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

785017

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10000/135/41
(PART I)

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785017

10000/135/41
(PART I)

ELMAS AIRFIELD PROJECT
DEC. 1944 - AUG. 1946

CONFIDENTIAL

138A

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

To : Air Headquarters Malta.
copies to: H.A.A.C. Secretariat c/a A.H.C. ITALY.

Date : 22nd August 1946.

Ref : AFSC/22/2/AIR.

MILAS AIRFIELD - SARDINIA.

Reference is made to Headquarters MED/AFS letter S.206375/AFM dated 12th August 1946 and to this Headquarters letter of even number dated 22nd July 1946 concerning the practicability of handing over the above airfield to the Italian Air Force.

2. In view of the fact that approximately 60 Secret List aircraft will be landing at Milas per month between now and the end of this year it will be obviously impossible for the Italian Air Force to take over any of the technical sections on the airfield. As regards the other services the process of substitution has already gone a long way, but after careful scrutiny at this Headquarters it is thought that the Italians could take over certain extra duties and so ease the strain on British man power without injury to the general efficiency of the station.

3. Further Sub-sections which the Italian Air Force could man with properly trained personnel are as follows :-

- a) The H/F D/F Station and the M/P Beacon. The H/F D/F station is already manned by I.A.F. personnel. 20/4
- b) P.B.L. Telephone Exchange. These would be English speaking operators if available.
- c) Airfield controllers. These would be R.A.F. trained and English speaking and are available.
- d) Crash tender crew and flare path party. Here the M.C.C. in orange would have to be R.A.F. - Which is the practice at Ciampino.
- e) Should it be required by Refors aircraft, the occult Beacon at ORUSTANO could be brought back into service by means of an I.A.F. crew.

4. It was always understood at this Headquarters that the Refors aircraft would be flown by Italian crews and therefore not on the Secret List.

2. In view of the fact that approximately 60 Secret List aircraft will be landing at Elmas per month between now and the end of this year it will be obviously impossible for the Italian Air Force to take over any of the technical sections on the airfield. As regards the other services the process of substitution has already gone a long way, but after careful scrutiny at this Headquarters it is thought that the Italians could take over certain extra duties and so ease the strain on British man power without injury to the general efficiency of the station.

3. Further Sub-Sections which the Italian Air Force could man with properly trained personnel are as follows :-

- a) The H/F D/F Station and the M/F Beacon. The M/F D/F station is already manned by I.A.F. personnel. 20/4
- b) I.R.X. Telephone Exchange. These would be English speaking operators if available.
- c) Airfield controllers. These would be R.A.F. trained and English speaking and are available.
- d) Crash tender crew and flare path party. Here the N.C.O. in charge would have to be R.A.F. - Which is the practice at Ciampino.
- e) Should it be required by Refoms aircraft, the occult Beacon at ORISTANO could be brought back into service by means of an I.A.F. crew.

4. It was always understood at this Headquarters that the Refoms aircraft passing through Elmas were Tempests and therefore not on the Secret List. Naturally if the security category in respect of these aircraft were reduced it would be possible to substitute Italian personnel to a greater degree.

5. It is hoped these proposals may be of value to you in the preparation of an interim establishment for Elmas airfield until the end of 1946.

Chisholm

C.M.L. CRUCE V/CDR.
FOR AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

WJ

J. G. M. V. J. G. M. V. J. G. M. V.

From :- Headquarters, Royal Air Force, M.I./AF,
S.2/1 (S.2/1) M.I./AF.

To :- Air Headquarters, M.I./AF

Copies to:- Air Forces, Sub-Commission,
Allied Commission, Rome.
M.A.A.C., C/o A.F.C. ITALY

Date :- 12th August, 1946.

Ref :- S.206375/Air.

RYMAS AIRFIELD - SAVONNA

1. Reference Air Forces Sub-Commission letter AFSC/22/2/Air dated 22nd July, 1946, concerning the possibility of handing over RYMAS to the Italian Air Force.

