

ACC

10000/135/27

TRA
AUG.

10000/135/27

TRAINING WITH ALLIED AIRCRAFT
AUG. 1944 - FEB. 1945

I
From:- Command Unit Aerea -
To :- AFSC-
Date:- 8.2.45
Ref: - 0715/08.3.

Romeg

60A

34A

Subject: Transfer of the 'PA B' training School
to Grosinone.

We wish to inform you that arrangements have been made for the transfer of the above mentioned School from Gaudo to Grosinone.

The movements of personnel, materiel and unserviceable a/c. will be effected immediately, while that of serviceable a/c is subject to the ground-landing condition at Grosinone Airport. The transfer of the latter a/c. will be completed within two months.

The serviceable a/c, meanwhile, will remain at Gaudo, until further orders, and under the maintenance of a small detachment.

SEN. GARECA

15/1/45



FROM : I.A.D. VIA TO MACONORE

TO : 1230

DATE : 24th FEBRUARY 1945

REF : 5412/or.2/17783011.

15/1/45

32A
(4)

TRANSPORT OF AUDIO SCHOOL

and for information: 1. COM. DO. UNIT, AREA AREA

1. We point out that the programme of the works to be made on Frosinone Airfield is the following:

a. LANDING-GROUND

clearing of mines and levelling the landing strip for m.
1400 x 00 - necessary day works: 45

strengthening of the above mentioned strip beyond the present limits, for m. 500 - necessary work days: 50

The total time required for the clearing, levelling and strengthening works, could be reduced to the half (20 days) if the Allies could provide the following equipment:

- 4 25 h.p. lorries for carting earth
- 2 Caterpillar rollers for levelling the airfield

b. WATERING BUILDINGS

Buildings to be required in order that the school can function according to the programme and to allow the removal of levered pilots School to Frosinone.

The Bomber and Fighter Train School will start its transfer to Frosinone with personnel and equipment as soon as possible. Instructions have been given to the Comando Unit's Area, in order that they request to 1230/12 Bari the following:

- 10 heavy motor-vehicles
- 5 heavy motor-vehicles, type Caven Day for the transport of 1 Fiatone and 2 Fiatone U's

If the 1230 U Bari would not grant the 10 above mentioned lorries, the transport of the personnel and of the equipment of the school would be made with the help of the motor-vehicles of the Comando Unit's Area. In this case therefore, we propose that the transfer will take much more time.

2. The aircraft will ~~for a month~~ ^{be in the area} with a small garrison (about 30 men) necessary to the surveillance and to the maintenance of the aircraft, as it has been proposed to move

[illegible]

2000年12月15日

intending to be even tried in order that the school can function according to the programme set to allow the removal of Nervoso Pilot School to Prohivone.

1. The volume was 2. Machine U/2

021

THE UNIVERSITY OF CHICAGO

竹園系 第三段 砂岩

Copy of the Book
Pawley's Bay

12-3

53

SECRET

31A

Cypher message289/8

Top Air Force Sub-Commission, Rome
 Updated Air Force Sub-Commission Naples

Top HQ MACAF 0109 8th Feb

Secrets Agree to Italian Aircraft and Italian
 Maintenance personnel remaining at Gaeta until
 aircraft can be accepted at new location

Dist. AFSC Rome

Division for [illegible]

Top 0 812018
 Tol 0 822011
 Tel 1 822157

30A
 Next [illegible]



1139

Secret Cypher message 234/8. 30A

Air Forces Sub Comm: Rome (R) AFSC Naples

From AFSC Bari

29A

BO 9 Feb 6.

31A

Following message addressed Adm. Desert Air Force, Rear Desert Air Force (R) MACAF, Algeria, MATAF 214 Group, BAF, AFSC, AC Bari repeated for your information. Begins — O. 503 Feb 6. One No 5 RFW is to move complete with aircraft. Personnel including those under training MT equipment to GAUDO under arrangements to be made by Desert Air Force in conjunction with MACAF. Two Instructions have been issued through Air Forces Sub Commission for Italian Air Force Training Unit at present at GAUDO to move to another location within 7 days.

Three. MACAF are responsible for making all arrangements at Gaudo for reception of No 5 RFW and target date for it to be operational at new location is February 21.

Four. On completion of move unit will be transferred to operational & administrative control of MACAF with proviso that all postings & movements of personnel will continue to be controlled by MATAF vide

P Staff Instruction No 16. Five. This HQ to be informed & advised date of completion of move.

1137

Dist AFSC, Rome

Dec The Borgas 15



100 060910A
TOD 081630A

29A

From : Wing Commander A.I. Winter,
Air Forces Sub Commission,
Allied Commission,
Naples.

8th Feb. 1945.

Dear *Parade*,

The following arrangements have so far been made for the move of the School to Frosinone :-

R.A.F. Movements will be supplying all 10 tonners for the first convoy. They do not yet know the exact number, but it will probably be eight. Some of these will be arriving at Gaudo on FRIDAY afternoon, the 9th of February, and the remainder on Saturday. This will enable a start to be made with the loading of the first lot early on Saturday morning and the remainder later on that day.

When the first complete convoy has been got away will you please let me know exactly what further vehicles will be required to shift the remainder of the stuff. I will then lay these on with R.A.F. Movements.

As you know, it has been agreed that the serviceable aircraft will remain at Gaudo for the time being, plus sufficient Italian servicing personnel. Group Captain Price, of R.A.F. has also agreed that the unserviceable aircraft, which will have to be transported by road, may similarly remain at Gaudo for the present.

