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Declassified E.O. 12356 Section 3.3/NND

No.

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10000/135/39
(II)

2.5.4

Declassified E.O. 12356 Section 3.3/NND No. 785017

10000/135/39
(II)

USE OF AIRFIELDS, IAF
JUNE-SEPT. 1945

174A

From:- Secretariat, Mediterranean Allied Air Committee.
To :- Air Force Sub-Commission, Allied Commission, Rome.
Date:- 6th September, 1945.
Ref :- MAAC/4214/ALS.

166 A

EMERGENCY LANDING GROUNDS - MILAN AREA

Reference is made to your letter AFSC/22/AIR dated 23rd August, 1945.

2. After further consultation with the Staff Branches of this Headquarters and 216 Group (Advanced), it has been ascertained that Transport Command is well satisfied with Milan (Linate) as an all-weather airport. Also the Station Commander at Milan, who has conferred with the Meteorological authorities there, both British and Italian, states that the airfield is quite serviceable in winter time except for fogs which clear up by mid-day.

3. VERGOGNO and CRIOLE SERIO have very poor approaches and are quite unsuitable in winter, and 216 Group will not consider the use of either of these for transport aircraft.

4. However, as neither VERGOGNO or CRIOLE SERIO are assigned to, or controlled by MEDAF and AAF/MTC, and as the operational control of the Italian Air Force is vested in the Air Forces Sub-Commission, we have no objection to these airfields being used by the Italians, provided that :-

- (a) no undue time and labour is used for improving them, or for further construction.
- (b) no Allied materials are used for carrying out improvements or construction.

M. Fisher

(H. K. FISHER)
Wing Commander, Secretary,
Mediterranean Allied Air Committee



1814

169B
(k)
BOLZANO AIRFIELD.

The ground is good for movements of aircraft which can easily taxi and take off. There are no squadrons on the field. Only two allied communication aircraft are on the field. It has been enlarged by the Germans towards the North for a length of 250 metres.

WEST PART OF THE CAMP.

4 hangars in good condition.

1/ Hangar : Folgore Section (boats, tyres and various material), war booty.

2/ Hangar : "Caproni" workshop. 30 work en are employed with practically no work to do.

3/ Hangar : almost empty. A few boxes. 3 German aircraft engines. A few soldiers of the Folgore are on guard.

4/ Hangar : The German POWs P.O. Repair shop is in this hangar. It is the only hangar slightly damaged by blast from air raids. It is the ex hangar of the S.W.N.A.

In front of the hangar are 50 cars and 50 lorries without any tyres and most of them without engines. All war booty.

The Flying Control Tower is in excellent conditions. The only ground signal is a wind sock which has been put up recently by the Allies.

Between the hangars are 5 buildings built by the Caproni on land property of the I.A.E. (we believe it belongs to the Caproni for 25 years). The farm between the above mentioned hangar is cultivated by Caproni (it includes an orchard and some cultivated lands).

On the left of the hangar are two ammunition depots, one of which is empty and the other one contains ammunitions for mitra (tommy gun) german mines, german hand grenades.

SOUTH EASTERN PART OF THE CAMP.

Masonry buildings.

1) Guard room : in good condition.

2) Officers Quarters : good condition. American soldiers are billeted there.

3) Airman barracks : good condition. Allied officers and SSQ.

1813

2/ Hanger : "Caproni" workshop. 30 work en are employed with practically no work to do.

3/ Hanger : almost empty. A few boxes. 3 German aircraft engines. A few soldiers of the Folgore are on guard.

4/ Hanger : The German POWs I.I. Repair shop is in this hanger. It is the only hanger slightly damaged by blast from air raids. It is the ex hanger of the I.I.I.

In front of the hanger are 50 cars and 50 lorries without any tyres and most of them without engines. All war booty.

The Flying Control tower is in excellent conditions. The only ground signal is a wind sock which has been put up recently by the Allies.

Between the hangers are 5 buildings built by the Caproni on land property of the I.I.I. (we believe it belongs to the Caproni for 25 years). The farm between the above mentioned hanger is cultivated by Caproni (it includes an orchard and some cultivated lands).

On the left of the hanger are two ammunition depots, one of which is empty and the other one contains ammunitions for mitra (tommy gun) German rifles, German hand grenades.

SOUTH EASTERN PART OF THE AIRPORT.

Masonry buildings.

1) Guard room : in good condition.

1813

2) Officers quarters : good condition. American soldiers are billeted there.

3) Airman barracks : good condition. Allied officers and SS.

4) HQ. Building : good condition. Offices of the C.A.R. It is the only building of the camp at the disposition of the I.I.I.

5) 7 Stores : good condition. German POWs are billeted there together with their equipment & material.

Wooden Buildings.

One barrack containing material belonging to the German P.Ws. Good condition.

Hangers.

One hanger damaged by air raids. It is used as an Section for about 70 serviceable German cars.

Farm.

The part of the farm at the North Eastern and South Eastern sides of the field is taken care of by Mr D'Angelino, Surveyor.

State of the buildings.

The buildings, as far as masonry construction is concerned, are all in good conditions. The glasses are completely u/s. (about 70 %).

Electric plant.

The cabin is serviceable. The lines are probably serviceable. Lamps and bulbs are missing.

Water installations.

Serviceable. 90 % of the taps are missing.

Mechanical workshop.

Building is serviceable. The motor of the cylinder container compressor charger is missing. The material is dispersed in the forest. 2 km west of the camp.

- 1/ Electric machine tool plans.
- 2/ Electric drilling machine.
- 3/ Heavy stone wheels.
- 4/ Band saw machine (short of electric motors). ~~100%~~ material was arranged to be recovered by the "OSTERBERG" Firm for safe custody or eventual use (This Firm recovers I.A.F. M.T. Equipment).

Fuel Depots.

Serviceable buildings - The mixing installation and pumps were

The buildings, as far as masonry construction is concerned, are all in good conditions. The glasses are completely n/s. (about 70 %).

Electric plant.

The cabin is serviceable. The lines are probably serviceable. Lamps and bulbs are missing.

Water installations.

Serviceable. 90 % of thataps are missing.

Mechanical workshop.

Building is serviceable. The motor of the cylinder container compressor charger is missing. The material is dispersed in the forest. 2 km west of the camp.

- 1/ Electric machine tool plane.
- 2/ Electric drilling machine.
- 3/ Battery stone wheels.
- 4/ Band saw machine (short of electric motors). ~~18~~ Material was arranged to be recovered by the "OSTROGO" firm for safe custody or eventual use (This firm recovers I.A.P. M.E. Equipment).

Fuel Depots.

