

ACC

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IAF
AUG.

10000/135/35

IAF AIRCRAFT ACCIDENT REPORTS
AUG. - DEC. 1944

42A

LEZIONE TERRITORIALE DEI CARABINIERI REALI
DI NAPOLI-Montella

N. 182/62 Div. III°

FLYING ACCIDENT TO ALLIED AIRCRAFT

About 1800 hours on 11th Dec. a burning aircraft crashed in the region of 'BESCARA' CONZA DELLA CAMPIANIA (Avellino) due to engine trouble. The aircraft, an American Fighter type, was travelling from Brindisi to Naples, flown by Pilot Officer Belance, who baled out safely and was picked up by Allied Military Police in Conza. The machine was completely destroyed by fire, only the bare framework surviving. The pilot took away with him a wireless set and parachute which were rescued. The Arma Teora, who were only informed at 1800 hours of the 12th Dec. recovered the following material from the wreck which they left in the charge of CICCONE PASQUALE, aged 42 a farmer from CONZA: - one accumulator, one switchboard, one meter and 5 machine-guns of which two were burned and three in good condition, two pieces of tubes and various burned items.

21/12



per IL CAPO DI CARINETTO
L'UFFICIALE SUPERIORE ADDETTO
(T.Col.A.Cassinerio)

Inform. 1285-12
H.R.

FROM : STATO MAGGIORE R. AERONAUTICA

TO : COMANDO UNITA' AEREA

MINISTERO AERONAUTICA - Dir. Servizi

MINISTERO AERONAUTICA - Dir. Costruzioni

and for information : A.F.S.C. (through Liaison Office)

STATO MAGGIORE R.A. - 3^a Sezione

BARI

ROME

ROME

ROME

BARI

DATE : 12th DECEMBER 1944

REF. : 2527/L.3/1183Coll.

ADMINISTRATION OF THE MATERIALS BELONGING TO THE ALLIED
temporarily used by I.A.F.

Until further notice regarding other types of Allied aircraft used by the I.A.F., it is directed that in case of damages, or destruction of P.39 planes, two copies of the reports be sent to the H.Q. Army Air Force Service Command Mediterranean Theatre of Operations APO 538 (Refer to A.G. 452.1) by the Magazzino di Raggruppamento, through the Air Forces Sub Commission, who will countersign them.

IL CAPO DI STATO MAGGIORE

A/1972
14/12

1281

1 Copy.

40A

From:- O.C., R.A.F., Vesuvius Detachment.

To :- A.F.S.G., Naples.

Date:- 17-XI-44.

Subject:- Fire to Airacobra 443026 (Q).

=====

At 1015 on 17-XI-44 Airacobra 443026 (Q) was completely burnt out in dispersal due to the following cause. The Italian armoured was fitting the aircraft destruction cartridge in the cockpit. The safety pin got caught in his sleeve and on withdrawing his arm extracted the pin. The cockpit filled with smoke but the cartridge was withdrawn before any damage was done, then sprayed with a fire extinguisher. The aircraft was left for 10 mins then the ground crew commenced to clean the aircraft with petrol. It is thought that a spark caused by one of the personnel's boots ignited the petrol causing a complete burn out. There was nobody smoking or any other naked lights.

(Signed) N. L. P. 3/Ldr.

21/11/44

1282

39A

FROM: ITALIAN AIR MINISTRY

TO : AFSC A.C.

DATE: 12TH NOV. 1944

REF.: 12591/899 Coll.

SALVAGE OF AN AMERICAN AIRCREW.

For information herewith text of signal from the Carabinieri Section of Lipari:

"572/1 11HOURS 3RD NOVEMBER 1944. A bimotor plane for passengers G.R.F. 5 Nr 37785 eighth fleet American Navy Naples without passengers aircrew composed by Lt. George W. Spurlighi 15871 helped by the airman N.E. Hanson 3467405 and mechanic I Davidoff 6078880 having taken off from Capodichino airfield to Biserta moored the same day at 1205 hrs 60 miles south-west Capri for motor average. stop. Aircrew could not undertake the repairs and as the plane was sinking undertook the rescuing. of the aircrew with a pneumatic boat. Hrs 1630 7th November 1944 motor-sail Giuseppina I Nr.529 of Porto Empedocle directed by Biondi Crocifisso Nunzio of Nicola 48 years old from Gela notwithstanding the bad weather undertook the rescuing of the aircrew 30 miles north Stromboli island arriving at 1,30 hrs the next day Lipari. The crew was sent to a civilian hospital in Lipari, where they remained out of life danger. Full information Maresciallo Satta Carabinieri Section Lipari"

d'ordine

p.IL CAPO DI GABINETTO t.a.
L'UFFICIALE SUPERIORE ADDETTO
(A.Cassinerio)

1283

FROM : Officer Commanding Vesuvius Airfield.
TO : Air Forces Sub-Commission,
Allied Control Commission, Naples.
Date : 21st October, '44
Sub :-

38A

CRASH OF BALTIMORE P.A. 628
1000 HRS. 21st Oct. '44

Lieutenant AMANNATO Portus, on his first solo flight crashed Baltimore P.A. 628 on take off due to the following cause:

while making a normal take-off he became airborne and reached down to select U/C up, in doing so he pushed the stick forward and as the U/C was coming up, the propeller tips hit the ground causing loss of speed making it unable to pull A/C off ground.

The aircraft fell on its belly and slid to a standstill doing a quarter turn to the left. The pilot being the only occupant, was unhurt. The perspex nose was shattered, and the fuselage from the bombay forward is definitely twisted causing wrinkling. Airframe E.I. Engines Cat. 2. There was no fire.

