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MONTHLY REPORTS, AFSC
OCT. 1944 - JAN. 1945

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

REPORT - JANUARY 1945.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month has again been reduced very considerably. This is mainly due to the fact that the enemy has retreated beyond the fighter range from the bases in Southern Italy, and that bases further North from which he could be reached by the fighters are still occupied by Royal Air Force squadrons.

2. FIGHTER WING.

The Fighter Wing has been practically inactive during the month, for the reasons given in paragraph one above.

3. SEAPLANE WING.

There has been little demand on this Wing during the month. The number of Air/Sea Rescue sorties was increased slightly over those carried out last month, but no rescues were effected. Arrangements for the use of seaplanes on the transport service continue to be made, and a terminal in the Rome area for seaplanes has been allotted.

4. BOMBER/TRANSPORT WING.

Approximately the same number of sorties was carried out this month as last month. Supplies were dropped over Albania and Vugo-Clavina, and aircraft landed at airfields in both countries to deliver and pick up personnel.

In addition nearly eight tons of food was dropped on CASTEL DI SANRO in the Apennines which had been cut-off for some time by snow.

5. COURIER/TRANSPORT SQUADRON.

The Courier/Transport Squadron continued on much the same scale of effort as in previous months, and despite the bad weather conditions the postal service to Rome got through on all but 5 days.

6. LIGHT/SCOUT WING.

The bad weather conditions during the month naturally reduced this Wing's sorties, but a very reasonable tonnage of bombs was dropped, with good results.

7. SCHOOL.

There is still a surplus of trained crews and no serious attempt has been made by the Italian Air Force to inaugurate proper courses at the school. The school is, however, about to move to another airfield as its present one is urgently

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7. SCHOOL.

There is still a surplus of trained crews and no serious attempt has been made by the Italian Air Force to inaugurate proper courses at the school. The school is, however, about to move to another airfield as its present one is urgently required for other purposes.

8. SERVICEABILITY OF AIRCRAFT.

The serviceability of aircraft remains satisfactory. Considerable work on the fighters has been done during the slack period so that they will be ready when operations recommence.

The serviceability of the Bomber/Transport aircraft remains approximately the same, but it is hoped that certain urgently needed spares and equipment will shortly be available.

The serviceability of the Light/Bomber Wing remains good.

Continued /2.....

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9. MANPOWER.

The situation as regards manpower remains unchanged, and is under investigation.

10. RATIONING.

The increase for the personnel of operational units notified in last month's report has been received favorably, but efforts are still being kept up to try for some more improvements for the flying crews.

Our attempts to obtain a release of a small quantity of toilet requisites has been refused. The Chief Commissioner, Allied Commission, has now instructed the Italian Sub-Commission to see if anything can be manufactured by local resources, so as to improve the situation.

11. GENERAL.

Unfortunately during the beginning of the month Doctor Carlo Scialoja, who has been in a poor state of health for a very long time, found that his strength was unable to cope with the very hard work required in his post as Air Minister. He therefore resigned, and H.E. Doctor Luigi Gasparotto was appointed Air Minister in his stead. First impressions of the new Air Minister are satisfactory.

The question of demoralization still remains very unsatisfactory.

There are indications of a slight lowering of morale in the Italian Air Force, but this always appears at a time when the operational effort is small, and it is hoped that when the squadrons can resume their active co-operation with the Allies, the position will improve.

E. M. J. J. J.
P. DE HAAN, W/ODR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 15TH FEBRUARY, 1945.
REF: AFSC/S.20/AIR.

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 2. NEEDS SUB-COMMISSION, ALLIED COMMISSION,
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SECRET.

REPORT - DECEMBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month has been reduced considerably. This has been due partly to the low weather conditions prevailing over the operational area, and partly to the fact that the enemy has withdrawn Northwards in the Balkans and is moving out of range of the Italian Fighter Wing. On 14 days during the month the only flying possible was weather reconnaissance, and this has naturally affected the number of sorties carried out.

2. FIGHTER WING.

The number of sorties carried out by the Wing has been considerably reduced for the reasons given in paragraph one above. On the other hand results have been satisfactory and enemy transport has been damaged and destroyed. Very few bombs have been dropped as they have had to carry long heavy loads in line of bombs in order to reach their objectives. Major Lister, Commander the 4th Stormo, was shot down by anti-aircraft fire on December 27th, and it is feared that he could not have survived. He was a brave and capable fighter leader who would have been a valuable exception to the standard set in the Air Force. Apart from this, losses have been small.

3. STAFF WING.

There has been little demand on this Wing except for Air/Sen Rescue services; rather more sorties than would have been carried out for this purpose, but these unfortunately had no result. Preparation for the use of the Seraphines on the Transport Service continues.

