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REPORTS ON ITALIAN AF ACTIVITIES
SEPT. 1943 - APR. 1944

Carabinieri File

MAINTENANCE REPORT ON ITALIAN AIR FORCE FOR
APRIL, 1944.

Aircraft Type	Serviceability	Serviceability
	3.5 44.	3.5 44.
MACCHI 205	8 }	24
MACCHI 205S	5 }	-
MACCHI 202	15	20
SM. 82	15	14
SM. 84	2	4
SM. 79	16	12
CANT. 1007	16	19
CANT. 506	9	14
BERGIANI 2001s	4	4
BERGIANI 2002	Nil. +	12

+ Reggiani 2002's were withdrawn to check Paggio XI TER Engines following cylinder fracture. These aircraft will be in service again shortly.

Barber Serviceability

Remains high and is a creditable figure in view of the operations carried out during the month and the fact that 2 SM. 82 aircraft were written off during the month by a Liberator crashing into them at MOCCH.

Fighter Serviceability

Is improved over last month's figures, but is low compared with the figure of 2 months ago, this should now show steady improvement.

Long Range Tanks

15 Macchi 205's have now had long range tanks fitted.

Cannons

The fitting of German Cannons in the wings of a normal Macchi 205 has now been achieved and the first wing is available for firing trials at BRINDISI, it is not anticipated that this conversion can be carried very quickly, but following the trials work will be put in hand to fit cannons on an additional 15 Macchi 205's.

Engine Changes

A considerable number of engine changes have taken place during the month. Engines are being received which have had major overhauls from BRINDISI S.E.A.A., and from the Alfa Romeo works, efficient plug cleaning bays have been set up in BRINDISI and Nuova, and the engine serviceability position should show considerable improvement by the middle of next month. 1000 fighter aircraft plugs have been obtained from Middle East for use in Macchis.

* Regiment 2002's were withdrawn to check Regio XI TBR Engines following cylinder fracture. These aircraft will be in service again shortly.

Engine Serviceability

Remains high and is a creditable figure in view of the operations carried out during the month and the fact that 32 aircraft were written off during the month by a Liberator crashing into them at LECCE.

Fighter Serviceability

Is improved over last month's figures, but is low compared with the figure of 2 months ago, but is now showing steady improvement.

Long Range Tanks

15 Macchi 205's have now had long range tanks fitted.

Cannons

The fitting of German Cannons in the wings of a normal Macchi 205 has now been achieved and the first wing is available for firing trials at BRINDISI, it is not anticipated that this conversion can be carried very quickly, but following the trials work will be put in hand to fit cannons on an additional 10 Macchi 205's.

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Brindisi Engine Test Benches

Testing of Teutonic Benz Engines at Brindisi has proved to be a source of delay to the engine programme, an additional fuselage for testing engines has now been sent to Brindisi, and release of cement for building fixed test benches has been obtained and construction has started, the success road onto the aerodrome is nearing completion, and engine changes will shortly be capable of being undertaken at Brindisi thus saving transport to Lecce, and improving the aspect of the maintenance situation.

St. Vito De Taranto

The S.R.A.M. at St. Vito De Taranto situated in the old Airship Hanger is now working to capacity and the first Cent 1007 has been completed after a major inspection and overhaul.

/Difficulties.....

Difficulties experienced over the supply of electricity and in the construction of an access road have been overcome.

Two separate and independent S.R.A.M.'s. are therefore now working on Bomber maintenance.

Technical Considerations

Some of the technical problems being dealt, are detailed below:-

1. Fitting of long range tanks to Macchi aircraft.
2. Fitting of German 20mm. Cannons to Macchis
3. Adapting American 4000 lbs Bombs for Reggiani aircraft
4. Fitting American compasses and British Gun Sights to recovered aircraft.
5. Aspect of running Italian aircraft on 87 Oct. Petrol and problems on the higher lead content.
6. Fitting of British and American plugs to various Italian aircraft engines.
7. Provision of suitable Synthetic Rubber Washers for Italian aircraft Hydraulic equipment.
8. Provision of suitable rubber jointing for Italian aircraft engines.
9. Test on British and American Hydraulic Oil, dope, lubricants and fabrics to ascertain suitability for various Italian aircraft.
10. Provision of suitable electric lamps and batteries from British sources for Italian aircraft.
11. Problems connected with the adoption of certain British Tail Wheel Tyres and covers for Italian aircraft, and the ~~adoption~~ ^{adaptation} of Main Wheel Tyres for Reggiani aircraft.
12. Provision of suitable Rubber and solution for Italian Vulcanising Plants.
13. Fitting STGA long range tanks to Reggiani aircraft.

Most of these problems have been surmounted.

Salvage

Good progress is being made on salvage work in Sicily, Sardinia and Tripoli and it is hoped shortly to start a salvage party working in the Benina Area.

V/Cdr. CLAY (Tee) of the Sub-Commission, recently visited Tripoli, Benina and Cairo, in a C-47 aircraft and was able to recover valuable material, and with the assistance of Mr. Middle East to arrange for the shipment of other useful Salvage Material to Italy.

It is hoped shortly to be able to ship some engines, tyres, and hydraulic equipment from Tripoli, which will be useful for reconstruction work at MECOH.

Works

Alfa Romeo

Good progress is being made at the Alfa Romeo Works where a strike on

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Works

Alfa Romeo

Good progress is being made at the Alfa Romeo Works where a strike on the part of the employees in the early part of the month has been settled, and Alfa 604 Engine overhaul is proceeding well, 55 Alfa 126 Engines are to be overhauled by this firm in a separate shop.

1187

Sannita

Excellent progress has been made in the re-roofing of this workshop, and the difficulties encountered in using the aerodrome at MONTINGO have been overcome.

The Works is now employed in repairing several fusilages of Macchi 202's and 205's and crashed aircraft from "NUOVA". When properly in production this works should be a great asset to the Italian Air Force.

The Machine Shops are now engaged on the manufacture of Cannon fittings and parts for attachment bands for American 1000 lbs Bombs.

F/Lt

/Fighter Serviceability.....

- 3 -

Flight Serviceability

Use is being made of a modified Form 700 to improve flight serviceability in the field, and to replace the original Italian system of recording aircraft flying times, and inspections carried out. Some Italian aircraft maintenance schedules are being remodelled on British practice, with the idea of raising the standard of maintenance.

Adair
(Sec) AFSC ACC.

1677

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

785017

(78C) ASSC ACC.

1186

MOST SECRET.

FROM: Air Vice Marshal R.M. Foster,
Air Forces Sub-Commission,
Allied Control Commission.

TO: The Air Commander in Chief,
Headquarters,
Mediterranean Allied Air Forces.

DATE: 27th March 1944.

REF: S.1/AIR.

Sir,

On handing over control of the Italian Air Force, I have the honour to submit the following general report on the activities undertaken between the time of the Armistice in September 1943 and the present date.

CONDITIONS IN SEPTEMBER 1943.

2. I arrived in Brindisi with one other Officer, a clerk, and an M.T. Driver on the 15th September 1943. My instructions were to take over control of all Italian Air Force aircraft, personnel, airfields and equipment and to make recommendations as to their use.

3. I found a completely disorganised and dispirited collection of people; the bona fides of many of the Senior Officers were in doubt, and not unnaturally the complete reversal from fighting for the Germans to fighting against the Germans presented considerable difficulties. The Air Minister was eager to co-operate but had no constructive plans as to how such policy was to be put into effect.

REORGANISATION.

4. On 29th September 1943, I attended the Armistice Meeting on H.M.S. Nelson between the Supreme Commander Mediterranean and Marshal Badoglio. After the meeting the Air Commander in Chief had an interview with the Italian Air Minister at which he laid down the principles under which the Italian Air Force was to function. In brief, Air Chief Marshal Tedder's instructions were to reorganise the Italian Air Force in a way best calculated to be of service to the Allied cause; the Italian Air Force was to use only its own equipment while the Allies would supply essential stores and fuel; but in all other respects the Italians were to be self supporting. The Air Commander in Chief gave the assurance that all assistance given to the Allies would be noted, and would be credited to the Italian nation when post war settlements were being made.