321 Air
(Signed) M.A. Pocock,
Squadron Leader.

1279

SECRET
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

Air Force: sk

9230

MSG Center No

Classification

Precedence

From

To

N144126

SEC

AIR FORCE

SUB COM NAPLES

ACC

AIR FORCE

SUB COM

PRIORITY

Date Time Rec'd

Date Time Sent

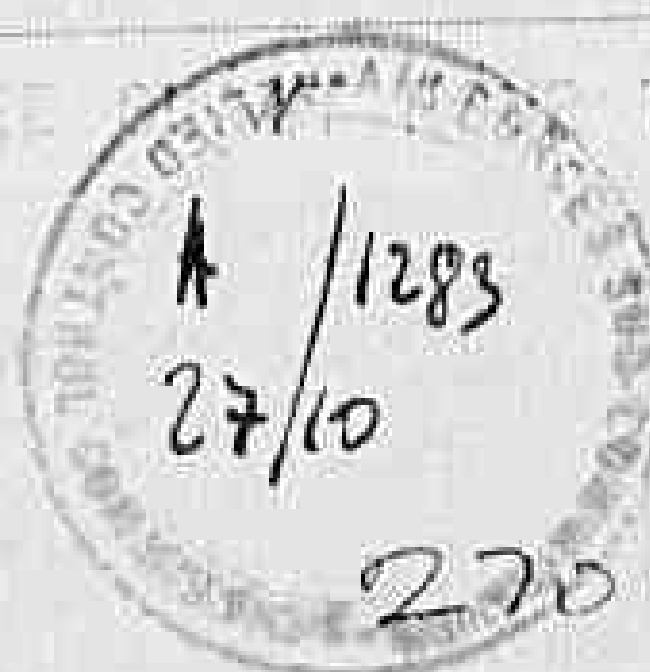
Clearance

Cite

27 OCT 1944

A. C. C.

OUR REFERENCE NUMBER ONE FIVE NINE / DATED OCTOBER TWO SIX PD PAPER
 TO MEDITERRANEAN ALLIED AIR FORCES ALIENS REPEAT AIR FORCES SUB
 COMMISSION LAST REPEAT AIR FORCES SUB COMMISSION ALLIED CONTROL
 COMMISSION FOR REPEAT MEDITERRANEAN ALLIED AIR FORCES CENTRAL
 MEDITERRANEAN FORCES REPEAT BASE PERSONNEL OFFICER ROYAL AIR FORCE
 BRITISH NORTH AFRICAN FORCES REPEAT TWO ONE FOUR GROUP ROYAL AIR FORCE
 CENTRAL MEDITERRANEAN / R FOR REPEAT ONE FIVE / NINE MAINTENANCE UNIT
 ROYAL AIR FORCE CENTRAL MEDITERRANEAN FORCES FROM AIR FORCES SUB
 COMMISSION NAPLES FOR PD FOR ADE SIGNAL PD ADE ONE / BALTIMORE WARY
 FIVE FOX WILLIAM EIGHT FIVE SEVEN PD / ADE TWO MIGHT CYCLONES PORT
 PORT ONE SEVEN TWO TWO ONE EIGHT SLANT FOUR THREE / DASH THREE SEVEN FOUR
 FIVE TWO STANDARD ONE SEVEN ONE ONE / SEVEN THREE THREE THREE DASH

SECRET

1278

270815

ALLIED CONTROL COMMISSION INCOMING MESSAGE

MSG Center No : _____
 Classification : _____
 Precedence : _____
 From : _____
 To : _____

Date Time Rec'd : _____
 Date Time Sent : _____
 Reference NR : _____
 Cite : _____

TWO TWO SEVEN TWO THREE ~~FOUR~~ TWO EIGHT GROUP ONE NINE SQUADRON
 ITALIAN AIR FORCE PD ENROUTE WESTWIND WISFIELD ONE FOUR TWO FIVE HOURS
 OCTOBER TWO FIVE DAY PD DDC PILOT SERGEANT MAJOR CHAMPT NOT OTHER *COPY*
 UNHURT PD DDC ONE TWO AND THREE NOT APPLICABLE NO CASUALTIES *POW/DET*
 VERMILION AIRFIELD UNHURT PD SEVERAL AIRCRAFT BOUNCED ON LANDING STRUNG
 IN CROSS WIND, LIPPED OFF WINGSPAN *6 FT* AND TWISTED FUSELAGE PD
 AIRFRAME CATEGORY EASY ONE PD ENGINE CATEGORY TWO PD KINIC KINROT PD



1277

CHANGING SIGNAL

FROM: AIR FORCE'S NEW COMMISSION,
 1. UNITED STATES COMMISSION,
 BUREAU.

TO : H.
 (H) THE GROUP,
 (H) THE H.

CONFIDENTIAL

45

12TH OCTOBER 1944

FOURTH AIR FORCE RECEIVED FROM VICO VALERIA MEMO-
 RANDE - " ON 11TH OCTOBER 1944 BARRING V. . . WAS FIRST ABIL-
 FOR WENT TO THE AIRCRAFT WHICH WERE LANDING AT SANTA TAURE.
 1/2 KNOWN BY NAME, CANNOT NAME. 2/3 UP TO THE TO TAKE OFF DURING
 TO THE CONTINUED OF REACH. BECAUSE OF THE TRANSLATION (.)"
 1/3 NOT DELIVERED TO I.A.S. (.)

f. Macdonald
 1. THE GROUP, 2/3, 3/4,
 1. THE GROUP, 2/3, 3/4,
 1. THE GROUP, 2/3, 3/4,

TYPE OF ORIGIN INZOMIA
 PRIORITY - ROUTINE.

21/AR

1276

SECRET

AIR FORCES SC

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

8789

MSG Center No

Classification

Precedence

From

To

N10/23

S

MTAQ

MED. ALLIED A.F. ALGIERS - AIR F. SIB. COMM
BARI - ROME

MAAF CENT. MED. FORCES - ETC.

