be allowed a fuller trial before any new and more drastic measures were taken. Thus the company with its new manager will continue to function autonomously but under supervision of R.N. and R.A.F. Officers. Existing arrangements regarding payment of work done by S.A.C.A. for the R.N. and R.A.F. will continue.

3. Referring to Commander Welman's letter dated 26th January No. CFW.081/926, the following action would be taken to implement the recommendations.

Para (iii) Mid-day Meal

99%

Reference a signal dated January 30th from Freedom signed C-in-C cite FHSUP, FHDSC, FHDGS and FHEBS action Matina, inf. Flambo, CG PAS, GOC DIST TWO, GOC DIST ONE, CG IBS, Pable for Webster and Harding and CG SOS MAFUSA, which provides for a noon or midnight meal for Italian civilians employed at hard labour, it was decided that 214 Group would immediately take the matter up with 2 District so that SACA workers would profit by this concession.

The ration consists of:

Flour or Bread	$\frac{1}{2}$ lb.
Vegetables	6 oz.
Meat	1 oz.

The cost of the meal would be deducted from each workman's wages.

Para (iv) Provision of Bedding

Commander Welman would make arrangements to provide two blankets and a palletase for each resident worker in the R.N. and R.A.F. sections. Air Commodore Foster would instruct the Italians to provide a similar number for each resident worker in the Engine Repair Shed which would be employed almost exclusively on I.A.F. material.

/Continued.....2.

- 2 -

Para (v) Control of Activities

Air Commodore Foster would advise the President of SACA that all jobs taken on by the Company must be approved by the resident R.N. and R.A.F. Managers. Instructions would also be given that all activities on work on hand not specifically authorised must cease.

Para (viii) Rail Transport Facilities for Workers

Pressure would be exercised on the proper authority by R.N., 214 Group, and the Air Division A.C.C., to provide adequate and regular rail transport facilities for SACA workers living in the environs of Brindisi. Pending this No. 214 Group would allocate transport from 6 S & T. An attempt will be made to recondition an I.A.F. unserviceable bus at present at Brindisi Airport as an Italian contribution. For this, a request for tyres may have to be made on 214 Group.

Para (ix) Provision of Labour from Naples.

The I.A.F. Naples Command has already selected 150 workers who would be ready to move over to Brindisi on the following conditions:-

Daily net wage of 150 lire.
All food found
Lodgings provided.

995

As these terms are exorbitant and would upset local labour conditions, an attempt will be made to avoid taking this measure. It is hoped that the provision of transport, a good meal, and, if necessary, lodgings, will attract local labour at the local labour scale. Resident R.N. and R.A.F. supervisors are to instruct the management to increase the number of employees to full capacity if possible from local resources: the concessions of food, transport, and bedding can be guaranteed when canvassing for these employees.

Para (x)

Work for the Italian Navy and Italian Air Force will be submitted to the R.N. and R.A.F. authorities in order to determine priorities. In this respect Group Captain Britton confirmed that the I.A.F. could plan on the original and agreed programme of work by SACA. This provides a monthly output as follows:-

214 Group, and the Air Division A.C.O., to provide adequate and regular rail transport facilities for SACA workers living in the environs of Brindisi. Pending this No. 214 Group would allocate transport from 6 S & T. An attempt will be made to recondition an I.A.F. unserviceable bus at present at Brindisi Airport as an Italian contribution. For this, a request for types may have to be made on 214 Group.

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Para (x)

Work for the Italian Navy and Italian Air Force will be submitted to the R.N. and R.A.F. authorities in order to determine priorities. In this respect Group Captain Britton confirmed that the I.A.F. could plan on the original and agreed programme of work by SACA. This provides a monthly output as follows:-

The overhaul of 6 Asso R2 C.15 Engines
The overhaul of 30 Alfa 136 Engines
The rectification of 15 airscrews.
Various instrument repairs.

4. Commander Welman and Group Captain Britton agreed to allow an Italian Air Force Shop Foreman (W/O Rank) with an appropriate number of W.C.O. assistants, to be attached to the engine repair section. He would be there in a supervisory capacity but would have no executive or administrative powers.

5. If the present scheme after adequate trial still proved unsatisfactory, the problem would be re-examined in the light of

/Continued.....3

- 3 -

the proposals discussed recently by Air Commodore Foster and Group Captain Britton and recorded in memorandum form dated 16th January 1944.

R. M. Foster
R. M. FOSTER
AIR COMMODORE

993

1441
A/CORE 1/14

34A

From : Headquarters, No. 214 Group, R.A.F. C.M.F.
To : Allied Control Commission (Air Division).
Date : 25th. January 1944.
Ref : 2143/903/29/Org.

SECRET

S.A.C.A. FACTORY - PROVISION OF BIDDING FOR

CIVILIAN EMPLOYEES

1. The attached copy of a letter received from the S.A.C.A. Factory through the Officer Commanding, No. 110 Maintenance Unit, is forwarded for information.
2. Reports received from the S.A.C.A. Factory show that very large numbers of man hours are lost daily, due to the very unsatisfactory train service at present running to and from BRINDISI.
3. Representations are being made with a view to it's improvement but it is felt that a great increase in production would be effected by housing the civilian workmen nearer to the factory site.
4. The management are able to provide accommodation, but not bedding, as this is unobtainable from civilian sources, and it is suggested that mattresses and blankets supplied from Italian Military sources, and issued on loan to the S.A.C.A. factory would be an obvious solution to the problem.
5. Sufficient mattresses and blankets for approximately 150 workmen would be needed, and it is requested that you give consideration to the implementation of this suggestion, which, it is felt, will be of direct assistance to the war effort.

Williams
C.H. WILLIAMS. W/Cmdr.
for Air Commodore.

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4. The management are able to provide accommodation, but not bedding, as this is unobtainable from civilian sources, and it is suggested that mattresses and blankets, supplied from Italian Military sources, and issued on loan to the S.A.C.A. factory would be an obvious solution to the problem.

5. Sufficient mattresses and blankets for approximately 150 workmen would be needed, and it is requested that you give consideration to the implementation of this suggestion, which, it is felt, will be of direct assistance to the war effort.

W. Williams

for C.H. WILLIAMS. W/ Cmdr.
Air Commodore,
Air Officer Commanding,
No. 214 Group, R.A.F. C.M.F.

9/1/48

1/1/48

53A

FROM : AIR FORCE HQ-COMMUNIST,
ALLIED CONTROL COMMISSION,
BANG.

TO : ALLIED FORCE HEADQUARTERS.
(ATTENTION OF MR. COL. A.S. BARNES, A.A.G.)

DATE : 19TH MARCH 1944

REF. : 901/4.
Copy to File 15/AIR. ✓

LARGE ACAPICORA

With further reference to this Headquarters letter of even reference dated 18th March 1944, it is desired to add that it is understood the above named prisoner's family are also known and are in India and that it is desired that his family should accompany him upon his repatriation.

J. Watson
J. WATSON, P/MT.
P. M. JONES,
AIR COMMISSIONER,
AIR OFFICER COMMANDING

990

33A

(COPY)

COPY TRANSLATION

S. A. C. A.

BRINDISI. 20 January 1944

Ref:- 270
AL/CAV.

To :- Headquarters, Navy Base, Brindisi.
TO :- Commanding Officer, 110 M.U.
To :- Commanding Officer of the Navy
Detachment of the Jonic Sea and
Lower Adriatic, Taranto.
To :- Minister of Aeronautica, Office of
Efficient Lines, Bari.

To satisfy your asking for major production of our
manufacture, we are now being hard pressed to find new work-
men by recruiting them outside of Brindisi.

But it is necessary to overcome the problem of
accommodation without which these persons could not be
transferred to Brindisi.

The room for accommodation could be provided by us
but **not** the mattresses and blankets, and it is absolutely
impossible to buy these on the market, and also it is not
possible for the people to eventually use their own owing
to the great difficulty of the railway transport.

So we ask your Headquarters to give us the necessary
material or to provide that the Italian Authorities give us
this material.

SOC. per AZ. COSTRUZIONI AERONAVALI
L'Amministratore Delegato

(Signed) ?????

(Signed) ??????

