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PRESS & PROPAGANDA
JAN. - MAY 1944

Copia

COMANDO SUPREMO

Ufficio Informazioni

SEZIONE AERONAUTICA

NOTIZIARIO RADIO DELL'11/5/944

RADIO ROMA = Italia = Negli ultimi giorni i cacciatori italiani hanno conseguito notevoli successi nei cieli dell'Italia settentrionale abbattendo 7 velivoli nemici con certezza ed altri 5 con buona probabilità. Il 30 Aprile, il I° Gruppo Caccia operando nella zona di Bologna, abbatteva tre Linghthnig dei quali uno ad opera del Capitano VISCONTI, l'altro del Capitano TOMINELLI ed il terzo dal Sergente Maggiore LAIOLA. Successivamente il Ten. WEISS ed il Tenente ROSATI conseguivano ciascuno l'abbattimento di un velivolo avversario. Anche i piloti del secondo Gruppo, operando nella zona di Milano, hanno ottenuto successi nella lotta contro gli aerei anglossassoni. Infatti il giorno 2 Maggio a Sud-Est di Ferrara, un quadrimotore nemico veniva abbattuto dal Maresciallo NARDI e due caccia inglesi cadevano sotto i colpi del Tenenti FIORONI e FARRONE; il Ten. CUCCHI attaccava ripetutamente un quadrimotore nemico che deve considerarsi probabilmente abbattuti. Nel corso di questi combattimenti hanno trovato eroicamente la morte il Tenente MONVITTI, il Sottotenente MANVINI ed il Maresciallo SALVATICO.

p.c.c.

IL CAPO DELLA SEZIONE AERONAUTICA
(Maggiore Pilota Carlo SANDON)

1214

17

From: Air Forces Sub Commission, A.C.F., Naples Detachment
 To : Air Forces Sub Commission Headquarters, Bari
 C.I.G. Headquarters, A.C.F. (Adv.)
 C.I.G. Headquarters, A.C.F. (Recd)
 Date: 15th May Ref. ASC/19

ROME News Broadcast 11th. May re Italian Republican
Air Force fighter victories.

"Italian fighters have during the last few days scored many outstanding victories in the skies of northern Italy, shooting down many enemy aircraft for certain whilst 5 were probably destroyed. On the 30th April the 7 Gruppo fighters, operating in the Bologna area, shot down three Lightnings of which one was destroyed by Captain Visconti, the other by Captain Tassinelli and the third by Sergeant Major Lodiola. Subsequently Lieutenant Boiss and Lieut. Rocati each scored a victory by destroying an enemy aircraft. Also the pilots of the 11 Gruppo, operating in the Milan area, have scored successes in the battle against the In-100s. In fact on the 2nd May a four engined bomber was shot down South East of Ferrara by Marasciello (Warrant Officer) Nardi and two British fighters by Lieutenants Fiorelli and Perrone; Lieutenant Cuccchi reportedly attacked a four engined enemy bomber which was in all probability destroyed. During these air battles Lieutenant Bonvitti, 2nd Lt. Marvini and Marasciello (Warrant Officer) Salvatore died a hero's death."

(P. de Ruan)
 Squadron Leader
 AIR VICE MARSHAL
 AIR OFFICER COMMANDING

1213

Copy of cable sent to "The Times" 9/iv/44. Released for publication 24/iv/44
The passages in brackets are cut out by the censor.

Southern Italy.

The units of the Regia Aeronautica now fighting on the side of the allies are posted on the eastern coast of Italy, and are engaged in operations across the Adriatic. Their sphere of action is determined by the decision - arrived at in the agreement between the Allied Command and Badoglio - that the Italian forces should use Italian material so far as it was available; Italian aircraft flying over land might cause confusion. When Badoglio accepted the armistice all that was serviceable in the way of Italian aircraft only amounted to a few dozen machines. The remainder lay crashed or helpless about the airfields of Africa and Sicily. The few that were left made a gallant attempt to assist the Italian garrison in Corfu and shot down some of their German opponents over the island. Since then the Italian aircraft engineers have been busy salvaging, with the result that the aircraft now in service number hundreds instead of dozens. The air staff has ~~will~~ rebuilt and fitted out several repair-shops in different parts of Southern Italy, which had been bombed to bits by the Allied Tactical Air Force; they have collected tools and machinery from here and there, and piecing together engines from Sicily with bits of air-frame salvaged from Africa they have produced a respectable little air-fleet, which is now being operated to some effect under Italian command, but controlled and directed by the Air Sub-Commission of the A.C.C. British officers hold the view that if the Italian fighter force had been as strong and efficient last September as it is now Corfu