5. After receiving these instructions, I drew up a plan for the reorganisation of the resources available, of which the main features were:-

- (a) The drastic reduction of redundant staffs and general officers.
- (b) The formation of one fighter, one bomber transport and one

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5. After receiving these instructions, I drew up a plan for the reorganisation of the resources available, of which the main features were:-

- (a) The drastic reduction of redundant staffs and general officers.
- (b) The Formation of one fighter, one bomber transport and one coastal wing.
- (c) The introduction of a complete maintenance organisation to meet the needs of these three wings.
- (d) The development of a comprehensive salvage system from which the maintenance units would be supplied with essential spares and parts to keep the force in operation.
- (e) The organisation of surplus personnel into technical and non-technical units, which were to be put at the disposition of the Allied Forces in substitution for our own men who could then be withdrawn for duties elsewhere.

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OPERATIONAL ROLE.

6. For a number of sound reasons the Italian Air Force was allotted all its operational tasks on the Eastern Adriatic and in the Balkans, a few night missions only being undertaken over the Italian mainland.
7. Operations on a limited scale were undertaken immediately in support of the Italian Garrisons at Corfu and Cephalonia ; an insufficient effort, however, could only be applied and both garrisons capitulated after weak resistance. Regular operations were continued throughout the ensuing weeks on the small scale dictated by the maintenance position. The repair and overhaul units, however, have now got into their stride, and it has consequently been possible to step up the scale of operational effort very considerably and also to undertake regular scheduled courier services.
8. At the present time the Fighter Wing is at Palata in the Poggia Plain, operating against coastal shipping and other targets in the Dalmatian Island area. The Bomber Transport Wing is at Lecce and is undertaking on first priority a considerable programme for the delivery of supplies by air into Yugoslavia and to other Balkan centres of resistance. In support of these supply operations, a certain number of fighters are being converted for long range escort duties - additional tanks are being mounted into the fuselages of the Macchi 205 and fittings are being made for adapting German Stuka supplementary tanks (of which a good supply is available) for use of Reggiane 2001. When this programme is complete there should be available sufficient escorts for all Italian supply dropping missions. The coastal wing at Taranto with detachments at Brindisi and Lake Varano, ~~is~~ is doing useful and steady work on convoy escorts, anti-submarine patrols and air sea rescue. It can be said to be substituting two Allied coastal squadrons.

STRENGTH OF OPERATIONAL UNITS.

9. The strength, which it is hoped that the three wings will maintain during the operations of this Spring and Summer is given below. No reserves exist except a total of 65 salvaged fighters which are now under rebuild, but in part a working reserve is arrived at by operating at 60% of the total strength. This is the only possible system, but obviously not a lasting one ; it is calculated, however, that the units will at least be able to continue useful work until next Autumn.

FIGHTER WING.

Standard Fighters :	Macchi 205	24
	Macchi 202	37
Fighter Bombers :	Reggiane 2002	18
Long Range Escort		
Fighters :	Macchi 205	15
	Reggiane 2001	14
		108

BOMBER WING (a/c in operational use only).

Supply Droppers S.82 24

8. At the present time the Fighter Wing is at Palata in the Foglia Plain, operating against coastal shipping and other targets in the Dalmatian Island area. The Bomber Transport Wing is at Lecce and is undertaking on first priority a considerable programme for the delivery of supplies by air into Yugo-Slavia and to other Balkan centres of resistance. In support of these supply operations, a certain number of fighters are being converted for long range escort duties - additional tanks are being mounted into the fuselages of the Macchi 205 and fittings are being made for adapting German Stuka supplementary tanks (of which a good supply is available) for use of Reggiane 2001. When this programme is complete there should be available sufficient escorts for all Italian supply dropping missions. The coastal wing at Taranto with detachments at Brindisi and Lake Varano, ~~is~~ is doing useful and steady work on convoy escorts, anti-submarine patrols and air sea rescue. It can be said to be substituting two Allied coastal squadrons.

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Long Range Escort Fighters :	Reggiane 2002	13
	Macchi 205	15
	Reggiane 2001	14
		103

BOMBER WING (a/c in operational use only).

Supply Droppers	S.32	24
A/c for evacuation of wounded :	Cant 1007	23
	S.81	3
	G.12	2

1187

SEAPLANE WING.

Convoy escort anti-submarine etc. A.S.R. duties	Cant 506	27
	Cant 501	18
	R.14	8
		53

(This is exclusive of 3 A.S.R. Seaplanes retained for use in Sardinia).

The total of other aircraft in service for courier postal routes,

/Continued.....3

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transport of materials, communication and school aircraft, etc., amounts to 129. Aircraft under rebuild after salvage total 73.

OPERATIONAL RECORDS.

10. The following is a summary of the work carried out since September last.

(a) Fighter Wing.

Hours flown	2518 hours 23 minutes.
Number of sorties flown	1384
Enemy aircraft destroyed in the air	8
Enemy aircraft destroyed on the ground	11
Enemy aircraft damaged in the air	1
Enemy aircraft damaged on the ground	5
Enemy shipping claimed as damaged	74
Enemy shipping claimed as destroyed	11
Enemy M.T. claimed as damaged	9
Enemy M.T. claimed as destroyed	5
Weight of bombs dropped by fighter - bombers ^{a/c}	29 tons
Italian destroyed in action or missing	7
Italian aircraft destroyed in accidents	9
Pilots killed	4
Pilots wounded	6
Pilots missing	3

(b) Bomber Transport Wing.

Hours flown	4565 hours 35 minutes.
Number of sorties flown	1241
Weight of stores dropped over lines	163 tons
Number of personnel dropped over lines	9
Number of Italian aircraft lost or destroyed on operations	3
Number of aircrew killed	10
Number of aircrew wounded	NIL
Number of aircrew missing	3

(c) Coastal Wing.

Hours flown	2669 hours 44 minutes.
Number of sorties flown	684
Number of A/S attacks carried out	NIL
A.S.R. missions undertaken	53
Number of persons saved	18
Aircraft lost or destroyed	5
Aircrew killed	NIL
Aircrew wounded	3
Aircrew missing	NIL

(d) Other Flying Activities.

A regular courier service is run daily with the following points of call :

Enemy shipping claimed as damaged 74
 Enemy shipping claimed as destroyed 44
 Enemy M.I. claimed as damaged 9 plus
 Enemy M.I. claimed as destroyed 5
 Weight of bombs dropped by fighter - bombers 29 tons
 Italian destroyed in action or missing 7
 Italian aircraft destroyed in accidents 9
 Pilots killed 4
 Pilots wounded 6
 Pilots missing 3

(b) Bomber Transport Wing.

Hours flown 4565 hours 35 minutes.
 Number of sorties flown 1244
 Weight of stores dropped over lines 165 tons
 Number of personnel dropped over lines 9
 Number of Italian aircraft lost or destroyed on operations 3
 Number of aircrew killed 10
 Number of aircrew wounded NIL
 Number of aircrew missing 3

(c) Coastal Wing.

Hours flown 2669 hours 44 minutes.
 Number of sorties flown 684
 Number of A/S attacks carried out NIL
 A.S.A. missions undertaken 53
 Number of persons saved 18
 Aircraft lost or destroyed 5
 Aircrew killed NIL
 Aircrew wounded 3
 Aircrew missing NIL

(d) Other Flying Activities.

A regular courier service is run daily with the following points of call :

Lecce - Bari - Foggia - and return (daily).
 Lecce - Bari - Naples - and return (thrice weekly)
 Lecce - Sardinia - calling at Catania occasionally - and return (thrice weekly)
 Lecce - Catania - and return (thrice weekly)
 Lecce - Bari - Gaudio - and return (Italian Supreme Command - thrice weekly).

A.A. defences are exercised by both land and seaplanes and an average of 60 hours are flown monthly on these duties.

/Continued.....4

Aircraft are regularly supplied to the Parachute School near Brindisi, and a total of 2152 live drops have been successfully carried out since this work was undertaken.

In sum, in the six months since the Armistice, the Italian Air Force has flown 9754 hours in accomplishing 5309 sorties and has suffered 29 casualties amongst its aircrew.

FUTURE OPERATIONS.

11. The duties allotted to the Italian Air Force are now well defined. Their priority work will be the dropping of supplies into Yugoslavia and an undertaking of 100 sorties per month on this task has been given. With the seasonal improvement in the weather now expected, this figure should be attained without difficulty; it is hoped in fact to exceed it. The fighter wing, in addition to escort duties to supply dropping formations, will continue to supplement our air operations on the Dalmatian coast, and the coastal wing will continue with its present duties. On a general estimate the three wings together should be able to reach an aggregate of 1,000 sorties per month during this summer.

