

231A

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

ACC

10000/135/40

237

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

785017

10000/135/40

AIRFIELDS, CORRESPONDENCE
MAR. 1946 - FEB. 1947

File No: DESC/221/10K

Date Opened: 20th Nov 1964

Airfields - Correspondence

18181
1886

Part 2

Referred Mem. to	or Kneels	Date	Index
SSO 10	10	20/11	my
20	20	20/11	my
30	30	20/11	my
40	40	20/11	my
50	50	20/11	my
SSO 10A	10A	20/11	my
SSO 10B	10B	20/11	my
SSO 10C	10C	20/11	my
SSO 10D	10D	20/11	my
SSO 10E	10E	20/11	my
SSO 10F	10F	20/11	my
SSO 10G	10G	20/11	my
SSO 10H	10H	20/11	my
SSO 10I	10I	20/11	my
SSO 10J	10J	20/11	my
SSO 10K	10K	20/11	my
SSO 10L	10L	20/11	my
SSO 10M	10M	20/11	my
SSO 10N	10N	20/11	my
SSO 10O	10O	20/11	my
SSO 10P	10P	20/11	my
SSO 10Q	10Q	20/11	my
SSO 10R	10R	20/11	my
SSO 10S	10S	20/11	my
SSO 10T	10T	20/11	my
SSO 10U	10U	20/11	my
SSO 10V	10V	20/11	my
SSO 10W	10W	20/11	my
SSO 10X	10X	20/11	my
SSO 10Y	10Y	20/11	my
SSO 10Z	10Z	20/11	my



00001 142 145 20# 40

THIS FOLDER
CONTAINS PAPERS
FROM MAR - 1946
TO FEB - 1947
CALAGUE.

Report Made to	on	Date	Trust
S.S.O.	17	20/12	Inf
20			
30			
40			
50			
S.S.O.	18/12	11/12	Inf
20		11/12	
30		21/12	
40		21/12	
50		25/12	
S.S.O.		25/12	Inf
S.S.O.	8A	3/12	Inf
20	9A		
30		21/12	
40		3/12	
50			
S.S.O.		3/12	Inf
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30		3/12	
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50		3/12	Inf
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30		3/12	

4/12 M. 7.

S.S.O.

Ref encl 28 A and your note therein.

No action is required by us as it is purely an accounts problem in that the Command Accountant wishes to clear his records of any loans made to the I.A.F. at Bari. It is much easier for him if the equipment is issued on transfer terms.

4.2. 47.

m. 8.

R. Carlson
12.0.5

2378

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

1886

M4

Oxy II

Please read Enclaves SA.B and 12A.

As the airport remaining in cleared hands, and not in the Virginia Giulia area, are all American I am handing over further correspondence to you.

Please take action also in Enclaves SA 9A.11A

Information
4/12/46

M5

D.D. 25M 20/12

S.S.C. in 20/12

Reference: M4 & Encls SA 5B & 5C.

W.J. 1st 20/12.

All British Airfields are in the Virginia Giulia area 4-5000 ft. PMG will be allowed the most clubs to exercise its customary rights of grass cutting.

2. Similarly the American Airfields at Casapino Pias are 10-15000 ft. 10-15000 ft. of the American authorities are 10-15000 ft. prepared to allow extra workmen personnel free access to the 10-15000 ft. and so compare the already different

Security problem

3. I have informed the Air Club. Christopher

Reference
4/12/46

M5

D.D. Emerson

S.S.O. in 20th Reference M4 & Encls SA 5B7SC.

(W) Subvtr.

All British Airfields are in the Virginia Section
and was sent AMG. All the above
the Area Club to exercise its customary
rights of grass cutting.

2. Regarding the extension of fields at
Craspin Road are it easy to guard
if the extension authorities are not
prepared to allow extra work
personnel free access to the road
and so confuse the already difficult
security problem.

3. I have informed the Area Club. Chitankrupa

17/12/46

M6

Gen III
29 IV

Please see 20th.

When you visit
please discuss with

1000
11/10/47

Shaw on 6 January
etc. RPT Shaw also representative of
RTHQ Hatter the details concerning equipment
is to be for the IATC. Chitankrupa

4/1

Min. 3

TO: S.S.O. through A.O.C.

1882

Reference Min. 2, I believe that the S.E.O. should make a check on type and amount of Allied equipment remaining at Pomigliano airfield. He should also determine the feasibility and capabilities of the Italian Air Ministry to move this equipment to Capodichino. If he advises to move the equipment to Capodichino, then we must seek approval from the C.O., Capodichino airfield to this plan.

2. I doubt if we can hold the Alfa Romeo Company responsible for the P.S.P. material after the airfield has been turned over to them in toto.

3. In view of the existing Italian laws and if we are unable to dispose of the Allied equipment on Pomigliano airfield, it is then recommended that we write to Mediterranean Allied Air Committee, recommending temporary revocation of their derequisitioning instructions until all Allied interests are served.

25 November, 1946

Frank E. Mark
FRANK E. MARK
Lt. Col., Air Corps,
Deputy Director.

Yes See
AIRI

M1

Ref 2A Have you written a letter to the
I.A.M. on Podua airfield?

Leggeman
21/11

M2

Directions. (through DID)

Reference 3A. The Camera Service is now using
Capodichino, and Panigiano is of very little use to
the I. A. F. in its present condition.

Suggest that we give the I.A.M. authority to
hand the airfield back to the Alfa Romeo Company
and that they move the ^{and American} R.A.F. equipment to
Capodichino.

The Alfa Company must be held responsible for the
P.S.F. already lifted and awaiting transport to
N. Italy.

Leggeman
23/11/46

744 LROT V MMXK T 132/27 ROUTINE

QVR 2

FROM AIR HEADQUARTERS ITALY RAF CMF
TO HEADQUARTERS MED.ME. (

BU SUERI.

INFO A.D.S.C. ROME. (R) R.A.F. LIASION UNIT WITH SAC.MED.
BT

Q168 JAN. 27 UNCLASSIFIED.

1. TRANSFER OF EQUIPMENT TO ITALIAN AIR FORCE.
 2. AUTHORITY IS REQUESTED TO ISSUE ON TRANSFER TERMS ALL THE EQUIPMENT LOANED TO I.A.F. IN ORDER TO IMPLEMENT CONTENTS OF M.A.M.A.C. SECRETARIATE LETTER REFERENCE MAAC/4203/1/AFALS DATED 18 OCTOBER 1946.
 3. THE EQUIPMENT IS AS DETAILED IN LISTS FORWARDED YOUR HEADQUARTERS UNDER REFERENCE AHQI/11703/18/E7 DATED 12 JANUARY 1947.
- WRM ALL THE ITEMS ARE SURPLUS TO R.A.F. REQUIREMENTS IN ITALY.

BT 27/751"/Z

REPTNS 132/27 Q168 27 I.A.F. M.A.A.C. MAAC/4203/1/AFALS 18 1946 1881

AHQI/11703/18/.32-1111 AHQI/11703/18/E7 12 1947

CC ACTION ADD HEADQUARTERS

TERS MED.ME. (ABU SUEIR).

SENT SS B1 K

RD AY 1758 RKK K

3 E.O.
This signal is for and
information. Please advise
me if we can take action
against 2401 up/2

From :- Mediterranean Allied Air Committee Secretariat,
R.A.A.F. Liaison Section with S.A.C. MED,
A.F.H.Q., Caserta, C.M.F.

To :- Air Forces Sub-Commission, Allied Commission, Rome.
Copies to :-
HQ. MTOUSA C-4 (Real Estate Installations) Attn: Major LIND.
HQ. MTOUSA C-4 (Air Advisory Section)
Headquarters Peninsular Base Section (Attn: Engineer Office)
Headquarters, R.A.A.F. MED/AM (3 Copies)
Chief Disposal Officer (Italy) Ministry of Supply, Surplus
Division, c/o British Embassy, Rome.
Supreme Allied Commander's Secretariat.
Allied Force Headquarters (C-3 OPS)
Chief of Staff, M.E.O.
(") Maintenance (3 Copies)
G. H. Q. (C. S. G. (3 Copies)
A.F.H.Q. C.S.O.
RAPLO.
Air Headquarters Italy R.A.F. C.F.

S.A.C.O.
C.M.S.O.
S.E.P. (3 Copies)
S.MOVES S.O.
C.S.O.
E.C.
E.7.

Date :- 29th January, 1947.

Ref :- MAC/4203/1/APALS.

Notice DATE ATTACHED

Reference is made to this Secretariat's letter of even number dated 16th October, 1946, and in particular to para. 4 thereof.

2. It is desired to inform you that all R.A.A.F. personnel have now left the above named airfield.

not 3/2

1881

(S.J.B. HAMILTON)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

Allied HQ/60 Headquarters (G-3/G-5)
 Chief of Staff, M.M.O.
 ("J" Maintenance (3 Copies)
 G. H. Q. (C. S. Q. (3 Copies)
 A.F.H.Q. C.S.O.
 RFLC.
 Air Headquarters Italy RAF CEF.

S.A.S.O.
 C.H.S.O.
 S.E.O. (3 Copies)
 S.M.V.S.S.O.
 A.S.O.
 E.2.
 E.7.

Date :- 29th January, 1947.

Ref :- MAAC/4203/1/APACG.

Polace REF AIRFIELD

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2. It is desired to inform you that all R.A.F. personnel have now left the above named airfield.

1883

(S.J.B. VANDERBILT)
 Wing Commander
 Secretary to The
 MEDITERRANEAN ALLIED AIR COMMISSION

17377
 3/11
 22/1/47
 R. Wilds

From : Air Force Station,
Italian Military Airfield Section, A.F.S.G., 1st.
To : Peninsular Base Section (Attention Capt. C.J. Bueller)
Date : 1st February 1947.
Ref : ASSG/22/1/AM.

26A

STATUS OF ITALIAN AIRFIELDS.

24A

Reference your letter AGS-6/AFM/G dated 10th January 1947 the following is pointed out for your information.

2. In answer to par ILa, your letter "Airfields listed as British under column No. 2", "Operational Control". Marcianese is U.S. for assignment and disposition, but RAF for field management, however in this instance it would seem wise to continue in its present status, as it is an interpreted British-American operation. Pomigliano has been turned back to the Italians since 30 Sept. 46. The undermentioned airfields are British both as to disposition control and management, Campo Formido, Gorizia, Jesi, Lavarone, Udine, Rivolto, Treviso and Treviso. Bari, Brindisi and Bologna are now under Italian Operational Control. For any further information you may consult AFHQ letter, AG 646/012 GDS-0, subject "Assignment in Italian territory of airfields operational as of 1 May 46", dated 13 Jan 46, as amended by AFHQ letter AG646 07-3-0, dated 8 Mar 46, which has been distributed to your Headquarters.