4. LIGHT BOMBER WING.

Both the Light Bomber Squadrons are now at their operational base and have carried out a satisfactory number of sorties throughout the month. The British Officer Commanding the R.A.F. Wing which controls these two Squadrons is satisfied with the operations which they have carried out, and reports that the Italians are most helpful and co-operative in all respects.

5. BOMBER TRANSPORT WING.

In spite of bad weather conditions nearly the same number of sorties was carried out by this Wing during the month as during the preceding month. A satisfactory weight of supplies was either carried or dropped, and a number of British and other personnel and equipment was evacuated from the Balkans.

6. COURIER/TRANSPORT SQUADRON.

This Squadron has now been moved on to an entirely Italian airfield in the Rome area. The number of sorties carried out has been satisfactory and the service is now used by Government officials who would otherwise be put to serious inconvenience and loss of time through inadequate road and rail transport facilities.

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2. FIGHTER WING.

The number of sorties carried out by the Wing has been considerably reduced for the reasons given in paragraph one above. On the other hand results have been satisfactory and only transport has been damaged and destroyed. Very few bombs have been dropped on the enemy and to heavy loss many tanks in Lion of Britain in order to reach their objectives. In the morning, commencing the 4th of June, was shot down by anti-aircraft fire on the 27th, and it is feared that he could not have survived. He was a brave and capable fighter leader who would have been judged exceptional by the standard set in any Air Force. As yet from this, losses have been small.

3. STRATEGIC WING.

There has been little change on this line except for Air/Sea Rescue services; rather more sorties than used have been carried out for this purpose, but these unfortunately had no result. Preparation for the use of the Somme line on the Transport Service continues.

4. LIGHT BOMBING WING.

Both the Light Bomber Squadrons are now at their operational base and have carried out a satisfactory number of sorties throughout the month. The British Officer Commanding the I.L.B. (Independent Bomber) controls these two Squadrons in co-operation with the operations which they have carried out, and reports that the Italians are most helpful and co-operative in all respects.

5. NOCTURNAL TRANSPORT WING.

In spite of bad weather conditions nearly the same number of sorties was carried out by this Wing during the month as during the preceding month. A satisfactory weight of supplies was either carried or dropped, and a number of British and other personnel and equipment was evacuated from the Balkans.

6. COUNTRY/TRANSPORT SQUADRON.

This Squadron has not been moved on to an entirely Italian airfield in the Rome area. The number of sorties carried out has been satisfactory and the service is much used by Government Officials who would otherwise be put to serious inconvenience and loss of time through inadequate road and rail transport facilities.

7. SCHOOL.

The School is now ready to accept pupils and has its full quota of training aircraft. The instructors are present and it is ready to commence the first course as soon as the pupils arrive. For the moment there is still a surplus of trained ones.

8. SERVICEABILITY OF AIRCRAFT.

The serviceability of fighter aircraft shows a slight decrease. This is only to be expected in view of the intensive nature of the operations carried out during the month of December which used up a large number of engine hours. A quantity of

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Continued /2.....

Examination on lines and spurs for which has been discovered in France, and has been released to the Italian Air Force by S.R.A.F.P.

The serviceability of the bomber transport aircraft has remained approximately the same. Types present the greatest difficulty at the moment, and unless suitable sizes can be found the aircraft will shortly be grounded. Another cause of unserviceability is the question of engine spares, and in this connection a quantity of spares has been found in the Middle East and has been released to the Italian Air Force.

The serviceability of the Light Bomber Wing remains good.

The situation of all kinds of spares remains unchanged.

9. MANPOWER.

10. NATIONALS.

Recruitment has just been received of an increase of 3 divisions of flour and 1 ounce of olive oil per day for the personnel of the operational units. While this is better than no supply, it is not sufficient to keep these men properly fed and to maintain their morale.

Attempts are also being made to obtain a release for a small quantity of toilet requisites for the Italian Air Force. At present they are unable to obtain such items as razor blades, shaving and toilet soap etc, except in the black market, and the prices of these are far beyond the purses of the airman.

11. GENERAL.

The outcome of the event of the week has been the change in the personalities holding the key positions in the Air Ministry. Subsequent to the Cabinet Crisis the following have been appointed:

AIR MINISTER	-	PORTER CARLO SCIALOJA
UNDER SECRETARY FOR AIR	-	GENERAL PIERLUIGI
CHIEF OF AIR STAFF	-	GENERAL ALDORE CAG

In general these new appointments have been received well and there has been singularly little criticism in the Press.

The Air Officer Commanding this Sub-Commission spent the Christmas period with the operational units and was accompanied by the new Chief of Air Staff, General Almondo. The General was well received everywhere and the operational crews are obviously content to accept his leadership, providing he maintains the efficiency of the Air Force.