989

32A

MEMORANDUM TO : Colonel Simonetti - for action
Lt. Col. Columba - for action

SPECIALIST PERSONNEL

1. Below are the details of civilian specialist personnel required forthwith for S.A.C.A. and the various Maintenance Units (M.U.'s) in the Brindisieres.

	R.A.P. SACA	R.N. SACA	I.A.P. SACA	M.U.'s	Total
Machine Tool Operators	10		28		38
Sheet Metal Workers	50	15		25	90
Blacksmiths	3				3
Engine Mechanics			80	50	130
Electricians			10	20	30
Instrument Repairs			18	4	22
Fabric Workers				2	2
Radio Mechanics				2	2
Semi-skilled Workers			14		14
Storekeepers				4	4

88 15 150 107 336

2. Over and above, the Royal Navy require 100 shipwrights for SACA which it is believed could be better mustered through the Regia Marina. 907

3. The following Service personnel are required immediately. Col. Simonetti is already aware of the demand under the column Usual which is repeated here in order to give a General picture of present commitments.

R.A.A.P.

Sheet Metal Workers 150
Engine Mechanics 625
Armament Specialists 150
Foundry Workers 75
150

	R.A.P. SACs	R.N. SACs	I.A.P. SACs	M.V.'s	Total
Machine Tool Operators	10		28		38
Sheet Metal Workers	50	15		25	90
Blacksmiths	3				3
Engine Mechanics			80	50	130
Electricians			10	20	30
Instrument Repairs			18	4	22
Fabric Workers				2	2
Radio Mechanics				2	2
Semi-skilled Workers			14		14
Storekeepers				4	4

63 15 150 107 335

2. Over and above, the Royal Navy require 100 shipwrights for SACs which it is believed could be better mustered through the Regia Marina. 937

3. The following Marine personnel are required immediately. Col. Simonetti is already aware of the demand under the column used which is repeated here in order to give a general picture of present commitments.

U.S.A.A.P.

Sheet Metal Workers	150
Engine Mechanics	625
Armament Specialists	150
Foundry Workers	75
Electricians	150
Air Screw Workers	35
	<u>1185</u>

4. It is requested that assurances are given to this Division that the necessary steps have been taken to mobilise this labour.

[Signature]
R.M. POSTER,
Air Commodore

Copy for information to :- Major Cassinero.
Major Mucci.

9/1/44

31A

SP Francis

Sp

SECRET

S.A.C.A. FACTORY.

FROM THE REMAINING COASTAL FORCES, WESTERN MEDITERRANEAN

DATE 26TH JANUARY 1944

TO ALLIED FORCES COMMANDING, NARRE (A. 5400). R.A.F., R.M.F.

(Copy to :-
 Staff Officer Transport and Administration;
 Captain George H. Brown, Mediterranean;
 Squadron Leader Galters, R.A.F. (A. 5400).

Submitted :

The pattern referred to in your letter number 2116/3816/Eng of 16th January 1944 has now been discussed with Squadron Leader Galters of R.A.F. (A. 5400), and the following conclusions arrived at :-

- (a) What in order best to facilitate and improve work undertaken at the S.A.C.A. works for the R.A.F., with the least detriment to the progress of work in hand for the Royal Navy, it is recommended that the proposals arrived at, at this meeting, of which the following is a summary, be implemented :-
- (i) British workers' transfer to have full executive control with powers to recruit or disperse with labour, including supervisory personnel.
- (ii) Assist Works' Manager to obtain adequate transport facilities for workers.
- (iii) Provision of mid-day meal - minimum of soup.
- (iv) Provision of reading material from Allied Central Commission sources to allow S.A.C.A. to approximate one hundred and fifty personnel.
- (v) Allied Control Commission to issue written directive to S.A.C.A. President that all work, other than R.N. or R.A.F., must cease unless specifically authorised by resident R.A.F. and R.N. representative. He estimates that this will release approximately one hundred more men to work for R.A.F. and R.N.

Submitted:

The matters referred to in your letter number 3116/3898/Eng. of 16th January 1944 have now been discussed with Squadron Leader Walters of Bomber Command, R.A.F., via the following considerations arrived at:-

(a) That in order best to facilitate and improve work undertaken at the S.A.C.A. Works for the R.A.F., with the least detriment to the progress of work in hand for the Royal Navy, it is recommended that the Japanese arrived at, at this meeting, of which the following is a summary. be implemented:-

- (i) Existing Works' Manager to have full executive control with powers to recruit or Japanese with labour, training supervisory personnel.
- (ii) Assist Works' Manager to obtain adequate transport facilities for workers.
- (iii) Provision of full-day meal - minimum of soup.
- (iv) Issuance of bedding material from Allied Control Commission accounts, to allow S.A.C.A. to accommodate one hundred and fifty personnel.
- (v) Allied Control Commission to issue written directive to S.A.C.A. President that all work, other than R.N. or R.A.F., must cease unless specifically authorised by resident S.A.C.A. and R.N. representative. We estimate that this will release approximately one hundred more men to work for R.A.F. and R.N.
- (vi) Existing Works' Manager has effected improvements in both quality of output since his recent arrival, approximately fourteen days ago.
- (vii) It is not considered desirable that any serving officer of the R.A.F. or other British military service should be appointed to any position in this factory.
- (viii) If rail and/or other suitable and prompt transport is made available this will, in itself prove an attraction to additional labour locally.
- (ix) Facilities adequate as (viii) above, then

✓ Allied Control Commission

9/1/44

31A

Francis

~~Secret~~

SECRET

S.A.C.A. FACTORY.

FROM THE COMMANDER COASTAL FORCES, WESTERN MEDITERRANEAN.
DATE 26TH JANUARY 1944.
TO AIR OFFICER COMMANDING, NUMBER 214 GROUP, R.A.F., C.M.F.
(Copies to:-
Flag Officer Terminus and Adriatic;
Captain Coastal Forces, Mediterranean;
Squadron Leader Walters, No. 2 M.L.R.U.).

Submitted:

The matters referred to in your letter number 214G/3898/Eng. of 16th January 1944 have now been discussed with Squadron Leader Walters of Number 2 M.L.R.U., and the following conclusions arrived at:-

- (a) That in order best to facilitate and improve work undertaken at the S.A.C.A. Works for the P.A.F., with the least detriment to the progress of work in hand for the Royal Navy, it is recommended that the Italians arrived at, at this meeting, of which the following is a summary, be implemented:-
 - (i) Existing Works' Manager to have full executive control with powers to recruit or dispense with labour, including supervisory personnel.
 - (ii) Assist Works' Manager to obtain adequate transport facilities for workers.
 - (iii) Provision of mid-day meal - minimum of soup.
 - (iv) Provision of bedding material from Allied Control Commission sources, to allow S.A.C.A. to accommodate one hundred and fifty personnel.
 - (v) Allied Control Commission to issue written directive

AIR OFFICER COMMANDING, NUMBER 244 BRIDGE ROAD, TORONTO, ONTARIO, CANADA
(Copies to:-
Flag Officer Toronto and Adagio; Captain Coastal Forces, Mediterranean; Squadron Leader Walters, R.C.A.F. (R.N.)).

Submitted:

The matters referred to in your letter number 4140/3898/Eng. of 16th January 1944 have now been discussed with Squadron Leader Walters of Number 244 B.M.B., and the following conclusions arrived at:-

(a) That in order best to facilitate and improve work undertaken at the S.A.C.A. Works for the R.A.P., with the least detriment to the progress of work in hand for the Royal Navy, it is recommended that the proposals arrived at, at this meeting, of which the following is a summary, be implemented:-

(i) Existing Works' Manager to have full executive control with powers to recruit or dispense with labour, including supervisory personnel.

(ii) Assist Works' Manager to obtain adequate transport facilities for workers.

(iii) Provision of mid-day meal - minimum of four.

(iv) Provision of bedding material from Allied Control Commission sources, to allow S.A.C.A. to accommodate one hundred and fifty personnel.

(v) Allied Control Commission to issue written directive to S.A.C.A. President that all work, other than R.N. or R.A.P., must cease unless specifically authorised by resident R.A.P. and R.N. representative. We estimate that this will release approximately one hundred more men to work for R.A.P. and R.N.

(vi) Existing Works' Manager has effected improvements in both quality of output since his recent arrival, approximately fourteen days ago.