3. In answer to par IId, your letter, "Airfields listed as non-operational, but believed to be British operated", see enclosures X and 1A.

4. In answer to par IIC, "Airfields declared to AFHQ for disposal which are listed as British operated". Pomigliano has been turned back to the Italians; see enclosures 2, 2A, 2B, 2C. Bari, Brindisi and Bologna although American for disposition control is at present under Italian operational control.

Enclosures: 1, 1A, 2, 2A, 2B, 2C.

FOR
AIR VICE MARSHAL
THE AIR FORCE
AIR FORCE S. COM. 1950.

14878

25A

VISIT AT CAPODICHINO

At a meeting in Capodichino on 23 January, 1947 to discuss the turning over of surplus property at that installation to the Italian Air Force the following personnel attended: -

Lt.Col.	CLAYTON	-	USAF, FRANKFURT
Major	ELCOCK	-	USAF, FRANKFURT
Major	LAMBERT	-	Supply Officer, CAPODICHINO
Capt.	MITCHELL	-	OPL
Capt.	SKINNER	-	Engineering Officer, CAPODICHINO
Capt.	BAUMGARDNER	-	A.P.S.C.
1st Lt.	WEISS	-	A.P.S.C.
Col.	CIGERZA, E}	-	General Staff,
Lt.Col.	DONADIO, G}	-	Italian Air Force,
Lt.Col.	POLINEA, R.	-	Naples area Air Command,
Major	BARBERO, P.	-	Italian C.O. - CAPODICHINO.

At the meeting with USFET Officials and Capt. Mitchell, C.P.L.C. many points on turn-over of Capodichino in March were clarified. USFET officers were at Capodichino with a comprehensive list of Air Corps property to be declared as needed either sent to E.A.D., I.I., or declared surplus. It was explained by Capt. Mitchell that all Air Corps property declared surplus must go to A.P.S.C. Col. Cigerza understood this fact and that the I.A.P. will definitely need to coordinate with ARAR to obtain the Air Corps equipment needed. Through an agreement between the Italian Government and the American Government all surplus equipment goes through ARAR. Col. Cigerza stated the I.A.P. will contact ARAR to discuss who will take over what equipment as it is turned over. As an example the lathe, prop shop equipment will be left intact and it will be up to the I.A.P. and A.P.S.C. who takes over this equipment. As for lifts, motor, vehicles, and ambulances, ARAR will get those surplus. Lighting equipment goes to EAD.

Capt. Skinner, Base Engineering Officer, stated as far as he knew the P.S.P. material laid will stay. The Pre-Pab Houses are going to Leghorn to P.E.S. Field-lighting equipment already installed is doubtful of remaining. Telephones and switchboard equipment will be removed.

Major Lambert contacted Col. Goodrich who is C.O. of Capo. Col. Goodrich was happy to let the I.A.P. furnish I.A.P. personnel as guards as soon as possible at Capo. to safeguard all property as the Americans evacuate each unit on the field.

Col. Cigerza was well pleased. Org. II is going to contact Capt. Bernarducci to check on available I.A.P. units.

210 24M

Tim in good with all camp at

it is done now appear that room

feelings will remain. However

action has been taken with the 14 1110034
to bypass ARAR and have Capodichino directly

27M 1876
H. I. BAUMGARDNER, CPT.
A. J. WEISS, 1st LT.

At the meeting with USMST Officials and Capt. Mitchell, C.P.L.C. many points on turn-over of Capodichino in March were clarified. USMST officers were at Capodichino with a comprehensive list of Air Corps property to be declared as needed either sent to F.A.D., I.I., or declared surplus. It was explained by Capt. Mitchell that all Air Corps property declared surplus must go to A.P.A.R. Col. Cigerza understood this fact and that the I.A.P. will definitely need to coordinate with A.P.A.R. to obtain the Air Corps equipment needed. Through an agreement between the Italian Government and the American Government all surplus equipment goes through A.P.A.R. Col. Cigerza stated the I.A.P. will contact A.P.A.R. to discuss who will take over what equipment as it is turned over. As an example the lathe, drop shop equipment will be left intact and it will be up to the I.A.P. and A.P.A.R. who takes over this equipment. As for lifts, motor, vehicles, and ambulances, A.P.A.R. will get those surplus. Lighting equipment goes to E.A.D.

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Col. Cigerza was well pleased. Org. II is going to contact Capt. Bernarducci to check on available I.A.P. Units.

210 24/11

It is in your work although at

it does not appear that some

feelings will remain. However

if they are removed especially when

showed the better damage to the

structures.

are also I.A.P. preparing units of

what they want from A.P.A.R. for

units as we are you having all

information to them?

21/11

230 18/11
H.M. BARNES, CAPT.
A.P. NEILS, 1st LT.

actions has been taken with 14 MTRVSA

To bypass A.P.A.R. and show Capodichino directly

over to the I.A.P. this will be done on the same

basis as the handling of Ammunition. However, it

will be necessary for the Americans to turn

over only the machine shops to A.P.A.R. in

accordance with the agreement reached

between A.P.A.R. and the 4th Port. Gen. Amm.

But is contacting A.P.A.R. to request the

machine shops be turned over to the I.A.P.

intact.

negotiations to obtain the equipment from

A.P.A.R. is being handled by the I.A.P. however,

the I.A.P. is keeping in constant touch with

the I.A.P. on the above and could easily

obtain a list of their requirements from A.P.A.R.

It is my understanding that the telephone

lines will not be removed except the

telephone switchboard. 21/11

21A 5042.

HEADQUARTERS
PARTICULAR BASE SECTION
APO 762

18 JAN 1947

AG 686 TITING

SUBJECT: Status of Airfields

TO : Headquarters, Air Forces Sub-Commission Allied Commission
APO 794, U. S. Army
(Attn: Lt. Col. Harsk)

1. Upon the recent visit of the P-5 Engineer Real Estate Officer to Allied Commission Headquarters, a photostatic copy of an airfields status chart was turned over to 1st Lt. Favano of your section.

2. Information as to the accuracy of the chart already referred to is now requested. In this connection, specific information and/or action is requested as follows:

a. Airfields listed as British under Column 3A, "Operational Control". If airfields so listed are actually being operated by the British and have as shown no remaining U. S. equipment or improvements, it is requested that responsibility for disposal be transferred from P-5 to the appropriate British command.

b. Airfields listed as Non-operational, but believed to be British operated. Five (5) airfields are included in this category.

Aviano
Udine Campoformido North

Udine Villaorba

Villaorba
Villafraanca Calsoni

Each of these airfields was reported to the Italian Air Ministry for requisition on 24 January 1946. No reply has been received to this date. If no U. S. equipment or improvements remain on these airfields as per our status chart, it is likewise requested that P-5 be relieved of responsibility through transfer to the British or through requisition by the Italian Air Ministry, whichever is applicable.

BFavano
Please check with
AIR III before replying
by 27/1

A267
20/1 *de Jant* 874
22/1/air.

AFSC/22/AIR
PART II
(120A)

15545

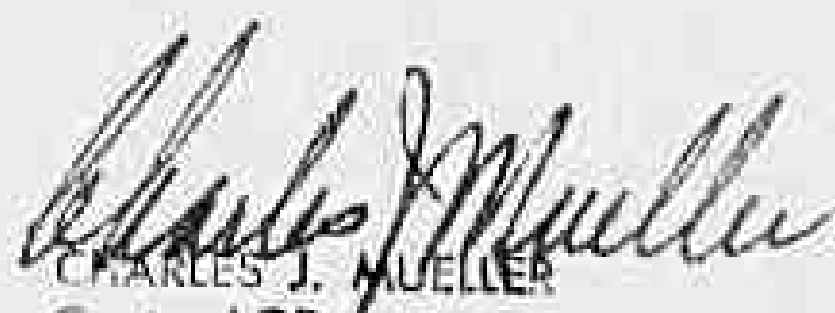
c. Airfields declared to OFLC for disposal which are listed as British-operated. Four(4) airfields falling in this category are as follows:

Pomigliano
Bari

Brindisi
Bologna

Information as to present operational status only of each of these airfields is requested.

FOR THE COMMANDING GENERAL:


CHARLES J. MUELLER
Capt., AGD
Asst. Adj. Gen.

23A
(1)

FROM : AIR MINISTRY
Main Office for Property Control

TO : A.F.S.C., A.C., ROMA

DATE : 7TH JAN 1947

REF : G.32/86/30046/040011

JESI - DEREGISTRATION OF AIRFIELD

Information has been received by this Ministry that the Allied Flying Units stationed in the Jesi airfield have left the same since November last.

2. Moreover, we wish to call your attention to the fact that being this season particularly rainy, several floods have been reported in the zone over private lands which were occupied for the amplification works of the airfield.

3. The said floods have been caused by the obstruction of main drainage ditches and subsequent use of other ditches having an insufficient size and covering longer distances so that many owners have already submitted applications for damages.

4. Your Sub-Commission is therefore requested to consider the possibility of deregistration the Jesi airfield so that it may be restored to agricultural purposes.

5. Moreover, we hereby inform you that the airfield is furnished with only one small deposit of various material properly fenced with barbed wire and kept by the Polish Troops for further consignment to ARAR of all deposited material.

6. Will you please send us your kind reply.

For the Minister

/s/ Ing. Santabarbara

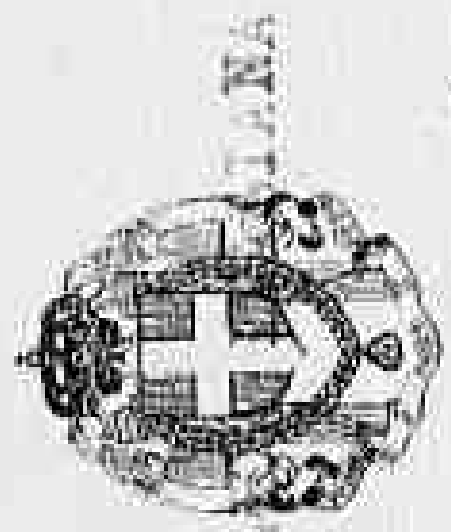
Translated by Lydia

*Original filed and for NAME
which are original documents
have been registered
and verified
22/1/1947*

A245

22/1/1947

*Phoned
s/c warning
11.30 23/1
planning
1872
he is
back
Lutts/c*



REPUBBLICA ITALIANA

Ministro dell'Aeronautica

DIREZIONE GENERALE DELL'ARMAMENTO
DELLE COSTRUZIONI ED DEI APPROVVIGIONAMENTI
Divisione Demanio

NAUTICA R O M A

ALLA COMMISSIONE AERATA
SOTTOCOMMISSIONE PER L'AERO

Prot. 72.32/85/30048 Sp. Coll.