As regards yourself and the R.A.F. personnel, the A.O.C. informs me that you will not yet be able to be accommodated at Frosinone and he therefore wishes you to pay an early visit to Frosinone and then proceed to Rome to discuss matters with him.

I am not quite sure whether *1438.F.* at the building where the R.A.F. personnel are at present billeted at Raetum, and I cannot obtain this information until Wing Commander Phelan returns to Caserta.

Dear *Prodon*,

The following arrangements have so far been made for the move of the School to Prosinone :-

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I am not quite sure whether *1136.F.* want the building where the R.A.F. personnel are at present billeted at Raestum, and I cannot obtain this information until King Commander Phelan returns to Caserta tomorrow (Friday), as Group Captain Price has left it to him.

Cont.....

- 2 -

It will considerably help matters for us if they do not require this building - at any rate for the time being. It is quite possible you will have settled this point with the Commander Rhelan to-day out at Gaudo, otherwise I will let you know after I have contacted the Commander Rhelan. I shall certainly try to keep it until your next home is ready for you!

I understand from Atkins that you will be here on Saturday morning en route for Frosinone & Rome, when we will be able to have a chat about any further matters outstanding.

Yours

ASA

Sing Commander N. Pocock,
A.F.S.C. Gaudo Detachment.

1135

28A

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

AFSC/R/45/1/AIP.

8th February 1945.

With reference to your letter 010363 Pg. II dated 6th February, I note the arrangements which you have made to transfer the school from Gaudo. I have informed Colonel Remondino verbally that the aircraft may remain at Gaudo under an Italian guard until Frosinone is ready for their reception. I hope that you will arrange for the minimum number of personnel possible to remain at Gaudo.

2. I fully agree with your idea that if the school personnel are moved to Frosinone, they will be encouraged to complete the work in the shortest possible time.

3. I was informed from Naples by telephone by Wing Commander Minter that he had arranged with M.A.C.A.M. to provide 12 lorries and three aircraft transport trailers to assist the move from Gaudo.

4. I suggest that the Officer Commanding at Gaudo be instructed to keep in close touch with Wing Commander Minter, and submit his requirements through him.

W.B.

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

1134

H.E. General M. Aimeo Cat,
Chief of Staff,
Italian Air Ministry,

ROME.

TRANSLATION

21A

From: Head of the Italian High Command,
Italian Air Ministry

To: Air Vice Marshal Bowen-Buscarlet

Date: 6th February, 1945

Ref.: 010363 Pg. V

Dear Air Vice Marshal,

1. Reference your two letters AFSC/R/32/AIR, dated 2nd and 4th February, 1945, relating to the transfer of the Gaudo Training School to Frosinone.

2. I have for some time been preparing for the re-establishment of Frosinone. The Works and Works Dept. has been approached and is prepared to start work on the airfield, and on some buildings, in order to be able to house the Gaudo School before the malarial period.

3. At the same time I have arranged for 15 new pilots, 8 armourers and 8 wireless operators to be sent to Gaudo to start a Course, which due to circumstances existing before I took over Command, had been allowed to slacken.

4. Given the situation as explained by you, and I.A.A.F. instructions forwarded by you, I immediately arranged the following:-

All tents, huts and air equipment ready for immediate use were set aside;

An estimate was made of the transport considered necessary for the transfer of this material to Frosinone, or to whatever locality the personnel, aircraft and material from Gaudo would be provisionally transferred to, should the immediate use of Frosinone be out of the question.

1133

An Officer of the High Command and a Unit Officer were

(3)

sent to Gaudo to make arrangements with the C.O. of the School for the early transfer to Frosinone or elsewhere.

An Officer of the Works and Bricks Dept. was sent to Frosinone to see whether it would be possible for the aircraft alone to occupy the field immediately.

The Course at Gaudo was suspended.

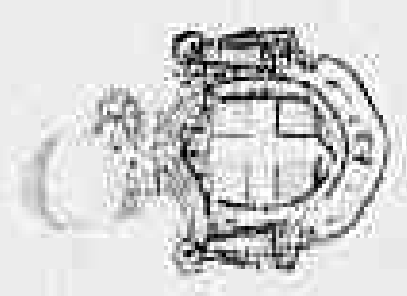
5. I have been informed by Lt. Col. CALA' of the Works and Bricks Dept., who met you at Frosinone, that a runway could not be built in a short time, as you yourself previously stated. I know also that you have suggested that Littoria might be used provisionally.

6. I am now awaiting Lt. Col. SAVI's return from Gaudo, who will report on the different possibilities of moving the School; the most convenient and speedy method will be immediately acted upon.

Signed: Head of the Italian High Command.

273

Roma, li 6 Febbraio 1945



STATO MAGGIORE DELLA R. AERONAUTICA
IL CAPO DI STATO MAGGIORE

Prot.n. 0-10363 Eq. V

AL V. MARESCIALLO BOWEN-BUSCARIET
A.C./A.F.S.C.