PRIORITY

Date Time Rec'd : 230228

Date Time Sent : 221935

Reference NR : Q-139

Cite

34A

OUR REFERENCE QUEEN ONE THREE NINE DATED OCTOBER TWO TWO PD PAREN TO:
 MEDITERRANEAN ALLIED AIR FORCES ALGIERS REPEAT AIR FORCES SUB COMMISSION
 EARLY REPEAT AIR FORCES SUB COMMISSION ROVE REPEAT MEDITERRANEAN ALLIED
 AIR FORCES CENTRAL MEDITERRANEAN FORCES REPEAT BASE PERSONNEL OFFICER
 ROYAL AIR FORCE BRITISH NORTH AFRICAN FORCES REPEAT TWO ONE FOUR GROUP
 ROYAL AIR FORCE CENTRAL MEDITERRANEAN FORCES PAREN PD FOX ABLE SIGNAL PD
 ABLE ONE BALTIMORE MARK FOUR FOX ABLE SIX TWO EIGHT PD ABLE TWO WRIGHT
 CYCLOPES PORT ONE NINE FIVE THREE SEVEN THREE BLANT FOUR THREE ONE
 ONE NINE ONE THREE ZERO STARECARD ONE NINE FIVE THREE THREE THREE BLANT
 FOUR THREE BASH ONE ONE NINE ZERO NINE ZERO PD BAKER ITALIAN AIR FORCE
 VESUVIUS PD CHARLIE VESUVIUS AIRFIELD OCTOBER TWO ONE AT 23/12 ZERO ZERO

1275

H 1204

23/12 ZERO ZERO

SECRET

②
SECRET

ZERO HOURS DAY PD DGS PILOT LIEUTENANT AVVANTO BOVVA ITALIAN COMMA

UNHURT PD DGS ONE TWO AND THREE NOT APPLICABLE PD EASY VESUVIUS

AIRFIELD PD GEORGE ON RAISING UNDERCARRIAGE PROPELLORS STRUCK GROUND

CAUSING LOSS OF FLYING SPEED WITH RESULT AIRCRAFT CRASHED PD AIRFRAME

CATEGORY EASY ONE PD ENGINES CATEGORY TWO PD KING KINNOT PD

SECRET

1274

HEADQUARTERS

JAN 1944

A.C.C.

AFSC I

32 A

AIR FORCES SUB COMMISSION AGO NAPLES
SECRET

OCT 7 1020 HRS

53645

PRIORITY

NAAF ALBANY (R) AFSC BARI (R) AFSC ROME (R) NAAP CMP (R) BPO BWAF
RAF (R) 214 GROUP RAF CMP.

SECRET. OUR REFERENCE QUEEN SEVEN SIX DATED OCTOBER SEVEN. PAREN.
TO MEDITERRANEAN ALLIED AIR FORCES ALGERS REPEAT AIR FORCES SUB COM-
MISSION BARI REPEAT AIR FORCES SUB COMMISSION ROME REPEAT MEDITERRANEAN
ALLIED AIR FORCES CENTRAL MEDITERRANEAN FORCES REPEAT BARE PERSONNEL
OFFICER BRITISH NORTH AFRICAN FORCES ROYAL AIR FORCES REPEAT TWO ONE
FOUR GROUP ROYAL AIR FORCE CENTRAL MEDITERRANEAN FORCES FROM AIR FORCES
SUB COMMISSION NAPLES. PAREN. FOX ABLE SIGNAL (.) ABLE BALTIMORE
FIVE FOX WILLIAM FIVE ZERO SIX (.) ENGINE'S PORT ONE SEVEN FOUR SIX ONE
EIGHT STARBOARD ONE SEVEN ZERO TWO NINE THREE (.) BAKER ITALIAN AIR
FORCE (.) TWO EIGHT GRUPPO (.) CHARLIE MARIGLIANO ONE FIVE TWO ZERO
HOURS OCTOBER SIX (.) DAY (.) BOG SERGEANT MAJOR NOCERA (.) ITALIAN (.)
KILLED (.) PARENT UNIT TWO EIGHT GRUPPO ITALIAN AIR FORCE (.) NO CREW (.
EASY NOT APPLICABLE (.) GEORGE LOSS OF CONTROL (.) KING KIRNOT (.)

1279

H. P. Pears

(H. S. Shears)

Flight Lieutenant R.A.F.

21/11/48

4130

AIR FORCE AND COMMISSIONER AGC N FLOR

002 500 3500 3000

12. 54. 12. 01

12:55:5

ACKNOWLEDGMENTS

DAF ALGIERS (R) AFSC DARI (K) DAAF ORF (R) DAF

[illegible]

Sgt V. Gordyco,
Capt. Inf. 1. M. I. I.

(m.l. inter)

Eng. Commander. RAN

Translated by Sgt. Godwin ^{17/9}

28A

FROM : ITALIAN AIR MINISTRY, CABINETTO DEL MINISTERO

TO : AFSC A.D.C. HQ. - ROME

DATE : 16th OCT. 1944

REF. : 10055/651 Coll.

S.M. 82 - 1/2 - 3° mm. 61216 -

23A

Further to form N° 12/R, dated the 25th Sept., last.

2. The allied servicemen, who witnessed the landing of the S.M. 82 at Lisse and who are ready to make a written declaration, with their commanding officer's permission, are the following:

C/pl. REES
 Lac. J. TWIS
 " R. RAJBOLD
 " C. PARKER
 " J. HANNAH
 " J. COLMAN.

1279

Per IL CABO DI CABINETTO
 L'UFFICIALE SUPERIORE ADDETTO
 T.Col. A. CASSINARIO

21/11/44



(COPY)

27A

From : A.C. Vandyke Detachment.To : A.M.S.O. Naples.Date : 29th September 1944.ALCOHOL ACCIDENT.

Further to report of the 27th September, on the loss of ALAC 1.35 N 218319, enquiries reveal that the pilot was an Allied who was trained at Vandyke but had been to Vandyke and joined the 1st Group after ALAC was moved to Liverpool. This would seem to be a most unfortunate accident which should, in the writer's view, be strictly investigated in order to take any necessary steps for the improvement of proficiency which is reached and the resulting accident rate.

(signed) R. Thompson,
Wing Commander.

21 AM

1268

Copy
26A

From : G.I. Vassilios Det 3 sent.

to : J. P. M. H. 1st.