(vii) It is not considered desirable that any serving officer of the I.A.P. or other Italian military service should be appointed to any position in this factory.

(viii) If rail and/or other suitable and prompt transport is made available this will, in itself prove an attraction to additional labour locally.

(ix) Failing adequate response as (viii) above, then

✓ Allied Control Commission

9/1/44

SECRET.

Allied Control Commission to arrange import from Naples, or other area.

(x) Any Italian Navy and Air Force work required, to be submitted to R.A.F. and R.N. representatives to determine priorities. This has previously been agreed to - has been implemented and has proved satisfactory, as confirmed by Allied Control Commission's letter, number R.M.F/16/AIR, dated 30th. December 1943.

2. It is earnestly hoped that these requirements, which are locally considered to be in the best interests of all concerned, can be met, it is confidently expected that an early and substantial improvement in R.A.F. output will result.

R. Webster
COMMANDER,
ROYAL NAVAL

923

Enclosures :-

1. Air Commodore, Air Division, Allied Control Commission, C.M.F.'s letter, number R.M.F/16/Air, dated 30th. December 1943.
2. Air Officer Commanding, No. 214 Group, R.A.F., C.M.F.'s letter, number 214G/3996/ENG, dated 24th. December 1943.

30A

SECRET

CONF.

FROM Air Division, Allied Control Commission,
C.A.F.

TO Headquarters, 2nd Group, P.A.F. C.A.F.

DATE 20th December 1948.

REF 202/12/212.

RE: AIRCRAFT 24 NOV, 1948.

1. For 202/12/212, 20th December 1948, December 1948, 20th December 1948.

2. The conditions whereby provision is made for certain work to be undertaken for the Italian Air Force at the above factory is hereby confirmed, your cooperation is most appreciated.

(SIGNED) J.M. TOSER.

AIR SWANSEA.

COPIES TO :-

Commander R. Staff, R.A.F. C.A.F.,
Commander R. Staff, R.A.F. C.A.F.,
R.A.F. "Vigilant".

Chief Operating, No. 113 S.A. (A.A.S.)

981

29A

COPY

From Headquarters, No. 214 Group, R.A.F. No. 214 Group

To Air Section, Allied Control Commission to Italian Government, C.M.I.F. No. 214 Group

Date 24th December 1943.

Ref 214G/3098/ENG.

SACA AIRCRAFT FACTORY AT BRINDISI.

In reply to your RMT/16/AIR. dated 17th December 1943 this matter has been discussed with Commander Walman, R.A.F. and the following decisions arrived at.

2. As a matter of general principle it is desired to accord the I.A.F. all facilities available in the SACA factory after the priority requirements of the R.N. and R.A.F. have been met, and it will be noted that safeguards to ensure this are included in the arrangements agreed to. It must also be stipulated that the allocation of tradesmen of varying skill to all work in hand will be under the control of the R.N. and R.A.F. resident technical officers.

3. It is gathered that of the nine aircraft noted in paragraph 2 of your letter only two are at present in the hangars; the remainder being at moorings or elsewhere. It is agreed that the SACA factory be permitted to continue the repair of these aircraft subject to the Royal Navy having adequate space in the hangars for their full commitment of marine craft repair; at present there is space available for more than two aircraft and this will continue to be the case for three or four weeks pending receipt of materials to enable further work to be taken in hand. Subsequently, two aircraft will probably be the maximum which can be admitted to the hangars at one time. The Royal Navy at present employ one hundred shipwrights; they would like to have a hundred and fifty to enable them to undertake their full commitment and request that the Allied Central Commission agree if possible in obtaining these additional personnel for the SACA factory. Subject to these commitments in respect of personnel and working spaces for the R.A.F. being met, and to other commitments of the R.N. and R.A.F. in other shops not being interfered with, aircraft repairs work can continue up to and possibly beyond the nine aircraft mentioned.

4. In respect of the manufacture of 15 long range tanks for Macchi 205's there are at present only 20 personnel of cooperation and sheet metal trades in the employ of the factory. The R.A.F. will require approximately 50 and R.N. approximately 15 of these tradesmen in the cooperatives and metal flat repair (now Spitfire wing repair) shops, and subject to satisfactory additional personnel being engaged to meet their requirements any additional personnel

In reply to your RME/16/A.R. dated 17th December 1943 this matter has been discussed with Commander Wolman, R.A.F., and the following decisions arrived at.

2. As a matter of general principle it is desired to accord the R.A.F. all facilities available in the SAG's factory after the priority requirements of the R.N. and R.A.F. have been met, and it will be noted that arrangements to ensure this are included in the arrangements agreed to. It must also be stipulated that the allocation of tradesmen of varying skill to all work in hand will be under the control of the R.N. and R.A.F. resident technical officers.

3. It is gathered that of the nine aircraft noted in paragraph 2 of your letter only two are at present in the hangars, the remainder being at meetings or elsewhere. It is agreed that the SAG's factory be permitted to continue the repair of these aircraft subject to the Royal Navy having adequate space in the hangars for their full commitment of marine craft repair; as present there is space available for more than two aircraft and this will continue to be the case for three or four weeks pending receipt of materials to enable further work to be taken in hand. Subsequently, two aircraft will probably in the maximum which can be admitted to the hangars at one time. The Royal Navy at present employ one hundred shipwrights; they would like to have a hundred and fifty to enable them to undertake their full commitment and request that the Allied Control Commission agree if possible in obtaining these additional personnel for the SAG's factory. Subject to these commitments in respect of personnel and working space for the R.A.F. being met, and to other commitments of the R.N. and R.A.F., in other ships not being interfered with, aircraft repair work can continue up to and possibly beyond the nine aircraft mentioned.

4. In respect of the manufacture of 15 long range tanks for Macchi 205's there are at present only 25 personnel of experience in and sheet metal trades in the employ of the factory. The R.A.F. will require approximately 50 and R.N. approximately 15 of these tradesmen in the commitments and metal flat repair (now Spitfire wing repair) shops, and subject to satisfactory additional personnel being engaged to meet their requirements any additional capacity is at the disposal of the R.A.F. for the purpose which you indicate. It is requested that you give assistance to the factory in obtaining these additional personnel, either locally or from Wales.

5. The engine and propeller repair programme which you request can be undertaken, and should not clash with any British requirements, provided that fitters for this work are obtained without restriction to other R.N. and R.A.F. requirements in the factory.

6. Finally, it is agreed that the 2 Saloman light aircraft only should be completed, out of the order for 12. It may be possible at a later date to permit the completion of certain partly fabricated components which you require for spares for the maintenance of aircraft

/already in possession

already in service, subject to permission being obtained for the resident technical officers at the time.

7. Your acknowledgement that the above conditions are acceptable by you and that instructions will be issued accordingly, would be appreciated.

COMMISSIONER OF THE GENERAL LAND OFFICE.

Capt., 1st Air Commando,
1st Air Officer Commanding,
1st Air Group, R.A.F.,
C.A.F.

Continued on p. 24

Comander E. Palma, C. S. V., L. H. C.
Comander Coastal Marine, Warrenton, Ore.
H. H. S. "Victoria".

Officer Commanding, No. 18, L.S. H.V. (A.R.S.)

[illegible]

In reply to your RMF/16/AIR, dated 17th December 1943 this matter has been discussed with Commander Wolman, R.N. and the following decisions arrived at: (1) The R.N. will continue to maintain the following:

2. As a matter of general principle it is desired to accord the L.A.F. all facilities available in the SACA factory after the priority requirements of the R.N. and R.A.F. have been met, and it will be noted that safeguards to ensure this are included in the arrangements agreed to. It must also be stipulated that the allocation of tradesmen of varying skill to all work in hand will be under the control of the R.N. and R.A.F. resident technical officers.

3. It is gathered that of the nine aircraft quoted in paragraph 2 of your letter only two are at present in the hangars, the remainder being at moorings or elsewhere. It is agreed that the SACA factory be permitted to continue the repair of these aircraft subject to the Royal Navy having adequate space in the hangars for their full commitment of marine craft repair; at present there is space available for more than two aircraft and this will continue to be the case for three or four weeks pending receipt of materials to enable further work to be taken in hand. Subsequently, two aircraft will probably be the maximum which can be admitted to the hangars at one time. The Royal Navy at present employ one hundred shipwrights; they would like to have a hundred and fifty to enable them to undertake their full commitment and request that the Allied Central Commission agree to possible in obtaining these additional personnel for the SACA factory. Subject to these commitments in respect of personnel and working space for the R.A.F. being met, and to other commitments of the R.N. and R.A.F. in other shops not being interfered with, aircraft repair work can continue up to and possibly beyond the nine aircraft you mention.