SUBSTITUTION PROGRAMME.

12. A substantial number of Italian Air Force Units have been formed to meet demands made by both the USAAF and the RAF for Italian personnel. At 20/3 these Units are divided up as follows :-

U.S.A.A.F.	Skilled men	1,356	
	Unskilled men	5,675	= 7031
R.A.F.	Skilled men	373	
	Unskilled men	298	= 671
Port-Labour supplied by I.A.F.			= 2083
Balloon Operators supplied by Navy			= 500
			10,285

CONCLUSION.

13. The foregoing details give proof that the Heads of the Italian Air Force have taken genuine steps to give their maximum contribution to our war activities. In the execution of these operations, the actual flying units have shown unexpectedly good qualities. Having seen the condition of this force at the time of the Armistice in September last, I have been frankly surprised at the operational standard produced. I consider, that, so far as their Air Force is concerned, the Italians have met in full, the obligations which they undertook at the time of the Armistice.

14. In conclusion, therefore, I consider it only right to remind you of the undertaking given at the time of the Armistice by the then Air Commander in Chief who, as General Eisenhower's representative, stated that the extent to which our war effort benefited from Italian co-operation would be

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15. I am sending a copy of this report to Lt. General Sir F. Mason Macfarlane.

I have the honour to be

Sir,

Your obedient Servant,

R. M. Joske

M.V.

- 4 -

Aircraft are regularly supplied to the parachute School near Brindisi, and a total of 2152 live drops have been successfully carried out since this work was undertaken.

In sum, in the six months since the Armistice, the Italian Air Force has flown 9754 hours in accomplishing 3309 sorties and has suffered 29 casualties amongst its aircraft.

FUTURE OF I.A.F. UNITS.

11. The duties allotted to the Italian Air Force are now well defined. Their priority work will be the dropping of supplies into Yugoslavia and an undertaking of 100 sorties per month on this task has been given. With the seasonal improvement in the weather now expected, this figure should be attained without difficulty; it is hoped in fact to exceed it. The Fighter Wing, in addition to escort duties to supply dropping formations, will continue to supplement our air operations on the Dalmatian coast, and the Coastal wing will continue with its present duties. On a general estimate the three wings together should be able to reach an aggregate of 1,000 sorties per month during this summer.

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Balloon Operators supplied by Navy			= 500
			10,285.
			<u>1181</u>

I have the honour to be

Sir,

Your obedient Servant,

(SGS;) R. M. FOSTER,

A.M.M.

CONFIDENTIAL

TO : CARDINAL PLACENTINI

The following report has been received from the Allied Tactical Air Force Headquarters upon the Supply Dropping operations carried out on 2nd April, in which 12 S.52's were escorted by Allied fighters.

Regras : " Success of operation was due only to absence of enemy fighters. Italian aircraft flew in no semblance of formation. Aircraft on outward journey covered an area of two miles square and on return journey were strung out over fifteen miles for entire time.

Further more on return flight one aircraft decided to cut the corner half-way across Adriatic and proceed on his own. Safety from fighter attacks cannot be guaranteed and is quite impossible under these conditions. "

Ends.

2. It is appreciated that the pilots are accustomed to operating at night and are not experienced in day-light operations, but every effort must be made to improve formation flying, and it is requested that you will take immediate steps to have vigorous training in formation flying and air discipline carried out in order that the escorting aircraft may afford proper protection.

This applies equally to the pilots of the 1st Gruppo and 88th Group.

P. R. *Handwritten initials*
 W.A.S. DOWNS-SCARLETT,
 AIR COMMODORE,
 AIR OFFICER COMMANDING

Air Forces Sub-Commission,
 Allied Control Commission,
 5th April 1944,
 Ref. S.13/ATP.

1 6 8 9

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This applies equally to the pilots of the 1st Gruppe and 33rd Gruppe.

P. 12 9 Feb. 9/4
 F.A.B. DOWN-BUSCARBY.
 AIR COMMODORE,
 AIR OFFICE COMMANDING

Air Forces Sub-Commission,
 Allied Control Commission,
 5th April 1944,
 Ref. S.13/AIR.

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Copy to :- Wing Commander Williamson, Lecce.

(17)

1690
MOST SECRET

3
AIR FORCE SUB-COMMISSION, ALLIED CONTROL COMMISSION

11
AIR REPORT NO. 14 / FEBRUARY 1944

1. The Italian Air Force Aircraft Strength, Serviceability, Crew Status and location statement as at 29th February 1944, are shown in Appendix 'A' attached.
2. The Summary of Italian Air Force operational sorties for the month of February 1944, is as follows:-

(a) FIGHTER WING

Offensive Recce. and low level attacks	126	
Fighter Sweeps	5	
Escorts	16	
Fighter/Bomber	14	
Target Recce.	10	
Net. Recce.	36	207

(b) SEAFARER WING

Convoy Escort and A/S Patrols	64	
U. Boats hunts	45	
A.S.R.	2	
A.A. Calibration Exercises	15	
Various	8	132

(c) BOMBER/TRANSPORT WING

I.A.F. Salvage	24	
Allied stores and personnel	3	
Supply dropping	15	
V.I.F.	2	
Courier	51	
Transport	52	
British Parachute School	32	
A.A. Calibration Exercises	29	208

Grand Total

547
1178

(a) FIGHTER WING

Offensive Recce. and low level attacks	126	
Fighter Sweeps	5	
Escorts	16	
Fighter/Bomber	14	
Target Recce.	10	
Met. Recce.	36	
	<u>207</u>	

(b) SEAPLANE WING

Convoy Escort and A/S Patrols	64	
U. Boats hunts	45	
A.S.E.	2	
A.A. Calibration Exercises	13	
Various	8	
	<u>132</u>	

(c) DESER/TRANSPORT WING

I.A.F. Salvage	24	
Allied stores and personnel	3	
Supply dropping	15	
V.I.P.	2	
Carrier	51	
Transport	52	
British Parachute School	32	
A.A. Calibration Exercises	29	
	<u>206</u>	
		<u>1178</u>
		<u>547</u>
		<u>Grand Total</u>

This total compares unfavourably with the 629 sorties of the preceding month; but in the whole month only 18 days were fit for operational flying.

3. FURTHER OPERATIONS

The number of offensive sorties carried out shows a slight decrease on last month's figures; this is due to adverse weather conditions which prevailed throughout the period.

Activity was chiefly confined to attacks on small aircraft, of which 42 were attacked with cannon and bombs, H.T. on roads, huts etc., in the area Methkovic-subtown alloted to the Italian Air Force by Desert Air Force.

/Continued.....2.

- 2 -

On 2nd February, three attacks on the village of Keloire were carried out by Re.1092 fighter/bombers escorted by Me.205's; 28 x 100 Kg. bombs being dropped. Bombs fell in the built up area and fires started.

No enemy air opposition was encountered during the period under review.

4. SEAPLANE WING OPERATIONS

132 sorties were carried out, 64 on Convoy Escort duties and 45 on U.Boat hunts. Bad weather conditions considerably hampered operations.

Two Cant Z 506 seaplanes are now located at S. Nicola Vareso for A.S.R. duties controlled by No.323 Wing (242 Group).

Two Cant Z 506 seaplanes and one Cant 501 P.B. which were previously employed on coastal duties in the Eastern Mediterranean have been returned to the Italian Air Force.

5. DOMESTIC/TRANSPORT WING OPERATIONS

Supply dropping operations in Yugo-Slavia were given high priority and it was hoped that 40 sorties would be carried out during the month. Unsuitable weather conditions however, made this impossible and only 11 successful sorties were achieved, comprised as follows:-

9 SL.82 accompanied by 3 D.O.3's and escorted by 24 P.47's, after waiting for three weeks for suitable weather conditions, dropped 22½ tons of equipment, including 2 tons of special meteorological supplies into Northern Yugo-Slavia.

2 SL.82 dropped 5 tons of supplies at Berane by night; a further 2 SL.82 on the same mission, returned their load to base having run into thick weather on the outward journey.

One SL.82 carried out a special night mission to drop personnel in North Italy but had to abandon the attempt when approaching the target area on account of bad weather conditions.