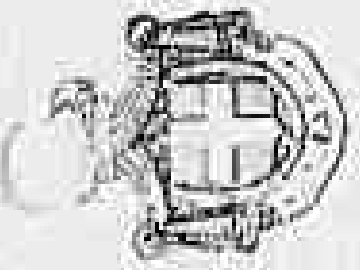
Case Marenzeller,

$$= \frac{RCH_2A}{RCH_2A} =$$

- 1.- Rispondo alle sue due lettere AFSC/R/22/AIR del 2 e del 4 Febbraio 1945 relative al trasferimento della Scuola di Gaudio a Frosinone.-
- 2.- Avevo da tempo disposto per il riattamento di Frosinone.- Il De manio se ne era interessato e si stava disponendo ad iniziare i lavori per la sistemazione del campo di volo e di qualche fabbricato, in modo da potere ospitare la Scuola di Gaudio, prima del periodo ma larico.-
- 3.- Contemporaneamente avevo disposto per l'invio a Gaudio di 18 nuovi piloti, 8 armieri e 8 marconisti allo scopo di iniziare le istruzioni che per circostanze antecedenti la mia assunzione di Comando, procedevano alquanto a rilento.-
- 4.- Data la situazione da Lei prospettata e le istruzioni del MAAP, da Lei trasmesse, ho subito disposto quanto segue:
 - individuazione di tende, baracche e materiali di aeroporto pronti per immediato impiego.-
 - calcolo degli automezzi necessari per il trasferimento di detto materiale a Frosinone od in quella - o quelle - località dove ^{1/3} ~~3~~ ³ ~~3~~ sarebbe stato provvisoriamente trasferito il personale, gli aerei ed il materiale di Gaudio, se non fosse stato assolutamente possibile utilizz

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 - invio a Gaudio di un Ufficiale dello Stato Maggiore ed uno del Comando Unità per predisporre insieme al Comandante della Scuola, il movimento per Frosinone od altrove, al più presto possibile.-
 - invio a Frosinone di un Ufficiale del Demanio per riferire sulla possibilità di immediata occupazione del campo da parte dei soli aeroplani.-
 - sospensione dell'invio degli allievi di cui sopra, alla Scuola.-

../..



STATO MAGGIORE DELLA R. AERONAUTICA

= 2 =

5.- Sono stato informato dal Ten.Col. CALA' del Demanio, che si è incontrato con Lei a Frosinone, che una striscia di terreno per la atterrabilità degli aerei non può essere rapidamente sistemata, come Lei stesso ha constatato.- Ho anche saputo che Lei ha consigliato provvisoriamente Littoria.-

6.- Sono in attesa del ritorno del Ten.Col. SAVI dello Stato Maggiore, da Gaudo, per essere informato delle varie possibilità di sgombero della Scuola, fra le quali di scegliere ed attuare immediatamente la più conveniente e speditiva.=

per offerta immediata

IL CAPO DI STATO MAGGIORE

1130

26A

From : Wing Commander W.L. Winter,
Air Forces Sub-Commission,
Allied Commission,
NAPLES.

ASC/44

4th February, 1945.

Dear *Our Vice Marshal*,

Transfer of School from Gaudio.

In accordance with your instructions I went out to Gaudio yesterday to tell them that they had to leave there within a week and to discuss the situation with them in the light of this new development.

Shortly after my arrival, and when I was at the R.A.F. Mess (Wing Commander N. Pocock was away on a job), the following Officers arrived -

Wing Commander	PHELAN	-	M.A.C.A.F. (Org.)
Squadron Leader	RIDGEWAY	-	M.A.A.F. (Org.)
Squadron Leader	FERGUSAN	-	No. I Base Area (Org.)
Squadron Leader	BARBOUR	-	No. I Base Area (M.O.)

- who had come to Gaudio to make arrangements for the move in.

I took them over to the Italian Officer Commanding, Lieutenant Colonel Mostrangelo, and we went **1129** thoroughly into matters together.

Lieutenant Colonel Mostrangelo foresees no difficulty in completing the removal of the School within one week provided

(a) he is supplied with adequate transport, and

Dear

Our New Marshal

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Lieutenant Colonel Mostrangelo foresees no difficulty in completing the removal of the School within one week provided

- (a) he is supplied with adequate transport, and
- (b) the next place is ready to receive them.

As regards (a) it was estimated that 10/12 lorries should be sufficient and Wing Commander Phelan stated he thought M.A.A.F. would be able to supply these.

As regards (b), should this be FROSINONE, then it is understood it will be necessary to erect tents and/or wooden huts.

Huts at Nisida.

Colonel Dentice estimates that there are sufficient sections to make six large huts which could probably accommodate all the personnel of the School. These wooden sections, however, are unfortunately very voluminous and considerable transport would be needed to carry them to Frosinone. It is presumed, however, that M.A.A.F. would also assist in this, although naturally no mention was made of it at the meeting at Gaudo as the point had not then arisen. (+)

Billeting Personnel at Nisida.

Colonel Dentice could manage this at a pinch, although it would not be an easy matter to arrange in view of the equipment and material from Sardinia occupying nearly all available space. Still, it can be done, if necessary.

Colonel Cicerza and Colonel Tolino have looked in to the Office this morning on their way to Rome via Frosinone, and a further meeting will be held here next Tuesday, when it is hoped to tie everything up, and complete all the necessary arrangements.

Yours sincerely

W. M. Dentice

1128

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Yours sincerely,

W. J. M. M. M.

1128

Air Vice-Marshal W.A.B. Bowen-Ruscarlet,
C.R.E., D.F.C.,
Air Forces Sub-Commission,
Allied Commission,

ROME.

P.S.

+ Huts at Nisida. It is difficult to estimate the number of lorries which would be required, depending upon the type, storage, etc., but roughly about 100 journeys would probably be involved if three tonners were employed.

Wth.
.....

- 8A

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

AFSC/F/22/AIR.

4th February, 1945.

With reference to your move out of Gaudo, I had a telephone conversation with my Wing Commander at Naples last night. He went to Gaudo yesterday and met some Staff Officers from H.Q. M.A.A.F. It was agreed that M.A.A.F. would help as regards transport to get the school away.