2. There is a single engine aircraft flow of 30 aircraft a month until the end of this year. The aircraft are on the Secret List. In addition there are approximately 30 other Secret List aircraft per month landing in emergency. All these aircraft must be handled by R.A.F. personnel.

3. In January, 1947 when the refence flow ceases it may be possible to re-route other aircraft so that RYMAS is not longer a convenient emergency airfield or alternatively to accept the occasional emergency landing even after withdrawal by the R.A.F.

4. It is requested that you will forward proposals for an establishment capable of handling approximately 60 aircraft per month for the remainder of the year. The policy for RYMAS will be reviewed in January, 1947.

2048

A. Khan

Leathbridge

(N.A.P. PETERSON)

Air Commodore,
Senior Air Staff Officer,
Headquarters, RAF M.I./AF

Ref :- S.206375/air.

HMMA AIRFIELD - SNOONIA

135A

1. Reference Air Force Sub-Commission Letter AFM/22/2/44 dated 22nd July, 1946, concerning the possibility of handing over HMMA to the Italian Air Force.

2. There is a single engine aircraft fleet of 30 aircraft a month until the end of this year. The aircraft are on the Secret List. In addition there are approximately 30 other Secret List aircraft per month landing in emergency. All these aircraft must be handled by R.A.F. personnel.

3. In January, 1947 when the referred flow ceases it may be possible to re-route other aircraft so that HMMA is not longer a convenient emergency airfield or alternatively to accept the occasional emergency landing even after withdrawal by the R.A.F.

4. It is requested that you will forward proposals for an establishment capable of handling approximately 60 aircraft per month for the remainder of the year. The policy for HMMA will be reviewed in January, 1947.

2048

W. P. PITCHER

(W. P. PITCHER)

Air Commodore,

Senior Air Staff Officer,
Headquarters, RAF MND/MS



1358

SECRET

COPY HQ:

MEMORANDUM FOR THE SECRETARY OF DEFENSE
SUBJECT: ITALIAN MILITARY AIR FORCE

TO: SAC, WFO/2 (2)
FROM: SAC, WFO/2 (2)
SUBJECT: ITALIAN MILITARY AIR FORCE
REF: WFO/2, 10/1/56
WFO/2, 10/1/56, 10/1/56

Re: Italian Air Force, 10/1/56, 10/1/56, 10/1/56.

Date: 10/1/56, 10/1/56.

ATTACHED:

- Appendix 1: General Organization and Administration
- Appendix 2: Personnel
- Appendix 3: Equipment
- Appendix 4: Flying Control and Air Base Services
- Appendix 5: Runways and Flight Handling
- Appendix 6: Signals
- Appendix 7: Radio Logistical

Review of Situation:

1. Since 1945, the Italian Air Force has been in a process of reorganization. It is now being reorganized by the Italian Air Force, and is now being reorganized by the Italian Air Force. It is now being reorganized by the Italian Air Force.
2. There is also a slightly larger party of Italian Air Force personnel who have been in the Italian Air Force, and are now being reorganized by the Italian Air Force. It is now being reorganized by the Italian Air Force.
3. The present average number of flights per month through Rome is 120, consisting of 100 flights by Italian military aircraft, and 20 flights by Italian civil aircraft. The Italian Air Force is now being reorganized by the Italian Air Force.
4. The present average number of flights per month through Rome is 120, consisting of 100 flights by Italian military aircraft, and 20 flights by Italian civil aircraft. The Italian Air Force is now being reorganized by the Italian Air Force.

Att. to be attached.

1. The present average number of flights per month through Rome is 120, consisting of 100 flights by Italian military aircraft, and 20 flights by Italian civil aircraft. The Italian Air Force is now being reorganized by the Italian Air Force.