Date : 28th September 1944.

INCIDENT REPORT.

Salisbury aircraft P.A.015 was damaged (radar, tail wheel and rear end of fuselage) when the Pilot Ten. D. H. H. was had about twenty hours on this type, lost control on landing at 19.30 Hrs. This occurred. The aircraft bounced badly and swung sideways tearing off the tail wheel.

(signed)

R. D. H. H.
Wing Commander.

21A7

1267

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

INFO - ACTION

TO: MEDITERRANEAN ALLIED AIR FORCE AIRBORN REPEAT AIR FORCES SUB COMMISSION BARI REPEAT
 AIR FORCES SUBCOMMISSION ROME REPEAT**SIGNAL MESSAGE CENTER No: 72/07
 FROM: AIR FORCES SUBCOMMISSION NAPLES CLASSIFICATION:
 REFERENCE No: 276 PRECEDENCE: PRIORITY
 DATE AND TIME OF ORIGIN: OCT 071435Z OFFICE OF ORIGIN:

***BASE PERSONNEL OFFICER BRITISH NORTH AFRICAN FORCES ROYAL AIR FORCES REPEAT
 214 GROUP ROYAL AIR FORCE CENTRAL MEDITERRANEAN FORCES

SECRET. Fa signal. A Baltimore 5FW506. Engines port 174618 starboard
 170293. B Italian Air Force. 28 Gruppo. C MARIGLIANO 1520 hours October 6. Day.
 D. Sergeant Major NOCERA. Italian. Killed. Parent unit 28 Gruppo Italian Air
 Force. No crew. E not applicable. G loss of control. H kinnot.

INFO - ACTION

DIST 1265

INFO-ACTION: Air Forces 2
 INFO: S/CC
 File (M)

SECRET

OCT 071932Z

DATE and Time of RECEIPT

Distribution:

INFO - ACTION

HEADQUARTERS
 8 OCT 1944
 A. C. C.

663/A

8/10

SECRET
 ALLIED CONTROL COMMISSION
 INCOMING MESSAGE
 INFO - ACTION

TO: MAAF ALGIERS RPT AIR FORCES SC BARI RPT AIR FORCES SC ACC HOME RPT
 MAAF CMF RPT BASE PERSONNEL OFFICER SIGNAL MESSAGE CENTER No 72/30
 FROM: AIR FORCES SC NAPLES CLASSIFICATION: 6655
 REFERENCE No: PRECEDENCE: PRIORITY
 DATE AND TIME OF ORIGIN: SEP 30 1145 OFFICE OF ORIGIN:

&& BRITISH NORTH AFRICAN FORCES RAF RPT 214 GP RAF EAF

SECRET. OUR REF Q 49 DATED SEPT 30. FA SIGNAL. A BALTIMORE 4FA 619.
 ENGINES CYCLONE PORT 195408 STARBOARD 171791. B ITALIAN AIR FORCE.
 C VESUVIUS AIRFIELD 1635 HOURS SEPT 29. D LIEUT DURANTE UNINJURED.
 E NIL RPT NIL. G AIRCRAFT SWUNG ON LANDING HEAVILY AIRFRAME
 CATEGORY AC ENGINES CATEGORY 1. KING KINNOT.

DIST

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

1264

21/AIR

58/1
 8/9

HEADQUARTERS
 1 OCT 1944
 A.C.C.

INFO - ACTION

DATE and Time of RECEIPT SEP 30 2000A

Distribution:

SECRET

SECRET

MAAF ALGIERS RPT AIR FORCES SC BARI RPT AIR FORCES SC ACC ROME RPT 6655
MAAF CBF RPT BASE PERSONNEL OFFICER &&&
AIR FORCES SC NAPLES 78/30

PRIORITY

SEP 301145

&& BRITISH NORTH AFRICAN FORCES RAF RPT 214 GP RAF CBF

SECRET. OUR REF Q 49 DATED SEPT 30. FA SIGNAL. A BALTIMORE 4FA 619
ENGINES CYCLONE PORT 195408 STARBOARD 171791. B ITALIAN AIR FORCE.
C VESUVIUS AIRFIELD 1635 HOURS SEPT 29. D LIEUT DURANTE UNINJURED
E NIL RPT NIL. G AIRCRAFT SWUNG ON LANDING HEAVILY AIRFRAME
CATEGORY AC ENGINES CATEGORY 1. KING KINNOT.

DIST

INFO-ACTION - Air Forces (2)
INFO - A/CC
FILE (m)

1263



SEP 302000A

SECRET

23A

From : Italian Air Ministry, Cabinet of the Minister.

To : Air Forces Sub-Commission, ACC.

Date : 25th September 1944.

Ref. : 12/R/S.

S.M. 82 - 1/9 No MM 61216

1. Reference to BAF/S.570/2/AIR letter dated 2nd Sept.44.

2. The pilot states that he landed in the opposite direction to the signal, because he thought he had to do so, as the aircraft would have become out of control with the cross wind. In previous flights he had done the same thing authorised by the Flying Control Office of Lissa.

Before the landing, the pilot assured himself that no other aircraft was on the point of landing.

During the taxiing, having seen a B.24 which was landing the pilot taxied the S. 82 on the taxiing strip on one side of the runway. The B.24 landed regularly without any accident.

While the aircraft was already out of the landing strip and was unloading the materials, some other B.24 landed. The third of them crashed.

Nobody on the field attributed the fault of the accident to the Italian Pilot, as the Italian aircraft did not obstruct in any way the B.24 aircrafts.

The pilot and the crew state that no signals from the 1262 ground were seen.

From the investigation conducted by the Commanding Officer of the Stormo (Ten. Col. Vincenzi) in the presence of the Sergeant Interpreter DE BONO, in service near the Comando Raggruppamento V. e T., of two British Corporals of the Flying Control of Lissa and of a British Corporal of Lissa Airfield, the British personnel confirmed the pilot's statements, and with the permission of their Commanding Officer are prepared to make supporting statements in

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3. In consequence of the above I feel the accident cannot be attributed to the Pilot of the S.M. 82 as stated in letter V/755/P1/3A of the 23/8/44 from Officer Commanding R.A.F. Station Lissa C.M.F.