2. I quite realise that you will be unable to start at Frosinone for some time, although you will be able to keep the aircraft there under guard. I understand that quite a large quantity of hutting has arrived from Sardinia, and is stored at the old Seaplane Base at Nisida. This might be used at Frosinone at any rate for temporary accommodation.

3. A further suggestion is that if you are short of accommodation for the personnel moving out of Gaudo, you might find room for them, for the time being, in the barracks at Nisida.

4. I am going down to Frosinone this morning to have a look at the airfield.

W.B.

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

H.E. General M. Aimone-Cat,
Chief of Staff,
Italian Air Ministry,
Rome.

1127

Copy AFSC 1571 A.W. ✓

MEMORANDUM FOR: COMBINED UNITED STATES

MEMO.

The following report has been received from the training school at Hagerstown, and is forwarded for your comments. Some of the comments are covered by your letter 000132/3 dated 10/1/45, but it is desired to point out that so far no program has yet been received by this office, and that dates and periods of instruction do not appear to have been fixed. For example, on what date will the "navigation" course finish? When will the flight pilots, engineers and operators, mentioned in your letter, go to Hagerstown? How long will the training of these personnel take? Are any personnel with operational experience or allied work being sent to the school?

The following are the only pupils we have so far. Baltimore pilots, 5 officers, 3 N.O.O's. No navigators or gunners have turned up yet to show up with the above pilots when they have sufficient solo hours, and no P.39 pupils have come to the school yet. The only P.39 pupil listed in December is being held by the school as an instructor. One officer here, 2nd Lieut. Putnam, who came to be trained as Navigator has already 40 hours as a pilot on singles. We started him off as a Navigator but now believe Korea cannot make up their minds as to whether he shall be a Navigator or pilot again, so he is at a standstill. The school have consistently asked them (even for Navigators Gunners and Engineers) Operators for the Baltimore pilots as means but nothing has been done. The Technical Officer Instructor for navigation bombing and gunnery who was posted to the school from Bari three weeks ago has not arrived yet.

We are hoping to turn out our quota of 10 Baltimore pilots this month but without the other personnel it will be difficult to turn them out as complete crews. Without the single engine pupils I do not think we will be able to turn out 10 P.39 and 5 light aircraft by the end of this month. Within the next two days I hope to get the flight commander of the P.39's off solo on the five of which only one has so far arrived.

W. H. Dwyer

W. H. Dwyer, 10/1/45.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCE'S AIR COMMISSION.
22nd January, 1945.
AMC/5.12/1/45.

1126

23A
From: Air Forces Sub-Commission, Rome

To: Italian Air Ministry

Date: 27th January, 1945

Ref.: AFSC/R/S/15/1/AIR

CAPTAIN PILOT IN S.P.E. D'AMEDIA GIOVANNI.

Reference your 664/1497 Coll dated 14th January, 1945.

2. There is no objection to the posting of Captain Pilot in S.P.E. D'Amelia Giovanni to the Caudo School as Instructor on Anglo-American aircraft.

3. It is pointed out that the position has now altered, and that permission for such transfers to the School need not be subject to the approval of this Sub-Commission.

W. J. SASS
W. J. SASS,
MAJOR, AIR CORPS
AIR VICE-MARSHAL
AIR OFFICER COMMANDING

FOR

1125

22A

FROM: AIR FORCES SUB COMMISSION, BARI.

TO : AIR FORCES SUB COMMISSION, ROME.

DATE: 24th January, 1945.

REF : AFSC/S15/1/AIR.

1511A-

The attached correspondence is returned to you for action. There is no objection to the posting, not, so far as I am aware, is there any need for the I.A.F. to consult us in the matter.

2. The reason for their doing so is probably as follows:-

Upon the formation of the flying school for conversion to allied types at VESUVIO it was discovered that a large number of postings were taking place amongst the trainees after they had about half completed the course. This was obviously uneconomical and wrong. Orders were given, therefore, that all postings relating to personnel under training at the school were to be referred to this commission.

3. The situation has now altered; in that the urgent need for the crews to be converted to Allied types, has been met. It is considered, therefore, that there is no longer any need to control postings to the school; and it is suggested that the Ministry be so informed. Unita Aerea were instructed to this effect last November.

F.M. Denny.

F.M. DENNY, G/CAPT.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

for



46B

FROM : ITALIAN AIR MINISTRY, Cabinet of the Minister
TO : AFSC (through Liaison Office)
DATE : 14th January 1945
REF. : 664/1497 Coll.

CAPTAIN PILOT IN S.P.E. D'AMEDIA GIOVANNI

This Ministry considers it necessary to assign Captain Pilot in S.P.E. D'Amedia Giovanni to the Gaudo School as instructor on Anglo-American aircraft.

2. The said Officer being at present employed by the Fighter Group, which is using anglo-american aircraft; it is requested you to inform us if there are any objections.

d'ordine

P.IL CAPO DI CABINETTO

L'UFFICIALE SUPERIORE ADDETTO

(T.Col.Pil.-A.CASINERIO)

1123

translated by E. Gasparini

ELO

77/21

21A

~~LEOP V MINA~~ NR 21 ROUTINE

QVR FOUR

FROM HQ 214 GROUP 211146A

TO AFSC NAPLES

INFO MAAF ALGIERS AFSC BARI AFSC ROME

357 MU

GR 35 BT

Q 962 JAN 21 CONFIDENTIAL

REFER YOUR Q 415 JAN 19 (.)

QTY TWO (HALF FOUR) SPITFIRE MARK FIVE

DESPATCHED TO ITALIAN OTU (.)

357 MU Q 141 DEC 28 AND Q 144

DEC 29 REFER (.)