APPENDIX

Appendix 1	General Requirements and Considerations
Appendix 2	Technical
Appendix 3	Management
Appendix 4	Training Control and Air Force Control
Appendix 5	Procurement and Freight Handling
Appendix 6	Finance
Appendix 7	Personnel

Review of Situation

These findings are supported by U.S. data. It is noted that approximately 300 U.S. personnel are located in Italy and approximately 100 U.S. personnel are located in Sicily. The Italian Air Force is also a slightly larger party of Italian Air Force personnel who handle the Italian military control, but plans are being made to a small extent in the number of the Italian Air Force to be sent to Sicily.

3. The present number of flights per month through Rome is 300 excluding those by Italian aircraft, also there is an agreement to Air Force aircraft through Rome to both sides in the state of about 30 per month for two months and then decreasing to about 100 per month, 1946 there will be only four to five flights.

Plan to be Attached

4. To ensure success by substituting U.S. personnel with Italian Air Force personnel.

Points Affecting the Statement of the 13

5. Operations A - C list the main reasons which affect the statement of the plan. They are based on course of action 'A' but list the 13 items of plan as an airfield in course of action 'B' in detail.

Course of Action Open to Attack the 13

6. (A) By partial substitution whereby converting U.S. personnel while maintaining all present services and facilities at Rome.
- (B) By withdrawing all U.S. personnel and accepting retained services and facilities which would lower the status of Rome to an ordinary airfield.

Equipment	7	8	9	10
Personnel	1	2	3	4
Material	5	6	7	8
Food	9	10	11	12

30 TONS OF FUEL

PLAN OF ACTION

1. Identify all U.S. personnel. The first list will be for emergency only. I, J, K, to be completed and then given the personnel of the aircraft carrier as requested. L, M, N, to supply all services as requested for all two allied military aircraft. Allow to provide medical and replacement.
2. Provide all but essential aircraft equipment and supplies of food, medicine, etc. point to point facilities.
3. Allow to supply a large standard of medical services.
4. Allow to fly in personnel and equipment to supply any aircraft damaged beyond the U.S. air capabilities.

Implementation of the Plan

1. On balance, it is thought that the situation in the U.S. regarding to item (1), on a first step, will be possible to handle, and after one or three months further the situation again in the light of changing conditions will be the U.S. view that they are capable of taking over completely without jeopardizing allied interests along over to item (2).

2044

1/2/51

[Handwritten signature]

W. J. BROWN,
CHIEF OF STAFF,
U.S. AIR FORCE,
WASHINGTON, D.C.

1. Summary.

2. Summary of Findings.

3. Summary of Recommendations.

4. Summary of Conclusions.

(a) This house could be used as a permanent residence, transit of floors, and all current personnel, and all other's use.

(b) T.M.C. Building used as an American Dining Hall with a kitchen upstairs. There are some available on the top floor for a temporary home.

(c) There is a building on the

(d) There is a building on the

2. The above mentioned buildings will be occupied by A.M. personnel in charge with personnel under them. There are personnel but they are sufficient to manage the Italian in person.

Total number of personnel required:

(a) 3 Corporals (M/10).

(b) 3 L.A.C. " " "

(c) 3 L.A.C. " " "

(d) 3 Sergeants & 1 Corporal (M/10) (M/10).

Total 13.

3. Summary.

3. T.M.C. and A.M. Building at present in England.

Stakes approximately 4 months for 200 men.

Total number of A.M. personnel required: -

2 Sergeants or Corporals.

Total 1.

4. T.M.C. could be transferred into the various from outside.

5. Summary.

5. There are English speaking Italian doctor in England already employed by A.M. There is a change of 1000 men with an A.M. Sergeant or Corporal Medical Officer responsible for inventory and medical supplies.

6. The medical supplies are being ordered from No. 2 H.A. General Hospital, Algeria as they are clearing some stock there.

2042

(2) High standard for work.
The above mentioned facilities will be provided by U.S. personnel
in charge with Italian units there. There are standards will have sufficient
to accommodate the Italian Air Force.