The evacuation of wounded from Berane could not be carried out owing to the landing ground being unserviceable due to snow.

6. SPECIAL FORCES PARACHUTE SCHOOL

During the month 32 sorties were carried out, 651 live jumps were made.

7. A.A. CALIBRATION EXERCISES

Regular calibration exercises were carried out by the Bomber and Seaplane wings. A total of 65 hours being flown.

8. BOAT FLIGHT FROM GORICE

1177

employed on coastal duties in the Eastern Mediterranean have been returned to the Italian Air Force.

5. BOMBER/TRANSPORT WING OPERATIONS

Supply dropping operations in Yugo-Slavia were given high priority and it was hoped that 40 sorties would be carried out during the month. Unsuitable weather conditions however, made this impossible and only 11 successful sorties were achieved, comprised as follows:-

9 SM.82 accompanied by 3 D.C.3's and escorted by 24 P.47's, after waiting for three weeks for suitable weather conditions, dropped 22½ tons of equipment, including 2 tons of special meteorological supplies into Northern Yugo-Slavia.

2 SM.82 dropped 5 tons of supplies at Berane by night; a further 2 SM.82 on the same mission, returned their load to base having run into thick weather on the outward journey.

One SM.82 carried out a special night mission to drop personnel in North Italy but had to abandon the attempt when approaching the target area on account of bad weather conditions.

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During the month 32 sorties were carried out, 651 live jumps were made.

7. A.A. CALIBRATION EXERCISES

Regular calibration exercises were carried out by the Bomber and Seaplane wings. A total of 65 hours being flown.

8. ESCAPE FLIGHT FROM GREECE

On 8th February, two CR.42's with German markings landed at Lecce airfield. Both pilots were Italian M.C.O.'s who had refused to join the Germans at the time of the Armistice and were interned. Later they were transferred to Athens and were forced to do heavy manual work. Wishing to escape, these M.C.O. pilots volunteered for flying duties at a time when Italian aircraft were being sent to Misk to be placed at the disposal of the Bulgarian Government. After two short flights in Greece they were told to fly to Misk and on reaching the Bulgarian border made a dash for South Italy.

9. SIGNALS

Fitting I.F.F.

The prototype mentioned in Air Report No.13, Paragraph 9, has been completed and successfully air-tested. Approval is now awaited from Headquarters

/Continued3.

M.A.A.F., for fitting Italian Aircraft with I.P.F. Upon receipt of this approval, fitting will be commenced at once.

W/T Services

W/T Services in Sardinia are still in-operative and in consequence, delay is being caused to essential aircraft movements, and other operational traffic.

Call Signs

New Call Signs for Italian Ground Stations and Squadrons as issued by Headquarters, M.A.A.F., are now in operation.

New Services

Consequent upon the move of the Italian Government to Salerno, a W/T Station communicating with the Headquarters, Regia Aeronautica, Bari, has been put into operation to pass urgent traffic in the event of line failure.

10. OPERATIONAL AIRCRAFT SERVICEABILITY POSITION

	Serviceability	Serviceability
	<u>3,244</u>	<u>3,244</u>
MACCHI 205	24	24
MACCHI 202	20	15
SM.82	14	15
SM.84	4	4
SM.79	12	13
CANT 1007	19	12
CANT 506	11	14
REGGIANI 2001	4	4
REGGIANI 2002	12	10

It will be seen from the above figures that the serviceability has improved during the month. Talding all operational types together there are now 10 more aircraft serviceable than on the same day last month.

11. LONG RANGE TANKS FOR MACCHI 205's

Pifficulties have been experienced in fitting long range tanks to Macchi 205 aircraft and an essential modification has delayed conversion.

Four aircraft have now had tanks fitted and successful flight tests have been carried out. From now onwards conversion of one aircraft every two days is aimed at.

Consequent upon the move of the Italian Government to Salerno, a W/T station communicating with the Headquarters, Regia Aeronautica, Bari, has been put into operation to pass urgent traffic in the event of line failure.

10. OPERATIONAL AIRCRAFT SERVICEABILITY POSITION

	<u>Serviceability</u> <u>3.3.44</u>	<u>Serviceability</u> <u>3.2.44</u>
MACCHI 205	24	24
MACCHI 202	20	15
SL 82	14	15
SL 84	4	4
SL 79	12	13
CANT 1007	19	12
CANT 506	11	14
REGGIANI 2001	4	4
REGGIANI 2002	12	10

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1176

12. GERMAN 20 ML. CANNONS

Work is in hand on an experimental Macchi 205 aircraft fitted with German 20 ml. cannon in the wings. These German 20 ml. cannons have been recovered from Messerschmitts; and if tests are successful, it will enable a further batch of Macchi 205's to be converted into long range aircraft fitted with wing cannons instead of machine guns.

13. SALVAGE

A substantial amount of salvage aircraft material has now been shipped from Sicily to Italian Maintenance Units (IRAMS) and in all three old and small vessels are being employed on this work.

/Continued

A party has recently started work in the Tripoli area, where there are good prospects of recovering much needed tyres, engines and even complete fuselages.

Sufficient "main wheel" tyres are now in hand to keep the Italian Air Force fighters and Cant 8 bombers going for at least four months.

14. RENOVATION

Tests are being carried out to discover suitable British equivalents of plugs, tail wheel tyres, engine tubing (water joints) etc., etc.; trials have shown that when elbows have been modified and porcelain sleeves provided:-

Alfa-Romeo 126 and 128 can use KLG RV 7/5 plugs.

Deimler-Benz can use Lodge NS 55 plugs

Piaggio XI and XIX can use A.C. L.S. 37 plugs.

American compasses, Pattern 18/18/1A have also been found satisfactory for the 10 Macchi 202 aircraft which have been rebuilt from Cat. II crashes in Sicily, where their own compasses had been looted.

15. FUEL

A thoroughly satisfactory 87 Octane petrol is now being supplied to the Italian Air Force for use in aircraft for which this is essential.

All Macchi fighter aircraft are running on 100 Octane petrol which has been shown to be an improvement on the German 92 Octane petrol previously employed.

16. MAINTENANCE UNITS (SRM)

Work is proceeding satisfactorily in the Bomber and Fighter SRMs at Lecce and the Deimler-Benz Engine SRM at Brindisi.

The SGA Works at Brindisi has also started overhauling Alfa-Romeo 126 Engines used in the Cant 506 Float Plane.

It is proposed to start another shop at the Brindisi Italian Air Force Engine SRM to carry out complete overhauls of Piaggio XI and XIX engines for Cant 1007 aircraft. Partial overhauls of these engines are already being undertaken at Galatina.

Progress has been made in preparing the St.Vito de Taranto Maintenance SRM and work on aircraft will start there during the coming month.

17. AIR REPRESENTATION ALLIED CONTROL COMMISSION

On February 16th 1944, the Air Division, Allied Control Commission was merged into the Air Forces Sub-Commission, Allied Control Commission, under

Dairler-Benz can use Lodge RS 53 plugs

Piaggio XI and XIX can use A.C. L.S. 37 plugs.

American compresses, Pattern 18/18/1A have also been found satisfactory for the 16 Macchi 202 aircraft which have been rebuilt from Cat. II cranes in Sicily, where their own compresses had been looted.

15. PIAGGIO

A thoroughly satisfactory 37 Octane petrol is now being supplied to the Italian Air Force for use in aircraft for which this is essential.

All Macchi fighter aircraft are running on 100 Octane petrol which has been shown to be an improvement on the German 92 Octane petrol previously employed.

16. MAINTENANCE UNITS (SRAM)

Work is proceeding satisfactorily in the Bomber and Fighter SRAMs at Lecce and the Dairler-Benz Engine SRAM at Brindisi.

The SICA Works at Brindisi has also started overhauling Alfa-Romeo 126 Engines used in the Cant 506 Float Plane.

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Progress has been made in preparing the St. Vito de Taranto Maintenance SRAM and work on aircraft will start there during the coming month.

1175

17. AIR REPRESENTATION ALLIED CONTROL COMMISSION

On February 16th 1944, the Air Division, Allied Control Commission was merged into the Air Forces Sub-Commission, Allied Control Commission, under the command of Air Commodore R.H. Foster.