BT 211146A

SENT RT B KK

515/1/112



WA ITALIAN ORANGE TARE UNCLE OTU

RECD NR 21 V.M. AT 21/1805A A

1122

FROM : ITALIAN AIR MINISTRY, Cabinet of the Minister
TO : AFSC (through Liaison Office)
DATE : 14th January 1945
REF. : 564/1497 Coll.

CAPTAIN PILOT IN S.P.F. D'AMEDIA GIOVANNI

This Ministry considers it necessary to assign Captain Pilot in S.P.F. D'Amelia Giovanni to the Gaudo School as instructor on Anglo-American aircraft.

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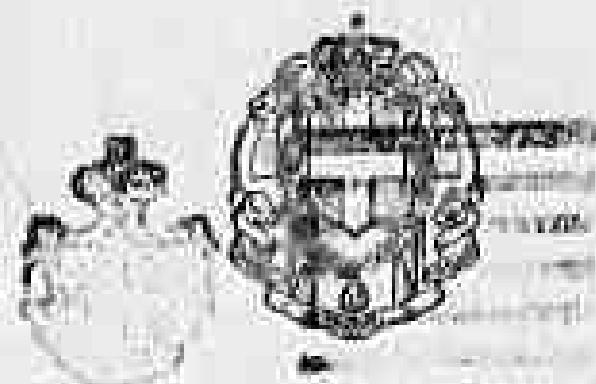
d'ordine

IL CAPO DI CABINETTO
L'UFFICIO SUPERIORE A 1922
(T.Col. 311.-A. CA. SINFIO)

translated by E. Gasparini



1121



Ministero dell'Aeronautica

GABINETTO DEL MINISTRO

Ufficio Segreteria

Prot. N. 664/1491 All.

Roma, 14 GEN. 1945 1945

Al'A.F.S.C. - A.C.
(tramite Uff. Collegamento)

= R O M A =

Risposta al f. del
Dir. Gen. A.

Oggetto: Capitano Pileta in S.F.E. D'AMEDIA Giovanni.-

1. Questo Ministero riterrebbe necessario assegnare alla Scuola di Gaudò, quale istruttore su velivoli anglo-americani, il Capitano Pileta in S.F.E. D'AMEDIA Giovanni.
2. Trattandosi di Ufficiale attualmente in servizio presso il Raggruppamento Caccia, dotato di apparecchi di costruzioni anglo-americane, si prega voler comunicare se nulla osta al movimento predetto.

d'ordine

P. IL CAPO DI GABINETTO
L'UFFICIALE SUPERIORE ADDETTO
(Ten. Colonnello Pil. CASSINERIO)

[Signature]

1120

Si prega trattenere per ogni lettera un solo argomento e indicare nello stesso il R. di Protocollo e la Divisione a cui si risponde.

16A

File

From : Commando Units Areas.
 To : Air Force Sub-Commission.
 Date : 22nd December, 1944.
 Ref : COM/2/5.

CAIRO SCHOOL.

Quito training school has over come the critical period of its constitution - a period of such more difficulties owing to the fact that it coincided with the transfer of the school from VESUVIUM to CAIRO, and also the re-orientation of the operational units equipped with battleplanes and P.38. Owing to the limited availability of personnel and materials the operational units, naturally, were given precedence.

3. The School is now nearing completion; a lot of work has been done and very soon the School will be working to full scale, thus ensuring the training of crews as requested by our letter COM/2/3/4. It is noted 39/10/44. Crews which, on the other hand, are 10% so urgently needed in the Group, have been given sufficient reserves to face a fairly long period of work.

5. The following information is forwarded in answer to certain details mentioned in your letter:-

1. As soon as the School is completed it will supply all the crews required, and the organization has been planned so that the trained aircraft personnel can be ready in due time, in order not to place the operational units in any difficulties with regard to replacement aircraft.
2. Each aircraft crew will be trained together and will be so that they will become accustomed to working as a team.
3. As soon as the School commences, crew members will be due to send, in rotation, a Baltimore crew and an Airspeeder pilot, so that in the meantime will get less of the experience gained in the use of aircraft.
4. The required parachute packing personnel will also be sent.
5. An engineer technical officer who has been receiving training at the Baltimore and Airspeeder Units will be sent to the training school. Two H.C.O. Airspeeders have been assigned to the school.

1119

6. Transport difficulties were overcome by this Command, by loaning the landing '666' until the other vehicles are made serviceable. This Command would be grateful if the Air Force Sub-Commission could provide the release of a few vehicles for this school as they did for the Baltimore.

Carado training school has over the critical period of its completion - a period of machine gun training is owing to the fact that it coincided with the transfer of the school from VASSVILLE to CALDO, and also the reorganization of the operational units assigned with Baltimore and P.33. Owing to the limited availability of personnel and materials the operational units, naturally, were given precedence.

1. The school is now nearing completion; a lot of work has been done and very soon the school will be turning to full scale, thus ensuring the training of crews as requested by your letter dated 30/10/44. Crews will, on the other hand, be set so promptly needed as the crews, have been given sufficient reserves to face a fairly long period of work.

2. The following information is forwarded in answer to certain details mentioned in your letter:-

1. As soon as the school is completed it will supply all the crews required, and the organization has been planned so that the limited above personnel can be ready in due time, in order not to place the operational units in any difficulties with regard to replacement air-crews.

2. Each aircraft crew will be trained together as Baltimore as that they will become accustomed to working as a team.

3. As soon as the school is opened, some reserves will be sent to send, in rotation, a Baltimore crew and an Airworthy pilot, so that in the meantime will not lose any of the experience gained in the use of aircraft.