Total number of personnel required:

- (a) 3 Corporals
 - (b) 2 S.E.S.
 - (c) 3 S.E.S.
 - (d) 2 Sergeants & 1 Corporal Italian children.
- Total 8.

Italian

3. U.S. S.E.S. and S.E.S. Italian at present in England.
Status approximately is similar for 25 men.
Total number of U.S. personnel required is -
1 Sergeant or Corporal.

Total 1.

4. U.S. S.E.S. will be transfer to into the service as per outside.

Medical

5. Persons on English speaking Italian doctor in England already
employed by U.S. S. Units in charge of sick workers with an S.E.S. Sergeant
or Corporal Italian (entirely responsible for immunity and medical supplies).

6. Two medical supplies are being received from the U.S. S. S. Covered
Monthly, supplies of they are closing down next month.

7. Total number of personnel required is -

- 2 Sergeant or Corporal
 - 2 S.E.S.
 - 2 U.S. Advance troops.
- Total 5.

There is an Italian S.E.S. nurse employed at present and 2 Italian doctors.

2042

Technical Support

3. The establishment of Detachment M.T. is 52. The present strength 20. With the exception of the two for maintenance work, the staff necessary to sustain in the event of a crisis, all could be replaced by Italian Air Force drivers.

Quantity

4. At present 4 M.T. S. 1's and 1 disemployed driver and 6 vehicles used.

At present allocated to station 2 M.T. S. 1's and 2 disemployed M.T. S. 1's personnel.

The M.T. S. 1's, even if disemployed, are the two M.T. S. 1's, disemployed personnel for General Staff duties.

At present the Italian Air Force has 30 disemployed, the strength should be brought up to 50 in view of the size of the movement and constant function. Provision of police force should be considered (to ensure in emergency).

Total 100.

Medical Personnel

5. Station - 100. Personnel 10. Disemployed, against the medical conditions include all ordinary work.

Personnel suggested 1 disemployed and 1 M.T. S. 1's are not considered necessary.

Dissemination and Propaganda Staff

6. Propaganda Staff located in the main compound. Registered Mail. Work with in the ordinary form.

Fire Personnel

7. Can be substituted by Italian Air Force personnel.

Arms

8. Can be substituted by Italian Air Force personnel.

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Other

9. 2 in the "Civilians" zone

2 in the 1st zone

2 in the "Berger's" zone

To supervise proper use of vehicles and building conditions.

Total 100.

Personnel and Vehicles

to protect the Italian Air Force use (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100) (101) (102) (103) (104) (105) (106) (107) (108) (109) (110) (111) (112) (113) (114) (115) (116) (117) (118) (119) (120) (121) (122) (123) (124) (125) (126) (127) (128) (129) (130) (131) (132) (133) (134) (135) (136) (137) (138) (139) (140) (141) (142) (143) (144) (145) (146) (147) (148) (149) (150) (151) (152) (153) (154) (155) (156) (157) (158) (159) (160) (161) (162) (163) (164) (165) (166) (167) (168) (169) (170) (171) (172) (173) (174) (175) (176) (177) (178) (179) (180) 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Total 1-3

Initial Review

- 9. When a mission is assigned, suggest the initial activities include all ordinary work.
- 10. When assigned a mission, suggest the initial activities include all ordinary work.

Discontinue and Reestablished

- 11. Discontinue all work up to the assigned mission. Reestablished work with in the assigned mission.

Fire Fighting

- 12. When assigned by Italian Air Force personnel.

Radio

- 13. Can be substituted by Italian Air Force personnel.

Order

- 14. 2 in the command's base }
2 in the 1st base }
1 in the 2nd base }

Discontinue and Reestablished

- 15. 3 P.M. personnel for directing flights and personnel, 1 Sergeant and 2 P.M.s.

Airfield Layout

- 16. As P.M. personnel in control. The Italian Air Force has a contract with 2nd Italian working party, suggest in charge.
- 17. As present also a P.M. in charge of work who is leaving shortly, suggest no replacement.