4. In respect of the manufacture of 15 long range tanks for Macchi 205's there are at present only 22 personnel of coppermith and sheet metal trades in the employ of the factory. The R.A.F. will require approximately 50 and R.N. approximately 15 of these tradesmen in the coppermiths and metal plate repair (now Spitfire wing repair) shops, and subject to satisfactory additional personnel being engaged to meet their requirements an additional capacity is at the disposal of the L.A.F. for the purpose which you indicate. It is requested that you give assistance to the factory in obtaining these additional personnel, either locally or from Naples.

5. The engine and propeller repair programme which you request can be undertaken, and should not clash with any British requirements, provided that fitters for this work are obtained without detriment to other R.N. and R.A.F. requirements in the factory.

6. Finally, it is agreed that the 2 Salmson light aircraft only should be completed, out of the order for 12. It may be possible at a later date to permit the completion of certain partly fabricated components which you require for spares for the maintenance of aircraft

/already in

Record Copy to Replace Unstable Original
Property of the National Archives

already in service, subject to permission being obtained from the resident technical officers at the time.

7. Your acknowledgement that the above conditions are acceptable by you and that interruptions will be issued accordingly, would be appreciated.

(SIGNED) A.P. BATTEN.

Capt. J. for Air Commodore,
Air Officer Commanding,
No. 214 Group, R.A.F.,
C.M.F.

Copies to:

Commander M. Welton, D.S.O., D.S.C., D.S.M.C.,
Commander Coastal Forces, Western Med.,
H.M.S. "Wolverine".

Officer Commanding, No. 10.125 M.V. (A.R.S.)

28A

FROM : Air Division,
Allied Control Commission,
BARI.

TO : Group Captain Britton,
Headquarters,
214 Group, R.A.F., C.M.F.

DATE : 28th January 1944.

REF. : 9/1/Air.

S.A.C.A.

The enclosed memorandum has been received
from Lt.Col. Columba commenting on the Aide Memoire
recently you.

R.M. FOSTER,
Air Commodore

TRANSLATED BY SERGEANT DE BENEDEUCCI - 26/1/44.

Orig. - 26A.

PRO-MEMORIA FOR: AIR COMMODORE FOSTER.
GROUP CAPTAIN BRITTON.

ENGAGEMENT OF LABOURERS IN NAPLES DISTRICT.

1. Neapolitan labourers will only work in Puglia if they are assured a net income enabling them to keep their families who will remain in the Naples area.

2. It has been ascertained that the average cost of living in the Naples area is more than 100% to that in the Puglia area.

3. For the above reason the average salary (net board and lodging) should be between 2,000 and 3,000 lire per month, according to the quality of the labourer.

4. On initial enquiry, it appears that it is not possible to obtain labour on conditions less favourable to the above.

5. Referring the Pro-Memoria dated 16th January 1944 dealing with the organisation of the S.A.C.A. unless adequate indemnity for board and lodging is made, we must repeat that which is already specified in paragraph (f) as it is not possible to undertake that which is specified in paragraph (i).

977

TEN COL. D.F. COLUMBA.

27A

1460

PRO=MEMORIA PER: Air Commodore FOSTER
Group Captain BRITTON

INGAGGIO OPERAI NELLA ZONA DI NAPOLI

- 1) Gli operai del napoletano verranno a lavorare in Puglia soltanto a condizione di realizzare un guadagno netto sufficiente per mantenere le rispettive famiglie che rimarranno nella zona di Napoli.
- 2) E' assodato che nella zona di Napoli il costo medio della vita supera di oltre il 100% quello delle Puglie.
- 3) Per il suddetto motivo la richiesta media di guadagno (netto da vitto e alloggio) è compresa fra le 2000 e le 3000 lire mensili, a seconda della qualità dell'operaio.
- 4) Dalle prime indagini fatte risulta che non è possibile ottenere meno d'opera e condizioni inferiori a quelle sopra specificate.
- 5) Occorre quindi precisare quanto genericamente accennato al comma (2) e non è possibile rispettare quanto precisato al comma (1) del promemoria in data 16 Gennaio 1944 relativo alla sistemazione S.A.C.A, e meno che non venga corrisposta un'adeguata indennità di vitto e alloggio. = 975

26 GEN 1944

T. Col. Polunin
Gen. Col. E. F. COLUMBA

SECRET

25A

FROM : Air Division,
Allied Control Commission,
C.M.P.

TO : Headquarters, No.214 Group, R.A.F.,
(attention Group Captain Britton)

DATE : 21st January 1944.

REF. : 16/AIR.

SACA AIRCRAFT FACTORY

1. Herewith copy of a memorandum summarising the new proposals for the above firm. No comments have yet been received from the Italians, to whom a copy has been sent.
2. If you consider the scheme practicable it should be put into operation forthwith.

R.M.FOSTER,
Air Commodore

973

- 2 -

5. If you should concur with the request that this Italian engineer should be repatriated from India to Italy to take over the management of the C.A.C.A. factory, will you take the necessary action with the Security and Civil Affairs Authorities for his release and transportation.

A.A.D. Sevastopulo G/C

for Air Commodore.

Air Officer i/c Administration.

SECRET

23A

MEMORANDUM TO :-

Air Commodore R.M. Foster.
Group Captain Britton.
Major Gasperi.

Requesting Comments.

SACA AIRCRAFT FACTORY - BRINDISI

The present plan outlined by the contract between 214 Group and the Company (copy attached) has not produced satisfactory results.

A new scheme which is now under consideration by the interested parties - namely the R.A.F., the Royal Navy, and the Italian Air Force, would provide the following as a solution:-

- (a) 214 Group would implement their requisitioning powers completely and take full possession of factory and installations. Existing personnel, both managerial and workers would be layed off.
- (b) 214 Group would instal a director.
- (c) 214 Group would request the Italian Air Force to provide a first class resident works manager.
- (d) The R.A.F. Director and the I.A.F. works manager would re-appoint those members of the administrative and managerial staffs which, they mutually agree, could be usefully employed.
- (e) Civilian labour would be employed.
- (f) The R.N., R.A.F., and I.A.F., would create three separate repair squads. Each Squad would be manned by labour that would be paid by the Service from which it depends, ^{from at} the standard Allied rates of pay. 964
- (g) The civilian management charges and any other overhead charges would be borne monthly pro rata to the average number of workers employed during the month.
- (h) The R.N. are chiefly concerned with boat repairs and will be housed for the most part in the premises situated between the road and the water side.
The R.A.F. are chiefly concerned with wing repairs and the

satisfactory results.

A new scheme which is now under consideration by the interested parties - namely the R.A.F., the Royal Navy, and the Italian Air Force, would provide the following as a solution:-

- (a) 214 Group would implement their requisitioning powers completely and take full possession of factory and installations. Existing personnel, both managerial and workers would be layed off.
- (b) 214 Group would instal a director.
- (c) 214 Group would request the Italian Air Force to provide a first class resident works manager.
- (d) The R.A.F. Director and the I.A.F. works manager would re-appoint those members of the administrative and managerial staffs which, they mutually agree, could be usefully employed.
- (e) Civilian labour would be employed.
- (f) The R.N., R.A.F., and I.A.F., would create three separate repair squads. Each Squad would be manned by labour that would be paid by the Service from which it depends, ⁹⁶⁴ ~~from~~ at the standard allied rates of pay.
- (g) The civilian management charges and any other overhead charges would be borne monthly pro rata to the average number of workers employed during the month.
- (h) The R.N. are chiefly concerned with boat repairs and will be housed for the most part in the premises situated between the road and the water side.
The R.A.F. are chiefly concerned with wing repairs and the R.A.F. section would be housed in the appropriate shed.
The I.A.F. are chiefly concerned with engine repairs and its Squad would work almost exclusively in the engine repair sheds. The programme of work for the I.A.F. already agreed to by 214 Group can be maintained and possibly improved under this present scheme.
It is foreseen that certain machinery and tools will be required for use by all three sections. Group Captain Britton does not anticipate that this will present any difficulty as the management can be left to allocate these services to the best advantage.