4. The required parachute packing personnel will also be sent.

5. An engineer technical officer who has been receiving instruction from the Baltimore and Airworthy Units will be sent to the training school. Two P.O.'s. interpreters have been assigned to the school.

6. Trans and difficulties were overcome by this Command, by leaving two lorries '466' until the other vehicles are made available. This Command will be grateful if the Air Forces Sub-Commission could postpone the release of a few vehicles for this school as they did for the training.

7. The undersigned has no supplies of bench vices. Orders have already been given to buy some of these on the market, but up to now, none have been found.

CC. MEMO.

1119

MEMORANDUM TO : AIR VICE GENERAL, AIRCRAFT.

95A

The Air Vice General has passed the following remarks about the Gunn School to me for representation to you:-

1. There should be a more regular intake into the School so as to ensure a regular output of crews on the lines laid down in our letter AFCC/15/1/IR dated 31st. October, 1944.
2. Baltimore crews should arrive at the school and pass through the course together, so that at the end of the course they are accustomed to working together as a team. It is useless to train a pilot apart from his crew, for each will have their own idiosyncrasies, and must become used to mutual co-operation under difficulty.
3. It is most desirable that a Baltimore crew and an aircraft pilot should periodically visit the school to pass on to the trainees the benefit of their operational knowledge, on such matters as enemy 'flak' and methods of disguise and the best way to deal with them, forms of attack with gun and bomb, formation methods, etc.
4. There are no permanent pictures at the school; one or more should be posted there.
5. The guns on the aircraft cannot be synchronized as the school does not possess the necessary technical data.
6. The school A.C. is very short, most of it being in process of overhaul.
7. Two workshop benches with vices are urgently needed.

Henry
to

P.M. DUFFY, Q/CAPT.
AIR VICE GENERAL,
AIR OPERATIONS COMMANDING.

Air Forces Sub-Commission,
Allied Commission, BARI.
15th December, 1944.
AFCC/15/1/IR.

1118

14A

OUTGOING MESSAGE

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

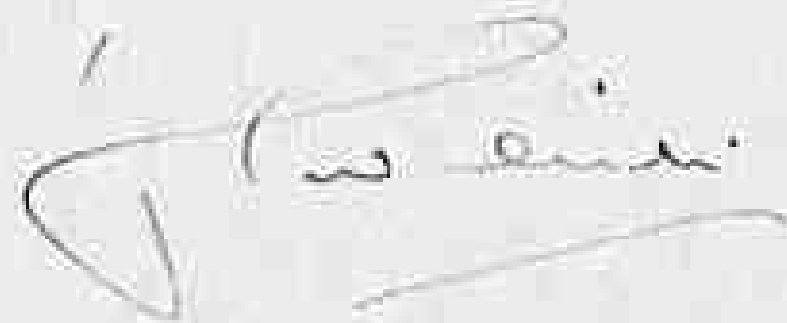
TO : AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, NAPLES

SECRET (.) RO 314 TOO 291090 DECEMBER 1944 (.)
YOUR Q 343 DATED 22ND DECEMBER (.) MAAT ALGERS SIGNAL Q 112
DATED 18TH DECEMBER TO HQ 214 GROUP REPEATED FOR INFORMATION (.)
QUOTE REQUEST ARRANGEMENTS BE MADE TO ALLOT TWO SPITFIRE MARK
FIVE AIRCRAFT TO ITALIAN O.T.U. AT GAUDO (.) THESE AIRCRAFT
ARE REQUIRED FOR TRAINING REPLACEMENT SPITFIRE PILOTS OF
ITALIAN AIR FORCE UNQUOTE (.)

TO BE ENCRYPTED

IF SENT BY W/T

PRIORITY : ROUTINE


J.G. WHITE, F/LT
AIR VICE-MARSHAL
AIR OFFICER COMMANDING.

REF. AFSC/R/S/15/1/147

LRKS V MJVL NR11

T AF SUB COM ALCOM

FROM MJVL 221100A

TO AF SUB COM BARI

AF SUB COM ALCOM ROME

GR 132 BT

RESTRICTED PD PARA ONE PD OUR REFERENCE QUEEN THREE FOUR THREE DATED
DECEMBER TWO TWO PD PAREN TO AIR FORCES SUB COMMISSION BARI REPEAT
AIR FORCES SUB COMMISSION ALLIED COMMISSION ROME FROM AIR FORCES SUB
COMMISSION NAPLES PAREN PARA TWO PD FOLLOWING SIGNAL RECEIVED FROM
MEDITERRANEAN ALLIED AIR FORCES ALGIERS TO HEADQUARTERS TWO ONE FOUR
GROUP COPY TO AIR FORCES SUB COMMISSION FOR INFORMATION ONLY PD QUOTE
PD QUEEN SEVEN EIGHT TWO DECEMBER TWO ZERO CONFIDENTIAL STOP REQUEST
YOU ACTION MEDITERRANEAN ALLIED AIR FORCES CENTRAL MEDITERRANEAN
FORCES SIGNAL QUEEN ONE TWO TWO DECEMBER ONE EIGHT STOP SUBJECT
SPITFIRE MARK FIVE AIRCRAFT FOR ITALIAN ODOE TARE UNCLE PD UNQUOTE
PD PARA THREE PD MEDITERRANEAN ALLIED AIR FORCES SIGNAL QUEEN ONE
TWO TWO NOT RECEIVED AT NP// NAPLES
BT 221100A

SENT NR11 222245A AD AR K

RECD NR 11 222245A J O E K

15/1/AIR

A. C. DIST
ACTION: AIR FORCES S/C



1116

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

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

DATE: 14TH DECEMBER, 1943.