Serviceable buildings - The mixing installation and pumps were removed by the Germans.

M.S.A. Depots.

Serviceable buildings. This inf material.

- 1/ C.M.A. Building. Type D 4 No 5140 Ap. 60.
- 2/ Spare fire extinguisher cylinders, fuel and various material to be salvaged.

- 3 -

M.T. Section.

Serviceable buildings. Machinery installations existing.
Pumps presumably serviceable.

RADIO SECTION.

Serviceable buildings. All installations removed by the Germans.

PHOTOGRAPHIC SECTION.

Building serviceable. Installations and sets were removed by the Germans.

The airport is garrisoned by a battalion of the San Marco Poligore.

A German POWs M.T. column under the orders of an American Lieut. is stationed on the airfield.

MONTECATINI. Mountain resort in good condition. Garrisoned by the Americans. Short of barracks equipment.

SAN QUIRICO BOLZANO. Transmitting station.

SCARPA BOLZANO. D.T. Carabinieri garrison. Sets removed. Existing German material.

VELA DI TRENTO. Ammunitions Depot.

SALIZADA. Ammunitions Depot.

LAIVES. Base Unit Stores. Garrisoned by Americans.

BLUMENAU. Landing ground.

BRUNICO. Landing ground. Keeper house serviceable. Telephone and wires. inst. lations removed.

DOBBIACC. Landing ground. Hanger. Buildings. Installation serv. Garrisoned by the Poligore. 1811

VILLA ISIA. Serviceable recoverable material.

VIPITENO. Landing ground.

- 3 -

M.T. Section.

Serviceable buildings. Machinery installations existing.
 Damage presumably serviceable.

RADIO STATION.

Serviceable buildings. All installations removed by the Germans.

PHOTOGRAPHIC SECTION.

Buildings serviceable. Installations and sets were removed by the Germans.

The airport is garrisoned by a battalion of the San Marco Tolgore.

A German POWs M.T. column under the orders of an American Lieut. is stationed on the airfield.

MONTUSANO. Mountain resort in good condition. Garrisoned by the Americans. Short of barracks equipment.

SAN GUERINO FOLZANO. Transmitting station.

SORRA FOLZANO. M.T. Carabinieri garrison. Sets removed. Existing German material.

VIA DI TRUNICO. Ammunitions Depot.

SALICIANO. Ammunitions Depot.

LAVIS. Base Unit Stores. Garrisoned by Americans.

SUMMUNICO. Landing ground.

TRUNICO. Landing ground. Keeper house serviceable. Telephone and wireless installations removed.

DOBBIANO. Landing ground. Hangar. Buildings. Installations serv.
 Garrisoned by the Folgore.

VILLA IRMA. Serviceable recoverable material.

VIPITENO. Landing ground.

181

young hawks. (large const. feeding station).

169B

AEROPORTO DI BOLZANO

Il terreno come zona di manovra per gli aerei è in buono stato: si può partire e decollare. Non vi sono reparti aerei; sul posto si trovano solo due aerei da Turismo Alleati. Il campo è stato annesso ai tedeschi verso Nord, per una lunghezza di m. 250.-

Latò Nord del Campo

ne 4 aviorimesse in buone condizioni.-

- 1) - Aviorimesse : Reparto "Folgore" (barconi, bombe e materiale vario) tutto preda bellica.-
- 2) - aviorimesse : Vi è l'officina "Caproni". Sono impiegati circa 30 operai che praticamente non svolgono nessuna attività.-
- 3) - aviorimesse : Quasi vuota, qualche cassa, 3 motori di aereo tedeschi. Qualche soldato della "Folgore" non- ta la guardia.-
- 4) - aviorimesse : Vi è dentro l'officina riparazioni automezzi dei prigionieri tedeschi. Questa è l'unica aviorimesse di questo lato leggermente danneggiata dallo spostamento d'aria, dei bombardamenti aerei. E' l'ex aviorimesse della R.U.N.A.-

Devanti a queste aviorimesse vi sono 50 auto e 50 autocarri, tutti privi delle ruote e la maggior parte tutti privi di motore. (tutta preda bellica).-

Torrette voli in ottimo stato - come seguali, ne solo la manica a vento messa da poco dagli Alleati.-

Fra le aviorimesse vi sono 5 stabili in muratura costruiti dalla "Caproni" su terreno di proprietà della R.A. (si crede che rimanga- no in proprietà della Caproni per 15 anni). L'azienda agricola compren- sa fra le sudette aviorimesse è coltivata dalle maestranze "Caproni" (comprende un frutteto e qualche pezzo di terreno coltivato a camp- ara).-

A sinistra dell'aviorimesse vi sono due riserrette munizioni, del- le quali, una vuota ed una contenente munizioni per mitra, mine te- desche, bombe a mano tedesche.-

Latò Sud-Est

Costruzioni in muratura :

- 1) Corpo di guardia: in buono stato
- 2) Palazzina ufficiali: in buono stato, vi alloggiavano i soldati ame-

- 1) - Aviorimesse : Reparto "Poligore" (barconi, gomme e materiale vario) tutto preda bellica.-
- 2) - aviorimesse : Vi è l'officina "Caproni". Sono impiegati circa 30 operai che praticamente non svolgono nessuna attività.-
- 3) - aviorimesse : Quasi vuota, qualche cassa, 3 motori di aereo tedeschi. Qualche solista della "Poligore" montata in guardia.-
- 4) - aviorimesse : Vi è dentro l'officina riparazioni automezzi dei prigionieri tedeschi. Questa è l'unica aviorimesse di questo lato leggermente danneggiata dallo spostamento d'arie, dei bombardamenti aerei. E' l'ex aviorimesse della R.U.M.A.-

Devanti a queste aviorimesse vi sono 50 auto e 50 autocarri, tutti privi della ruota e la maggior parte tutti privi di motore. (tutta preda bellica).-

Torretta voli in ottimo stato - come segnali, ha solo la merica a vento messa da poco dagli Alleati.-

Fra le aviorimesse vi sono 3 stabili in muratura costruiti dalla "Caproni" su terreno di proprietà della R.A. (si crede che rimanga no in proprietà delle Caproni per 25 anni). L'azienda agricola compresa fra le suddette aviorimesse è coltivata dalle maestranze "Caproni" (comprende un frutteto e qualche pezzo di terreno coltivato a canapa).