Disposta al p. N. 2

OGGETTO JESI - Derequisizione Aeroporto.

A R A 2 1 3;
AL CANTIERE DI AERONAUTICA
CANTIERE DEL MINISTERO
UFFICIO DI COORDINAMENTO DEL M.A.C.

B. P. D. 3

Rispetto al Ministero che i rapporti di volo aerei di stanza presso l'Aeroporto in oggetto hanno abbandonato il campo di volo mezzogiorno fin dal novembre u.s.s.

Per tanto, in considerazione che la stazione in corso di presente partito aerea pioveva nelle zone si da determinare numerosi riaggiamenti nei terreni di proprietà privata occupati per l'insediamento dell'Aeroporto di che trattasi, e conseguenti danni da chiusura di fossi principali di scolo costituiti con s'uri di sezione insufficiente con percorsi più lunghi tutto che veri proprietari hanno già avanzato richiesta di risarcimento danni, si prege codesta Commissione voler prendere in considerazione la possibilità di procedere alla derequisizione dell'Aeroporto di Jesi onde restituire i terreni all'agricoltura.

A titolo informativo si fa presente che sul campo in oggetto attualmente esiste soltanto un deposito di materiale vario di limitate dimensioni opportunamente recintato in filo spinato, costituito dal 1° e 2° gruppo polacco per il successivo versamento all'A.A.A.A. dei materiali accantonati.

Si resta in attesa di comunicazioni e riguardo.

L. 1879
H. MACCONE (Sottosegretario)
Ufficio Demanio

[Signature]

Il pugno italiano per ogni lotta in cui aggraverà e condurrà alla vittoria

22 A

FROM : AIR FORCE SUB-COMMISSION, A.C., ROME
TO : ITALIAN AIR MINISTRY
LOGISTIC SECTION
DATE : 14TH JANUARY, 1947
REF : AFSC/22/2/AIR

CAPOBICHINO AIRFIELD

Reference your letter 39012/L.8/3/38 Coll. dated 5 January, 1947, the following is pointed out for your information.

2. It is the intention of the American authorities to leave the metal runway material, all equipment, and buildings intact to keep the airfield continuously operational.
3. Your request will be forwarded to the proper authorities.

pf

PAFF FAVARO,
1st Lt., Air Corps
for Deputy Director,
A.F.S.C.

J/k M
28/1

1869

21A
(E)

From : General Staff I.A.F.
Logistic Section.
To : A.F.S.C., A.C., Rome.
Date : 5th January, 1947.
Ref. : 30 012/L.5/3/32 Coll.

CAPODICHINO AIRPORT.

It is pointed out to the AMSC that on the occasion of the handing over of the Capodichino airport to the Italian Air Force it is necessary to leave the metal runways on the aerodrome.

The taking away of these would render the field useless for any flying activity whether civil or military.

THE VICE CHIEF OF STAFF

Col. RENDONIA

TRANSLATED BY MR. P.W. BURTON.

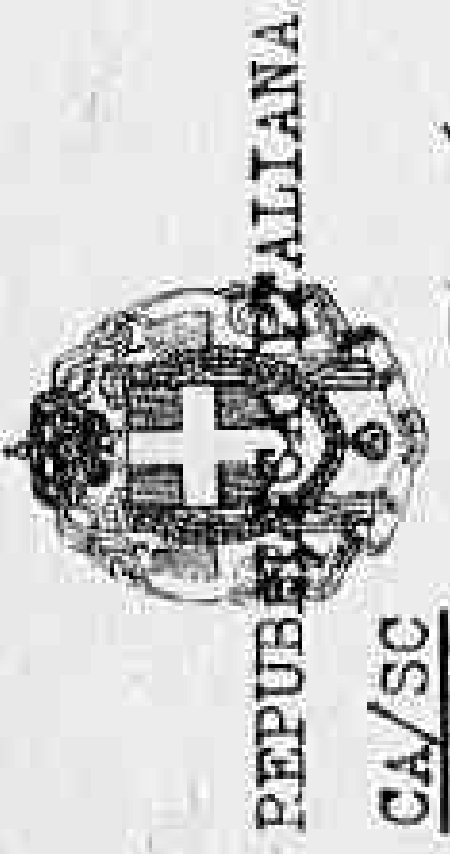
J/km
28/1

1867

2395

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

217
Roma, 19 GEN 1954
Mod. 122*



Stato Maggiore R. Aeronautica
STATO MAGGIORE AERONAUTICA MILITARE
Sezione Logistica

AL'A.C.=A.F.S.C. =ROMA=
(Tramite Uff. Collegamento) =SEDE=

Prot. N. 3000/12 Allegato L.5/B/32 GLI
OGGETTO AEROPORTO CAPODICHINO . ==

.....

Si rappresenta, a codesta A.F.S.C., la
necessità che in occasione del passaggio dell'Aero-
porto di Capodichino all'Aeronautica Militare Ita-
liana, siano lasciati in sito gli elementi costi-
tuenti le piste metalliche e comunque esistenti
nell'Aeroporto stesso .-

L'asportazione di detto materiale rende-
rebbe impossibile qualunque attività di volo - sia
civile che militare . ==

.....

MINISTERO DI STATO
1865
[Signature]

Il primo foglio per ogni lettera in cui si deve indicare l'indirizzo della risposta

STAMPATO IN ITALIA

20A

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME
 TO : ITALIAN AIR MINISTRY
 DATE : 3RD JANUARY, 1947
 REF : AFSC/22/1/AIR

CAPODICHINO AIRFIELD

It is contemplated that the American authorities will vacate Capodichino Airfield sometime during the latter part of January 1947.

2. It is also understood that your Air Ministry is interested to assume control and occupy the above mentioned airfield either for military or civil purposes although it is presumed it will be mostly used for civil aviation.

3. In order to enable your Air Ministry to expeditiously contract for the fixed installations and equipment to be left on Capodichino Airfield, it will be necessary to take immediate action on the following:-

a. An effort should be made to have the Italian Government sub-delegate authority to the Italian Air Ministry to enter negotiations with AFSC for the above mentioned airfield. If this cannot be done, then your Air Ministry should inform AFSC of your interest in Capodichino Airfield.

b. You should also appoint an officer, versed in air equipment, who will coordinate his activities with the officials of Capodichino through this Sub-Commission in order to induce the American authorities to leave the maximum essential equipment to keep the airfield continuously operational. He should also be empowered to sign for all the equipment in the event the airfield is vacated prior to completion of the agreement between AFSC and the Italian Contracting Agency.

c. According to the officials of AFSC and Capodichino, it is their intention to leave all the equipment and buildings intact unless unforeseen commitments arise making it necessary to remove some equipment to another area.

5. May we have your comments on the above subject.

JEM
 FRANK E. BARKER,
 Lt. Col., Air Corps,
 Deputy Director.

Good 10/13/51

*et al
3/11*

[Handwritten initials]

2397

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

AIR.
H/8737
19A

7992

7 L V LADE NR R62/25

QVR 4/9

~~1901~~ JNTOUSA 251127A

TO USFET USAFE EURD PARIS ATC ROME AACB NAPLES

PBS 35TH DIV EATS CAPORICHINO ALCON ROME

BT

~~SECRET~~

~~SECRET~~ 067934

UNCLASSIFIED PD PARA INFORMATION RECEIVED THAT MARCIANISE AIR FIELD

CMA ITALY CMA WILL BE CLOSED TO ALL AIRCRAFT ON THE FOLLOWING DAYS CMA

WEDNESDAY TWENTY FOURTH CMA WEDNESDAY TWENTY FIFTH CMA THURSDAY TWENTY SIX TH

BT DECEMBER PD END.

SENT PTC AT 1250 AR TKS R



my. 28/12
1250
1862
23/12/46

7 LNC V LADE DR R62/23

QVR 4/9

~~204~~ ~~100~~ /NTCUSA 231127A

TO USFET USAFE EURD PARIS ATC ROME AACG NAPLES

PBS 88TH DIV EATS CAPODICHINO ~~ALCON ROME~~

BT

~~1250000~~

~~1250000~~ 4 267934

UNCLASSIFIED PD PARA INFORMATION RECEIVED THAT MARCIANISE AIR FIELD

CMA ITALY CMA WILL BE CLOSED TO ALL AIRCRAFT ON THE FOLLOWING DAYS CMA

~~1250000~~ TWENTY FOURTH CMA WEDNESDAY TWENTY FIFTH CMA THURSDAY TWENTY SIX TH ~~1250000~~
BT DECEMBER PD END.

SENT PTC AT 1250 AR TKS K

1860

1877

1 Air Force Sub Committee, U.S., Rome,

20 1 Auto Club d'Italia
Copy to Italian Air Ministry.

DATE: 18th December, 1946.

REF: 1 AFSC/22/2/1/1/1.

Ext: 5/6.

AIRFIELDS - GROSS CUTTING & SAMING RIGHTS.

Reference is made to your two letters 2620 and 2737 dated the 7th and 30th November respectively in which you request permission to cut and carry away the grass from allied controlled airfields.

2. There are now very few airfields retained under allied control and the majority of these are situated in the Allied Military Government Venezia Giulia area. These which are not in AMG territory are administered by allied military personnel for the benefit of the allied nation of many nations, as in the case of Cuneo.

3. The allied authorities do not consider it advisable at this stage to endanger security by allowing access to the airfield to civilian personnel. You are informed therefore that for the time being your request cannot be agreed to.

Charles Brown

C.M.E. GUNCE, M/208,
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCE SUB COMMITTEE.

1859

Reference is made to your two letters 2623 and 2737 dated the 7th and 30th November respectively in which you request permission to cut and carry away the grass from allied controlled airfields.

2. There are now very few airfields retained under allied control and the majority of these are situated in the Allied Military Government Venezia Giulia area. These which are not in AGO territory are administered by allied military personnel for the benefit of the civil aviation lines of many nations, as in the case of Ciampino.