Information

- 18. Do not consider any P.M. information necessary, however Italian

officers and those to be employed in flying control, could interview for the A.I. S.A.S.

Comments

17. 3 copies of the material to be employed.

Total 1.3

Material Available

18. A.C. T.A.S. report.

Remarks

19. The strength as far as organization is concerned including other staff officers present and organization should be 1.

2. That Commander S.A.S. S.A.S. C/A. T.A.S. representing Transport Command.

3. A.C. T.A.S. and other units.

The strength included for ~~other~~ services other than organization as the T.A.S. S.A.S. on the various points has indicated for element's will be on the 2nd day, but not been considered.

20. There will be approximately 50 personnel working through daily and the above figures of A.I. S.A.S. personnel are the essential here.

21. In the event of total destruction by the A.I. S.A.S. no essential personnel are required by the organization. The total of 1000 are capable of taking any all at instructive services.

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Index

2. Services of aircraft passing through to the extent of:

- (i) Daily inspections.
- (ii) Refueling flights and refueling.
- (iii) Engine cleaning when necessary.
- (iv) Replacement of parts when necessary.
- (v) Other repairs when necessary.
- (vi) Complete maintenance of A.C.S. aircraft requiring attention.

Estimated Monthly Costs

2. 150 to 200 aircraft of all types passing through.
Additional base to be completed by December, 1966.
The carrying of 100 requests or delivery flights to H.A.
cost base up to \$500,000.

2) aircraft a day weekly through engine flights.

Remarks

3. The servicing station of the I.A.S. station can be carried out by I.A.S. personnel subject to the following facilities being provided.

- (i) Maintenance facilities of aircraft passing through.
- (ii) General handling services on board.
- (iii) Fuel storage and distribution.
- (iv) General engine refueling.
- (v) Maintenance of facilities I.A.S. and H.A.S.
- (vi) Ground equipment and tools up to established scale.
- (vii) Transport up to establishment.
- (viii) Facilities of A.C.S. and aircraft spare parts.

Remarks

2038

(vi) Regular maintenance of A-1-internal sampling aircraft.

Estimated Activity Data:

2. 130 to 200 aircraft of all types passing through additional base to be completed by December, 1966. The servicing of 120 requests in delivery flights to A-1, with base up-to-date.
2. aircraft in day weekly through regular flights.

Activities:

3. The servicing flights of the A-1, Station can be carried out by I.A.F. personnel subject to the following facilities being provided.

- (1) Submarine stations of aircraft passing through.
- (2) General handling notes as above.
- (3) Mail clerks and clerks.
- (4) Ground repair stations.
- (5) Servicing of aircraft S.O. 1's and S.O. 2's.
- (6) Ground equipment and tools up to established levels.
- (7) Transport up to established levels.
- (8) Provision of A.C.S. and aircraft spare parts.

2038

Recommendations:

4. That the following I.A.F. personnel be attached for operation and Liaison duties.

2 Senior H.O. 1's S.I. or P.I.

1 H.O. 2. Station H.T. (1 each).

5. These H.O. 1's should be able to speak Italian and a percentage of the I.A.F. personnel should be able to speak English.

...../page 2.

7. Article 10 of the Constitution of the United States provides that the President shall have the Honorable Rank of General in the Army and the Honorable Rank of Admiral in the Navy.

1. The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research.

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Country and more regulating countries are in beday and even needs.

1. The first part of the document is a list of names and addresses, which are arranged in two columns. The names are written in a cursive script, and the addresses are written in a more formal, printed style. The list includes names such as "John Smith", "Mary Jones", and "Robert Brown", along with their respective addresses.

1. The first step is to identify the problem. In this case, the problem is that the company is not meeting its goals.

1000-0000-0000-0000

There is no evidence whatever in left column in any one of the pages 1-60, and for a while after, before the first page where the word "evidence" occurs.