REF: AFSC/T/S.15/1/AIR.

BOMBING RANGE FOR ITALIAN O.T.U. AT
CAUDO.

It is requested that permission may be given for the Italian O.T.U. at CAUDO to use the sunken liberty ship, of which the hold is above water, and is about a mile out in Salerno Bay, to be used as a bombing and air firing range.

2. The close proximity of this to the O.T.U. will make the training programme far easier to handle.

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

1115

1631

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

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

DATE: 14TH DECEMBER, 1944.

REF: AFSC/B/S.15/1/AIR.

ITALIAN O.T.U. AT GAUDO.

It is requested that one Spitfire of any Mark may be allotted to the Italian O.T.U. at GAUDO for use in training replacement Spitfire pilots.

2. Unless this is done the training of these pilots will have to be carried out at Lecce which is obviously undesirable as this airfield is extremely crowded, having on it an American Heavy Bomber Group of Liberators, the two Italian Bomber/Transport Squadrons, and the five Italian Fighter Squadrons of the I.A.F. Fighter Wing.

W.B.

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

1114

87.
AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

AFSC/R/S. 15/1/AF.

14th December, 1944.

Dear

Pocock has just arrived from Gaudio and has several points to bring up the majority of which I think you can chase up with the Unita Aerea.

2. Could you impress on Colonel Penni that we want a regular intake at the school. If I remember right we decided that we wanted 5 Baltimore crews per month and 15 Airacobra pilots, but you might check up on that. In any case it is no good sending Baltimore pilots without the crews, and the crews should arrive complete so that they can go through their training with the pilot with whom they will eventually fly. It is also suggested that a Baltimore operational crew and an Airacobra pilot should visit the school at regular intervals to give them the necessary "gen" on the latest operational data.

3. I do not know whether there are any special sights fitted to the Airacobras for dive bombing or whether the bombing is done with the bombing sight. Could you check up with Lecce and let the school know.

4. There are no trained parachute packers (Italians) at the school. Would you get Unita to post one or more.

5. They have been unable to synchronise the guns on the Airacobra as they have not got the technical data.

6. Some of the radio sets are incomplete. I have told Pocock that he should make his demands for these items, and for any other stores and equipment which he requires, through Shears at Naples, but it might be as well for Chapman to look into this question.

7. I think that Chapman should again look into the question of a telephone line to Gaudio. There has been another instance of a crash, this time a Mustang, in the vicinity of Gaudio, and it took a long time to get the personnel in the American cometary nearby to get a truck out and go into Salerno so as to telephone the information to Poggiore. Furthermore Gaudio is a useful half-way house for transport aircraft which may get caught out by the weather between Sicily and the North. I feel too that it is quite wrong to have an occupied airfield which is not in touch with the sector. Air-sea rescue might be needed at any time, and I am sure that we ought to have some means of communication.

8. Pocock reports that his Chevrolet Break-down is rapidly breaking up. Apparently Mitchell promised him a utility some time ago. I know that these are in very short supply as I have been unable to obtain one for Tott, but we ought to do something for him if possible.

1113

is no good sending Baltimore pilots without the crews, and the crews should arrive complete so that they can go through their training with the pilot with whom they will eventually fly. It is also suggested that a Baltimore operational crew and an Airacobra pilot should visit the school at regular intervals to give them the necessary "gen" on the latest operational data.

3. I do not know whether there are any special nights fitted to the Airacobras for dive bombing or whether the bombing is done with the bombing sight. Could you check up with Lecce and let the school know.

4. There are no trained parachute packers (Italians) at the school. Would you get Unita to post one or more.

5. They have been unable to synchronize the guns on the Airacobra as they have not got the technical data.

6. Some of the radio sets are incomplete. I have told Pocock that he should make his demands for these items, and for any other stores and equipment which he requires, through Mhears at Naples, but it might be as well for Chapman to look into this question.

7. I think that Chapman should again look into the question of a telephone line to Gaudo. There has been another instance of a crash, this time a Mustang, in the vicinity of Gaudo, and it took a long time to get the personnel in the American company nearby to get a truck out and go into Salerno so as to telephone the information to Pomigliano. Furthermore Gaudo is a useful half-way house for transport aircraft which may get caught out by the weather between Sicily and the North. I feel too that it is quite wrong to have an occupied airfield which is not in touch with the sector. Air-sea rescue might be needed at any time, and I am sure that we ought to have some means of communication.

1112

8. Pocock reports that his Chevrolet Break-down is rapidly breaking up. Apparently Mitchell promised him a utility some time ago. I know that these are in very short supply as I have been unable to obtain one for Tott, but we ought to do something for him if possible.

9. The school itself is very short of M.E. too, and their lorries are now under overhaul which only leaves one G26 lorry and a tankery they have no staff car. I think that Unita Lerua should be pressed to provide something more, and if it is really not available, we should help out from our M.E. column.

10. Two Workshop Bendices with vices are also urgently required at Gaudo.

11. I am asking M.A.A.F. if they may use the sunk Liberty ship which is about a mile out in Salerno Bay for practice bombing and air firing range. This will make it far easier to handle their training programme.

Continued /2.....

-2-

12. I am also taking up the question as to whether a Spitfire can be allotted to Gaudo for the training of replacement Spitfire pilots. I have a feeling that this is really unnecessary, but there is certainly a case for it on paper.

Yours

W.D.

Group Captain P.M. Denny,
Air Forces Sub-Commission,
Allied Commission,
Bari.

1117

COPY.

FROM C.C. Vesuvius.TO :- A.F.S.O. Naples.DATE:- 11/2/44.BALTIMORE TRAINING.