18. GENERAL B.S. MCQUINN, U.S.A.R. Representative with the Allied Control Commission, visited the Air Forces Sub-Commission on 13th and 14th February and on the latter day inspected the Bomber Transport Wing and a part of the Fighter Wing at Lecce. At a lunch offered by the Bomber Transport Wing, cordial messages were exchanged in speeches made by the Russian General and General Piacentini.

19. UTILISATION OF ITALIAN AIR FORCE'S MANPOWER

At 29th February 1944, the following numbers of Italian Air Force personnel were either working under the orders of Allied Units or ready to move off to assigned duties with the Allied Air Forces.

/Continued5.

ITALY

Specialist Tradesmen

2 Coys of Fitters, Riggers and Electricians 237 men
2 Coys Truck Drivers and Mechanics 480 "
Various Units 90 "

807

Guard Coys and Various

1 Store Keeper Battalion 950 men
5 Guard Coys 929 "
2 Pipeline Guard Coys 416 "
5 Guard Sections 382 "

2677

Port Labour supplied by Italian Air Force

2945

Total Italy

6129

BARDINIA

Specialists employed by USAAF
Guard Coys and Household Troops
employed by USAAF.

666 men

2910 "

3576

GRAND TOTAL

10,005

The prerequisite of employing Italian service labour, is the capacity of the Allied Unit to whom Italian Air Force personnel is attached to supply:-

- (a) Accommodation in the form of tents, billets or huts.
- (b) Facilities with which to cook their rations.

The Italians have no tentage and no field kitchen equipment. On the other hand Allied Air Force units in this theatre, owing to their own shortages are unable to provide for the time being. Consequently the flow of Italian Air Force personnel to Allied Units has been slowed down and the formation of new companies stopped until these difficulties have been overcome. The collection of specialists, however, is being continued.

2945

Port labour supplied by Italian Air Force

6229

Total Italy

SARDINIA

Specialists employed by USAAF
Guard Coys and Household Troops
employed by USAAF.

666 men

2910 "

3576

10,005

GRAND TOTAL

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1177

20. Rations Strengths Italian Armed Forces

The Allies are now providing for a total strength of 500,000 men for which rations, with the exception of fruit and vegetables, will be supplied from Allied sources. This is divided up as follows:-

Italian Army	402,500
Italian Navy	65,500
Italian Air Force	32,000
	<u>500,000</u>

At present the total strength of the Italian Air Force including Sardinia and personnel working for Allied Units is 28,000 men. The margin of 4,000 between present strength and the maximum level will take care of new personnel turning up if more Italian territory is liberated. The extra numbers will be directed towards increasing the units working for the Allied Air Forces.

/Continued6.

- 6 -

21. SUPPLY OF EQUIPMENT, CLOTHING, BOOTS.

The Italian Army is to be the Central Agency for all Italian Armed Forces. The Army Sub-Commission, Allied Control Commission, is to set up an organization whose duty will be to procure the required material and issue it to the Central Agency, who will in turn re-issue it to the Italian Army, Navy, and Air Forces in accordance with the relative bids of the three Services. The Allied Control Commission Service Sub-Commissions will audit the bids and will see that the material handed over is properly used.

4,000 pairs of boots are being issued to the Italian Air Force operational units. This fills an urgent want.

22. MEDICAL SUPPLIES

The lack of essential medical supplies is serious. The matter is being raised on a wide basis, covering all three services and civilian requirements, at the Allied Control Commission.

23. AERONAUTICAL SPARES AND P.O.L.

The present procedure whereby the Air Sub-Commission arranges supplies from No. 224 Group and the Allied P.O.L. authorities direct, will continue. Whilst quantitative accounting is registered, no values have been fixed and therefore the Italian Air Force is not yet being charged with goods supplied. When the machinery for the accounting of supplies generally for the Italian Armed Forces is established, the charging of these items will be passed through this central clearing house.

R N Foster.

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

Air Forces Sub-Commission,
Allied Control Commission.
7th March 1944.
Ref. S.3/AF.

1173

22. MEDICAL SUPPLIES

The lack of essential medical supplies is serious. The matter is being raised on a wide basis, covering all three services and civilian requirements, at the Allied Control Commission.

23. ADMINISTRATIVE SUPPLIES AND P.O.L.

The present procedure whereby the Air Sub-Commission arranges supplies from No. 214 Group and the Allied P.O.L. authorities direct, will continue. Whilst quantitative accounting is registered, no values have been fixed and therefore the Italian Air Force is not yet being charged with goods supplied. When the machinery for the accounting of supplies generally for the Italian Armed Forces is established, the charging of these items will be passed through this central clearing house.

R. N. Foster.

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

1173

Air Forces Sub-Commission,
Allied Control Commission,
7th March 1944,
Ref. S.3/AIR.

Distribution:

Headquarters, M.A.A.F. Caserta.
Headquarters, M.A.A.F., La Mersa (Ops Records)
Directorate of Overseas Operations, Air Ministry, Whitehall.
Headquarters, Allied Control Commission.
Headquarters, Tactical Air Force.
File.

APPENDIX 'A' PART 1

AIRCRAFT AND CREW OF THE 8TH AIR FORCE IN THE 29TH AIRBORNE DIVISION 1944

	NUMERICAL	QUESTIONABLE	CREW
PILOTS	121	67	200
ENGINEERS	28	20	76
TRANSMITTERS	71	40	163
SEALANES	59	36	142
COMMUNICATIONS AIRCRAFT	20	16	-
TRANSPORT AIRCRAFT	40	23	63
AIRCRAFT IN REPAIR SHOPS	73	6	-
<u>GRAND TOTAL</u>	<u>425</u>	<u>213</u>	<u>640</u>

1179

Air Force Sub-Commission,
Allied Control Commission,
5th March 1944.

TRAININGS	71	40	103
SEMPLETS	59	36	142
CONSTRUCTION ALLOCANT	28	16	-
VARIOUS ALLOCANT	45	23	63
ALLOCANT TO REPAIR BIRPS	73	6	-
	425	213	649
GRAND TOTAL			

11173

Mr. Paves Rib-Comission,
 Allied Control Commission,
 5th March 1944.

14500 INCHES

CONCRETE REINFORCEMENT CHIPS

12	34
2	3
1	1
1	1

FURNACE SHIELDS ASSEMBLY

Lo. 200
Cr. 42
Ca. 164
Re. 202

AUTOMOBILE EQUIPMENT

2	12
2	3
1	1
1	1
2	4
4	5
5	5
1	1

3.79
Ca. 514
Ca. 515
Ca. 516
Ca. 519
Cr. 42
Cr. 8
Re. 202
Re. 200

Barrel

AIRFRAME ASSEMBLY UNIT

2	2
1	1

Ca. 510
3.79

Reinforced Concrete

DOOR AND TRANSOM REPAIR SHOP

1	6
1	6

4.82
3.79

Loco

SUN SHED REPAIR SHOP

7	1
1	1
1	1

Re. 202
Re. 200
Re. 57

Loco

OIL REPAIR SHOP

5	1170
7	7

Ca. 506/3
Ca. 501

Barrel

12	6
----	---

Lo. 200

Crutchbag

00. 314
00. 315
00. 316
00. 369
00. 42
0. 8
00. 202
00. 200

21

THE UNIVERSITY OF CHICAGO

Defined
Cautions

Ca. 310
v. 79

THEORY AND PRACTICE OF

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DATE: 07/25/09 TIME: 09:00

Training

Re. 2002
Re. 2001
Re. 27

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CA. 502

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Question 40

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Mar. 2002



B. A. C. A. VERMIG

Index

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02.506/9
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HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

JAG/msr

2673
(2)

In reply
refer to :

2 March 1944

SUBJECT : Italian Air Force

TO : Civil Censorship Officer, APO 550 U.S. Army

1. It is noted that, in Special Instructions No. 3 of 4 Jan 44, a bi-weekly report on the Italian Air Force is to be distributed to local RAF or American Air Corps units.

2. The Italian Air Force is under the command of Air Commodore Foster of the Air Sub-Commission of this HQ. The Air Sub-Commission of ACC would be very interested to receive intercepts from Italian Air Force mail but, so far, have received none.