3. The allied authorities do not consider it advisable at this stage to endanger security by allowing access to the airfield to civilian personnel. You are informed therefore that for the time being your request cannot be agreed to.

Chick Brown

G.M.M. GRACE W/DR.
FOR AIR VICE MARSHAL,
DIRECTOR,
AIR FORCE SUB COME IS AFB.

1854

dr
DD
SSC
07 *Ludwig*

FROM : Air Forces Sub Commission, A.C., Rome.
TO : Italian Air Ministry.
DATE : 19th December 1946.
REF. : AFSC/22/1/Air.

Ext: 567.

PADUA AIRFIELD.

Reference is made to my letter AFSC/22/1/Air dated 16 November, 1946.

2. The attached copy of AHQ letter Ref. 6637/1/02 is forwarded for your information.

See. 26-2 c.

W. H. H. H.
W. H. H. H.
for
K. H. H. H. F/O
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

1857

16A

AIR FORCES SUB COMMISSION, A.C. ROME.

091130 A.

MINISTRY OF CIVIL AVIATION - STRAND LONDON.

UNCLASSIFIED

ABLE ONE TWO TWO PD REFERENCE SIGNAL TWO ONE NOVEMBER ONE NINE FOUR SIX CATANIA
 AIRFIELD POSITION THREE SEVEN DEGREES TWO EIGHT MINUTES NORTH ONE FIVE DEGREES ZERO
 FOUR MINUTES EAST SERVICEABLE FOR FOUR ENGINED AIRCRAFT PD BORIZZO AIRFIELD THREE
 SEVEN DEGREES FIVE THREE MINUTES THREE FIVE SECS NORTH ONE TWO DEGREES THREE TWO
 MINUTES TWO FIVE SECS EAST RUNWAY NORTH NORTH EAST BY 33W PD TWO THREE ZERO FEET
 WIDE BY SIX ZERO ZERO ZERO FT PD NOT BEING USED BY ANY AIRCRAFT NO FACILITIES
 AVAILABLE SERVICEABLE FOR FORCES LANDING FOUR ENGINED AIRCRAFT ONLY PD DELAY
 IN REPLY DUE TO NO ADDRESS ON YOUR SIGNAL YOU STATED LONDON ONLY PD

10/12

1855

APSC/22/1/AIR.

ROPPINE

ORGANIZATION OFFICE

A.C. SALTER, S/LDR.

A.C. MERRICK, E/O

~~ISA~~
ISA

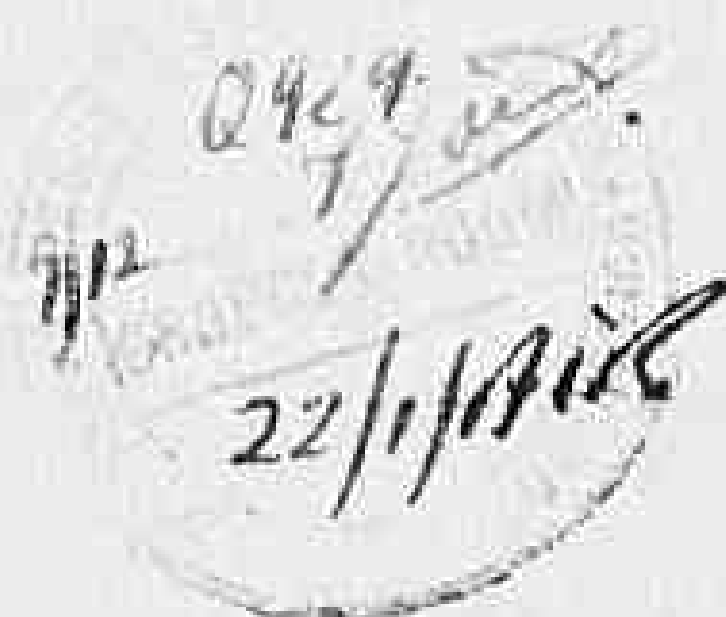
From:- Air Headquarters, ITALY, R.A.F. C.M.F.
To:- Air Forces Sub Commission, A.C. ROME.
Date:- 7th December 1946
Ref:- AHQI/200/5/AIR.

EMERGENCY AIRFIELDS.

Receipt of your letter AFSG/22/1/AIR dated 2/11/46
enclosing list of airfields is acknowledged with thanks.

N. V. Moreton

(H.V. MORETON C/CAPO)
Senior Air Staff Officer,
Air Headquarters,
Royal Air Force, - ITALY.



my 10/12 1853

1147

From : R.A.F. Unit Ciampino (S.P) C.M.F.
To : Air Forces Sub. Commission.
Allied Commission, ROME.
Date : 5th December, 1946.
Ref : CPO/144/ORG.

The attached letter was received in the post at this Unit today and is being forwarded to your formation, as it would appear to be for your action from the text.



W.S. Le Geyt
(W.S. LE GEYT) F/Lt.,
for Wing Commander, Commanding,
R.A.F. Unit Ciampino(SP) C.M.F.

Orig. I sent to 10/12
✓ Enclosure 14 B is a copy of
a letter to the I.A.M.
No action is required from
this HQ. *10/12*

CATANIA 30th November 1946 14B (1)

To: MINISTERO DELL'AERONAUTICA
Direzione Generale Demanio.
R O M A

Copy: R.A.F. COMMAND ROME

with reference to your letter No. D.407/37394 dated 15.11.1946, the undersigned got information from the R.A.F unit at CATANIA that they are leaving the Airfield of Catania on the first ten days of December as they are moving to another locality in Italy.

For the above reason the undersigned begs you to give him authorisation to use the fields of the Airfield for pasture, as the undersigned has previously informed you in his application dated 31.10.46.

In faith of the above

Signed. LINGUANTI Salvatore
Via Principe Amedeo No 11
CATANIA.

1849

1118

UFFICIO DEL GOVERNATORE

UFFICIO DEL GOVERNATORE

DIREZIONE GENERALE

UFFICIO DEL GOVERNATORE

UFFICIO DEL GOVERNATORE

UFFICIO DEL GOVERNATORE

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UFFICIO DEL GOVERNATORE

UFFICIO DEL GOVERNATORE

UFFICIO DEL GOVERNATORE

Il governo spagnolo è disposto a negoziare con i cubani, se soltanto sono disposti a rinunciare alla loro autonomia e alla loro sovranità. Il governo spagnolo è disposto a negoziare con i cubani, se soltanto sono disposti a rinunciare alla loro autonomia e alla loro sovranità.

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Il governo spagnolo è disposto a negoziare con i cubani, se soltanto sono disposti a rinunciare alla loro autonomia e alla loro sovranità.

Imminente soluzione

Vita di Francisco I. Llo

1848

1848

Not permitted. Information passed to the Vice President on

10/27/86

Chil

Record Copy to Replace Unstable Original
Property of the National Archives

142

Uttahia, Li. 20 November 1946

المجلس الأعلى للدراسات والبحوث

Allegazione Generale Denari

9. $\frac{1}{2} \times \frac{1}{2} \times \frac{1}{2} = \frac{1}{8}$

[illegible]

535
 N. d'arrivamento al porto n° 1.408/57.04 del 15/11/1976
 al Consolato Superiore di Milano. Denuncio, al sottosegretario di Presi-
 denza che ha ricevuto. Ho trascritto anche la lettera di incarico
 della U.S.C. di Cagliari, è illustrato che lo stesso Consolato ha
 scelto libero l'aeroporto nella prima decade di dicembre, per
 trasferirsi in altra località dell'Italia.

THE COURT REPORTER

Imquanta polvora

Donquixote d'Alvares

Via Principe Napoleone

CHINA

Il primo documento al foglio n. 1.408/25.01 del 15/11/1945

di Codesta Superiore Direzione Regionale, al sottosegretario di Stato
 presente che in viale della Vittoria, 10, si trova la sede
 della C.A.S. di Catania, il risultato era lo stesso. Conoscendo
 scierà libero l'aeroporto nella prima decade di dicembre, per
 trasferirsi in altre località dell'isola.

Pertanto lo scrivente si permette di sollecitare l'interven-
 samento di Codesta Superiore, Direzione affinché voglia concedere
 alla l'abbellimento del piccolo del terreno dell'aeroporto, come
 precedentemente fatto presento con la istanza del 01/10/1945.

In fede di quanto sopra

Gonzante S. Salvatore

Via Principe n. 110

CATANIA

1848

Note provided. Information provided
 to the Vice President on

10/12/46

Chitil

314 File

FROM :-- AIR FORCES SUB COMMISSION, A.C. ROME.
TO :-- ITALIAN AIR MINISTER.
DATE :-- 5th DECEMBER, 1946.
REF. :-- AFSC/22/1/AIR.

FORLI AIRFIELD.

With reference to your letter 3515 Coll dated 18th September 1946 the following information has been received:

"The above named airfield is at present used as a vehicle park under the control of G.H.Q., C.M.F., and over 2000 vehicles are parked there."

It is regretted that this airfield cannot be de-requisitioned for use by the Italian Air Force at this time.

for

A.T. Weiss
A.T. WEISS, LT., A.C.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

1846

SEDE CENTRALE-ROMA
VIA CESARE BECCARIA, 35

TEL. 375.030-375.764

TELEGRAMMI
ROMA AERO CLUB D'ITALIA

AERO CLUB D'ITALIA
Via Cesare Beccaria, 35 ROMA

UFFICIO

OCCUPATO Airfields-Grass Cutting
and Selling Rights.

ROMA

Air Forces Sub-Commission
Allied Commission
Rome

DIREZIONE DESEMPLEMENTO E MARK

ROMA, 30.11.1946

With reference to the paragraph 4) of your letter AFSC/22/1/AIR addressed to Italian Air Ministry (copy to Aero Club of Italy) we should be very much obliged if you would kindly let us know the proceedings in order to obtain from you, in behalf of the Aero Club of Italy, the grass cutting and selling rights of airfields still in the hands of the Allies.

As the Aero Club must provide in due time for the organisation of the necessary services we shall appreciate a kindly reply at the earliest possible moment.