Continued.....2.

(1) No extra rations can be given to the civilian employees. Now that civilian rations are given, all previous allocations to workers have been stopped by the Allied Military authorities.

(2) Whilst the I.A.F. requirements are fully covered by this scheme and there is every possibility that even greater advantages will be forthcoming it must be fully understood that these services are dependant on present conditions prevailing. If however, urgent military considerations intervene, the position of the I.A.F. section must always remain open to modification.

The I.A.F. are requested to mobilise immediately the following labour:-

<u>R.A.F. Requirements</u>	<u>SACA</u>	<u>110 M.H.</u>	<u>159 M.V.</u>	<u>TOTAL</u>
Turners and Machine Tool Operators	10	-	-	10
Coppersmiths and Sheet Metal Workers	50	25	2	77
Blacksmiths	3	-	-	3
Engine Mechanics		20	30	50
Electricians			20	20
Instrument Repairers			4	4
Fabric Workers			2	2
Radio Mechanics			2	2
Storekeepers			4	4
	<u>63</u>	<u>45</u>	<u>65</u>	<u>173</u>

<u>R.N. Requirements</u>	<u>100 (X)</u>	
Shipwrights		(X-) Considered that these can be better mobilised by R.N. through Regia Marina.
Coppersmiths and sheet metal workers	15	
	<u>115</u>	

I.A.F. requirements

The required number of men to carry out agreed programme.

The I.A.P. are requested to mobilise immediately the following labour:-

<u>R.A.F. Requirements</u>	<u>SACA</u>	<u>110 M.N.</u>	<u>159 M.N.</u>	<u>TOTAL</u>
Turners and Machine Tool Operators	10	-	-	10
Coppersmiths and Sheet Metal Workers	50	25	2	77
Blacksmiths	3	-	-	3
Engine Mechanics		20	30	50
Electricians			20	20
Instrument Repairers			4	4
Fabric Workers			2	2
Radio Mechanics			2	2
Storekeepers			4	4
	63	45	65	173

<u>R.N. Requirements</u>	<u>100 (X)</u>	<u>(X-) Considered that these can be better mobilised by R.N. through Regia Marina.</u>
Shipwrights		
Coppersmiths and sheet metal workers	15	
	<u>115</u>	

I.A.P. Requirements

The required number of men to carry out agreed programme.

16th January 1944.

20R

MEMORANDUM

To: Allied Control Commission, Air Division.

From: 3-23, Captain A.R. Patton.

S.A.C.A. Factory.

I visited the S.A.C.A. Factory yesterday in an attempt to overcome the unsatisfactory condition there. You will recall that I mentioned this to you some days ago, and that you suggested that it could be moved through the I.A.F. Supervisory Personnel; I find however that the trouble is beyond the powers of these personnel to deal with for the following reasons:

1. The factory employs 150 personnel of whom only 45 are working for the I.A.F. and some 100 for the R.E. The management state that they are unable to obtain the additional personnel for aircraft work; but although we say the war began 110 I.A.F. has obtained 154 I.A.F. and some skilled personnel without difficulty when they began working at there. I was told that I could find evidence of this in the case of a strike last year, the cause of which was not a strike but that the management will not explain it, and in fact that it was one against the government and not against them, that one working.

2. A job of inspection of working conditions in the factory was conducted by the Commission of the I.A.F. and the R.E. In order to find out the working conditions of the 150 of these personnel were selected, being with the 150 I.A.F. and correct of the I.A.F. I was told that the I.A.F. was making a patrol of the factory and the I.A.F. personnel stated that they had been engaged in this at the factory that day, that they were not other instances, indicate the fact that the management is unable to provide adequate working conditions for the I.A.F. and to do so are in a supervisory and the accuracy of that said.

3. I therefore propose that the I.A.F. should be permitted to assume control of the working shop, including the shop and extension of the workers who are in the large central workshop building, having their own shops direct and the factory directly managed by the S.A.C.A. management. It is this I propose it should be the reason of the factory will not be the contribution to the war effort of which they are capable.

16/21R

16/21R

A.R. Patton

From Sgt. De Haan City as requested 19A

FROM: AIR SUB COMMISSION, ALLIED CONTROL COMMISSION

TO: AIR COMMODORE R.M.FOSTER

DATE: 3rd. January 1944

REF.: ACC/FDH/73

for attention S/Ldr. Francis

Mem: returned
to S/L. De Haan
on 5/1/44

SIG. LUIGI ACCAMPORA

I have informed Mr. Caccia that you are attending to the necessary formalities in order to obtain the repatriation of Signor Accampora of the S.A.C.A works.

Mr. Caccia has asked me to return the memorandum of the Italian Ministry for Foreign Affairs which I sent with my letter of the 26th. December so as to enable him to answer same.

Please return it as soon as possible as Mr. Caccia is shortly moving to Salerno.

for R. Lusham 1/19/44
AIR DIVISION
ALLIED CONTROL COMMISSION 966

966
2/1

18A

SECRET

FROM : Air Division,
Allied Control Commission,
C.M.F.
TO : Rear Headquarters,
M.A.A.F.
DATE : 2nd January 1943.
REF. : RMF/9/1/Air ✓

LUIGI ACAMPORA - SACA Factory, Brindisi.

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

965

Encl.

R.M. FOSTER,
Air Commodore

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

17 A

SECRET

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

TO : Superarea (attention of Major Mucci)

DATE : 31st December 1943.

REF. : RMF/16/Air.

SACA Factory

1. The enclosed 214G/3898/Eng. from Headquarters, 214 Group, R.A.F., dated 24th December 1943 in reply to our RMF/16/Air, copy of which is in your possession, is sent to you for information.
2. This section has replied, stating that the conditions are accepted.
3. It is now a matter of urgency to implement the request for additional coppersmith and sheet-metal workers contained in Para. 3. It is hoped that you will be able to find this labour without difficulty.

963

R.M. FOSTER,
Air Commodore

ENCL.

Bari, 11 . 30 DIC. 1943

16 A.

COMANDO UNITA' AEREA
UFFICIO DEL MANTENIMENTO

Prot. n. 0637/2

ALLA COMMISSIONE ALLEATA DI
CONTROLLO
Sez. Aeronautica

- S E D E -

OGGETTO: Serbatoi supplementari per Mc 205.-

Si comunica che in merito alla costruzione dei 16 serbatoi supplementari per Mc 205 presso la Ditta S.A.C.A. di Scindisai, la situazione è la seguente:

- a) - Il Direttore della Ditta ha segnalato che per iniziare la costruzione ha bisogno di un'autorizzazione del Wing Commander Walters - Camp 118 A.U. - L'autorizzazione deve far rilevare in modo esplicito la precedenza da dare alla costruzione dei serbatoi anche sui lavori per gli Alleati.
- b) - La Ditta S.A.C.A. ha solo 9 fogli di lamiera di alluminio da 2 m/m e 24 fogli da 1,5 m/m, per cui usando la lamiera da 2 m/m per le parti esterne e quella da 1,5 per le paratie, si possono costruire 4 serbatoi. - Con i 20 fogli da 1,5 m/m restanti si potrebbero costruire altri 7 serbatoi. I primi 3 serbatoi potrebbero essere costruiti in quindici giorni.
- c) - La Ditta non ha materiali per rare rivestimenti. Con l'assegnazione di gomma e di mastice la Ditta è in grado di rivestire i serbatoi come è stato rivestito il campione.

961

g/c Rotta
adesso le sud
autorizzati
6/1/43.

- 2 -

In base a quanto sopra si prega codesta Com-
missione voler dare le opportune disposizioni af-
finchè i lavori possano essere eseguiti con prece-
denza sugli altri ed affinchè la Ditta S.A.S.A.
possa disporre dei materiali mancanti. =

IL COMANDANTE
(Gen. S.A. P. ACCENNINO)

P. P. P. P.

950

15A

SECRET

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

TO : Headquarters,
214 Group, R.A.F. C.M.F.

DATE : 30th December 1943.

REF. : RME/16/Air.