The question of deforestation has been brought to a halt due to the Cabinet Crisis. It is hoped that this will proceed more satisfactorily under the new Commissioner for Reclamation.

The morale of the Italian Air Force still remains high. The Fighter Wing is naturally anxious to be moved to a base from which they can again carry on their good work against the enemy. Certain Squadrons are already under orders to

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ALF FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

REPORT - NOVEMBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month under consideration has been considerably in excess of that ever achieved before. This has been due partially to the arrival at operational bases of squadrons equipped with Allied types of aircraft which have been under training during the past months, and partially to an increase in serviceability.

2. FIGHTER WING.

The whole of the Italian Fighter Wing is now fully operational. The number of sorties carried out by the Wing is an all time record and considerably in excess of that ever carried out before. Enemy transport has been damaged or destroyed, and a considerable weight of bombs has been dropped by fighter bombers on important targets. Unfortunately this effort has not been carried out entirely without loss.

3. SEAFARER WING.

There has been little demand of an operational nature on the activities of this Wing, and the number of sorties carried out shows a considerable reduction. Permission has been granted by H.Q. M.A.A.F. for a limited number of the aircraft of this Wing to be used on transport service, and preparation of the bases for this service is now being actively carried out. The air sea rescue commitment still remains, but during the month few sorties have been carried out and there have been no results.

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4. LIGHT BOMBER WING.

One of the squadrons has been on active operations and has carried out a number of sorties, it is claimed, with average results. Half the second squadron is at its operational base and the other half is held up by weather conditions, but will move to the operational base as soon as these improve.

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5. BOMBER TRANSPORT WING.

In spite of difficulties as regards serviceability of aircraft more sorties were carried out during the month of November than during the preceding month, and a satisfactory weight of supplies was either carried or dropped.

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6. SCHOOL.

Progress has been made in the formation of the school, and the aircraft and personnel are now located on the training airfield. Training flying at the school has actually commenced, but because of the considerable surplus of trained crews it has not been found necessary to carry out any intensive flying, and the main effort has been devoted to the improvement of serviceability.

7. SERVICEABILITY OF AIRCRAFT.

The serviceability of the Italian Fighter aircraft again shows an increase which is greatly to the credit of all concerned.

In spite of considerable technical difficulties the serviceability of the Bomber Transport aircraft has improved slightly over that shown last month. The initiative, ingenuity and hard work of the technical personnel and ground crew of this Wing is most praiseworthy.

The serviceability in the Light Bomber Wing is good and demonstrates the ability of the Italian technical personnel to keep these aircraft in a serviceable condition.

8. MANNPOWER.

The situation as regards manpower is unchanged, but the I.A.F. is making a substantial contribution to both the R.A.F. and the U.S.A.A.F.

9. PATROLING.

It is regretted that the question of an increase of rations for aircrews is still not settled. A visit by a Staff Officer from H.Q. U.S.A.A.F. near, has been made and certain definite recommendations have been forwarded by that H.Q. to higher authority, and it is hoped that these will have some result in the immediate future. However, it is disappointing to think that

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The serviceability in the light bomber wing is good and demonstrates the ability of the Italian technical personnel to keep these aircraft in a serviceable condition.

E. MAINTENANCE.

The situation as regards maintenance is unchanged, but the I.A.F. is making a substantial contribution to both the F.A.F. and the U.S.A.A.F.

9. RATIONS.

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10. GENERAL.

The morale of the Italian Air Force still remains high. A special message of congratulation was received by the Fighter Wing from the Air Officer Commanding, Balkan Air Force, for their operations during the early part of the month.

The political crisis which occurred in the last week of the month has naturally had its effect on the Italian Air Force, but so far this effect

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seems to be less far reaching than usual, and at any rate in so far as the operational units are concerned they are putting their active aid to the

Allies first.

The question of defascisation is still highly unsatisfactory.

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AIR FORCES SUR-COMMISSION, ALLIED COMMISSION,
C.I.F.

SECRET

REPORT - OCTOBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans.

2. FIGHTER WING.

With the exception of one squadron the whole Fighter Wing was bogged down by heavy rain until October 19th. Since then the Wing has been operating with considerable intensity and has achieved good results. Enemy motor vehicles have been damaged or destroyed, and a train knocked out. Bombing attacks have also been made and hits scored on important targets. Owing to being bogged down for such a long period the number of sorties carried out is not as high as usual, but the daily average of sorties is far above that ever carried out before. The Spitfires have been in action, and the pilots are very pleased with them.