AERO CLUB D'ITALIA

IL PRESIDENTE

(On. Avv. Luigi Gasparotto)



11A

FROM LONDON

Ministry of Civil Aviation

TO ALLIED CONTROL COMMISSION ROME

See 10 14

ALLIED CONTROL COMMISSION ROME WOULD BE GREATFUL FOR REPLY TO SIGNAL OF 21 NOVEMBER
1946 WEATHER CONDITION AIRFIELD POSITION 37 DEGREES 28 NORTH 15 DEGREES OF EAST OF BOZZI
AIRFIELD POSITION 37 DEGREES 54 NORTH 12 DEGREES 32 EAST ARE SERVICEABLE FOR ENGINES
AIRCABLE.

W.M.F.GAAA

*Reply on 16A
10/12/46
S/C*

RECEIVED BY TELEPHONE

2000 460

OK TO R PAL PSE

10A H/8049

LNOF 7 1390 NR. DMC/15/121

T

FROM LONDON

TO AIRLIFT CONTROL COMMISSION ROME

LT

AIRLIFT CONTROL COMMISSION ROME WOULD BE GRATEFUL FOR INFORMATION
 WHETHER CAMANIA AIRFIELD POSITION 37 DEGREES 28 MINUTES NORTH
 16 DEGREES 24 MINUTES EAST OF ~~DO~~ ~~BONIZIA~~ AIRFIELD
 POSITION 37 DEGREES 54 MINUTES NORTH - 12 DEGREES 32 MINUTES EAST ARE
 SERVICEABLE FOR FOUR ENGINE AIRCRAFT.

21/11/1945

SENT A.N.

NR. DMC

RE AT 1445 21.11.45

Air II
 Please answer
 this signal if
 you can find out who
 originated it very 29/11



From : ITALIAN AIR FORCE
General Directorate for Bricks and Buildings

To : A.T.B.C. A.C. ROME

Date : 22nd November 1946

Ref. : 032/93/37343/3853 Coll.

Subject: REGULATION OF THE ANGLO AMERICAN EMERGENCY
AIRFIELD.

From: Minister of the Italian Air Force
Cabinet of the Minister
Office of Liaison with the A.C.

Rome

It appears that the American Authorities at Naples have informed the Regional Air Force Command of Campania - Requisitions Office - that the official date of derequisition of the airport in question must be understood as the 15th August 1944.

Please confirm the above considering that this is a matter of urgency.

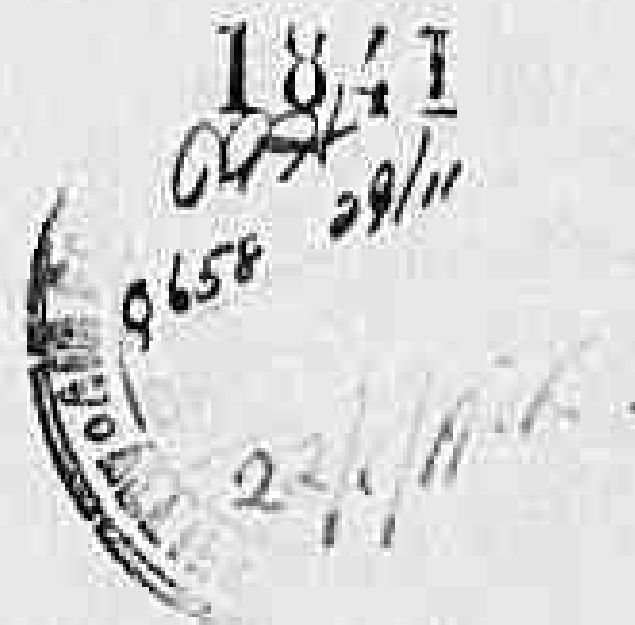
for the Minister
Major Gen. G.A.
Director General
(Ing. F. Santabarbara)

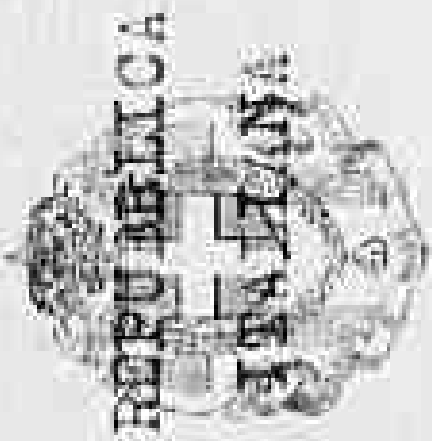
Translated by L.A.C. COSTIGAN

Org II

area phase

ref 4/12





Ministro dell'Aeronautica
DIREZIONE GENERALE DEMANIO

Giuseppe Demanio

Aut. M.G. 32/93/ 37648

3853 Call.

Resposta al Teleg. del

Gen. Sec.

N. 2

OGGETTO G A U D O - Regolarizzazione occupazioni Anglo-Ameri-
cane per l'apprestamento del campo di volo.=

tramite:

MINISTERO DELL'AERONAUTICA
Gabinetto del Ministro
Ufficio di Collegamento con
l'A.A.G.

= ROMA =

Risulterebbe che le Autorità Americane
di stanza a Napoli avrebbero comunicato al Comando
Aeronautico Regionale della Campania - Ufficio Re-
quisizioni A.A. - che l'aeroporto in oggetto deve in-
tendersi derequisito sotto la data ufficiale del 15
Agosto 1944.

Pregasi voler dare conferma a quanto
sopra tenendo presente che la pratica riveste carat-
tere d'urgenza.=

1834

p. IL MINISTRO
IL MAGGIOR GENERALE G. A.
Direttore Generale
(Ing. F. Santabarbara)

F. Santabarbara

Il p. p. ha fatto per ogni altro caso in cui si presentasse un caso simile a quello sopra descritto.

ALTELLI - 10/11/1944

2415

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

May 1933

Remando 2 NOV 1944

LA COMMISSIONE ALLEATA
Sottocommissione per l'aero-
nautica
= ROMA =

8A

From :- Mediterranean Allied Air Committee Secretariat.
To :- Air Forces Sub-Commission, Allied Commission, Rome.
Date :- 19th November, 1946.
Ref :- MEDAF/4203/1/AFALS.

FORLI AIRFIELD.

Reference is made to your letter AFSC/22/1/AIR dated 7th October, 1946.

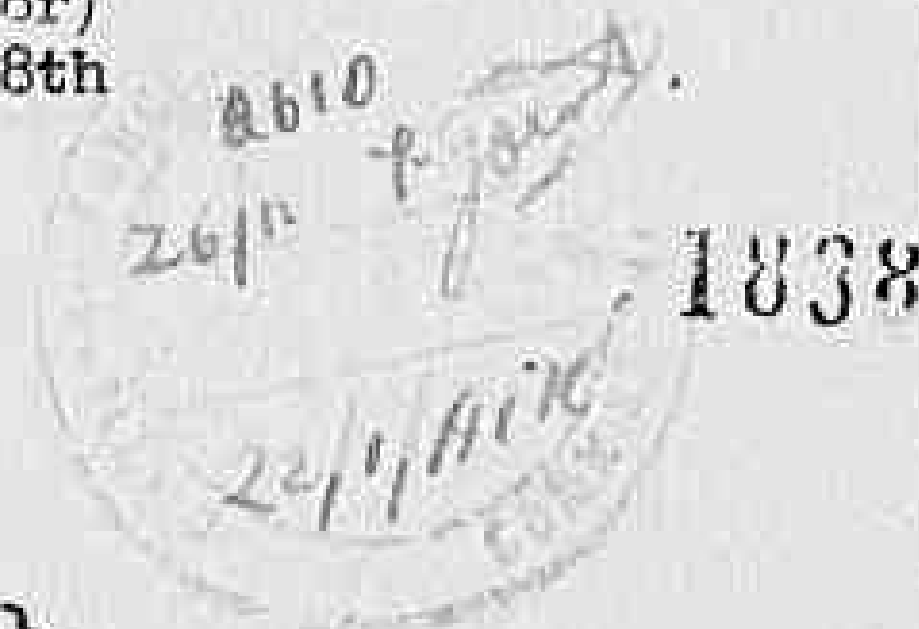
2. The above named airfield is at present used as a vehicle park under the control of G.H.Q., S.M.F., and over 2000 vehicles are parked there.

3. It is regretted that this airfield cannot be de-requisitioned for use by the Italian Air Force.

(*S.J.B. Hamilton*)
S.J.B. HAMILTON
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE.

Copies to :- A.H.Q., R.A.F., Italy.
H.Q. M.T.O.U.S.A. (G-4 Air Advisor)
(Letter of even reference dated 8th
November, 1946 refers)

Orig^{II} action plan
Reply 13/11/46
4/12



7A

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry.
Date : 2nd December, 1946.
Ref : AFSC/22/1/Air.

POMIGLIANO D'ARCO AIRFIELD

With reference to your letter 3691 Coll. dated 4th November, 1946, all surplus R.A.F. equipment located at Pomigliano airfield was scheduled for transfer to A.R.A.R. on behalf of the Ministry of Supply.

2. Major Palomba, the I.A.F. representative on the airfield, was authorised to release the equipment.
3. If the transfer has been made this Headquarters agrees that the airfield should be handed back to the Alfa Romeo Company to avoid further disputes.
4. Para 2 of our letter AFSC/22/1/Air dated 23 September 1946 is therefore cancelled.



L.E. JAMMAN, C/O,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

From : Air Forces Sub Commission, A.C., Rome.

To : Air Headquarters Italy, R.A.F., C.M.F.
for attention of S.A.S.O.

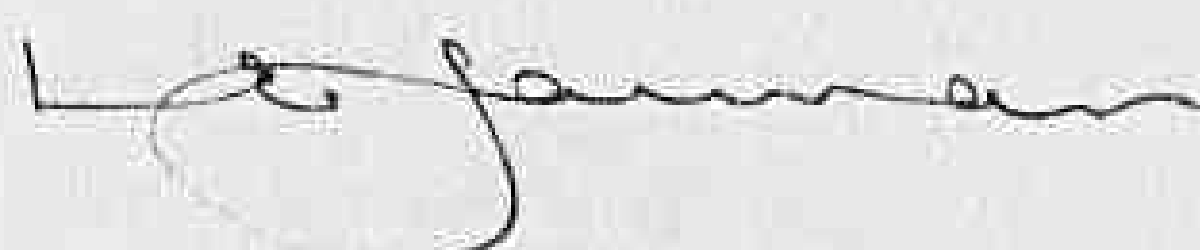
Date : 2nd December, 1946.

Ref : AFSC/22/1/Air.

EMERGENCY AIRFIELDS

With reference to our conversations I attach a list of airfields suitable for Emergency Landings by heavy aircraft.