1. *Chrysomelidae* (1000)

12. This article forms an important part of the equipment of every library for the study of the history of the United States. It is a valuable contribution to the knowledge of the life of the nation.

20. The estimated net income from the sale of the property is \$100,000. The estimated cost of the property is \$50,000. The estimated net income is \$50,000.

They are not to be used for the purpose of making a profit, but for the purpose of making a gift.

2033

ATTACHED FILE

ATTACHED FILE

1. The personnel at present employed on airfield control are as follows: 3 officers, 3 sergeants, 2 N.A.F. Operators and 2 Flying Control Assistants. It is thought that these can be substituted by 1 N.A.F. Flying Control Officer who will also act as N.A.F. Liaison Officer and three N.A.F. Airfield Controllers with Italian helpers.
2. The five tower crew at present consists of six N.A.F. personnel whose work could easily be done by Italian personnel with some training.
3. The three ground party at present is composed of two civilian youths but four N.A.F. specialists should be substituted as it is suggested bringing the floodlight back into service. These personnel would also be responsible also for maintaining steady air plot lamps and the point which is run off the main electro-compass.
4. It is suggested a fully mobile unit be established at Christmas is held in the N.A.F. yard on the station through lack of personnel to run it. With the approach of winter it is considered very desirable that this could be replaced in the position and manned by an Italian crew.
5. Again, removal of three search lights will continue to be operated by Italian personnel.
6. N.A.F. 1/2 and 1/3. It is thought that after instruction in a few good phrases of 1/2 procedure Italian personnel could take over these services especially as the Airfield Controller in the Flying Control Officer has definite transmission/reception on each frequency and can listen in on all various stations. This system would successfully in co-operation with the French in North Africa.
7. The briefing station is at present manned by two N.A.F. officers and two senior N.A.F. O's. It is suggested that this could be handled by English speaking Italian officers on twenty four hours duty in the Aircraft Safety Center in conjunction with the N.A.F. Liaison Officer and on N.A.F. senior N.A.F. O's. It is suggested to deal with documents and instructions.

Believing

Operations

2032

On N.A.F. officers and one senior N.A.F. O's. are now responsible for operations and it is considered that the aircraft safety services could handle this too. It is suggested that the Italian Aircraft Safety Centre should carry the work used at present by the briefing and operations sections. Final clearance certificates should be signed by the N.A.F. (N.A.F. O's) concerning the detachments.

To maintain the minimum of N.A.F. personnel required for the above commitments is required to be one Flight Lieutenant Flying Control Officer, three N.A.F. O's Airfield Controller and one N.A.F. Navigator N.A.F. O's. While this work of the station is being done.

also for maintaining early the 21st hour and the point which is now the main element of the 1st.

It would be a fully automatic system, but only used in the event of a failure in the 1st. The system is designed to be used in the event of a failure in the 1st. The system is designed to be used in the event of a failure in the 1st.

5. System, composed of three separate units will continue to be operated by Italian personnel.

6. V.E.P./S and V.E. It is thought that after installation on a few more aircraft of V.E. procedure Italian personnel could take over those services completely as the Airfield Controller in the Flying Control Officer has duplicate transmission/reception on each frequency and can listen in on all conversations. This system would successfully in co-operation with the French in North Africa.

Operations

7. The briefing section is at present manned by two V.E.P. officers and two senior V.E.P.s. It is suggested that this section be headed by English speaking Italian officers as they are better able to handle the briefings. Center in conjunction with the V.E.P. Italian officer and a V.E.P. senior V.E.P. navigator to deal with documents and instructions.

Operations

8. Two V.E.P. officers and two senior V.E.P.s are now responsible for operations and it is suggested that the aircraft safety services could handle this too. It is proposed that the Italian Aircraft Safety Center should occupy the room used at present by the briefing and Operations sections. Final alternative suggestions should be agreed by the V.E.P. (H.Q.) officer concerning the documents.