1757

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The Italians are now operating bomber (and transport) aircraft which do missions in the Balkans, fighters which escort them and also take part in ~~harrying~~ the business of harrying the German supply-lines among the Dalmatian islands. Finally there is a unit of float-planes which is employed on anti-submarine patrol

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and escort work and incidentally has done some useful sea-rescues. All in all the allied officers who have had to do with them are highly complimentary about their work. The senior R.A.F. officer who until recently was head of the Air Sub-Commission wrote in a farewell message to the force:- "The spirit shown by the Regia Aeronautica in undertaking a great number of duties - both operational and non-operational - in support of the Allies is very praiseworthy."

I have visited the Italian fighter and bomber units during the last few days, and both officers and men are very keen. The enthusiasm of the pilots is matched by that of the mechanics, fitters and riggers who are working to produce aircraft that will fly out of bits of salvage. I found men laboriously straightening out air-screws with a hammer and doing elaborate bits of carpentry work in order to make a damaged wing serve again. The only complaint that I heard was that of the fighter-pilots that flying routine patrols among the Dalmatian islands, shooting up an occasional schooner or motor-boat, was dull work. They would like to be given Spitfires and be allowed to take on Germans over the line. That is partly a matter of temperament. But there is another point to be considered. The flying-hours of an aero-engine, especially of the delicate piece of machinery which is required to drive a fighter-machine, are strictly limited. Slowly but surely these fighter-engines are giving out. (During the week before I visited this unit it had lost two of its pilots, whose engines had presumably failed on the flight across the sea. They had just disappeared. Few of them have wireless, and in the R.A.F. slang of a **British** officer "if they get in the drink they've had it.")

1759

I have visited the Italian Regio.

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It is a discouraging thought for men keen for action that their work may end thus, and their unit die out for lack of aircraft to fly. They question their British liaison officers at every visit to know whether there is any chance of their getting new machines. It would be a pity if their hope were not to be realised. The Italians now fighting with the United Nations are desperately anxious to show their metal and prove that Italy deserves something better than the humiliation of a defeated country. Mr Churchill offered them the chance of "working their passage" and they mean to work it, but they ask to be given the means of doing so.

1760

5-1628

CONFIDENTIAL

STATION
RECORD No. 1458-44

CIVIL CENSORSHIP SECTION

ALLIED FORCE HQ. (I.N.C.)

From: CANZERA, Pietro
141 Squadra P.M.
Aereoparto 453
P.M. 3450

To: OLIVIERI, Giuseppe
118 Reg. Art. C.A.
55 Reg. da
105/32 R.M.V
P.M. 136

Give place of Postmark where there is no address

Date of communication or postmark if letter is un-dated	Type mail	Reg. No.	Language	Previously censored by	Enclosures
21 March 1944	Ordinary Surface	-	Italian	-	-
Previous relevant records	Station allocation	C.C.S. Allocation Gen. Br. TNC ZANS (AIR Commandore) P.M. A.HQ. AIR Sub Com., Lecce I.C.O. MAAF C.O.F.S. G-2 Wash. I.C.O. London File			
Origin	Disposal of original communication Passed Excluded Photographed Returned Sent with comment to to sender				
Italian censorship	X				
Re-examination unit					

COMMENT

ITALIAN AIRBORNE PARASOLS WITH ALLIED TREATMENT

"We have been collaborating for several months with the Allies. I can tell you that we are very well treated. The food is abundant and we are paid about L. 2000 a month."

Another letter along similar lines dated 12 March 1944
From: SIGNORINI, Ido
Ufficio Revisione Motori
Aereoparto
P.M. 3450
TO: SIGNORINI, Ido
Comando 7 Gruppo Armatore
Quartier Generale
P.M. 112

The sender indulges in a detailed description of the abundant food he is fed and adds:
"My dear brother, we are getting quite a few things. I am sorry I told you this because they are things you cannot get. Don't be discouraged, everything has an end. Do you know why we get all these things? We are not all treated the same. I am in a unit where we make motors for the Allies and they feed us."