It would seem that with the recent arrival of some special equipment e.g. parachute harness, navigational computers etc. there is now no appreciable hold up to training on a more ambitious scale. I have therefore put this to the O.C. Baltimore Stormo and consider he can now step up the flying to 30 hrs per day. He tells me that some pilots in the 132 Gruppo are not satisfactory and may have to be "washed out" but that this Gruppo should complete with 20 crews, only a proportion of these however will have navigators.

R. Thomson.
Wing Commander.

1111

COPY

6A

FROM 043 VESUVIUS DETACHMENT
TO A.O.C. A.F.S.C.
DATE 6TH SEPTEMBER 1944.

TRAINING BALTIMORE CREWS

OWING TO THE ARRIVAL FROM ACCIERS OF PILOT
TYPE PARACHUTES WITHOUT HARNESES AND OUR NOTING BEING
UNABLE TO MAKE GOOD THESE DEFICIENCIES LOCALLY THE CREW
TRAINING ON BALTIMORE IS LIKELY TO BE SERIOUSLY DELAYED.

ALL PILOTS OF THE 132ND GRUPPO HAVE CONVERTED
BUT I AM UNABLE TO PRESS FOR AN INCREASED EFFORT FOR LACK
OF THESE ITEMS OF EQUIPMENT. MAY ACTION BE TAKEN ON A
HIGH LEVEL PLEASE.

SGD R. THOMSON

15/1/AIR

1119

1637

AFSC
 ALLIED CONTROL COMMISSION
 INCOMING MESSAGE

5444

TO: AIR FORCES SC ACC ROME REPEAT AIR FORCES SC BARI RPT HQ MAAF CENTRAL
 MED FORCES
 FROM: AIR FORCES SC NAPLES
 REFERENCE No: ASC/44
 DATE AND TIME OF ORIGIN: SEP 161013B
 SIGNAL MESSAGE CENTER No: 76/16
 CLASSIFICATION: SECRET
 PRECEDENCE: PRIORITY
 OFFICE OF ORIGIN:

OUR REF ASC/44 DATED SEPT 16. THOMSON STATES HIS SUGGESTION THAT
 BALTIMORE SQUADRON COULD MOVE SEPT 24 NOT ACCEPTED BY COL ROVEDA WHO
 THOMSON UNDERSTANDS HAS ASKED FOR ANOTHER MONTH. THOMSON CONSIDERS THIS
 UNREASONABLE ALTHOUGH FURTHER SHORT PERIOD FLYING AS A SQUADRON ON AN
 OPERATIONAL BASE DESIRABLE ORDER GET AWAY SCHOOL ATMOSPHERE PRESENT
 AIRFIELD. HAVE TELEPHONED PRICE

NOILLOV

DIST
 ACTION - Air Forces SC (2)
 INFO - A/CC
 FILE (M)

1109

SEP 162023B
 DATE and Time of RECEIPT

Distribution:

SECRET



OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, ROME.
TO: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, NAPLES.
(R) AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, NATH.

CONFIDENTIAL RA.155 14TH SEPTEMBER (.)

GENERAL PLACENTINI INFORMS ME THAT BALTIMORE TRAINING IS BEING
HELD UP BECAUSE THERE ARE ONLY TWO BOMB SIGHTS AND THEREFORE
ONLY TWO AIRCRAFT CAN BOMB AT SAME TIME (.) PLEASE TAKE THIS
UP WITH THOMSON AND LET ME KNOW WHETHER THIS IS IN FACT TRUE ALSO
WHAT STEPS HAVE BEEN TAKEN TO PUT THE MATTER RIGHT (.)

TO BE RE-COMPLETED
IF SENT BY W/T.

T.O.C. 141705B

PRIORITY IMPORTANT.

W.A.P. POWELL-BUSCALET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

IMMEDIATE

1108

*Rout*OUTGOING SIGNAL

2A

FROM: Air Forces Sub Commission,
A.C.C. - Bari.
TO : M.A.A.F. (R) 214 GROUP (R) B.A.F.
DATE: August, 1944.

CONFIDENTIAL (.)E 72029 August 44

P. 39 operational aircraft being delivered with engines which have completed more than 300 hours (.) USAAF state that life of Allison VI710-83 is 400 hours plus extension of 100 hours is necessary (.)

Understand that B.A.F. life is 300 hours for fighter aircraft (.) Please confirm (.) Extension of life not considered justified in view of excessive trouble experienced with Allison engine (.)

J.H. Gladstone W/C
J.H. GLADSTONE W/CDR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1107
TOO - 291530 B.
PRIORITY - ROUTINE.

FROM: AIR FORCE SUB-COMMISSION,
JOINT CONTROL COMMISSION,
BARI.

TO: WING COMMANDER WESTBANK, CHIEF INSTRUCTOR,
YESVINE.

DATE: 14TH AUGUST, 1944.

REF: HQ/3.15/4/44.

TRAINING SYLLABUS - BANGKOK
AND AIRCRAFT AIRCRAFT.

During my last visit to Yesvina I noticed that cross-country flights had been included in the training syllabus for both Baltimore and aircraft pilots of the I.A.F. at present doing the conversion course.

2. The pilots of both types are already quite experienced, and in my opinion the cross-country flights, made expressly for that purpose, are quite unnecessary, but pilots should at all times carefully note their petrol consumption.

3. The syllabus should ensure that the pilots can handle their aircraft properly and fly in formation, and the pilots and other aircraft can shoot and drop bombs.

W.B.
W.A.B. BROWN-PHILLIPS,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1106

1641