4. I should be very grateful if your Sub Commission would inform me if any further evidence has been produced.

THE MINISTER
P. PIACENTINI

Adm. Dept. li Bond.

LEGIONE TERRITORIALE DEI CARABINIERI REALI DI NAOLI
Compagnia di BENEVENTO Esterna

22A

N. 681/2 Prot. Div. IIIe

Benevento 12 September 44

Subject: Flying Accident

At about 12.00 hours of the 11th of the current month an American aircraft precipitated, for unspecified reasons, at "Campo Lauro", Vitulano, (Benevento).

Military personnel of the "R. Guardia Forestale" and some wood rangers assisted and medicated the Pilot, who had wounds and a contusion in his right shoulder, and carried him into a private house, and then, with an ambulance, to the Allied Command in Benevento, to the American Hospital. The aircraft was coming from Marcianisa (Naples) Airfield.

THE CAPTAIN
Commanding the Compagnia
Sgd. V. CERRACCHIO

AIR MINISTRY
Cabinet of the Minister

Prot. 8462/S/473/ coll

Rome, 26th Sept 1944
Allied Control Commission 1260
Air Forces Sub Commission
through the Liaison Office Rome

.....for information

for THE CHIEF OF THE CABINET

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THE CHIEF
Commanding the Compagnia
Sgd. V. CERRACCHIO

AIR MINISTRY
Cabinet of the Minister

Prot. 8462/S/473/ coll

Rome, 26th Sept. 1944
Allied Control Commission 1260
Air Forces Sub Commission
through the Liaison Office Rome

.....for information

for THE CHIEF OF THE CABINET
L.Ten. Col. Fil. A. CASSINERIO
(Sgd)

542/A
98/9

244

From : Air Forces Sub-Commission,
Allied Control Commission, BARI.

To : Comando Unita Aerea.

Date : 16th September, 1944.

Ref. : AFSC/21/ATR. ✓

ITALIAN AIRCRAFT SHOT DOWN IN ALBANIA.

The following message has been received from Headquarters, Italian Air Force and is forwarded for your information and necessary action.

" 4 Allied planes flew over VALONA/SARAJEVO area 24th August. One was shot down in the SIBINJAK area, crew safe. Have asked for them to be brought to BARI, when hope to get more information, and send crew to Italy

Names of crew :-
MAURIZIO GIOVANNI and
KARLO D' AMBROGIO. "

M. Curry.

for P.M. BENTY, C/CAPI.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

1259

COPY.

FROM: O.C. Vesuvius Detachment.

TO :- A.F.S.C. Naples.

DATE:- 2/9/44.

AIRCRAFT ACCIDENT.

It was reported to me this evening that one of the five Airacobras for Collection to-day from Capodichi-
no had crashed shortly after take off due to engine failure.
The only facts which I have gained so far are:-

The Aircraft took off about 1545 hrs after ac-
ceptance check flown by Tenente STOPPANI of the 9th Grup-
po and crashed at PISCINOLA on the site of N. 13. 265 Bat-
tery, 59 U.A.A. regt. The Aircraft is a "write off" and the
pilot is detained in the 92nd General Hospital, Naples.
There were no injuries to any personnel on the ground.
The battery site can be contacted by telephone to Lt. BUN-
KER, Sector Centre Ops. VORTEX NO. 13.

M/Lt. Collin (Engineer Officer) will investigate
on Monday.

E. Thomson.
Wing Commander.

1257

From : U.C. Vesuvius Detachment.
To : A.F.S.U. Naples.
Date : 14th September 1944.

AIRCRAFT CRASH.

At approximately 0840 Hrs. this morning Airacobra no. 29196, Pilot Lt. ZANILOLO, was totally destroyed when it stalled into a vineyard about one mile from the field on the outskirts of S. Gennaro Village. The pilot is badly injured and has been taken to No.1 General Hospital; the aircraft is Cat B.I.

The aircraft is so badly damaged that it is at present impossible to state the cause of the accident but it would appear as if the pilot had decided to land; had been balked on the runway and decided to go round again. It looks as though he had wheels up, flaps down, coarse pitch and had lost flying speed and stalled in from a low height. The engine will be examined.

(Signed) R. Thosson
Wing Commander.

P.S.

The pilot is of the 9th Gruppo and has little flying on the type.

1256

7/9/44.

AIRCRAFT ACCIDENT - VESUVIUS.

Airacobra No. 28966 crash landed on the field at 1700 hrs to-day. The pilot who escaped with minor injuries was forced to land following engine failure on a local test flight. The engine is reported to have "spluttered" on take off and to have run very roughly in the air, eventually cutting altogether and necessitating a forced landing. This aircraft was flown by Lt. Rizaitelli, and was one of the I6 Aircraft prepared for combat by the 12th Gruppo. The engine had run 98.15 hrs and 20 mins on the last flight. The aircraft is beyond repair but it is intended to find the cause of the failure if possible, the engine being left intact.

R. Thomson.
Wing Commander.

OUTGOING MESSAGE.

FROM: AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION, ROME.
TO: HEADQUARTERS V.A.A.F. S.S.G.
(1) AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, R.A.F.
(2) AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION,
NAMES FOR WING COMMANDER THOMSON.