A sinistra dell'aviorimesse vi sono due riserve munizioni, della quale, una vuota ed una contenente munizioni per mitra, mine tedesche, bombe e fuso tedesco.-

Lato Sud-Est

Costruzioni in muratura :

- 1) Corpo di guardia: in buono stato
- 2) Palazzina ufficiali; in buono stato, vi alloggiavano i soldati americani.
- 3) Caserma truppe: in buono stato, vi sono gli uffici allievi e l'infermeria.-
- 4) Palazzina comando: in buono stato - vi sono gli uffici del C.A.R.; è l'unico stabile del campo a disposizione della R.A.
- 5) sette magazzini: in buono stato - vi alloggiavano i prigionieri tedeschi, con relativo loro materiale di essermaglio.

- 2 -

Costruzioni in legno

- 1) Baracca contenente materiale dei prigionieri tedeschi: in buono stato.--

Aviorimesse

- 1) aviorimesse danneggiata da bombardamento aereo. Attualmente è adibita a deposito di circa 70 automezzi tedeschi, efficienti.--

Azienda agricola

La parte dell'azienda agricola che si trova ai lati N.E. e S.E. del campo è curata dal geometra D'Anselmo.--

Stato degli stabili

Gli stabili per quanto riguarda costruzione in muratura, sono tutti in buono stato.--

Danneggiati completamente per quanto riguarda i vetri (circa il 70 %).--

Impianto elettrico

Cabine efficienti - rete presumibilmente efficiente - mancanti lampadine e porta-lampade.--

Impianto idrico

Efficiente - risulta mancante il 90% dei rubinetti.--

Officina meccanica

Edificio efficiente - vi si trova l'elettro compressore carica bombole prive del motore. Materiale decentrato alla selva - 2 Km. lato CW del Campo:

- 1) - pressatrice elettrica
- 2) - trapano elettrico
- 3) - ruote a smeriglio
- 4) - sega a nastro (mancano i motori elettrici).--

E' stato disposto il recupero e la temporanea consegna per la custodia od eventuale impiego alla ditta "OSTENSIO" (incaricata del recupero materiale automobilistico A.A.).--

Deposito carburanti

Edificio efficiente - impianto miscelazione e le pompe erogazione superate dai tedeschi.--

Magazzino A.S.A.

Locale efficiente - materiale esistente :

- 1) motore C.M.A. - tipo D 4 Km. 5140 hp. 60-
- 2) estintori tubi per rifornimento, carburanti e materiale vario in via di recupero.--

Autovetrarto -

Locale efficiente - macchinario esistente.

Pompe erogazione presumibilmente efficienti.--

1809

- 2 -

Costruzioni in legno

- 1) Baracca contenente materiale dei prigionieri tedeschi: in buono stato.-

Aviorimesse

- 1) aviorimesse danneggiata da bombardamento aereo. Attualmente è adibita a deposito di circa 70 automezzi tedeschi, efficienti.-

Azienda agricola

La parte dell'azienda agricola che si trova ai lati N.E. e S.E. del campo è curata dal geometra D'Anselmo.-

Stato degli stabili

Gli stabili per quanto riguarda costruzione in muratura, sono tutti in buono stato.-

Danneggiati completamente per quanto riguarda i vetri (circa il 75 %).-

Impianto elettrico

Cabina efficiente - rete presumibilmente efficiente - mancanti lampadine e porta-lampade.-

Impianto idrico

Efficiente - risulta mancante il 90% dei rubinetti.-

Officina meccanica

Edificio efficiente - vi si trova l'elettro compressore carica bombole privo del motore. Materiale decentrato alla selva - 2 Km. lato OW del Campo:

- 1) - piallatrice elettrica
- 2) - trapano elettrico
- 3) - ruote e smeriglio
- 4) - sega a nastro (mancano i motori elettrici).-

E' stato disposto il recupero e la temporanea consegna per la custodia od eventuale impiego alla ditta "OSTORRE" (incaricata del recupero materiale automobilistico R.A.).-

Deposito carburanti

Edificio efficiente - impianto miscelazione e le pompe erogazione asportate dai tedeschi.-

Magazzino M.S.A.

Locale efficiente - materiale esistente :

- 1) motore C.E.A. - tipo B 4 MM.5140 Ap. 60-
- 2) estintori tubi per rifornimento, carburanti e materiale vario in via di recupero.-

Autoreparto -

Locale efficiente - macchinario esistente.

Pompe erogazione presumibilmente efficienti.-

1869

1. Introduction

The purpose of this report is to provide a comprehensive overview of the current state of the project, including the progress made to date and the challenges that remain.

The report is organized as follows: Section 2 provides a detailed description of the project objectives and scope. Section 3 discusses the methodology used in the study. Section 4 presents the results of the study, and Section 5 provides conclusions and recommendations.

The data for this study were collected from a series of interviews with project stakeholders, as well as a review of project documents and records.

The findings of the study indicate that the project is currently on track, with most objectives being met. However, there are several areas where further work is needed, including the development of a more detailed project plan and the implementation of risk management strategies.

The following table provides a summary of the project's progress to date:

Table 1: Project Progress Summary

The data in Table 1 shows that the project is currently on track, with most objectives being met. However, there are several areas where further work is needed, including the development of a more detailed project plan and the implementation of risk management strategies.

Table 2: Project Risks and Mitigation Strategies

Table 3: Project Budget and Financial Summary

The data in Table 3 shows that the project is currently on track, with most objectives being met. However, there are several areas where further work is needed, including the development of a more detailed project plan and the implementation of risk management strategies.

Table 4: Project Stakeholder Engagement Summary

The data in Table 4 shows that the project is currently on track, with most objectives being met. However, there are several areas where further work is needed, including the development of a more detailed project plan and the implementation of risk management strategies.

The findings of the study indicate that the project is currently on track, with most objectives being met. However, there are several areas where further work is needed, including the development of a more detailed project plan and the implementation of risk management strategies.

Table 5: Project Conclusions and Recommendations

Table 6: Project Appendix

Table 7: Project References

130X

167A
FILE

FROM : AIR FORCES SUB COMMISSION. ALLIED COMMISSION. ROME.
TO : STATO MAGGIORE. ITALIAN AIR FORCE. ROME.
MED. ME. (A.L.S.) For transmission to all concerned.
DATE : 28 . AUGUST . 1945.
REF. : AFSC/22/AIR.

CONVERSION TO AGRICULTURAL PURPOSES
OF I.A.F. AIRFIELDS

157A
Reference is made to your letters 2103/4687 Coll and 2102/4588 Coll, dated 22nd August 1945.

2. Authorization is hereby given for the undermentioned airfields to be converted to agricultural purposes, measures being taken to leave a landing strip for emergency landings.

- (a) SIENA (Ampugnano) lat. 43° 15' North
long. 11° 15' East Greenwich.
(b) ORVIETO. Coor.: lat. 42° 44' North
long. 11° 59' East Greenwich.