3. Information regarding the Italian Air Force is of no interest to or concern of local RAF or American Air Corps units.

J. S. CALVILLE
Major, U. S.

Copy to Deputy Chief Commissioner
Air Sub-Commission

850/17

1711

1

Relazione sull'impiego della Regia Aeronautica

RELAZIONE SULL'IMPIEGO DELLA REGIA AERONAUTICA

DALL'8 SETTEMBRE AL 19 DICEMBRE 1943

Il concorso della R. Aeronautica alle operazioni belliche in aiuto delle Forze Armate anglo-americane si è iniziato sin dai primi giorni dopo l'armistizio con la partecipazione di tutti i tipi di velivoli delle varie specialità presenti nel territorio liberato delle Puglie e della Sardegna.

Caccia - Il 9 settembre una formazione di 4 Mc.202 della Squadra degna eseguiva una crociera di scorta sulla nostra Squadra Navale in navigazione proveniente da La Spezia.

Il 12 settembre, 10 Mc.205 del 4° Stormo da Caccia partivano dall'Aeroporto di Brindisi per effettuare un'azione di mitragliamento contro una colonna tedesca segnalata sulla strada da Bari a Barletta, missione non portata a termine per inesistenza della colonna stessa.

Successivamente la caccia dislocata nelle Puglie veniva impiegata in Albania e nell'isola di Corfù in numerose azioni di ricognizione, di mitragliamento e bombardamento effettuate sugli aeroporti di Koritza e Corfù contro mezzi navali tedeschi (Torpediniere - M.A.S. - natanti - mezzi da sbarco).

In totale venivano effettuate dalla caccia nel primo mese di guerra (9 Settembre -- 8 Ottobre) 40 azioni di guerra nei Balcani, di cui 12 di mitragliamento e bombardamento e 28 di ricognizione con un totale di 182 velivoli impiegati, conseguen

in aiuto delle Forze Armate anglo-americane si è iniziato sin dai primi giorni dopo l'armistizio con la partecipazione di tutti i tipi di velivoli delle varie specialità presenti nel territorio liberato delle Puglie e della Sardegna.

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In totale venivano effettuate dalla caccia nel primo mese di guerra (9 Settembre -- 8 Ottobre) 40 azioni di guerra nei Balcani, di cui 12 di mitragliamento e bombardamento e 28 di ricognizione con un totale di 153 velivoli impiegati, conseguendo il seguente risultato:

- 2 velivoli Ju.87 e un velivolo Me.109 tedeschi abbattuti in combattimento;
- Una motozattera affondata;
- Distrutti alcuni natanti e colpite numerose motobarche trasportanti truppe tedesche dirette a Corfù, colpiti una Torpediniera, una Corvetta, 4 motopescherecci e numerosi velivoli stazionanti a terra nel campo di Koritza, incendiati 2 ve-

1167

../...

livoli a Koritza, colpiti e incendiati numerosi baraccamenti (baia di Sagiada e baia di Platania).

Durante queste azioni si sono avute da parte nostra le seguenti perdite:

- Un velivolo Re.2001 (Ten. FOX Felice) abbattuto dalla reazione contraerea durante l'azione di bombardamento su mezzi da sbarco nella baia di Sagiada.

- Alcuni velivoli rientrati colpiti da reazione contraerea. La Caccia dislocata in Sardegna durante il periodo 9 Settembre 8 Ottobre eseguiva crociere protettive su truppe nazionali in movimento nel Nord dell'Isola e sugli aeroporti; in totale venivano compiute 8 crociere con l'impiego di 26 velivoli Macchi. Inoltre la caccia eseguiva una ricognizione nelle bocche di Bonifacio.-

Bombardamento - In Sardegna il 18 Settembre 5 bombardieri Cant.Z. 1007/bis effettuavano un'azione notturna di bombardamento nelle bocche di Bonifacio contro motozattere trasportanti truppe tedesche dalla Sardegna in Corsica. Da questa azione un velivolo non rientrava probabilmente abbattuto dalla reazione contraerea. Analoga azione veniva ripetuta il giorno 20 dello stesso mese nel porto di Porto Vecchio (Corsica).

Unitamente alle azioni belliche di cui sopra, nel primo mese di guerra sono state effettuate le seguenti altre:

- N° 2 missioni di scorta convogli inglesi in navigazione;

- N° 2 missioni di soccorso a naufraghi di velivoli alleati caduti in mare compiute da nostri idrovolanti con esito positivo;

- N°25 voli trasporto di materiale e di persone da e per la Sicilia per conto degli alleati con velivoli S.82,G.12, Cz.506, Cz.1007/bis;

- N° 1 lancio di manifestini nei Balcani (Delyvina) effettuato

1714

La Caccia dislocata in Sardegna durante il periodo 9 Settembre 8 Ottobre eseguiva crociere protettive su truppe nazionali in movimento nel Nord dell'Isola e sugli aeroporti; in tale venivano compiute 8 crociere con l'impiego di 26 velivoli Macchi: Inoltre la caccia eseguiva una ricognizione nelle bocche di Bonifacio.-

Bombardamento - In Sardegna il 16 Settembre 5 bombardieri Cant.Z. 1007/bis effettuavano un'azione notturna di bombardamento nelle bocche di Bonifacio contro motozattere trasportanti truppe tedesche dalla Sardegna in Corsica. Da questa azione un velivolo non rientrava probabilmente abbattuto dalla reazione contraerea. Analoga azione veniva ripetuta il giorno 20 dello stesso mese nel porto di Porto Vecchio (Corsica).

Unitamente alle azioni belliche di cui sopra, nel primo mese di guerra sono state effettuate le seguenti altre:

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- N° 2 missioni di soccorso a naufraghi di velivoli alleati caduti in mare compiute da nostri idrovolanti con esito positivo;

- N° 25 voli trasporto di materiale e di persone da e per la Sicilia per conto degli alleati con velivoli S.82, G.12, Cz.506, Cz.1007/bis;

- N° 1 lancio di manifestini nei Balcani (Delvina) effettuato con 2 Mc.205;

- N° 5 lanci di manifestini sull'Italia effettuati con velivoli S.82, con Mc.205 (su Roma) e S.79:-

1106

.../...

Durante il secondo mese di guerra (9 Ottobre - 8 Novembre) il concorso dell'aviazione italiana alle operazioni belliche si intensifica specie nello scacchiere balcanico. In tale settore, dopo vari tentativi veniva stabilito un collegamento R.T. segreto con la Divisione "Venezia"; tale Grande Unità unitamente a forti contingenti della Divisione "Tau rinense", avendo rifiutato di arrendersi alle truppe germaniche dopo l'armistizio, stava combattendo contro i tedeschi e chiedeva l'invio di soccorsi per via aerea di armi e vestiario per poter continuare la lotta.

Caccia - I velivoli da Caccia dislocati in Puglia compivano durante questo mese 15 azioni belliche nei Balcani con l'impegno complessivo di 78 apparecchi. In queste azioni sono da ricordare:

- L'atterraggio compiuto il 16 ottobre da un velivolo Cr.42 sul campo di Berane per prendere diretto contatto con la Divisione "Venezia".
- L'attacco eseguito il giorno stesso da 18 velivoli all'Aeroporto di Scutari dove venivano bombardati e mitragliati 25 velivoli tedeschi decentrati al suolo: 3 di questi venivano distrutti e molti altri danneggiati.
- 3 azioni di mitragliamento e bombardamento eseguite lungo la rotabile Andrievica - Berane e zona circostante contro automezzi e baraccamenti tedeschi. In questa azione un velivolo Ju.52 veniva abbattuto in combattimento, e un nostro velivolo Re.2002 andava perduto in seguito a reazione contraerea nemica nei pressi di Berane.
- Un'azione di mitragliamento e bombardamento eseguita il 1° Novembre sull'aeroporto di Podgorica, dove venivano attaccati 17 velivoli tedeschi decentrati ai margini del campo.

e chiedeva l'invio di soccorsi per via aerea di armi e vestiario per poter continuare la lotta.

Caccia - I velivoli da Caccia dislocati in Puglia compivano durante questo mese 15 azioni belliche nei Balcani con l'impegno complessivo di 70 apparecchi. In queste azioni sono da ricordare:

- L'atterraggio compiuto il 16 ottobre da un velivolo Cr.42 sul campo di Berane per prendere diretto contatto con la

Divisione "Venezia".

- L'attacco eseguito il giorno stesso da 13 velivoli all'aeroporto di Scutari dove venivano bombardati e mitragliati 25 velivoli tedeschi decentrati al suolo: 3 di questi venivano distrutti e molti altri danneggiati.