CONFIDENTIAL RA.159 10TH SEPTEMBER (.)
FOR BAKER FROM BUSCARLET (.)
YOUR CB.658 SEPTEMBER 16TH SECRET (.)
OFFICER COMMANDING 28 SQUADRON WAS BUSCALIA A VERY EXPERIENCED PILOT
WHO WAS HOWEVER OUT OF FLYING PRACTISE (.) DURING FIRST TAKE OFF ON
BALDROPE ABLE CHARLIE PETER FIRED AND LIGHT TO WAIN INCOMING
ALBACORA THAT BALDROPE WAS TAILING OFF BUSCALIA MISUNDERSTOOD
THROTTLED BACK FOUND INSUFFICIENT ROOM TO LAND AND OPENED UP AGAIN
AIRCRAFT DEVELOPED SWING WHICH TOOK HIM INTO TREES AT SIDE OF
RUNWAY (.) GENERAL SUPERVISOR OF INSTRUCTION RESPONSIBILITY OF
R.A.F. WING COMMANDER THOMSON BUT OWING TO LANGUAGE DIFFICULTY
LACK OF CLARITY AND FACT THAT FIVE SEPARATE UNITS ALL TRAINED
TOGETHER ULTIMATE RESPONSIBILITY MUST EVOLVE ON COLONEL COMMANDING
FIGHTER OF BOMBER WINGS RESPECTIVELY (.) NO DOUBT GREAT REPUTATION
OF BUSCALIA AS PILOT AND LACK OF DUAL AIRCRAFT AT THE TIME WERE
RESPONSIBLE FOR THIS OCCURRENCE (.) INCIDENTALLY HE NEVER HAD
DIED AS IF HE HAD BEEN ADEQUATELY CLOTHED HIS BURNS WOULD NOT HAVE
BEEN SUFFICIENT TO CAUSE HIM TO DIE OF SHOCK (.) ORDERS HAVE BEEN
GIVEN THAT NO PILOTS ARE TO GO SOLO WITHOUT DUAL AND THAT ALL PILOTS

CONFIDENTIAL RA.159 16TH SEPTEMBER (.)

FOR BAKER FROM BUSCARLET (.)

YOUR CB. 658 SEPTEMBER 16TH SECRET (.)

CITIZEN CONTAINING 23 STATION WAS BUSCALIA A VERY EXPERIENCED PILOT WHO WAS HOWEVER OUT OF FLYING MACHINE (.) DURING FIRST TAKE OFF ON BALMORE AIR CHAIRMAN FELL FELL LIGHT TO WASH HOOKING AIRCRAFT THAT BALMORE WAS TAKING OFF BUSCALIA MISUNDERSTOOD CIRCUMSTANCES FOUND INSUFFICIENT ROOM TO LAND AND CAME UP AGAIN AIRCRAFT DEVELOPED SWING WHICH TOOK HIM INTO TREES AT SIDE OF RUNWAY (.)

GENERAL SUPERVISION OF INSTRUCTION RESPONSIBILITY OF

R.A.F. WING COMMANDER THOMSON BUT OWE TO LANGUAGE DIFFICULTY

LACK OF TRAINING AND FACT THAT FIVE SEPARATE UNITS ARE TRAINED

TOGETHER ULTIMATE RESPONSIBILITY MUST EVOLVE ON COLONEL COMMANDING

FIGHTER OR BOMBER WINGS RESPECTIVELY (.) NO DOUBT GREAT REPUTATION

OF BUSCALIA AS PILOT AND LACK OF DUAL AIRCRAFT AT THE TIME WERE

RESPONSIBLE FOR THIS OCCURRENCE (.) INCIDENTALLY HE NEVER HAD

DIED AS IF HE HAD BEEN ADEQUATELY CLOTHED HIS BURNS WOULD NOT HAVE

BEEN SUFFICIENT TO CAUSE HIM TO DIE OF SHOCK (.) ORDERS HAVE BEEN

GIVEN THAT NO PILOTS ARE TO GO SOLO WITHOUT DUAL AND THAT ALL PILOTS

MUST BE PROPERLY CLOTHED (.)

TO BE ENCRYPTED
IF SENT BY V/T.

T.O.O. 184515B

PRIORITY: IMPORTANT.

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

Cypher Message~~5A~~ 16B

118/16.

To: AFSC ACC Bannard Rome (in high center para)

From: MAAF SSO.

Ref: GB 658 Sept 16. Secret.

Following for Bowen Busculet from Baker.

Reference August Report para 9 can you amplify statement that Officer Commanding 28 Squadron was killed as a result of going solo "without adequate dual instruction". What were the circumstances and who was responsible seeing that normally a pilot going solo on a new type is considered for the purpose as being a pupil under instruction.

1252

IMPORTANT

TOD 161850Z

TOR 162328Z

TOD 162355Z

~~Don't know~~

Dist HSC Rome

608/A
17/9

FROM O.C. DESUVIUS DETACHMENT. BA

TO A.F.S.C. MAILES

DATE 11TH SEPTEMBER 1944.

AIRCRAFT ACCIDENT

Airacobra 29210, Pilot T. Barbasette was seriously damaged on landing on this field at approx 1100 hours this morning. This is the second aircraft of the 16 Combat machines prepared for the 12th Gruppo to be put out of commission.

The pilot was seen to come in to land far too fast, failed to go round again, jammed on the brakes, both main wheel tyres failed, the stbd oleo leg collapsed and the aircraft ended up sideways in the far corner of the field (Cat B).

The pilot was unhurt.

(Sgd) R.R. Thomson.
Wing Commander.

1251

21 AIR
Copy to the Group
1/10
R. R. Thomson
14/9/44
A. H. H.

COPY.FROM:- O.C. Vesuvius.TO :- A.F.S.C. Naples.DATE:- 9/9/44.AIRCRAFT ACCIDENT.

Airacobra 429294, pilot Sgt. Novello, forced landed at Marcianise Airfield this morning with reported engine failure on a practice flight. The aircraft will be dismantled and carried to Capodichino by the U.S.A.A.F. and collected by the I.A.F. from Capodichino. The engine will be examined on return here. The pilot was unhurt.

R. Thomson.
Wing Commander.

P.S. This is the second forced landing in three days for this pilot.

R.T.

21 AIR

1248

COPY OF REPORT RECEIVED FROM /CDR R. THOMSON, VESUVIUS. 11A

3.9.44

AIRCRAFT ACCIDENT

Aircraft No 24851 landed wheels up on the runway this morning at about 0700 hours from a training flight.