W.O. Bisdée w/c.

W.M. BISDEE W/CDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

1807

165A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : R.A.F. MEDME (A.L.S.) CASERTA
DATE : 23rd AUGUST 1945
REF. : AFSC/22/AIR

EMERGENCY LANDING GROUND - MILAN AREA

165A

Reference is made to your letter ref. MEDME/4214/ALS dated 18th August 1945. In spite of the reassurance given about Meteorological conditions in Northern Italy in winter, it is considered prejudicial to aircraft safety (and hence to the safety of Allied lives) to ignore the Italian Air Ministry reasoning and request.

2. In your para 3 you employ the term "generally". It would appear essential to provide for emergencies excepted by this term. The I.A.F. alone can assess the competency of their pilots to cope with bad weather and it would seem reasonable to suppose that they know what meteorological conditions are likely to be met with at Milan.

3. It is therefore requested that authority may be given for Italian Military a/c to use either the two landing grounds mentioned as an emergency landing ground when meteorological conditions preclude the use of Linate.

W.N. Bisdée w/c.

W.N. DISDEE W/O
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

Good letter
PB 2/8
OK

1806

~~1507~~
165A

From:- Headquarters Royal Air Force MEDAF, Caserta, C.M.F.

To :- Air Forces Sub-Commission, Allied Commission, Rome.

Date:- 18th August, 1945.

Ref :- MEDAF/4214/ALS.



117A

Reference is made to your letter AFSC/22/AIR dated

24th July, 1945:

2. The various Sections interested at this Headquarters, have been consulted, and it is not considered that the complaint about Milan Lynate is justifiable.
3. It is agreed that Milan has fog in the winter, but they generally clear before mid-day on the airfield.
4. Transport Command is pressing on with all speed with the development of the airfield at Milan.

Handwritten notes:
 1. Let's proper reply will for authority to use
 one of the two (AFSC to decide which)
 as an emergency L.F. - no
 facilities being provided? *K. H. 7/8*

Signature: C. Conroy S/L.

(C. CONROY)
 Squadron Leader,
 Air Vice-Marshal,
 Chief of Staff/RAF MEDAF. 1805

S. TO MAGGIORE R. AERONAUTICA

1ª Sezione Operazioni

163A

PROMEMORIA PER IL S/L BESDEE

Atterraggi di emergenza su aeroporti dell'Italia Settentrionale.

1. Seguito al foglio n. 26966/OP.9-1 datato 20 agosto 1945.
2. Per la sicurezza del volo degli aerei in servizio di corriere sulle rotte: ROMA-MILANO-TORINO e ROMA-BOLOGNA-TREVISO, gli aeroporti sotto riportati dovrebbero offrire la possibilità di atterraggio di emergenza:

AREZZO

FIRENZE

SIENA (Ampugnano)

PISA

PADOVA

S.NICOLO (Venezia)

3. Poiché tali aeroporti sono ancora occupati da Reparti Alleati, si chiede l'autorizzazione di potervi atterrare con i velivoli di linea, solo in caso di necessità.

1307

Roma, 11 27 agosto 1945

TO : STAFF, AMEMB, L.A.,
 CC : SAC, L.A., Bureau, L.A.,
 and for information:

1. Italian Air Ministry, Rome, and Directorate, Rome.
 General Air Force Command, Northern Italy.
 2. L.A., Com. 10.

DATE : 17. 8. 45.
 REF. : 3255/45. 7/4507 COM.

Porter to our list of 32616/00, 7 dated 23rd July 1945.

1. The Air Forces and Commission informs us that the airports listed below, under the territorial jurisdiction of your Command, are to be shortly be requisitioned.

- Cattolica,
- Tarenthia,
- Pescara,
- Reno,
- Forlì,
- Isel,
- Roncole,
- S. Giuliano,
- Rimini,
- Venezia Lido.

2. To confirm the verbal agreement to send your Command and Capt. Terrell, of this H.Q., the list of airports listed above has already been included for all the airports listed below. These airports will be listed in a letter from each of the airports each airport is marked the number of guards allocated to each of them.

- Peschiera 3 guards
 - Rimini 15 guards
 - Reno 15 guards
 - Roncole 5 guards
 - S. Giuliano 5 guards
- (the guards will be located at morning and will take care of S. Giuliano as well).

1803

We cannot communicate with the number of guards to be allocated to the other airports.

3. We inform the SAC, L.A., Command, in the letter to sent for information, that the Commission's report under its jurisdiction will shortly be requisitioned.

- Florence (Peschiera),
- Grosseto,
- Livorno,
- Pescara,
- Peschiera,
- Rimini.

159A
 (1)

120A

- | | | | | | |
|---|-------------|----------|---|-----------|-------------|
| - | Seismosiles | 5 words | - | Telephane | 1803 words. |
| - | Sinistra | 15 words | - | Cattolica | 17 words. |
| - | Sono | 15 words | | | |
| - | Condicio | 5 words | | | |
| - | Religione | | | | |
- (the words will be located in
 according to the table given at
 the end of the book).

- [illegible]

5. *Smallmouth bass* (*Micropterus dolomieu*)

6249 5

22/dec

159 A

STATO MAGGIORE R. AERONAUTICA
2° Reparto - Ordineamento
Sezione Ordineamento

Roma, li 17 AGO 1945
AL NUCLEO COMANDO 2° Z.A.T.
P A D O V A

Prot. n° 32855/102/460268

OGGETTO : Restituzione Aeroporti alla R. Aeronautica.

E. per conoscenza:

AL MINISTERO DELL'AERONAUTICA -- Direz. Personale Militare e Scuole -

R O M A
M I L A N O
R O M A
S E D E

AL COMANDO GENERALE AERONAUTICA ALTA ITALIA
AL NUCLEO COMANDO 3° Z.A.T.
ALL'A.P.S.C. - A.C. (tramite Ufficio Collegamento)
(Rit. F.A. 1233/22/Alm del 2/8/1945)

Seguito foglio n° 32616/0d.7 in data 23 luglio c.a., di questo Stato Maggiore.