3. SEAPLANE WING.

Very few operational demands have been made on the Wing. Two British bombers and a dinghy were picked up, but apart from this there is very little to report. Owing to the decrease in operational commitments for this Wing, plans are being explored to utilize the aircraft to implement the existing courier services.

4. LIGHT BOMBING WING.

The two Baltimore squadrons comprising this Wing are successfully operationally trained and are about to move to their operational airfield.

5. BOMBER TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, but a satisfactory weight of supplies was dropped over the land operational area.

In addition to their active operations the B.82's have proved a valuable means for evacuating damaged Spitfires from airfields which are inaccessible to transport. After considerable work a method has been evolved whereby damaged Spitfires can be flown out in the B.82's without extensive dismantling.

In addition a shuttle-service has been in operation between Italy and North Africa which has carried a considerable weight of spares and equipment for the Baltimore aircraft. Without this shuttle-service it would have been impossible to have made the Baltimore squadrons operationally ready by the end of October.

6. SCHOOL.

A school has been formed with the object of training aircrew to replace

considerable intensity and has achieved good results. Enemy motor vehicles have been removed or destroyed, and a train blocked out. Bombing attacks have also been made and hits scored on important targets. Owing to being bogged down for such a long period the number of sorties carried out is not as high as usual, but the daily average of sorties is far above that ever carried out before. The Spitfires have been in action, and the pilots are very pleased with them.

5. SEAPLANE WING.

Very few conventional formations have been made on the wing. Two British seaplanes and a dinghy were picked up, but apart from that there is very little to report. Owing to the decrease in operational commitments for this wing, plans are being explored to utilize the aircraft as implements for existing courier services.

4. NIGHT BOMBING WING.

The two Baltimore formations comprising this wing are now fully operationally trained and are about to move to their operational airfield.

5. BOMBER TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, but a satisfactory weight of bombs was dropped over the land of national area.

In addition to their active operations the St.32's have proved a valuable means for evacuating damaged Spitfires from airfields which are inaccessible to transport. After considerable work a method has been evolved whereby damaged Spitfires can be flown out in the St.32's without extensive dismantling.

In addition a shuttle-service has been in operation between Italy and North Africa, which has carried a considerable weight of stores and equipment for the Baltimore aircraft. Without this shuttle-service it would have been impossible to have made the Baltimore squadron operationally ready by the end of October.

6. SCHOOL.

A school has been formed with the object of training pilots to replace wastage. So far it has done little work as the process of formation has been slow.

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7. SERVICEABILITY OF AIRCRAFT.

The serviceability of Italian Fighter Aircraft shows a substantial increase. This is due to the protracted efforts of the Technical Staff of the Sub-Commission and the Italian Technical Staff. With the aid of salvaged spare parts and a certain amount of improvisation, very creditable results have been achieved.

The Barber serviceability remains more or less unchanged, but the aircraft are rapidly approaching the end of their useful lives, and are requiring more and more time to be spent on maintenance.

The serviceability of Allied aircraft belonging to the Italian Air Force is good, and the Italians have shown their ability to maintain these properly.

Continued /2.....

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8. MANPOWER.

The Command for manpower from the I.A.F. in substitution of R.A.F. and U.S.A.A.F. manpower are generally being satisfied.

9. PATIENCE.

The question of an adequate ration for airman is still in abeyance and considerable dissatisfaction is felt by personnel that their standard of feeding is not brought up more closely to that of Allied Units carrying out the same operational tasks.

10. GENERAL.

The morale of the Italian Air Force still remains high, particularly in the Fighter Wing. The fighter squadrons have earned the praise of the Air Officer Commanding, Balkan Air Force, and other members of his Staff.

Since the declaration by Mr. Churchill and President Roosevelt it is clear that the Italian Air Force has expected something quite out of the ordinary to be done for them in the way of direct assistance, so that they can take their part to better advantage with the Allies. This Sub-Committee has done everything possible to discourage any undue optimism in this respect.

Defecation within the service is still proceeding very slowly, and it is clear from some of the verdicts that the tribunals cannot be considered to be free from taint of favoritism.

W. G. Brown - Secretary

W.A.F. BOWEN-HUSCAPLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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Officer Commanding, Balkan Air Force, and other members of his Staff.

Since the declaration by Mr. Churchill and President Roosevelt it is clear that the Italian Air Force has expected something quite out of the ordinary to be done for them in the way of direct assistance, so that they can turn their part to better advantage with the Allies. This Sub-Commission has done everything possible to direct the airman's opinion in this respect.

Defamation within the service is still proceeding very slowly, and it is clear from some of the verdicts that the tribunals cannot be considered to be free from taint of favoritism.

W.C. Brown - B. 1215

W.A.D. BOVEN-EUSCARIET,
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