2. With the exception of Treviso, all airfields listed are under Italian control.



L.E. JARMAN, G/C,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

5A

From:- Air Forces Sub-Commission, Allied Commission, Rome.
 To :- Italian Air Ministry.
 Copy to : Aero Club d'Italia.
 Date:- 15th November, 1946.
 Ref :- AFSC/22/1/AIR.

AIRFIELD - GRASS CUTTING & SELLING RIGHTS.

Please see the attached copy of a letter received from the Aero Club of Italy.

2. I understand that there is an understanding between the Air Ministry and the Aero Club whereby the Aero Club again has your authority to cut and sell the grass on most of the Italian airfields.
3. It is also understood that when an Allied airfield is de-requisitioned and turned back to you, the Aero Club would normally obtain from you the grass rights, except presumably when an airfield is turned back to agriculture.
4. As regards airfields still in the hands of the Allies would you have any objection to the Aero Club of Italy having the grass cutting and selling rights, subject to our obtaining approval from British and American authorities. I raise this point because it would seem in due course that all the Allied airfields will be de-requisitioned and handed over to you.

W.B.

I.E. BRIDIS,
 AIR VICE MARSHAL,
 DIRECTOR,
AIR FORCES SUB-COMMISSION.

D.D. 12/11/46

S.S.O. my 1

Org 12/11/46

Enclosures: 1.

S.I.O. 12/11/46

A.S.O. 12/11/46

1832

F/22/1. Please file in AFSC/22/1/AIR.

my. 16/11

518

Secret MemoDirected through D.D. ^{Reg. 108}
4 PM 7/11Reference Atlantic cities.

Catani Giuliani stated that before the war all Italian airports were maintained by the Aero Club. In return the Aero Club was allowed to use the airports and was granted other privileges.

2. This scheme was abandoned during the war; now the Aero Club want it reinstated.

3. I said that we could not authorize the sale of an allied controlled airports. But could we no objection from the allied point of view against it being put into operation in Italian controlled airports. 4. This, however, would be an Italian problem to be settled between the Italian Air Ministry and the Aero Club.

5. I explained that this was my own opinion and that I would consult you before replying to directives.

W. J. B. Langley

2.

S.S.D.

7.11.46

3. I said that we could not authorize the sale
 on either controlled airports. I said could we
 no objection from the other point of view against
 it being put into operation in Italian controlled
 airports. 4. This, however, would be an
 Italian problem to be settled between the
 Italian air ministry and the Aero Club.
 5. I explained that this was my own opinion
 and that I would consult you before replying
 to inquiries

Reginald Langford
 7.11.46

S.S.O.
 Mrs D.D. Fern
 8/11

By now we take any writing down, I think it ought
 should be discussed with interested parties at the I.A.P.

2. I'm not sure of the implications e.g. they do in Aero Clubs want
 in gross - to add (it is benefit of their own funds), to fly on or what?
3. If flying clubs are not permitted to fly, they better about
 rights on airports at this stage - may be in 6 months time
 they may be permitted by us as by the I.A.P. to fly (and not up valuable
 dollar exchange for P.O.L.).
4. Would you please speak with Mr. Remondino & ask him

to initiate informal action to obtain I.A.N. views, after
which we might commit ourselves to papers (to I.A.N. and
to Aero Club).

4/11/46.

RRB
Dit.

S.S.O.

3.

I spoke with Col. Remondino who says the sole reason why
the Aero Club wants these airfields is to cut the grass
sell it, according to an old understanding with Air Ministry. As
now as an airfield is designated, therefore, the Air Ministry in
any case hands over the grass cutting to the Aero Club.

12/11/46.

RRB
S.S.O.

4.

Discussion.

Ref minute 3. If Min in consent then
seem little that we can do except to refer
the Aero Club back to Air I.A.N.

W. J. Remondino
17/11/46



REAERO AERO CLUB D'ITALIA

ROMA - Via Cesare Beccaria, 35 - Telef. 372960

RISPOSTA AL
FOGLIO DEL

N

PROT N 3620

ROMA, 17th November '48

OGGETTO: Keeping of flying fields

A.V.S. I.F. BRODIE

Capo della Sottocommissione
dell'Aereonautica

The "Aereo Club d'Italia" before the war, retained the keeping of all military, civil, tourist flying fields, in consideration that the tourist machine specially, for his delicacy, wanted that the fields were kept in the most perfect fashion.

In the chaos of the after war, the fields have been assigned to Cooperatives, Guilds, Private Persons and only lately the "Aereo Club d'Italia", after many entreaties could have the assignation of twenty six free fields, from the Air Ministry, Prot. N. 35955, under date 30th September/46, as initial concession, being the "Aero Club d'Italia" technically, the most indicated for the keeping.

Among these fields, the following: Reno, Rimini, Gheddi, Treviso, Ciampino, Capodichino, Pisa, Bari, Brindisi, Catania; are still under Your administration and we beg You to allow us the same fields for a perfect keeping of the grassy mantle with the modality You wish to prescribe, leaving the same Air Ministry reserved Your consent.

Hoping to be favoured with Your confirmation for the finality of the "Aereo Club d'Italia", we sincerely thank You

AERO CLUB D'ITALIA
IL PRESIDENTE
(On. Avv. Luigi Gasparri)

AERO CLUB D'ITALIA
IL VICE PRESIDENTE
(Piero Guillon)

See Note to Encl 14 B



2423

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

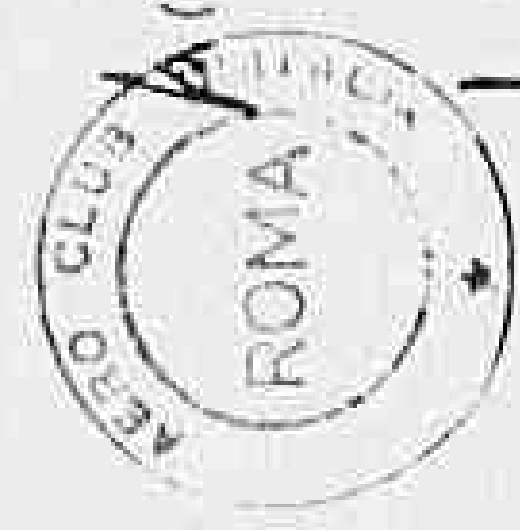
all military, civil, tourist flying fields, in consideration of the fact that the fields were kept in the post perfect fashion.

In the chaos of the after war, the fields have been assigned to cooperatives, builds, private persons and only lately the "Aero Club d'Italia", after many entreaties could have the assignation of twenty six free fields, from the Air Ministry. Prot. N. 30522, under date 30th September/45, as initial concession, being the "Aero Club d'Italia" technically, the most indicated for the keeping.

Among these fields, the following: Fano, Rimini, Pinedi, Frazzese, Ciampino, Capadocchino, Pisa, Bari, Brindisi, Catania; are still under Your administration and we beg You to allow us the same fields for a perfect keeping of the grassy mantle with the mobility You wish to prescribe, giving the same Air Ministry reserved Your consent.

Hoping to be rewarded with Your confirmation for the finality of the "Aero Club d'Italia", we sincerely thank You

AERO CLUB D'ITALIA
IL PRESIDENTE
(On. Avv. Luigi Gaspari) L. A.
AERO CLUB D'ITALIA
IL VICE PRESIDENTE
(Piero Giuliani)



See Not to End 14 B.

Ch. bol
17/12

Fien m hary

From : AIR MINISTER
 To : AIR VICE MARSHAL A.F.O. BROOKS
 DIRECTOR OF AIR FORCE'S SUB-COMMISSION
 Date : 13th November 1946
 Ref. : 25670/3742 Coll.

Dear Air Vice Marshal,

Referring to our conversation of the 6th of September I have the honour to inform you that:

1) I have instructed the Directorate General of Works and Buildings to contact the representatives of "AERONAUTICA ITALIANA" and the Turin Civilian authorities, in order to find a solution during the meeting of the Commission for airports, to the civilian and military airport problem in the area.

2) The actual landing strip at Turin airfield cannot be extended by the Aeronautical Administration, as the airfield does not belong to the Works and Building Directorate.

3) Although recognizing the actual necessity of altering the landing strip at Liniate airfield, this cannot be carried out due to the financial situation of the I.A.F.

However the responsible Directorate for Works and Buildings is studying a project of building a metal landing strip.

4) Again due to the critical financial position of the I.A.F. it is not possible to convert into passengers rest rooms serviceable hangars, on airfields where Military Air Courier aircraft land.

Hoping that I will be able to supply you with further information on the matter kindly accept Sir, my very best regards.

CINQUANTI

1829

Translated by Sgt. P. RYAN

all correct

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(e)

have the honour to inform you that:

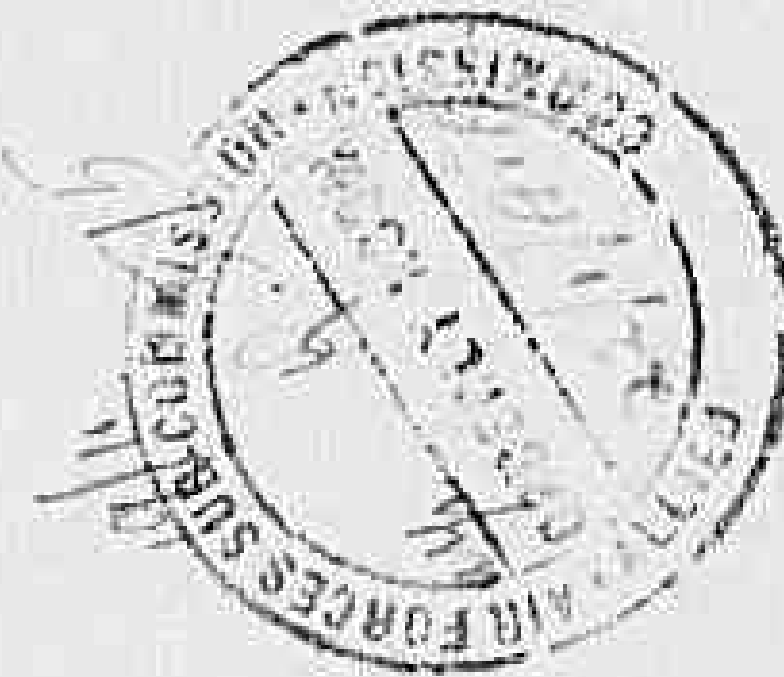
- 1) I have instructed the Directorate General of Works and Buildings to contact the representatives of "AERONAUTICA ITALIANA" and the Turin Civilian authorities, in order to find a solution during the meeting of the Commission for airports, to the civilian and military airport problem in the area.
- 2) The actual landing strip at Turin airport cannot be extended by the Aerocivilian Administration, as the airfield does not belong to the Works and Building Directorate.
- 3) Although recognizing the actual necessity of altering the landing strip at Liniate airfield, this cannot be carried out due to the financial situation of the I.A.F.
- However the responsible Directorate for Works and Buildings is studying a project of building a metal landing strip.
- 4) Again due to the original financial position of the I.A.F. it is not possible to convert into passenger rest rooms serviceable hangars, on airfields where Military Air Courier aircraft land.