1°) - L'A.P.S.C. comunica che i sotto elencati Aeroporti, compresi sotto la giurisdizione territoriale di codesto Comando, sono di prossima derequisizione:

- | | |
|--------------|-----------------|
| - Cattolica | - Iesi |
| - Cesenatico | - Mondolfo |
| - Falconara | - Piagiolino |
| - Fano | - Rimini |
| - Forlì | - Venezia Lido. |

2°) - A conferma degli accordi verbali già intercorsi fra questo Comando ed il Capitano Parodi, di questo Stato Maggiore, si precisa che gli Aeroporti sopra specificati per quelli di cui appresso sono già in corso le operazioni di derequisizione e conseguente restituzione alla R.A. - A fianco di essi ciascuno di e si viene segnato il numero delle guardie da destinare:

- | | | | |
|--------------|--------------|--|---------------|
| - Cesenatico | n° 5 guardie | - Falconara | n° 25 guardie |
| - Rimini | " 15 " | - Cattolica | " 15 " |
| - Fano | " 15 " | - | - |
| - Mondolfo | " 5 " | * (le guardie verranno dislocate a Mondolfo e provvederanno anche per Piagiolino). | |
| - Piagiolino |) | | |

Si fa riserva di comunicare il numero delle guardie che dovranno

Seguito foglio n° 32616/0d.7 in data 23 luglio c.a., di questo Stato Maggiore.

1°) - L'A.F.2.C. comunica che i sotto elencati Aeroporti, compresi sotto la giurisdizione territoriale di questo Comando, sono di prossima derequisizione:

- | | |
|--------------|-----------------|
| - Cattolica | - Iesi |
| - Cesenatico | - Mondolfo |
| - Falconara | - Piagiolino |
| - Fano | - Rimini |
| - Forlì | - Venezia Lido. |

2°) - A conferma degli accordi verbali già intercorsi fra questo Comando e il Capitano Farodi, di questo Stato Maggiore, si precisa che gli Aeroporti sopra specificati per quelli di cui appresso sono già in corso le operazioni di derequisizione e conseguente restituzione alla S.A.-
A fianco di essi ciascuno di e si viene segnato il numero delle guardie da destinare:

- Cesenatico	n° 5 Guardie	- Falconara	n° 25 Guardie
- Rimini	" 15 "	- Cattolica	" 15 "
- Fano	" 15 "	-	-
- Mondolfo	" 5 "	(le guardie verranno dislocate a Mondolfo e provvederanno anche per Piagiolino).	
- Piagiolino	)		

Si fa riserva di comunicare il numero delle guardie che dovranno essere assegnate ai restanti Aeroporti.

3°) - Al Nucleo Comando 3° 2.A.F., cui la presente è inviata per conoscenza si partecipa che, tra gli Aeroporti compresi nella propria giurisdizione territoriale, quelli sottosegnati sono di prossima derequisizione:

..//..

- Firenze (Perotola)
- Grosseto
- Sangiusto

- Pontedera
- Rosignano
- Tarquinia.

Si fa riserva di comunicare, a suo tempo, l'elenco della
restituzione di armi alla R.A. ed il numero delle guardie che
occorrerà assegnarvi.



d'ordine

PO DI STATO MAGGIORE

STATO MAGGIORE DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Col. P. M. Rosignano)

1801

TRANSLATION

From : Stato Maggiore, R.A.
To : A.F.S.C. Rome.
Date : 20th August, 1945/mto.
Ref. : 26966/op o.1/4690 Coll.

AIRFIELDS FOR EMERGENCY LANDINGS FOR AIRCRAFT FLYING TO
NORTHERN ITALY.

1. In order to give better flight security to the Military Courier Service A/C en route to Northern Italy it is thought necessary to bring to the notice of all its pilots the location and exact position of the Airfields located on or in the proximity of the following routes, to be used only in cases of emergency:

Rome - Bologna - Treviso
Rome - Milan - Turin

2. Re airfields and landing strips restored to the I.A.F. steps have already been taken to transmit their respective location etc., to the Transport Wings concerned.

3. It would be appreciated if authority is granted to the Courier A/C mentioned in para 1. to affect emergency landings on landing fields still occupied by the Allied Air Forces.

meets

4. If the present request/with your approval, it would be appreciated to have the following particulars:-

- a) Location of airfield
- b) Exact geographical position of landing ground
- c) Extent of help (if any) that could be given the A/C on the spot!

G. 337
ENC 148
Ten.Col.Fil.E.SAVI

Translated by Cremona.

22/Ami

STATO MAGGIORE R. AERONAUTICA

1^a Sezione Operazioni

Roma 11

L'Air Forces Sub Commission
Allied CommissionR O M A

prot. 26966/op 9-1/4690 bll

Oggetto: Atterraggi di emergenza per aerei diretti Italia Settentrionale.-

1. Allo scopo di dare maggiore garanzia di sicurezza al volo per i velivoli del servizio corrieri aerei militari per l'Italia del Nord, si ritiene necessario informare i piloti della dislocazione ed orientamento dei campi di atterraggio, dislocati in prossimità delle rotte:

ROMA - BOLOGNA - TREVISO

ROMA - MILANO - TORINO

da utilizzare solo in caso di emergenza.

2. Per quanto riguarda aeroporti o campi atterrabili, già restituiti alla R.Aeronautica, è stato disposto per la loro segnalazione e comunicazione ai Reparti interessati ai trasporti aerei.-
3. Si prega codesta A.F.S.C./A.C. voler concedere l'autorizzazione di atterraggio su campi ancora occupati da reparti alleati, per i velivoli italiani adibiti al servizio aereo citato, in caso di grave avaria ed urgente necessità di atterrare.-
4. Qualora la richiesta sopracitata fosse accolta favorevolmente, si prega voler segnalare:
a) La posizione del campo;
b) L'orientamento della pista;
c) L'assistenza che il velivolo potrebbe trovare sul posto.-

d'ordine

IL CAPO DI STATO MAGGIORE

IL CAPO DELLA 1^a SEZIONE

(Ten. Col. Pila-Ercole Sani)



155A
(t)

FROM : ITALIAN AIR MINISTRY
TO : A.F.S.C.
DATE : 22/8/45
REF. : 2103/4687 COLL

CONVERSION TO AGRICULTURAL PURPOSES OF ORVIETO AIRPORT

It is the intention of this Ministry to convert to agricultural purposes the terrain of the Orvieto airport.

42°44' Lat. Nord
11°59' Long. Est Greenwich

As usual a landing strip will be made for emergency landing.

Will your Sub Commission please notify our office as to whether this meets your approval.

IL CAPO DI CABINETTO
COL. M. PORRU

1798

G. 302
1945 24/3

22/10/45

T. by SGT. ALBERTINI

155A
22 AGO. 1945
Roma.

Ministro dell'Interno
GABINETTO DEL MINISTRO

UFFICIO UTILIZZAZIONE BEN. AERODROMI

Direzione

Prot. N. 2

2403

Allegato
1687

ALLA A.F.S.C.
(tramite Ufficio Collegamento)

ROMA

Prospetto al Foglio del
Dir. 192

OGGETTO Aeroporto di ORVIETO - Utilizzazione agricola.