The pilot Lt Gensini said that his w/c would not come down but on subsequent retraction test it was found O.K. on both electric and manual operation.

The cause of the "panic" appears to have been due to the prior failure in flight of the aircraft constant speed unit (due to chafing through of one lead) The pilot was unhurt but his w/c is Cat. "2".

(Signed) R. Thomson.

/s/

Vesuvius.

Distribution -

1. Also 200/51

2. 51

3. 51

21/11

1247

LEGIONE TERRITORIALE DEI CARABINIERI REALI DI BARI
COMPAGNIA DI MATERA INTERNA

N° 66/11 di prot. Div. III

Matera 22nd August 1944

Subject: Flight Accident. Information

No Address.

19th August at 9 o' clock on the Jonic shore at III Covone Agro Montalbano 2 Allied Airplanes , during their training, clashed , falling into the sea. One of them took fire . The crew ~~died~~. Researchs and Salvage are in course.

The Captain Commanding:

Sgd. A. De Marinis

ITALIAN AIR MINISTRY. GABINETTO DEL MINISTRO

Prot. 7107/S/312

Rome, 8th September 44

To the Air Forces Sub Commission,
through the Liaison Office, for information

IL CAPO DI GABINETTO

Sgad. Gen. Cappa

1246



21/11/44

COPY

30/8/44. 9A

FLYING ACCIDENT.

Lieutenant Cella crashed after losing control on take off in Baltimore Aircraft F.W. 720. The details of this accident are similar to the previous one involving Major Buscaglia but without the interference of the A.C.P. The pilot of the Aircraft seems to have lost control when trying to correct the initial swing and to have reached a height of about ten feet; stalled into the trees on the East side of the runway. The pilot suffered 2nd degree burns on the both legs, fracture of the right thigh, broken ribs and probably a broken ankle; he was admitted to No. 1 General R.A.F. Hospital. Of the two gunners, one was uninjured and the second had a cut on one leg requiring 3 stitches. The Aircraft is Cat. F.2.

R. Thomson.
Wing Commander.

4 B
30/8/1944.FLYING ACCIDENT.

On the morning of the 29/8 Airacobra No 42, 9084 was badly damaged (Cat B) when the port under-carriage lug collapsed on landing. The pilot, Capt. Anoni retained control and was unhurt; the aircraft swung to the left and left the runway at slow speed. The landing was not unduly heavy but the lug must have suffered previously as it broke clean through.

R. Thomson.
Wing Commander.

1243

25/8/44.

FORCED LANDING
OF AIRACOBRA 218374 AT BATTAGLIO.

Airacobra 218374 belonging to No. 10 Gruppo I.A.F. and flown by Sgt:/Maj. Molteni forced landed with engine trouble on or near the beach at Battaglio on the gulf of Salerno. A guard was arranged with No. 557 B.O.D. and F/Lt. Collins is making arrangements to have it dismantled and brought in.

The pilot was unhurt.

R. Thomson.
Wing Commander.

25/8/44.

ACCIDENT AT VESUVIUS AIRFIELD
TO AIRACOBRA AIRCRAFT 218330.

Sgt/Maj. Martinoli of No. 12 Gruppo I.A.F. was killed to-day when Airacobra 218330 of which he was the pilot was seen to crash shortly after taking off from this field. It is alleged that the engine of this aircraft was not functioning correctly and was emitting black and white smoke from the exhaust suggesting an internal glycol leak and the use of the full rich mixture position. The aircraft hit a house and broke up but it is hoped to salvage and inspect the engine to ascertain the cause of the failure if possible.

The pilot had completed his conversion and was very experienced

R. Thomson.
Wing Commander.

1240

CONFIDENTIAL. 8A

From : Air Forces Sub-Commission,
Allied Control Commission, BARI.

To : Headquarters, Balkan Air Force,
R.A.F., C.E.F.

Date : 30th August, 1944.

Ref. : AFSC/21/AIR. ✓

Pilot Officer ROSELER, FRANZ,
Italian Air Force.

General PIACENTINI, Italian Minister for Air, has asked for information regarding a Pilot Officer ROSELER FRANZ of the Italian Air Force who was shot down near DUBROVNIK on 19th March, 1944.

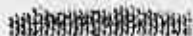
2. He has been told unofficially that this officer reached the coast in a dinghy and is now safe in Partisan hands.

3. It would be much appreciated if you can in any way confirm this.

M. Derry

P. M. DERRY, G/CAPT.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

BEST COPY POSSIBLE



TRANSMISSION (Gilbert)

EDITORIAL SECTION OF ROYAL CARABINIERI OF PALERMO SECTION OF
CASTELVETRANO

REF: 101/35

Castelvet ano 14th August 44.

Subject: Death of a British Pilot.

ADDRESSES OMITTED

At 14.00 hours of the 13th inst a British Aircraft No. 648
landed for a short stop on Castelvetrano (Trapani) airfield
having aboard the body of its First Pilot who had been killed
by a rifle shot near the coast of Campobello Mazara (Trapani).
The aircraft returned to airfield upon orders from RAF command.
2nd Lieut. Commanding
(sgd) Domenico Costanzo.

From: Air Ministry, Cabinet of the Minister
Secretariate.
To: A.F.S.C. A.C.C.
Ref: 6324/249
Date: 30th August 1944.

The above is transmitted for your information

the Chief of the Cabinet

(sgd) General U. CAPPA.



1238

TRANSLATION (Libert)

TERRITORIAL REGION OF ROYAL CARABINIERI OF BARI COMPANY
OF MATERA ESTERNA

REF: 318/4 DIV III

Matera 19th August 1944.

Subject: Report on Flying "accident."

At 1330 hours of the 19th inst two Allied 4 engined aircraft crashed in the neighbourhood of the locality of S. Mauro Forte (Matera) struck by ~~with~~ lightning numerous times during a violent thunderstorm. One aircraft was completely destroyed and the other No. 148339 seriously damaged.

Army

5 bodies and 3 badly wounded airmen were extracted from the wreckage.