Hoping that I will be able to supply you with further information on the matter kindly except Sir, my very best regards.

CINCOIANT

1829

Translated by Sgt. F. EVAN





IL MINISTRO DELL'AERONAUTICA

39670/2728 Coll.

Roma, 13 NOV. 1946

471

Caro Maresciallo,

riferendomi alla nostra conversazione del 6 settembre scorso La informo che:

1°) - ho dato incarico alla Direzione Generale del Demanio perchè in sede di Commissione per gli Aeroporti, prenda contatto con i rappresentanti dell'Aeronautica d'Italia e con le Autorità Civili di Torino per risolvere il problema di un Aeroporto civile e militare nella zona;

2°) - l'allungamento della pista esistente sul campo di Torino non può essere fatto dall'Amministrazione Aeronautica in quanto l'Aeroporto stesso non è di proprietà demaniale;

3°) - pur riconoscendo l'effettiva necessità di modifica della pista dell'Aeroporto di Linate, data l'attuale situazione del bilancio dell'Amministrazione Aeronautica, non è possibile attuarla.

Comunque la competente Direzione del Demanio ha allo studio un progetto per la costituzione di una pista con elementi metallici;

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Al Vice Maresciallo

A.I.E. BRODIE

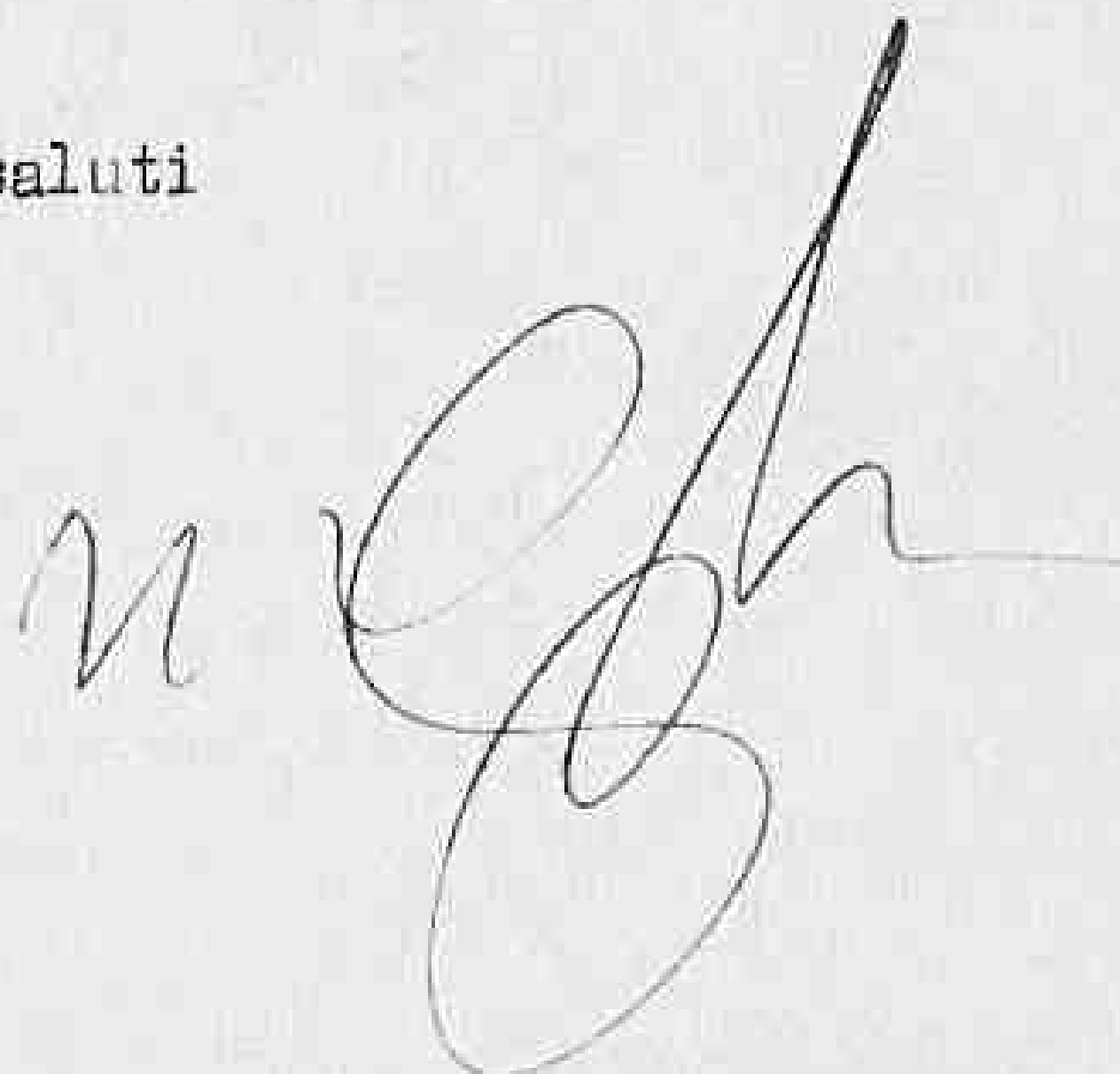
Capo della Air Forces Sub Commission

- R O M A -

4°) - sempre per la critica situazione del bilancio, non è possibile trasformare in posti di ristoro e pernottamento per passeggeri, qualche avio rimessa ancora efficiente, esistente nei campi scalo delle linee dei Corrieri Aerei Militari.-

Riservandomi di inviarLe ulteriori notizie in merito mi è gradita l'occasione per esprimerLe i sensi della mia più alta considerazione.

Con i migliori saluti

A handwritten signature in dark ink, consisting of a stylized 'M' followed by a large, flowing 'C' and a horizontal stroke.

FROM : "STATO MAGGIORE" MILITARY AIR FORCE
 TO : AIR FORCES SUB-COMMISSION, A.C. ROME (Through Liaison Office)
 DATE : 4TH NOVEMBER, 1946
 REF : 3691 Coll.

POMIGLIANO D'ARCO AIRFIELD

We submit the following to your attention trusting you will inform us of the decisions taken by your Sub-Commission:-

1) As it is known, the Pomigliano d'Arco airfield was handed over to the Italian Air Administration by the Allied Authorities with the specific clause that the installations and material existing on the airfield should not be removed or in any way modified before previous authority be given by your AFSC (see letter No. AFSC/22.1/AIR dated 23rd September, 1946).

2) The Pomigliano d'Arco airfield is property of the Alfa Romeo Company and was in due time occupied by the Italian Air Administration for military purposes.

3) As a result of the Allies' decision to hand over the airfield to the Italian Air Administration, the Alfa Romeo has requested that the present occupation of the airfield be duly recognized with a regular lease contract as the provisions of law at present in force do not authorize the Italian Military Authorities to requisition premises or any property for war exigencies any longer. Moreover, the Alfa Romeo has pointed out that it will not consider as valid the term expiring on 31st December, 1946 of a contract made in due time by the RAF Command occupying the airfield with Signor Giuseppe Rocca, residing in Naples, Via Trinita' degli Spagnoli, No. 5 to keep the said airfield for pasturing purposes. In fact, the Allies' power to dispose of a requisitioned property ceases on the cessation of requisition state, i.e. when derequisition is declared. This state of things has given rise to an unpleasant argument between this Administration and the Alfa Romeo Company.

4) The maintenance of only one airfield in the Naples area is sufficient for the needs of the Military Air Force. If your Sub-Commission has no particular objections, this "Stato Maggiore" would suggest the final handing over of the Pomigliano d'Arco airfield to the Alfa Romeo Company while the Capodichino airfield could be used for all military needs.

We submit the following to your attention trusting you will inform us of the decisions taken by your Sub-Commission:-

- 1) As it is known, the Pomigliano d'Arco airfield was handed over to the Italian Air Administration by the Allied Authorities with the specific clause that the installations and material existing on the airfield should not be removed or in any way modified before previous authority be given by your AFSC (see letter No. AFSC/22.1/AIR dated 23rd September, 1946).
- 2) The Pomigliano d'Arco airfield is property of the Alfa Romeo Company and was in due time occupied by the Italian Air Administration for military purposes.
- 3) As a result of the Allies' decision to hand over the airfield to the Italian Air Administration, the Alfa Romeo has requested that the present occupation of the airfield be duly recognized with a regular lease contract as the provisions of law at present in force do not authorize the Italian Military Authorities to requisition premises or any property for war exigencies any longer. Moreover, the Alfa Romeo has pointed out that it will not consider as valid the term expiring on 31st December, 1946 of a contract made in due time by the RAF Command occupying the airfield with Signor Giuseppe Rocca, residing in Naples, Via Trinità degli Spagnoli, No. 5 to keep the said airfield for pasturing purposes. In fact, the Allies' power to dispose of a requisitioned property ceases on the cessation of requisition state, i.e. when derequisition is declared. This state of things has given rise to an unpleasant argument between this Administration and the Alfa Romeo Company.
- 4) The maintenance of only one airfield in the Naples area is sufficient for the needs of the Military Air Force. If your Sub-Commission has no particular objections, this "Stato Maggiore" would suggest the final handing over of the Pomigliano d'Arco airfield to the Alfa Romeo Company while the Capodichino airfield could be used for all military needs.
- 5) If your AFSC has no objection to our suggestion, we point out the necessity to cancel the clauses referred to in letter No. AFSC/22.1/AIR dated 23rd September, 1946 concerning the installations and material existing in Pomigliano d'Arco.

Will you kindly send us a reply.

Translated by Lydia R.

THE HEAD OF THE "STATO MAGGIORE"

22/1/1946

G/W.