Sarebbe intendimento di questo Ministero usare per sfruttamento agricolo il terreno dell'Aeroporto di

ORVIETO

Coor.: Lat. 42° 44' Nord

Long. 11° 59' E.Green.

Verrebbe come al solito salvaguardata la possibilità per eventuali atterraggi di fortuna.

Si prega codesta A.F.S.C. di voler gentilmente comunicare se nulla osta alla iniziativa di questo Ministero.

1797

d'ordine

IL CAPO DI GABINETTO
(Cel. A.A.R.n. - M. PORRÀ)

Laurent

Il presente documento è riservato ai soli uffici competenti e non deve essere diffuso.

STAMPATO PRESSO L'OFFICINA DI STAMPA DEL MINISTERO DELL'INTERNO

153A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
 TO : R.A.F. MEDWAY (A.I.S.) 2 copies
 DATE : 23rd AUGUST 1945
 REF. : AFSC/2/AIR

CARDOLIO AIRFIELD.

Cardolo Airfield adjacent to the Caproni Works near Trento in Northern Italy now is occupied by several Italian a/c which will be removed shortly. The airfield was apparently never requisitioned by the Allies.

2. Authority is requested to turn this airfield over to agricultural purposes except for an emergency landing strip which will be maintained.

for C.J. BOGSTAFF Lt. Col.
 AIR VICE MARSHAL
 AIR OFFICER COMMANDING.

152A
FROM: AIR FORCES SUB COMMISSION, A.C. 2017.

TO : ITALIAN AIR MINISTRY.

DATE: 22nd August, 1945.

REF: AFSC/28/ADL.

USE OF CASALE MONFERRATO AIRPORT FOR
AGRICULTURAL PURPOSES.

With reference to your letter 1579/4477 Coll. dated 27th July, 1945, the following reply has been received from Headquarters, 202ND, Royal Air Force, Cassino, C.M.F.

" It is hereby confirmed that this airfield is no longer needed by the Allies, and it can be used as proposed by the Italian Air Ministry."

L.P.R.
W.D. ROUTE, #/CDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

1794

157A
 1. AIR FORCE HQ, WASHINGTON, A.C. 1000.

2. HQ/AF, A.C. 1000.

DATE: 21st August, 1968.

REF: AFHQ/AF/1000.

AFHQ/AF/1000 - COMMISSION FOR AN ITALIAN'S COLONY.

Following has been received from Italian Air Ministry:-

" The Italian Relief for Italy, Inc., has requested this Ministry the use of Agnino Airfield,

Lat. 41° 35' 35" North,

Long. 13° 43' 13" East, Genoa, for the founding of an orphan and abandoned children's colony.

This Ministry has accepted with pleasure this humanitarian request. Your Sub Commission is kindly asked to authorize it. "

2. As far as is known this airfield has not been used recently and this Sub Commission recommends approval of this plan.

V. S. Roy
 V. S. ROY, V/AF.
 AIR VICE-MARSHAL,
 AIR OFFICE COMANDANTE.

147A

By From:- Headquarters 15000, Royal Air Force, Caserta, G.M.F.
To :- Air Forces Sub-Commission, Allied Commission, Rome.
Date:- 18th August, 1945.
Ref :- MEDM/1203/1/ALS.

CASALE MONFERRATO

12217

Reference is made to your letter AFSC/22/AIR
dated 28th July, 1945.

2. It is hereby confirmed that this airfield is no
longer needed by the Allies, and it can be used as proposed by the
Italian Air Ministry.

G. 215
YMD 21/8

22/25

blamoy

for

(G. COMROY)
Squadron Leader,
Air Vice Marshal,
Chief of Staff/RAF. MEDM.

See 152A

1792

147A
(E)

FROM : INSIDENT AT WASHINGTON.
 TO : AIR FORCE COMMISSION, A.F. COM.
 DATE : 13. AUGUST. 1950.
 REF : 100-537-1001.

AIR FORCE COMMISSION, A.F. COM.

The Air Force Commission, A.F. COM., has requested this
 includes the use of A-1 and A-2, — on route 6 just before CASSINO
 WER

100-537-1001.

100-537-1001.

For the purpose of the Commission and a detailed analysis of
 policy.

This industry has been in with several other companies
 request. Your attention is kindly asked to authorize it.

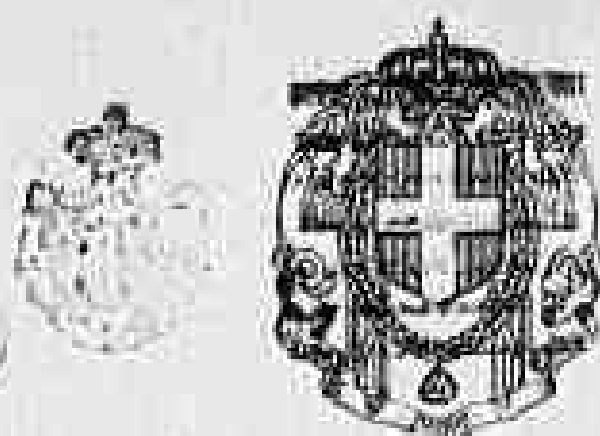
Chief of Commission.
 Air. Com. 100-537-1001.

See 151A

690 1389

1791

22/1001



Ministero dell'Aeronautica
GABINETTO DEL MINISTRO

UFFICIO UTILIZZAZIONE BENI AERONAUTICI

Divisione

Prot. N.º

2046

Allegati *h/32* *Rel.*

Roma.

19 AGO. 1945

19

Anno

Mod. 132 E

147A

Alla A.F.S.C.

(tramite Ufficio di Collegamento)

sede

Respostale del N.º

OGGETTO *Aeroporto di AQUINO - Concessione per una Colonia di Orfani.*

L'American Relief for Italy, Inc. ha richiesto a questo Ministero la concessione, allo scopo di impiantarvi una Colonia per Orfani e fanciulli abbandonati, dell'Aeroporto di Aquino

Coordinate Lat. 41° 29' 35" Nord

Long. 13° 43' 10" Green.

Questo Ministero ha ben volentieri accolto la umanitaria proposta: si prega pertanto codesta A.F.S.C. di voler gentilmente comunicare se nulla osta alla concessione proposta.

d'ordine

IL CAPO DI GABINETTO

(Col. A.A.R.N. - M. PORDI) 790

Col. Manno

Si prega di allegare per ogni lettera un autocollante con indirizzo nella risposta

146 A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : AIR FORCES SUB COMMISSION A.C. MILAN
" " " " " " PADUA
DATE : 17th AUGUST 1945
REF. : AFSC/22/AIR

ITALIAN AIRCRAFT - TYPE SALMAN 202

A Salman 202 aircraft (Italian manufacture) was recently located on the landing strip at Genoa, being flown by a Major Commanding the Negro Liaison Squadron of the 92nd Infantry Division.