SACA Aircraft Factory Brindisi

1. Your 2140/3898/Eng dated 24th December has only arrived today.
2. The conditions whereby provision is made for certain work to be undertaken for the Italian Air Force at the above factory is acceptable and your co-operation is most appreciated.

R.E. FOSTER,
Air Commodore

959

Copies to:-

Commander E. Wellman, D.S.O., D.S.C.,
Commander Coastal Forces, Western Med.,
H.M.S. Vienna.

Officer Commanding, No. 113 M.E. (A.R.S.)

14A

FROM:- AIR DIVISION, ALLIED CONTROL COMMISSION.
TO:- AIR COMMODORE R.M. FOSTER.
DATE:- 26th December, 1943.
REF:- ACC/FDH/52.

SIG. LUIGI ACAMPORA.

Attached memorandum from Italian Ministry for Foreign Affairs to Political Section of A.C.C. was handed to me by Mr. CACCIA who considers that this is a matter which you will prefer to deal with.

2. Since, as I understand, the activity of the S.A.C.A. works will be devoted mainly to other than I.A.F. repairs, I do not know whether you wish to deal with the matter or not.
3. In the meanwhile I have asked SUPERAEREO for information on Sig. ACAMPORA.

P. Lu Shun
for P. Lu Shun
AIR DIVISION, 3/12/43
ALLIED CONTROL COMMISSION.

826 802
21/12
957

SECRET

13A

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

TO : Headquarters,
214 Group, R.A.F., C.M.F.
(attention Group Captain Britton)

DATE : 26th December 1943.

REF. : RNF/16/Air.

Supplementary Petrol Tanks.

1. Reference our RNF/16/Air of 17th December 1943, it is urgently necessary to pass the order forthwith to SACA for the 15 supplementary petrol tanks for the Italian Fighter Wing.
2. SACA state that they can initiate work at once on 5 tanks for which they have the required quantity of material. To accept the order however, they require, so they say, authorisation from Wing Commander Walker of 113 M.U. Can this be given please.
3. SACA, to complete the order will need sufficient aluminium plating to build the remaining 9 tanks. Authorisation has been received from AVM Dawson for the Italians to draw materials in short supply from British sources. It would be appreciated if the necessary quantity of material is issued to SACA to complete this job. As you will appreciate it is required urgently for important operational reasons. 956


R.M. FOSTER,
Air Commodore

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

To : Air Section, Allied Control Commission to
Italian Government, C.M.F.

Date : 24th December, 1945.

Ref : 214G/3898/ENG.

SACA Aircraft Factory at Brindisi.

In reply to your FMT/16/AM. Dated 17th December, 1945 this matter has been discussed with Commander Wellman, R.N. and the following decisions arrived at.

2. As a matter of general principle it is desired to accord the I.A.F. all facilities available in the SACA factory after the priority requirements of the R.N. and R.A.F. have been met, and it will be noted that safeguards to ensure this are included in the arrangements agreed to. It must also be stipulated that the allocation of tradesmen of varying skill to all work in hand will be under the control of the R.N. and R.A.F. resident technical officers.

3. It is gathered that of the nine aircraft quoted in paragraph 2 of your letter only two are at present in the hangars, the remainder being at moorings or elsewhere. It is agreed that the SACA factory be permitted to continue the repair of these aircraft subject to the Royal Navy having adequate space in the hangars for their full commitment of marine craft repair; at present there is space available for more than two aircraft and this will continue to be the case for three or four weeks pending receipt of materials to enable further work to be taken in hand. Subsequently, two aircraft will probably be the maximum which can be admitted to the hangars at one time. The Royal Navy at present employ one hundred shipwrights; they would like to have a hundred and fifty to enable them to undertake their full commitment ^{95%} request that the Allied Control Commission assist if possible in obtaining these additional personnel for the SACA factory. Subject to these commitments in respect of personnel and working space for the R.A.F. being met, and to other commitments of the R.N. and R.A.F. in other shops not being interfered with, aircraft repair work can continue up to and possibly beyond the nine aircraft you mention.

4. In respect of the manufacture of 15 long range tanks for Macchi 205's there are at present only 22 personnel of coppersmith and sheet metal trades in the employ of the factory. The R.A.F. will require approximately 50 and R.N. approximately 15 of these tradesmen in the coppersmiths and metal float repair (now Spitfire wing repair) shops, and subject to satisfactory additional personnel being engaged to meet their requirements any additional capacity is at the disposal of the I.A.F. for the purpose which you indicate. It is requested that you give assistance to the factory in obtaining these additional personnel, either locally or from Naples.

11A

Ref. Wp.

10A 898 882
57.2.45

Decisions arrived at.

2. As a matter of general principle it is desired to accord the I.A.F. all facilities available in the SACA factory after the priority requirements of the R.N. and R.A.F. have been met, and it will be noted that safeguards to ensure this are included in the arrangements agreed to. It must also be stipulated that the allocation of tradesmen of varying skill to all work in hand will be under the control of the R.N. and R.A.F. resident technical officers.
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5. The engine and propeller repair programme which you request can be undertaken, and should not clash with any British requirements, provided that fitters for this work are obtained without detriment to other R.N. and R.A.F. requirements in the factory.
6. Finally, it is agreed that the 2 Saiman light aircraft only should be completed, out of the order for 12. It may be possible at a later date to permit the completion of certain partly fabricated components which you require for spares for the maintenance of aircraft already in service, subject to permission being obtained from the resident technical officers at the time.

-2-

7. Your acknowledgement that the above conditions are acceptable by you and that instructions will be issued accordingly, would be appreciated.

A. F. Britton

A. F. BRITTON, G/Capt.,
for Air Commodore,
Air Officer Commanding,
No. 214 Group, R.A.F., C.M.F.

Copies to : Commander E. WILLMAN, D.S.O. D.S.C.
Commander Coastal Forces, Western Med.,
H.M.S. Vienna.

Officer Commanding, No. 113 M.U. (A.R.S.)

952

SECRET

FROM : Air Section,
Allied Control Commission to Italian
Government, C.M.F.

TO : Headquarters, 214 Group, R.A.F.

DATE : 17th December 1943.

REF. : AIR/16/AIR.

SACA Aircraft Factory at Brindisi

1. Reference the assurance given to me that certain work would continue to be done for the Italian Air Force in the SACA factory. The following allotment of output from that factory would meet Italian needs.

2. At present the following aircraft are in various stages of repair.

6	Cant Z 506
2	RS.14
1	Cant Z 501.

Of the above, 2 Cant Z 506 are nearly ready. The remainder will take 6 weeks to finish.

3. It would be appreciated if this work can be completed. The Cant aircraft are now being fully employed by 24 Group for coastal duties; and if these aircraft can be rapidly put into service, it would be most advantageous in the general interest.

4. Further to the above work, I am most anxious to pass an order for 15 long range tanks for Macchi 205 aircraft. These tanks are urgently required to increase the range for escort duties in connection with supply dropping operations in the Balkans. It is a small job and your authority to allow this order to be passed immediately, would be appreciated.

5. I would also like to know what work, if any, SACA can cover for the Italian Air Force after it becomes fully operative under the requisitioning scheme. The actual Italian needs in monthly output from SACA are:-

Asso XI R.2.C.15 Engines 6 to 8 per month
Piaggio 126 Engines up to 30 per month

1. Reference the assurance given to me that certain work would continue to be done for the Italian Air Force in the SaCA factory. The following allotment of output from that factory would meet Italian needs.
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5. I would also like to know what work, if any, SaCA can cover for the Italian Air Force after it becomes fully operative under the requisitioning scheme. The actual Italian needs in monthly output from SaCA are:

Asse XI R.2.C.15 Engines	6 to 8 per month
Piaggio 126 Engines	up to 30 per month
Air Screws Rectification	15 per month
Various Instrument Repairs.	

It would help me considerably if I could have an indication of how much of the above requirement is likely to be met.

6. Finally there are 12 Saiman light aircraft on order at this factory. Of these, two are practically complete and I have given instructions for two engines to be brought from from Naples to complete them. The remainder are hardly started and unless your resident engineer thinks otherwise, I consider that this constructional work should be abandoned.

R. M. FOSTER,
Air Commodore

3/8 9A

OUTGOING SIGNAL

FROM : Patima (Air Section)
TO : Mediterranean Air Command.