STATO MAGGIORE DELL'AERONAUTICA
2 DEPARTO - ORDINAMENTO

---0---

Sezione Ordinamento

Prot. N°

204852/ed. 7/36

ALL' A.F.S.C. = A.C.

= Tramite Ufficio Collegamento =

R O M A

OGGETTO: Aeroporto di Pomigliano d'Arco.-

per conoscenza:

AL MINISTERO DELL'AERONAUTICA = Direzione Generale Demanio = S E D E
AL COMANDO 3° Z.A.T. (rif. f.n. 0/4175 del 25 ottobre 1946) = R O M A

Affinchè codesta Sottocommissione voglia far conoscere le proprie determinazioni, si prospetta quanto segue:

1°) - Come noto l'Aeroporto di Pomigliano d'Arco è stato restituito dalle Autorità Alleate all'Amministrazione Aeronautica Italiana con la specifica clausola che, salvo preventiva autorizzazione da parte di codesta A.F.S.C., gli esistenti impianti e materiali non devono essere rimossi o, comunque, alterati (vedi foglio A.F.S.C./22.1/AIR in data 23 settembre 1946).-

2°) - L'Aeroporto in questione è di proprietà della Società Anonima Alfa Romeo e fu occupato dall'Amministrazione Aeronautica Italiana per necessità di carattere militare.-

3°) - In conseguenza della predetta restituzione da parte Alleata, l'Alfa Romeo, nel chiedere che venga regolarizzata la attuale occupazione dell'Aeroporto attraverso un regolare contratto di fitto, in quanto le vigenti disposizioni di legge escludono le già esistenti facoltà di requisizione per esigenze belliche da parte delle autorità militari Italiane, ha fatto anche presente di non poter considerare valida la scadenza al 31.12.1946 di un contratto di affitto stipulato con l'Alfa Romeo, che il Comando della R.A.F., occupante l'Aeroporto, stipulò a suo tempo con il Signor Giuseppe ROCCA, residente in Napoli - Via Trinità degli

4 NOV 1946

Roma, 1

2431

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

785017

OGGETTO: Aeroporto di Pomigliano d'Arco.-

per conoscenza:

AL MINISTERO DELL'AERONAUTICA = Direzione Generale Demanio = S E D E
AL COMANDO 3° Z.A.T. (rif.f.n.0/4175 del 25 ottobre 1946) = R O M A

Affinchè codesta Sottocommissione voglia far conoscere le proprie determinazioni, si prospetta quanto segue:

1°) - Come noto l'Aeroporto di Pomigliano d'Arco è stato restituito dalle Autorità Alleate all'Amministrazione Aeronautica Italiana con la specifica clausola che, salvo preventiva autorizzazione da parte di codesta A.F.S.C., gli esistenti impianti e materiali non devono essere rimossi o, comunque, alterati (vedi foglio A.F.S.C./22.1/AIR in data 23 settembre 1946).-

2°) - L'Aeroporto in questione è di proprietà della Società Anonima Alfa Romeo e fu occupato dall'Amministrazione Aeronautica Italiana per necessità di carattere militare.-

3°) - In conseguenza della predetta restituzione da parte Alleata, l'Alfa Romeo, nel chiedere che venga regolarizzata la attuale occupazione dell'Aeroporto attraverso un regolare contratto di fitto, in quanto le vigenti disposizioni di legge escludono le già esistenti facoltà di requisizione per esigenze belliche da parte delle autorità militari Italiane, ha fatto anche presente di non poter considerare valida la scadenza al 31.12.1946 di un contratto di affitto di erba del campo in questione, che il Comando della R.A.F., occupante l'Aeroporto, stipulò a suo tempo con il Signor Giuseppe ROCCA, residente in Napoli - Via Trinità degli Spagnoli n.5. Infatti, la facoltà da parte Alleata di disporre di una cosa requisita viene a mancare all'atto della cessazione della requisizione.- La predetta circostanza-

/././

- 2 -

za ha provocato una spiacevole controversia tra questa Amministrazione e la Società Alfa Romeo.--

- 48) - Per le esigenze dell'Aeronautica Militare, nella zona di Napoli è sufficiente mantenere un solo Aeroporto.--
Qualora codesta Sottocommissione non avesse da opporre particolari difficoltà, questo Stato Maggiore sarebbe dell'avviso di restituire definitivamente l'Aeroporto di Pomigliano d'Arco alla Società Alfa Romeo e di utilizzare per le proprie necessità l'Aeroporto di Capodichino.--
- 50) - Sempre che codesta A.F.S.C. concordasse con lo scrivente, occorrerebbe che fossero sciolte le riserve di cui al citato foglio AFSC/22.1/AIR del 23 settembre 1946, interessati gli impianti ed i materiali esistenti a Pomigliano d'Arco.--

Si resta in attesa di un cortese cenno di riscontro.--



IL CAPO DI STATO MAGGIORE

1821

2A
1

From :- Mediterranean Allied Air Committee Secretariat.
To :- Air Forces Sub-Commission, Allied Commission, ROME.
Date :- 12th November, 1946.
Ref :- MAAC/4203/1/AFALS.

PADUA AIRFIELD.

Reference to your letter AFSC/22/1/Air dated 8th November, 1946.

2. The attached G.H.Q. copy letter reference 6637/1/02 dated 21st April, 1946, from which it will be seen Padua airfield is still required to meet military requirements, is forwarded for your information and any action considered necessary.

(*S.J.B. Hamilton*)
S.J.B. HAMILTON
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE.



COPY/

28

Subject: Italian Airfields.G.H.Q. C.M.F.6637/1/02.21 Apr 46

Allied and Foreign Air Liaison Section,
MEDME Detachment, AHQ ITALY.

Reference your MEDME/4203/1/AFALS dated 21 Mar 46.

1. A list of Airfields in ITALY held under Military requirements to meet Military commitments is attached as Appendix 'A'.
2. Amendments to this list will be notified as they occur.
3. This covers the reply to your letter of even reference dated 12 Apr 46.

R.R. MORRISON, Major,
for Brigadier,
DQMG.

RRM/va

Copy to: MGA
G-3 AFHQ
Air HQ ITALY (3)
File 6638/5/Q2

Noted.
W/L
7/12

1814

SECRET AND NO

/cjo

: S E C R E T
:Auth: SACLT
:Initials:
:Date: 8 March 1946

TO : As indicated below

Change Column 3(Field management) to read:

Delete the following under column 4 (Remarks)

Bologna	See Note 1
Foggia Main	See Note 1
Lisa	See Note 1

BY COLT AND OF LIEUTENANT GENERAL POTTER.

EDWARD S. SHUGRT
Colonel, and
Adjutant General

DISTRIBUTION :

[illegible]

- 2 - COM NAV J20
- 5 - Med Reg. J20/ATC
- 5 - CG, 6th Div
- 5 - CG, J20/ATC
- 10 - CG, J20
- 5 - CG, J20
- 3 - SD, J20
- 2 - 1st AF Base Unit, Rome
- 2 - CG, 1st AF Base Unit, Rome
- 5 - XIII Corps
- 4 - Air Reg. J20, Italy
- 4 - Air Reg. J20, Cairo
- 2 - AG Records
- 1 - AG J20
- 5 - J20

1818

SECRET

53227

COPY/

20.

Appendix 'A' to 6637/1/Q2dated 1 Apr 46Airfields in ITALY in use to meet Mil RequirementsMap Reference:- ITALY ROAD MAP 1:200,0001. X111 CORPS AREA

(a)	CASARSA	C 0807
(b)	RIVOLTO	C 2408
(c)	VICENZA	G 0767
(d)	THIENE	G 0480
(e)	VILLAFRANCA	F 5447
(f)	BOSCO MANTICO	F 6058
(g)	PADUA	G 3247
(h)	ATIELLO	H 5198

2. 2 DISTRICT AREA

(a)	MIRAMARE	R 8995
(b)	IGIEA MARINA	M 7807
(c)	FORLI	M 4317

3. 3 DISTRICT AREA

(a)	GROTTAGLIE	P 8920
(b)	CAPUA	N 1778
(c)	VESUVIUS	N 3545
(d)	MONTECORVINO	N 8333

1817

*Noted
d.l.*

3378

AIR Forces

From: - Mediterranean Allied Air Committee Secretariat.

To: - Chief Disposals Officer (Italy), Surplus Stores Division,
Ministry of Supply, Via delle Botteghe Oscure, ROMA.

Director General A.R.A.R.: 26 Corso d'Italia, ROMA.
Air Forces Sub-Commission, Allied Commission, Rome.
A.F.H.Q. Engineer Branch (British) attn: Major HENRIKSON.
Air Headquarters Italy (attention: Group Captain BRICE)
Rear Air Headquarters Italy (attention: S/Ldr. MARRIOTT)

Date: - 7th November, 1946.

Ref: - MAC/4203/1/AFALS.

DISPOSAL OF METAL TRACKS - FORNIALE AIRFIELD

Reference is made to your letter CDO/13/298/III dated 1st November, 1946: and to Air Headquarters Italy Rear letter AHQI/11703/35/E.7. dated 5th November, 1946:

2. It is desired to inform you that the P.S.F. or Metal Tracks at the above-mentioned airfield are required by Allied Force Headquarters and will be removed by them to RIVOLTO for storage.

S.J.B. HAMILTON
Wing Commander
Secretary to the

MODERNIZATION ALLIED AIR COMMITTEE

1815

A.F.H.Q. Engineer Branch (British) attn: Major HENRIKS W.
Air Headquarters Italy (attention: Group Captain BRICE)
Rear Air Headquarters Italy (attention: S/Ldr. MARRIOTT)

Date:- 7th November, 1946.

Ref :- M.L.C/L203/1/AFALS.

DISPOSAL OF METAL TRACKS - PORTOFINO AIRFIELD

Reference is made to your letter CDO/13/298/IIII dated 1st November, 1946: and to Air Headquarters Italy Rear letter AHQI/11703/35/E.7. dated 5th November, 1946.

2. It is desired to inform you that the P.S.F. or Metal Tracks at the above-mentioned airfield are required by Allied Force Headquarters and will be removed by them to RIVOLTO for storage.

1815

S.T.B. HAMILTON
Wing Commander
Secretary to The

COMMISSIONER ALLIED AIR COMMITTEE

Copies to : Rear Air Headquarters Italy (attention : E.7.)
Allied Commission, Rome,
Headquarters III District, C.M.F.

S.E.O.
air III

Pleasant note

22/11

Y.M.



2441