- 3 azioni di mitragliamento e bombardamento eseguite lungo la rotabile Andrievica - Berane e zona circostante contro automezzi e baraccamenti tedeschi. In questa azione un velivolo Ju.52 veniva abbattuto in combattimento, e un nostro velivolo Re.2002 andava perduto in seguito a reazione contraerea nemica nei pressi di Berane.

- Un'azione di mitragliamento e bombardamento eseguita il 1° Novembre sull'aeroporto di Podgorica, dove venivano attaccati 17 velivoli tedeschi decentrati ai margini del campo.

La nostra formazione veniva attaccata dai cacciatori tedeschi, efficacemente mitragliati, senza subire alcun danno.

Un velivolo Ju.52 veniva abbattuto durante il viaggio di rientro.

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La Caccia dislocata in Sardegna eseguiva durante il mese le seguenti azioni:

- 3 crociere protettive sugli Aeroporti nazionali;
- 3 scorte, 2 ad unità navali americane ed una a velivoli nazionali;
- 1 partenza su allarme impiegando in totale N° 16 Macchi.

Trasporti - I nostri velivoli da trasporto eseguivano durante il mese 2 trasporti di materiale alla Divisione "Venezia" e 43 missioni di trasporto personale e materiale tra la Puglia, la Sicilia e l'Africa Settentrionale per conto degli Anglo-Americani.

Le missioni di rifornimento della Divisione "Venezia" venivano compiute:

- La prima il 18 Ottobre con un velivolo S.73 atterrato sul campo di Derane trasportando Kg.2100 di armi e munizioni. Tale velivolo dopo due ore dall'atterraggio, mentre si trovava fermo sul campo, veniva attaccato da 2 caccia tedeschi, distrutto ed incendiato.
- La seconda eseguita il 1° Novembre con 2 velivoli S.82 scortati da 12 caccia americani Lightning - che effettuavano un aviolancio sull'Aeroporto di Plevia di indumenti invernali per un totale di Kg. 3800.

I d r o - Il Raggruppamento Idro dal 9 Ottobre all'8 ~~Novembre~~ ^{Settembre} eseguiva N° 7 azioni di vigilanza antisommersibile nella zona di mare da Brindisi a Taranto e 4 missioni soccorso a naufraghi di velivoli anglo-americani caduti in mare, delle quali una con esito positivo.

Oltre alla suddetta attività venivano eseguite durante il me

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me 2 trasporti di materiale alla Divisione "Venezia" e 43 missioni di trasporto personale e materiale tra la Puglia, la Sicilia e l'Africa Settentrionale per conto degli Anglo-Americani.

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Oltre alla suddetta attività venivano eseguite durante il mese, 6 azioni di lancio manifestini con velivoli S.79 e S.82 nell'Italia occupata dai tedeschi.

Durante il terzo mese di guerra (9 Novembre - 8 Dicembre), è continuato ed aumentato il concorso dell'aviazione italiana alle operazioni belliche svolgentisi nello scacchiere balcanico. Importante in questo mese è stato il concorso dato

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dalla nostra aviazione a sostegno della Divisione "Venezia" per il rifornimento di viveri, vestiario, armi e munizioni.

L'attività compiuta a questo riguardo è stata la seguente:

- Il 17 Novembre 6 velivoli S.32 scortati da 12 caccia americani Lightning partivano da Lecce con un rilevante carico di materiale destinato alla Divisione "Venezia" da a-
violanciare a Plevia.

La missione non è stata compiuta a causa delle pessime condizioni atmosferiche.

Contemporaneamente veniva effettuato un ^{forte} attacco sul campo di Podgorica allo scopo di neutralizzare eventuali forze aeree tedesche durante l'azione di aviolancio dei nostri velivoli da trasporto. Partecipavano all'azione 12 Me.205 che mitragliavano efficacemente 3 Me.109.G e 2 Ju. 52 e 1 He.111 stazionanti sul campo.

- Il 24 Novembre 1 velivolo S.31 isolato tentava di raggiungere il campo di Plevia approfittando delle condizioni non buone del tempo allo scopo di atterrare a Plevia portando i fondi richiesti urgentemente dalla Divisione "Venezia" e sgombrare i feriti. Il velivolo era costretto a rientrare a causa delle avverse condizioni atmosferiche.

- Il 26 Novembre 12 velivoli da trasporto carichi di materiale scortati da 12 caccia americani tentavano nuovamente di raggiungere Plevia per eseguire l'aviolancio del materiale richiesto dalla Divisione "Venezia".

Anche questa volta i velivoli erano costretti a rientrare senza aver compiuto la missione a causa del tempo pessimo incontrato lungo la rotta.

- Il 28 Novembre perdurando le cattive condizioni del tempo ed essendo urgente far recapitare alla Divisione "Ve-

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La missione non è stata compiuta a causa delle pessime condizioni atmosferiche.

Contemporaneamente veniva effettuato un ^{forte} attacco sul campo di Podgorica allo scopo di neutralizzare eventuali forze aeree tedesche durante l'azione di aviolancio dei nostri velivoli da trasporto. Partecipavano all'azione 12 Me.205 che mitragliavano efficacemente 3 Me.109.G e 2 Ju.52 e 1 Me.111 stazionanti sul campo.

- Il 24 Novembre 1 velivolo S.81 isolato tentava di raggiungere il campo di Plevia approfittando delle condizioni non buone del tempo allo scopo di atterrare a Plevia portando i fondi richiesti urgentemente dalla Divisione "Venezia" e sgombrare i feriti. Il velivolo era costretto a rientrare a causa delle avverse condizioni atmosferiche.

- Il 25 Novembre 13 velivoli da trasporto carichi di materiale scortati da 12 caccia americani tentavano nuovamente di raggiungere Plevia per eseguire l'aviolancio del materiale richiesto dalla Divisione "Venezia".

Anche questa volta i velivoli erano costretti a rientrare senza aver compiuto la missione a causa del tempo pessimo incontrato lungo la rotta.

- Il 28 Novembre perdurando le cattive condizioni del tempo ed essendo urgente far recapitare alla Divisione "Venezia" almeno i fondi da questa richiesti insistentemente, partiva un velivolo Re.2001 munito di serbatoio supplementare scortato nell'andata da 6 velivoli Me.205, che raggiungeva Plevia ed a bassissima quota lanciava sul campo uno speciale serbatoio contenente 12 milioni di lire che venivano regolarmente ricevuti dalla Divisione "Venezia".

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zia". Sulla rotta di ritorno altri 6 Mc.205 scortavano il Re.2001 fino al suo rientro a Lecce.

- Il 29 Novembre 11 velivoli S.82 e 1 S.81 partivano da Lecce scortati da 8 caccia Lightning e 6 Mc.205, che raggiungevano l'aeroporto di Plevia effettuando l'avio-lancio di tutto il materiale caricato.

Il velivolo S.81 atterrava sul campo di Plevia trasportando tra l'altro un apparecchio radio con un soldato marconista: detto velivolo ripartiva da Plevia riportando 3 feriti della Divisione "Venezia" e l'equipaggio del velivolo S.78 distrutto a Berane il mese precedente. Al ritorno altri 6 velivoli Mc.205 effettuavano la scorta alla formazione dei nostri velivoli da trasporto che rientravano a Lecce al completo.

Raggruppamento Caccia - Durante il mese i nostri Caccia Mc.205, Mc.202 e Re.2002 eseguivano complessivamente 9 bombardamenti e mitragliamenti con un totale di 119 velivoli impiegati.

Oltre all'attacco del campo di Podgorica cui è stato accennato sopra, i nostri caccia attaccavano altre tre volte il campo di Podgorica, una volta il campo di Berat e una volta il campo di Scutari, mitragliando e bombardando velivoli decentrati sul campo e depositi carburanti, naviglio nemico in navigazione nella baia di Valona e lungo le coste di Corfù.