Most Secret (.) *Secret* A.154 (.) 8th December 1943 (.)

For Dawson from Foster (.)

Your TL.858 of 5/12 (.)

8A
Italian authorities are more than satisfied with proposed arrangements for SACA factory (.) 214 Group agree that wherever possible work in hand for Italian Air Force will be completed (.) There also appear good prospects that some of engine shop capacity will be available for overhaul of Italian engines (.) Needs of all parties therefore appear to be met. (.)

950

R.M. FOSTER,
Air Commodore

*Italian Aircraft
Maintenance*

W. Hardy

*T00081210A
T00081215A*

To.

((FATIMA RRR NATAF ~~RRR~~ 214 GROUP ADV.

8A3/6.

SECRET

FROM MED AIR CMD TO 858 ~~RRR~~ 5 DEC ~~RRR~~ BRITISH ~~SECRET~~ FOR FOSTER FROM DAWSON.44-802
80 412HAVE INSPECTED RES - OURCES OF THE SACA ~~SHOPS~~ FACTORY AND AN CONFIDENTIAL ~~THAT~~ ^{NAVAL}

CAN

REQUIREMENTS AND OUR OWN ~~OWN~~ BE MET BY JOINT USE OF THE SHOPS THERE

THE JIFACITY IS GREATER THAN WOULD APPEAR TO BE NECESSARY FOR EITHER SERVICE

ALONE. MY PROPOSAL IS THAT AS THIS IS AN AIRCRAFT FACTORY ~~THE~~ THE RAF ~~SHOULD~~ SHOULD

CONTINUE TO BE ADMINISTERED BY

TAKE IT OVER, BUT THAT THE FACTORY SHOULD ~~CONTINUE TO BE ADMINISTERED BY~~ ~~PRESENT~~ PRESENTCIVILIAN MANAGEMENT WITH A NAVAL ENGINEER OFFICER AND AN RAF ~~ENGINEER~~ ENGINEER

OFFICER AS PERMANENT RESIDENTS LOOKING AFTER THE INTERESTS OF THEIR OWN

SERVICE REQUIREMENTS. I PROPOSE THAT THE TWO MAIN HANGARS ON THE 949 WAY

SHOULD BE HANDED OVER TO THE R.N. FCMOB FOR FULL WORK, ALSO THE ADJACENT SMALL

THE

SHOPS FOR ANCILARY TRADES. GES GES REQUIREMENTS BEYOND ~~THE~~ CAPACITY OF THESESHOPS WILL BE MET BY A JOB ORDER ON THE MAIN ~~SHOPS~~ SHOPS. THE GES GES WILLBE REQUIRED FOR RAF ~~WORK~~ WORK BUT WILL UNDERTAKE ~~JOBS~~ JOBS FOR RN IN

ACCORDANCE WITH AGREED PRIORITIES. THE ENGINE OVERHAUL SHOP IS NOT REQUIRED

MODULARIO
A. - e.p. 1655

Mod. 33 M. S.

N. _____ d'ordine



N. 1655 catalogo R. A.
(N. 935 vecchio)

REGIA AERONAUTICA

(a)

PROCESSO VERBALE

APERTURA COLLI

L'anno millenovecento _____ addì _____ in _____

SIA NOTO

che alla presenza del sottoscritto Sig. _____
delegato a rappresentare la parte mittente, e Sigg.⁽¹⁾ _____

si è proceduto alla verifica dei colli provenienti da _____
spediti il _____ a mezzo _____

La spedizione era composta ⁽²⁾ _____

Verificato il peso di ogni cassa e di ogni collo si è trovato conforme a quello segnato sulla bolletta di consegna ⁽³⁾ _____

Accertato che le casse ed i colli non presentano alcuna traccia di manomissione si è proceduto senz'altro alla verifica del loro contenuto in base all'unito ⁽⁴⁾ _____

E si è rilevato quanto segue:

Fatto, letto e chiuso l'anno, mese e giorno di cui sopra.

IL RAPPRESENTANTE
della parte mittente

IL CONTABILE

IL MAGAZZINIERE

V. IL _____ (5)

(a) Ente.

(1) Contabile e Magazziniere.

(2) Indicare il numero dei colli e delle casse.

(3) Estremi della bolletta di consegna.

(4) Documento contabile in base al quale viene effettuato il riscontro dei materiali, da allegare al verbale apertura colli.

(5) Direttore di Magazzino o Comandante Reparto Servizi.

BY THE ~~RAF~~ RAF AND IS AVAILABLE FOR THE ~~RAF~~ RN FOR ~~OVERHAUL~~ OF MARINE CRAFT
ENGINES, BUT IN VIEW OF THEIR SIMILARITY TO AERO-ENGINES, IT MAY BE ~~HELPFUL~~ ^{HELPFUL}
IF THE ~~RAF~~ RAF OVERSEAS THIS SHOP AND THIS WOULD UNDOUBTEDLY HELP TO PROVIDE
FACILITIES FROM OTHER RESOURCES WHICH SHOULD PROVE A VALUABLE AND SIMILAR
ENGINES FOR THE RN ~~AT~~ AT ALEXANDRIA WERE PRODUCED FROM RAF ~~SHOPS~~ SHOPS. THE RAF
~~RAF~~ WILL BE MOST WILLING TO HELP IN THIS WAY IF IT IS DESIRED. THE OTHER
LARGE SHEET METAL SHOP AND OTHER ANCILLARY TRADES IN
THE MAIN BUILDING WILL BE EMPLOYED ON R.A.F.
WORK ~~WITH~~ THE ~~MAIN~~ MAIN LARGE SHOP USED FOR PLANE REPAIRS. ABOVE PROPOSAL
HAS BEEN SUBMITTED TO C IN C MEDITERRANEAN FOR HIS AGREEMENT.

947

*Thomas Sgt**Nik*

TOD 051920A

TOR 051000A

TOD 051300A

FATIS AIR SECTION

TQ 98

29.

FROM HQ MED AIR COMMAND TARE CHEN N FIFTH FORM NO VEEER

BRITISH SECRET FOR FOSTER FROM DAMSON

A

7A.

YOUR ABE 128 ~~ABE~~ (28 NOVEMBER (.)) HAVE DISCUSSED SITUATION HERE

ON

AND HOPE TO ARRANGE TO MEET ADMIRAL MCCREOR AT PRINDIS OR ABOUT

THIRD OR FOURTH DECEMBER TO ACHIEVE MUTUAL AGREEMENT FOR USE OF RESOURCES (.)

Dec.

WH. P/O

NIL.

T00 291908A5

T0L 301105A

T0P 301215A

2182

1488

BRITISH SECRET FOR FOSTER FROM DANSON

A 7A.

YOUR ~~SEE~~ 128 ~~413~~ ~~SECRET~~ (28 NOVEMBER (.)) I HAVE DISCUSSED SITUATION HERE

AND HOPE TO ARRANGE TO MEET ADMIRAL MCCREER AT PRINCIPAL OF ABOUT

THIRD OR FOURTH DECEMBER TO ACHIEVE MUTUAL AGREEMENT FOR USE OF RESOURCES (.)

Dec.
WH. P/O

Nik.

Too 291905A5
Too 301105A
Too 301215A

16/AIR

2182

113

OUTGOING SIGNAL

FROM : Fatima (Air Section)
TO : Mediterranean Air Command REPEAT 214 GROUP.

Most Secret (.) IMMEDIATE (,) A.128 (.) 28th November 1943 (.)

For A.V.M. Dawson from Foster (.)

There has been hitch ever taking over by 214 Group of SACA aircraft factory Brindisi (.) Local British Naval authorities now state they have orders from C. in C. Med. to requisition this factory (.) This is first occasion that Allied Commission had heard of this intention (.)

Para. 2. SACA factory is an aeronautical concern but normally does small amount of work on marine craft for Italian Navy (.) It is of course classified as aircraft factory and therefore is under present interservice agreements at disposal of Air C. in C. for use as he thinks fit (.)

Para. 3. Air Force claims for use of this factory are ¹previously overwhelming but our position has been weakened by tardiness in developing such claims (.) Please take this matter up with C. in C. Med. and arrange for Naval requisition to be revoked (.) Urgent that this dispute should be settled immediately so that 214 Group can get on with their work (.)