2176

COMMENT

ITALIAN AIRBORNE PLASSED WITH ALLIED AIRBORNE

"During a 2002 U.S. State Dept. report on the situation in China, it was noted that the Chinese government had been accused of human rights abuses, including the killing of dissidents and the suppression of religious freedom." "The report also stated that the Chinese government had been accused of forcing labor on its citizens and of suppressing the press and the internet."

Another letter along similar lines dated 12 March 1944
 From: SIMONINI, Ilio
Officina Revisione Notori
Aeroporto
 P.M. 5450
 Comando 7 Corpo d'Armata
 Quartier Generale
 P.M. 112

"The sender indulges in a detailed description of the abundant food he is fed and asks:

"My dear brother, we are letting quite a few things. I am sorry I told you this because they are things you cannot get. Don't be discouraged, everything has an end. Do you know why we get all those things? We are not all treated the same. I am in a unit where we make money for the Allies and they feed us."

Italian Censor

REVIEWER

10

SEE VIEWWELL

EXAMINATION DATE

31 March 1944

SPECIAL NOTICE — The attached information was taken from private communications, and its extremely confidential character must be preserved. The information must be confined only to those officials whose knowledge of it is necessary to prosecution of the war. In no case should it be widely distributed, or copied, made, or the information used in legal proceedings or in any other public way without express consent of the Civil Censorship Officer, A.P.H.C.

CONFIDENTIAL

SECRET

FATIMA 2693.

10

FATIMA (AIR FORCE) (US COMMISSION)

28th March 1944.

SECRET

SISTER - 173.

PRIORITY

HIL TWO.

FIVE CLERKS OFFICE LEAVING FOR BARI ONE ONE TWO ZERO HOURS
 THIRTY TWO ON FLIGHT FIVE TWO ZERO HOURS ONE TO AIRFIELD ED
SCREEN IS LISTED FOR ACC REGION TWO FOR BUREAU REPT FROM FATIMA
FOR IN YORK AND COMMISSION TOWARD DUTYLINE REPT
 GENERAL LORINGWICK ARRIVING BY CAR WEDNESDAY AFTERNOON IN
 LONDON WED BY CAR AIR PETER HARRIS RE ACCOMMODATION
 REQUESTED FOR BOTH FOR ONE NIGHT AND PROCEEDING NEXT DAY TO
 LONDON ED

450/s. 19. 1209

L.T. Wentant, Jr.
 2nd Lieut. AGD
 101ST HT.

SECRET.

FROM: AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION H.Q.
TO : AIR FORCES SUB COMMISSION HEADQUARTERS, PARI
DATE: 28th March 1944
REF.: *1750/5 19*

(9)

Italian Communiqués

F/Lt.H.G.Thomson called this morning on behalf of the Chief Press Censor and raised the following point:

In an Italian communiqué No/7 of the 21.3.44 reference was made to Italian aircraft being employed to drop supplies to Tito's forces. It is believed that mention of supplies being sent by air to Tito's forces is contrary to the desires of Middle East Command. On the other hand, it is possible that this veto may have been lifted. The Press Censorship Sub Commission would be glad to have your views on the matter and would also be grateful to you if you could arrange for them to see a copy of ~~the~~ Communiqué before it is published.

Will you please let us have your remarks which will be passed on to the Press Censor.

(P.de Haan)
Squadron Leader
AIR FORCES SUB COMMISSION

1208

Handwritten signature: King or Greville
Handwritten signature: P. de Haan

Chief Press Liaison Officer

(9A)

Communications of the Royal Airforce

Com. No. 7, 21 March 1944:

"In the past days the Royal Airforce, although hindered in its action by the persisting bad weather, has developed an intense operative cycle at the side of the Allies. Enemy ships, works of defence, emplacements and various installations have been targets of attacks by our destroyers and bombers.

Two ships and a big three masts, some light vessels have been hit and sunk. Numerous other boats for the coastal traffic have been damaged and some left on fire. An enemy anti aircraft emplacement has been destroyed, an ammunition dump has been blown up and a center of railway communications has been hit with medium size bombs.