2. Further investigations have revealed that this aircraft was returned to its original owners by the 92nd Div Arty Air Off U.S. Army a receipt being given. The receipt is signed by a certain S/A Bergoni on behalf of

AZIONARIA VERCELLI SE INDUSTRIE AERONAUTICHE

Telegrammi: AVIA - VERCELLI Tel. 2345 - 2346

AEROPORTO "CARLO DEL PRETE"

SEDE LEGALE : MILANO

C.R.C. VERCELLI N. 30956 - CASELLA POSTALE N. 12 - C/O BANCARI
BANCA POPOLARE DI NOVARA - VERCELLI

3. It is requested that details of this aircraft be ascertained and forwarded to this Headquarters forthwith.

W. M. Bisdee W/C

W. M. BISDEE W/C

AIR VICE MARSHAL

AIR OFFICER COMMANDING.

1789

145 B

FROM : AIR FORCES COM COMUSMACV A.O. 1072

TO : S.A.A.S./A.T.O. AFS 522
(Attention -engineers)

DATE : 2nd AUGUST 1945

REF : AFSC/24,212

DEREGULATED AIRFIELDS

This Air Command has received notification from the AFSC, through the Allied Mission Section in most cases, of the deregulation of many airfields. We have been giving the Italian Air Ministry the information that these airfields have been deregulated.

1. According to information received at a conference at your HQ. on 11th July, some of these airfields have not been deregulated, but are just in the process of being deregulated now.

2. In order to get our records straight, and those at our Italian Air Ministry, could you please give the correct status of each field on the enclosed list. The list is made out showing as far as is known at present, their status, i.e. turned over for agricultural uses, engine or strips, etc.

3. According to our files, we have notified the Italian Air Ministry that each one of these fields has been deregulated. As this information is undoubtedly in error in some cases, we will have to notify the Italian Air Ministry of our error.

E. J. Lass
AFSC/24,212

AFSC/24,212

for AFSC/24,212
AFSC/24,212 1788

Copy to : AF. S.A.A.S. AFS

808~

FROM: AIRFORCES SUB COMMISSION A.C. ROME

TO: A.A.F.S.C./N.T.O. APO 528
(Attention Engineers)

DATE: 2nd August 1945

REF.: AFSC/22/AIR

DEREQUISITIONED AIRFIELDS

This Sub Commission has received notification from HQ, IMAF, through the Allied Liaison Section in most cases, of the derequisition of many airfields. We have been giving the Italian Air Ministry the information that these airfields have been derequisitioned.

2. According to information received at a conference at your HQ on 31st July, some of these airfields have not been derequisitioned, but are just in the process of being approved now.

3. In order to get our records straight, and those at the Italian Air Ministry, would you please give the correct status of each field on the inclosed list. The list is made out showing as far as is known at present, their status, i.e. turned over for agricultural uses, emergency strips, etc.

4. According to our files, we have notified the Italian Air Ministry that each one of these fields has been derequisitioned. As this information is undoubtedly in error in some cases, we will have to notify the Italian Air Ministry of our error.

E. J. SASS,
MAJOR AIR CORPS
for AIR VICE MARSHAL
AIR OFFICER COMMANDING

Copy: HQ . IMAF, AIS

1456

TURNED OVER TO AGRICULTURAL USES.

✓ ALBIA 42°05'N 12°30'E
 ✓ APTIA 42°15'N 13°29'E
 ✓ BORDADO 43°25'N 13°08'E
 ✓ CECILIA S. 43°15'N 13°32'E
 ✓ CASSA LEO 43°05'N 12°44'E
 NR CERVATERO 42°10'N 11°45'E
 NR BURBANA 42°00'N 12°00'E
 NR PALAZA 42°41'N 14°06'E
 ✓ LIVERO 43°30'N 13°23'E
 ✓ LINDA ROMA 41°44'N 12°19'E
 ✓ MEXICO 41°47'N 12°40'E
 ✓ ALAZAR 42°55'N 15°50'E

 AUTH-REQD
 DIAGNOSTIC

(Coordinates not known)

NR SESA 41°14'N 13°47'E
 ✓ S. NATA 41°03'N 14°15'E
 NR SESA 1°29'N 13°03'E
 ✓ S. NATA 42°10'N 14°40'E
 NR S. NATA 42°13'N 12°35'E
 NR S. NATA 42°43'N 13°45'E
 ✓ S. NATA 42°51'N 13°33'E
 ✓ TATO (Coordinates not known)
 ✓ TATO 42°37'N 10°26'E
 ✓ TATO 42°05'N 12°51'E

TURNED OVER TO AGRICULTURAL USES WITH BLENCEBY STRIP MARK.

✓ CASTIGLIONE DEL LAGO 43°05'N 12°03'E
 NR AGRIATA 43°13'N 13°22'E
 ✓ FIAN DEL LAGO 43°18'N 11°12'E
 NR VISO VALENTIA 38°30'E 16°05'E

DERED. 20-OCT-44

1786

NO ACTION BY I.A. MINISTRY

AGRIGENTO (SICILY)	37°17'N	13°35'E	- 3-25-45 ✓
CASTEL VOLTURNO	41°03'N	13°58'E	3-15-45 ✓
CICORIA MORD	43°19'N	10°30'E	3-25-45 ✓
GALLERA	41°49'N	12°22'E	12-5-44 ✓
MALAVEZZINI (SICILY) (Coordinates not known)			3-25-45 ✓
MAIATA	41°55'N	13°45'E	3-15-45 ✓
REFUGIA	43°05'N	12°30'E	3-10-45 ✓
REGINA	41°37'N	15°23'E	12-5-44 ✓
TRIGNO	42°02'N	14°46'E	3-15-45 ✓

MAINTAINED BY ITALIAN AIR FORCE WOMES AND MEN'S BEST (SOME HAVE BEEN
REMOVED BY EXACT FOR EMERGENCY SITUATIONS).

GRIGORI	39°59'N	17°02'E	1-10-45 ✓
PERNO	43°01'N	13°50'E	1-10-45 ✓
ROGGERO	42°56'N	12°43'E	1-10-45 ✓
SAN VITO	42°16'N	14°28'E	1-10-45 ✓
TRIGNO	41°33'N	12°56'E	9-1-44 ✓

FROM: AIR FORCES SUB-COMMISSION,
ARMED COMMISSION, HQS.