The Lieutenant Temp. Commander of Coy.
(sgd) Gucella EIFI

FROM: Air Ministry
Cabinet of the Minister, Secretariate.
TO: A.F.S.C. A.C.C.
REF: Z/XX 6325/247

30th August 1944,

The above is passed for your information.

THE CHIEF OF THE CABINET
(sgd) General U. CAPTA.



TRANSMISSION (Gilbert-)

TERRITORIAL LEGION OF ROYAL CARABINIERI OF BARI SECTION OF
BOVINO

REF: 66/4 Div. III

Bovino 18.8.44. 4A

ADDRESSES OMITTED

At 0930 hours on the 15th inst at the locality of Molino Castiluccio dei Sauri (Foggia) a lowflying American aircraft crashed in flames for unknown reasons.

Due to the speedy intervention of the Allied Military Authorities of Foggia Airfield (Ascoli Satriano) a part of the crew was saved, the others lost their lives. No damage to civilians.

Warrant Officer Commanding
(sgd) Pasquale Terresta

FROM: AIR MINISTRY, Cabinet of the Minister, Secretariate.
To: A.F.S.C. A.C.C.
REF: 6583/248
Date: 30th August 1944.

The above ~~information~~ is passed for your information.

The Chief of the Cabinet
(sgd-) General U. CAPPA.



1236

TRANSLATE (Gilbert) 3A

From: Compagnia Esterna II Royal Carabinieri.PASSI
To: Air Ministry, Carabinieri Detachment ROME.

N.381/2 at 0945 at the center of GIANO DI ACILIA
American Twin engined Bomber Type 25 crashed in
flames without causing damage to or casualties.
The crew consisting of one lieut.Col. and N.C.O.s
all of whom jumped by parachute are safe.
(sgd) Captain FIORANI

From: Air Ministry, Cabinet of the Minister
To: A.F.S.C. A.C.C.
Date: August 30th 1944.
REF: 6445/241

The above for your information

The chief of the Cabinet.
(sgd) General U. CAPPA.



1235

313

DALLA COMPAGNIA ESTERNA II CC.RR. - PASSI -

AL MINISTERO R.A. - COMANDO GEN. CC.RR. - ROMA -

N.381/2 ORE 9.45 IN CENTRO GIANO DI ACTILIA BIMOTORE AMERICANO 25
DA BOMBARDAMENTO PRECIPITAVA IN FIAMME SENZA PROVOCARE DANNI PER
SOME AUT COSE./ EQUIPAGGIO COMPOSTO TENENTE COLONNELLO ET SOT-
TUFFICIALI INFERIORI LANCIATISI CON PARACADUTE EST ILLESO PUNTO

F/to Capitano FIORANI

MINISTERO DELL'AERONAUTICA
GABINETTO DEL MINISTRO

Roma, 11 - 130. 1944

Prot. 6445/S

261

ALL' A. C. C. - SUA SEDE -
(tramite Uff. Collegamento SEDE)

..... per conoscenza.



IL CAPO DI GABINETTO
(Generale - U.CAPPA) 1234

Caru

4225

N 98/312A

2. A.T

A. E. C.

(1) AIR LE (2)
(1) AIR
FILL (2)
FLOAT

1233

INFO - ACTION

CONFIDENTIAL
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

TO: AIR FORCES SUB COMMISSION BARI REPEAT AIR FORCES SUB COMMISSION ALLIED CONTROL
 COMMISSION ROME REPEAT **** SIGNAL MESSAGE CENTER No: 90/31
 FROM: AIR FORCES SUB COMMISSION NAPLES CLASSIFICATION: CONFIDENTIAL
 REFERENCE No: NONE PRECEDENCE: PRIORITY
 DATE AND TIME OF ORIGIN: AUG 31/1934 OFFICE OF ORIGIN: CITE: NONE

*** (CONTINUATION OF ADDRESSES) HQ ACC CENTRAL MEDITERRANEAN FORCES REPEAT MEDITERRANEAN
 ALLIED AIR FORCES ALGIERS REPEAT MEDITERRANEAN ALLIED AIR FORCES CENTRAL MEDITERRANEAN
 FORCES REPEAT BASE PERSONNEL OFFICER ROYAL AIR FORCES BRITISH NORTH AFRICAN FORCES

OUR REFERENCE ASC; 51 AUGUST 31. CASUALTY SIGNALS ORIGINATED TO COVER
 CASUALTIES AT ITALIAN TRAINING SCHOOL AT VESUVIUS. AM REPORTING CASUALTIES ON
 BALTICORE AIR-CRAFT WHICH ARE A BRITISH SUPPLY IN ACCORDANCE WITH EXISTING ROYAL
 AIR FORCE PROCEDURE. UNITED STATES ARMY AIR FORCES AUTHORITIES ARE NOT INTERESTED
 IN P 39 CASUALTIES AS THEIR CONTRACT IS TO SUPPLY A GIVEN NUMBER OF AIRCRAFT.
 ITALIAN AIR FORCES HAVE THEIR OWN PROCEDURE OF REPORTING AND DEALING WITH CASUALTIES
 WHICH THEY IMPLEMENT IN ALL CASES. REQUEST YOU ADVISE IF IT IS INTENDED THAT
 CASUALTY SIGNALS WILL BE ORIGINATED BY THIS OFFICE FOR ALL REPEAT ALL CASUALTY
 WHERE AN AIRCRAFT FROM ALLIES SOURCES IS INVOLVED



Dist
 (14-11-34) Air 50 (3)
 (AF) A/OC
 File (2)
 Report

DATE and Time of RECEIPT SEPT 1/1934

Distribution:

CONFIDENTIAL

[illegible]

ON 11/02 311043.

(1) NAME ALLEN, (2) ANSC NAME

(3) 2700 A9C 1011 (4) 2700 011

(5) 214 7P RAB

157

- ACTION

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(1942-1943) 1942-1943

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AFSC

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FIELD QUARTERS

• 50194

1859