The fighting men of the "Garibaldi" division and the partisans of Tito who at their side heroically fight against the Germans have been supplied by air with great quantities of material by heavy Italian bombers.

A great deal of rescuing sorties at sea have been achieved and numerous Italian and partisan wounded have been rescued.

In the course of the operations two of our planes have been lost. A wounded pilot has been saved."

1207

FROM : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO : AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

DATE : 17th MARCH 1944.

REF : ACC/S.19.

Printing paper.

1. Reference your 27/AIR dated 7th March 1944.

2. After considerable search it has been possible to locate the Officer in charge of printing paper in this District, viz, Major Ellis of P.A.B. Unfortunately, however, he has no jurisdiction over Caserta, and is unable to give any information as to who controls matters there. It is proposed to prosecute enquiries at Caserta next week.

3. In the meantime, Major Ellis informs us that the matter was referred to him some 5 or 6 weeks ago. Presumably this must have been through your Office. It would therefore be appreciated if you would let this Office know whether this is correct, and if so, what was the result of your enquiries, and whom did you contact?

(Y. B. Minter)
Wing Commander,
Air Forces Sub Commission, A.C.C.

1206

FROM: AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION H.Q.
TO : AIR FORCES SUB COMMISSION HEADQUARTERS, EARI
DATE: 8th. March 1944
REF.: ASC/S. 19

(4)

Italian Air Force Morale and Censorship

In the course of conversation with Major J.W. Colville in charge of Censorship it transpired that bi-weekly reports on the intercepts from I.A.F. mail were being sent to RAF and American Commands.

It was suggested to Major Colville that such bi-weekly reports which give a reliable indication of the morale in the I.A. should be supplied to this Sub Commission and the enclosed letter of Major Coville's to the Civil Censorship Officer, APO 550 US Ar is the result. Reports will in due course be forwarded on to you by this office.

Squadron Leader
AIR FORCES SUB COMMISSION
ALLIED CONTROL COMMISSION

1205

BRINDISI, li 26 Gennaio 1944

MAGGIORE PIL. MAGINI
GIORNALE DELL'AVIATORE
SUPERAEREO

9/10/44 (3)

Caro Magini,

Le ritorno il Bollettino di Informazioni e il Union Jack che inviai in visione al Maggiore Francis. Non possiamo comprendere come questi due giornali abbiano potuto pubblicare informazioni così dettagliate e può darsi che la cosa avrà qualche seguito. Per quanto riguarda il Giornale dell'Aviatore il Maggiore Francis non ha nulla in contrario che si pubblicino notizie già apparse in altri giornali e che contengono particolari che in via normale non si pubblicherebbero, ma sarà opportuno indicare la fonte in ogni caso.

Fui assai spiacente di non poter pranzare con Lei l'altra sera ma ero così raffreddato che mi misi a letto subito dopo aver pranzato. Sarà per un'altra volta spero.

Cordiali saluti

1204

AIR SUB COMMISSION
ALLIED CONTROL COMMISSION

BRITTONSI, 2 Gennaio 1944

SUPERAREO

alla cortese attenzione del Maggiore Magini

Sua Sede

Giornale dell'Aviatore

Pers

Mi giunge una lettera dall'Ufficio del Generale Foster nella quale mi si fa presente quanto segue:

Il Giornale dell'Aviatore non deve mai contenere alcuna informazione che possa anche indirettamente essere utile al nemico, quale ad esempio il nome di piloti o membri di equipaggio, il No. della Squadriglia o del Gruppo, il numero degli apparecchi che presero parte ad una data azione ne il loro tipo. Dato che noi due numeriche ho censurato non avete dato alcuna indicazione simile non dubito monomamente che già apprezzate pienamente l'importanza di non comunicare informazioni di questo genere.

Per quanto riguarda la censura del giornale, vi sarò assai grato se vorrete farmi avere le bozze non più tardi delle ore 1500 affinché possiate ritirarle la sera stessa verso le 1700.

Un ufficiale della R.A.F. adetto alla censura verrà fra poco assegnato all'ufficio di Bari e sarà il suo compito di rivedere le bozze di stampa del Giornale dell'Aviatore.

AIR SUB COMMISSION
ALLIED CONTROL COMMISSION

1203

1769