TO: H.Q. RAFSABRE, CAENATA (ALS - 2 copies).

DATE: 11TH AUGUST, 1945.

REF: AFSC/22/AFR.

DISPOSITION OF ITALIAN AIR FORCES UNITS DURING
THE COMING WINTER.

After consultation with Italian Air Ministry representatives ^{concerning} these airfields which are likely to become unfit because of winter rains, the following plan has been agreed, subject to your approval:

- (i) All Fighter Units at IROCE.
- (ii) Move of the Flying Refresher School now at LIVENANO to IROCE.
- (iii) Move of the C.T.U. now at PROCONTO to IROCE, some or all of the Baltimore aircraft being replaced by CANT. 1007 or other Italian aircraft in due course.
- (iv) The SM.79 Bomber/Transport Squadron to remain at GONDOLIA.
- (v) Move the SM.82s at IROCE and elsewhere to GONDOLIA, together with the two Baltimore Squadrons now at LIVENANO. These moves will not take place until traffic diverted to GONDOLIA from CLAUDIO lessens considerably which is expected about mid-September when the runway at CLAUDIO will, I understand, be completed. Meanwhile I have informed the Italian Air Ministry that they may begin repairs to the buildings at GONDOLIA so that a good deal of the work necessary may be finished before the winter sets in. For your information the Italian Air Force has 'lodger rights' at GONDOLIA.
2. It is intended to re-equip the Cant. 1007 Units now at IROCE with SM.82s as they become available from the North. The Cant 1007s thereby thrown up will be either allotted to the Italian C.T.U. and/or inhibited and placed in the Italian Aircraft Holding Unit which it is proposed to establish at ST. VITO DI TARANTO, and which will be subject to supervision by the ^{148%} representative at TARANTO.
3. By moving the C.T.U. from PROCONTO to IROCE some economy can be effected in transport.
4. All the above-mentioned aerodromes are grass aerodromes except IROCE which has a permanent runway; LIVENANO is frequently unfit in winter as it is flat and low lying.

File 144A

following plan has been agreed, subject to your approval:

- (i) All Fighter Units at IZCOE.
- (ii) Move of the Flying Instructor School now at IZCOE to IZCOE.
- (iii) Move of the C.T.U. now at FREGUEN to IZCOE, some or all of the Baltimore aircraft being replaced by CANT.1007 or other Italian aircraft in due course.
- (iv) The SM.79omber/Transport Squadron to remain at GUDONIA.
- (v) Move the SM.82s at IZCOE and elsewhere to GUDONIA, together with the two Baltimore Squadrons now at IZCOE. These moves will not take place until traffic diverted to GUDONIA from CIAMPINO lessens considerably which is expected about mid-September when the runway at CIAMPINO will, I understand, be completed. Meanwhile I have informed the Italian Air Ministry that they may begin repairs to the buildings at GUDONIA so that a good deal of the work necessary may be finished before the winter sets in. For your information the Italian Air Force has 'lodge rights' at GUDONIA.

2. It is intended to re-equip the Cant.1007 units now at IZCOE with SM.82s as they become available from the North. The Cant.1007s thereby thrown up will be either allotted to the Italian C.T.U. and/or inhibited and placed in the Italian Aircraft Holding Unit which it is proposed to establish at ST. VITO DI TARANTO, and which will be subject to supervision by the I.A.F.C. representative at TARANTO.

3. By moving the C.T.U. from FREGUEN to IZCOE some economy can be effected in manpower.

4. All the above-mentioned arrangements are gross approximations except IZCOE which has a permanent runway; IZCOE is frequently unfit in winter as it is flat and low lying.

L. P. Rhodes.

I.M. BODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

250. 15/19
D.D. 9/10/51
S.D. 10/11/51
S.D. 10/11/51
S.D. 10/11/51
S.D. 10/11/51

1428
me

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : COMMANDING GENERAL, 5th Army
DATE : 29th JUNE 1945
REF. : AFSC/22/AIR

ITALIAN AIRCRAFT TYPE
SAIMAN 202

A Saiman 202 aircraft (Italian manufacture) was recently located on the landing strip at Genoa, being flown by a Major Commanding the Negro Liaison Squadron of the 92nd Infantry Division.

2. Further investigation reveals that the 92nd Division has apparently been returned to U.S.A. and that the aircraft has completely disappeared.

3. All Italian aircraft have reverted to the control of the Italian Air Ministry, subject to policies of this Sub Commission. It is requested that subject aircraft and any other Italian aircraft in possession of the 5th Army be located and this Sub Commission informed so that the aircraft may be returned to its rightful owners.

[Signature]
C.B. [unclear]
Lt. Col. Air Corps
Deputy Director A.F.S.C.

Copy to : 15th ARMY GROUP
HQ. M.A.A.F.

1783

MEMORANDUM

141A

GISABELLI (BOZZANO) AND CARDOLO (TRENTO) AIRFIELDS.

The above airfields were visited by the A.O.C., G/C DOBRIE, F/L MITCHELL and F/O DE BENEDEUCCI on the 2nd August 1945.

GISABELLI.

COL. McBRACKEN^{NEY} had informed me the previous evening that A.C. would probably require to use the BOZZANO airfield. Therefore I instructed the Major commanding at TRENTO to mark out the landing strip and then to mark bad patches with a cross each. I also instructed G/C DOBRIE to get through to COL. McBRACKEN^{NEY} asking him to arrange for the extension of the strip to be cleared of dumps and to provide, if possible, a crash fire tender and ambulance from local resources, e.g. the German Fire Tender on the airfield which was in process of being dismantled.

The wind is usually from the North in the mornings and from the South in the afternoons.

No wireless facilities. Signals Officer to investigate necessity for the provision of a mobile station in conjunction with Air, who will communicate with G/L Fids.

The airfield appears to be suitable for anything up to a Baltimore and is said to be 1,300 metres long.

CARDOLO.

Cardolo airfield is only half cleared for landings, the rest having been damaged by bombing, and in any case the mountains all round prevent it from ever being a good aerodrome for modern type aircraft. It is alongside the Caproni Works, the Manager of whom said that Me.108's had used it. However, if, as appears likely, the Caproni Works goes over to civil production and gives up all work on aircraft, the airfield should, in my opinion, be returned to agriculture as soon as it can be derequisitioned; will D/D please investigate this from a derequisitioning aspect.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 8th August, 1945.
Ref: AFSC/22/AIR. ✓

I.E. BRODIE,
AIR VICE-MARSHAL.

1102

2 3 7 3