1489

785017

7A
2/28

There has been hitch ever taking over by 214 Group of SACA

aircraft factory Brindisi (.) Local British Naval authorities now state they have orders from C. in C. Med. to requisition this factory (.) This is first occasion that Allied Commission had heard of this intention (.)

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C. in C. Med. and arrange for Naval requisition to be revoked (.) Urgent that this dispute should be settled immediately so that 214 Group can get on with their work (.)

R. M. FOSBERG
Air Commodore

100 28625A

W. Howard Sept

C

WMS 7/18 6A

TO ALL SITES (ATTENTION AIR COMMANDER LOCATED)

214 GROUP

~~TO ALL SITES (ATTENTION AIR COMMANDER LOCATED)~~

TQ 429 18

~~TO ALL SITES (ATTENTION AIR COMMANDER LOCATED)~~ NOY SECRET

UNCONFIRMED REPORT RECEIVED THAT NAVY ARE FIDING FOR

SACA

DESIRE TO CONFIRM THAT

~~TO ALL SITES (ATTENTION AIR COMMANDER LOCATED)~~ FACTORY BRITISH

FACILITIES WILL BE REQUIRED TO SUPPORT AIRCRAFT REPAIR SECTIONS

AT BRITISH AS ORIGINALLY PLANNED

16/AIR

201
8L
18/4

MS Harding O/O

942
TOO 151150H
TOO 151700H

IMPORTANT

U. S. SECRET
 Equals British SECRET

ALLIED MILITARY MISSION - ~~ROOMING~~

MESSAGE

1 sk *A/C Foster*
 5A

SVC/RELAY NO. R-826/1

CLASS: SECRET

PREC: PRIORITY

FROM: FREEDOM

TO: FATIMA

M/C NO: 3/02

REF NO: DG-290

FILED: 011717A

REC'D: 020009A

Your DG/REF/160 October 25th not to second addressee. Propose use facilities of SACA(4) Brindisi for specialist signals vehicles. Essential skilled labour be retained for this. TO FATIMA FOR FOSTER, PLEASE PASS TO 214 GROUP BANG FROM HQ HQ SIGNED DARGEN QTT TQ-616. Reference other facilities quoted Italian Air Ministers memorandum, will assist with any material we may have available on undertaking that maintenance of RAF has first call. Am expecting Group Captain Knight of 214 Group to bring back full information which will enable work to be started.

DISTRIBUTION:

- 2 - AG Files
- 1 - Diary
- 1 - M/O
- 1 - A/Comd Foster - Info
- 1 - Gen. Taylor - Info

941

2/11/43
9/11 AIR
 U. S. SECRET
 Equals British SECRET

4A

WORK UNDERTAKEN BY THE S.A.C.A. FOR THE REGIA AERONAUTICA DURING THE PERIOD 9/9/1943 TO 3/12/1943.

- a) Construction of 3 SIMAN 202 AIRCRAFT
Repair of 1 S 73 "
" of 3 CANT Z 506 " (not yet completed)
" of 1 " Z 501 " (" " ")
- b) Overhauling of 2 ALFA 126 RC 34. ENGINES.
" 3 Asso XI R 2015 "
The overhauling of 4 Alfa 126 and 5 Asso XI engines is in progress.
- c) Construction of spare parts for MC- 200-202-205-592 Aircraft.
Repair of spare parts for Mc 202 +205
Repair of floats for Cant Z 501.
- d) Repair of airscrews for MC 202-205- Re2002.
- e) Various other work undertaken for sections.

At Can York.

Note, The latest figure given by Racci relative to Seaplane at Sacco are as follows.

940

6 bat. 2506
2 R.S. 14
1 Car. 501

2 of the bat. 506 are nearly ready

- c) Construction of spare parts for MC- 200-202-205-582 Aircraft.
Repair of spare parts for Mc 302 +305
Repair of floats for Cant Z 501.
- d) Repair of airscrews for MC 202-205- Re2002.
- e) Various other work undertaken for sections.

As Can You.

Note, The latest figure given by Maci relative to Seaplane at Sacca are as follows.

940

6 bat. 2506
2 R.S. 14
1 Car. 501

2 of the bat. 506 are nearly ready
the made as is various others of repair
and will take weeks to clear.

8/12/43.

Monthly work! Indianapolis Aero 11 6/8 to end
Praggio 126 30 - -
- 128
Airscrews 15 - -
Extra parts 15 inside

3A

SALMAN CONSTRUCTIONS.

Of the 12 Saliman aircraft on which work had to be suspended because of the shortage of Alfa 110/1 engines, two are almost completed, but the construction of the remaining ten had only just been initiated.

The fuselage and wings on one of the two Saliman aircraft above-mentioned are awaiting fabric covering. The horizontal and vertical tail flaps having already been fabric covered. All that remains to be done is to mount the engine, the undercarriage, the tail wheel, the main instrument board and the necessary finishing touches. The engine and some of the instruments are missing.

The other aircraft is in the same condition except for the fuselage and the wings, whose fabric recovering has not been completed. Some of the instruments are missing; the undercarriage, the tail wheel and instruments are missing.

The remaining ten aircraft are in the following approximate state of completion.

Machine wood work	10/10.
Sticking	9/10
Fabric recovering	8/10
Fabric built wooden partitions for wing framework	7/10
Fabric built tail flaps	7/10
Fabric built ailerons	7/10
Fabric built wooden arches for fuselage framework	3/10
Fabric built wing struts	7/10
Fabric built struts for tail flaps	7/10
Fabric built struts for ailerons	5/10
Construction wings	1/10
" fuselage	1/10
" tail flaps horizontal & vertical	1/10
" ailerons	1/10
" brake flap	1/10
" entrance door	1/10
" seats	10/10
" fuel tanks	10/10
" luggage compartments	10/10
" wing tip constructions	5/10
Fuselage fabric covering	
Ailerons	

939

The other aircraft is in the same condition except for the fuselage and the wings, whose fabric recovering has not been completed. some of the apart from the engine, the undercarriage, the tail wheel and instruments are missing;

The remaining ten aircraft are in the following approximate state of completion.

Machine work	10/10.	
Sticking	9/10	
Fabric recovering	8/10	
Fabric built wooden partitions for wing framework	7/10	
Fabric built tail flaps	7/10	
Fabric built ailerons	7/10	
Fabric built wooden arches for fuselage framework	3/10	
Fabric built wing struts	7/10	
Fabric built struts for tail flaps	7/10	
Fabric built struts for ailerons	5/10	
Construction wings	1/10	
" fuselage	1/10	
" tail flaps horizontal & vertical	1/10	
" ailerons	1/10	
" brake flap	1/10	
" entrance door	1/10	
" seats	10/10	
" fuel tanks	10/10	
" luggage compartments	10/10	
" wing tip constructions	5/10	
Fuselage fabric covering		
Ailerons	"	
Brake flaps	"	
Fuel tanks & floor	"	
Doping		
Tapestry for seats		
" luggage		
" interior of pilot's cabin.		

For these 10 aircraft the engines, flexible wheels, tail wheel and some of the instruments are missing.

2A

LAVORI ESEGUITI DALLA DITTA S.A.C.A. PER CONTO DELLA R. AERONAUTICA
NEL PERIODO DAL 9.9.1943 AL 3.12.1943.

Spadafino

a) Costruzione di n.3 velivoli Saimen 202

Riparazione di n.1 velivolo S.73

Riparazione di n.3 velivoli Cant.Z.506 (non ancora ultimata)

Riparazione di n.1 velivolo Cant.Z.501 (non ancora ultimata)

b) Revisione di n.2 motori Alfa 126 RC.34

Revisione di n.3 motori Asso XI R.2 C.15

E' in corso la revisione di n.4 Motori Alfa 126 e n.5 motori

Asso XI.

c) Costruzioni parti di ricambio per velivoli MC.200 - 202 - 205 - S.82

Riparazione parti di ricambio per MC.202 - 205

Riparazione galleggianti per Cant.Z.501

d) Riparazione eliche per MC.202 - 205 e Re.2002.

e) Piccoli lavori vari per conto dei reparti.=

938

IL CAPO UFFICIO DI S.T.

(S.Ten. G. A. ADAMO Ing. Giuseppe)

per Adamo

1497

785017

i 498