In questa azione alcuni nostri velivoli rientrarono colpiti dalla reazione contraerea: fra questi il velivolo del Capitano CAROTI che era costretto ad atterrare nei pressi del campo di Lecce per mancanza di benzina presumibilmente ^{a causa} ~~durante~~ dal serbatoio forato. Nel tentativo di riportare lo apparecchio in campo il Capitano CAROTI precipitava al suo

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tando tra l'altro un apparecchio marconista: detto velivolo ripartiva da Plevia riportando 8 feriti della Divisione "Venezia" e l'equipaggio del velivolo S.73 distrutto a Berane il mese precedente. Al ritorno altri 6 velivoli Mc.205 effettuavano la scorta alla formazione dei nostri velivoli da trasporto che rientravano a Lecce al completo.

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In questa azione alcuni nostri velivoli rientravano colpiti dalla reazione contraerea: fra questi il velivolo del Capitano CAROTI che era costretto ad atterrare nei pressi del campo di Lecce per mancanza di benzina presumibilmente ^{a causa} ~~dannato~~ dal serbatoio forato. Nel tentativo di riportare lo apparecchio in campo il Capitano CAROTI precipitava al suolo riportando gravi ferite in seguito alle quali decedeva. Un altro pilota atterrando in campo col velivolo colpito, e col carrello avariato, capottava riportando ferite.

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Oltre alle azioni di cui sopra la caccia italiana effettuava 12 ricognizioni sul territorio albanese con un totale di 26 velivoli impiegati e una crociera protettiva in Sardegna con l'impiego di 6 velivoli Macchi.

Raggruppamento Idro - Il Raggruppamento Idro eseguiva nel mese una intensa attività bellica tutta in cooperazione della Marina Anglo-Americana.

Venivano infatti compiuti:

- N°31 scorte ai convogli alleati con un impiego di 64 velivoli.
- N° 2 azioni di caccia-sommergibili.
- N°39 voli di vigilanza antisommergibile lungo le coste italiane con l'impiego di 33 velivoli.
- N°13 missioni di soccorso a naufraghi di velivoli alleati caduti in mare, delle quali una con esito positivo.
- N° 9 esercitazioni con batterie contraeree alleate.

Raggruppamento Trasporti - Il Raggruppamento Bombardamento e Trasporti ha effettuato durante il mese 107 voli per il trasporto di personale e materiale alleato dalle Puglie alla Sicilia e all'A.S.I. e viceversa e per assicurare il collegamento postale Napoli-Catania e ritorno e Brindisi-Sardegna e ritorno.

Inoltre sono stati compiuti N°4 viaggi fra la Sardegna e la Sicilia per conto della Divisione "Sabauda".

se una intensa attività bellica tutta in cooperazione della Marina Anglo-Americana.

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- N°31 scorte ai convogli alleati con un impiego di 64 velivoli.
- N° 2 azioni di caccia-sommergibili.
- N°39 voli di vigilanza antisommergibile lungo le coste italiane con l'impiego di 33 velivoli.
- N°13 missioni di soccorso a naufraghi di velivoli alleati caduti in mare, delle quali una con esito positivo.
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Inoltre sono stati compiuti N°4 viaggi fra la Sardegna e la Sicilia per conto della Divisione "Sabauda".

Dal 9 al 19 Dicembre u.s. l'attività svolta dalla R.A. è stata la seguente:

Raggruppamento Caccia -

- 5 azioni di mitragliamento e bombardamento impiegando 17 velivoli Re.2002 e 32 Macchi, delle quali 3 contro l'aeroporto di Podgorica e 2 sulle rotabili della costa albanese.

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- 7 ricognizioni sull'Albania con un totale di 14 velivoli Mc.205.

Raggruppamento Idro -

- 12 scorte antisommersibile a convogli alleati con un impiego di 20 velivoli Cant.Z.-
- 4 azioni di caccia-sommersibile.
- 3 esercitazioni con batterie contraeree inglesi.
- 3 missioni di ricerca naufraghi di aerei alleati caduti in mare, 2 delle quali con esito positivo.

Raggruppamento Bombardamento e Trasporti -

- 34 trasporti di personale e materiale, dalla Puglia alla Sardegna e Sicilia e viceversa.
- 3 missioni notturne di lancio manifestini nell'Italia occupata dai tedeschi.
- 9 esercitazioni di lancio paracadutisti per conto degli Anglo-Americani.

CONSIDERAZIONI

Nonostante l'intenso impiego effettuato dai nostri Reparti, l'efficienza bellica dei velivoli si è mantenuta ad un livello soddisfacente e si può dire che essa abbia segnato un continuo lieve aumento.

In particolare il Raggruppamento Caccia, in relazione al numero dei velivoli in carico, dispone di una buona efficienza di linea e tenuto conto dei tipi di apparecchi di cui è dotato (Macchi e Re.2002), come è stato rilevato nel foglio cui si fa seguito, è in grado di condurre azioni autonome,

- 3 esercitazioni con batterie contraeree
- 3 missioni di ricerca naufraghi di aerei alleati caduti in mare, 2 delle quali con esito positivo.

Raggruppamento Bombardamento e Trasporti -

- 34 trasporti di personale e materiale, dalla Puglia alla Sardegna e Sicilia e viceversa.
- 3 missioni notturne di lancio manifestini nell'Italia occupata dai tedeschi.
- 9 esercitazioni di lancio paracadutisti per conto degli Anglo-Americani.

CONSIDERAZIONI

Nonostante l'intenso impiego effettuato dai nostri Reparti, l'efficienza bellica dei velivoli si è mantenuta ad un livello soddisfacente e si può dire che essa abbia segnato un continuo lieve aumento.

In particolare il Raggruppamento Caccia, in relazione al numero dei velivoli in carico, dispone di una buona efficienza di linea e tenuto conto dei tipi di apparecchi di cui è dotato (Macchi e Re.2002), come è stato rilevato nel foglio cui si fa seguito, è in grado di condurre azioni autonome, avendo la possibilità di eseguire azioni a tuffo protette da formazioni di cacciatori.

Sarebbe pertanto opportuno che tale Raggruppamento venisse impiegato sul Fronte italiano in cooperazione con le Forze Aeree alleate od in azione autonoma; tale impiego oltre a

.../...

corrispondere al desiderio unanime dei nostri equipaggi di poter partecipare direttamente alle operazioni sul fronte italiano per la liberazione del nostro suolo dalla dominazione germanica darebbe un notevole contributo per innalzare lo spirito combattivo degli equipaggi stessi.

Nulla da rilevare circa l'impiego del Raggruppamento Idro che viene attuato su vasta scala in stretta cooperazione con il Comando Anglo-Americano e non presenta particolari difficoltà od inconvenienti.

Per quanto riguarda il bombardamento nulla è stato deciso circa l'impiego.

E' stato disposto che i velivoli C2.100V tutt'ora in Sardegna, si trasferiscano in Puglia non appena le condizioni meteorologiche lo permetteranno; tale trasferimento non aveva potuto aver luogo finora a causa dell'indisponibilità di ricovero ~~full~~^{full} Aeroporto di Lecce.

I velivoli S.79 sono ancora in trasformazione da siluranti in bombardieri.

Tale trasformazione consente ~~va~~^{va} l'impiego di tale velivolo anche come apparecchio da trasporto. =

ione attuato su vasta scala in stretta cooperazione con il Comando Anglo-Americano e non presenta particolari difficoltà od inconvenienti.

Per quanto riguarda il bombardamento nulla è stato deciso circa l'impiego.

E' stato disposto che i velivoli Cz.1007 tutt'ora in Sardegna, si trasferiscano in Puglia non appena le condizioni meteorologiche lo permetteranno; tale trasferimento non aveva potuto aver luogo finora a causa dell'indisponibilità di ricovero ~~tutti~~ l'Aeroporto di Lecce.

I velivoli S.79 sono ancora in trasformazione da siluranti in bombardieri.

Tale trasformazione consentirà ~~anche~~ l'impiego di tale velivolo anche come apparecchio da trasporto.

APPARECCHI CHE HANNO RAGGIUNTO IL TERRITORIO DELL'ITALIA

LIBERATA DOPO L'8 SETTEMBRE 1943

R.S. 14	Nr.	9
Mc. 200	"	22
S. 79	"	29
Cz. 1007	"	24
S. 82	"	21
S. 81	"	2
Ca. 133	"	3
Mc. 205	"	1
S. 75	"	4
Ca. 158	"	1
Cz. 506	"	7
S. 73	"	4
G. 18	"	1
S. 83	"	1
G. 12	"	2
P. 108	"	1
Cz. 501	"	5

Totale Nr. 137

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