9. To maintain the minimum of V.E.P. personnel required for the above operations is proposed to be one Flight Lieutenant Flying Control Officer, three V.E.P.s Airfield Controller and one V.E.P. Navigator V.E.P. while the work of the remaining 5 officers, 3 senior V.E.P.s and 11 other ranks could easily be handled by Italian personnel.

10. In the event of the V.E.P. operating the Airfield in Italy all flying control facilities and navigation aids could be operated except the V.E.P. and H.Q. and V.E.P. Airfield control. As the Airfield would only be working on an emergency basis the lack of these facilities is considered unimportant as Airfield control could be done visually or by V.E.P.

2039

REMARKS:REMARKS AND REMARKS:

1. One round flight each way stop at Rome each week, made by 575 H.A.2. Operation scheduled at Rome. Flight 445 leaves Rome approximately 30.00 hours, leaves Rome approximately 12.00 for Rome. One stop goes to Rome. Return flights on Mondays.

2. Flight 445, in make on Wednesday and returns on Thursday.

Passenger personnel lights.

Flight extremely light.

Mail approximately 12.00 hrs. for H.A.2. personnel located at Rome.

3. H.A.2. personnel used to carry out this work:

2 officers

2 Flight Sergeant

1 Sergeant

2 Aircraft hands.

4. This section can be handled by Italian personnel under the supervision of the H.A.2. officer in charge.

Result in saving of 6 H.A.2. personnel.

REMARKS ON REMARKS:

5. There is no savings of approximately five Italian aircraft using the H.A.2. base, mostly under diversion conditions.

This number of aircraft could quite easily be sent elsewhere.

No difficult problems would arise that could not be handled by Italian personnel.

2031

- (iv) W/A, point to point with Italia.
- (v) Transfer switch (two complete installations).
- (vi) V.A.P. W/A, representative and conference (applied in Control Tower).
- (vii) V.A.P. operations control (two complete installations).
- (b) Transfer.
- (2) 'Line at Rome' (two installations used as alternate ways).
- (c) TELECOMMUNICATIONS.
- (1) One V.A.P. W/A (two to line boards).
- (11) One V.A.P. W/A.
- (111) Control Tower W/A (two to line boards).
- (1 & 11) are interconnected by our emergency line and there is an exchange line between (1 & 111) and (11 & 111).

REMARKS.

2. (a) The W/A, W/A, station, is already installed and operated by the I.A.P.
- (b) The W/A, W/A, and W/A, station can be substituted and operated by the I.A.P. after a few days installation.
- (2) It is considered essential to use I.A.P. operators as soon as possible to point to this channel as to be continued. 2029
- (d) The V.A.P. W/A, V.A.P. tower control and 'Italy' facilities are duplicated by equivalent equipment in the field controller's room and are inter-connected by telephone. In these circumstances it is considered that they could be removed by I.A.P. personnel, preferably with a knowledge of English, and all transmission carried out by the field controller, an English W.A.O. This was agreed upon as being quite practicable.
- (e) It is recommended that the I.A.P. W/A be removed and all operations transferred to the Italian W/A which would be managed by the facilities of our own board. The I.A.P. representative agrees with this and observes that the transfer of operations would be a simple matter as all necessary coding exists. The exchange would be managed by I.A.P. personnel.
- (2) 'Line at Rome'. This can be done by flying control staff or the Italian signals officer as it is merely a matter of connecting over with any means available to the Italian Navigator's route book a copy of which is carried by every crew.

...../1982.

1. Maintenance of Central and Airborne Intelligence

The maintenance of ground and airborne intelligence could be carried out by the Central Intelligence Agency (CIA) personnel with the exception of those personnel from which the personnel are recruited. It is recommended that the following CIA personnel be established:

Agency	Number	Notes
1. CIA	1	
2. CIA	1	

2. Airborne Intelligence

There is no objection to the receiving of intelligence to be used for the CIA. If there are personnel by command that are not there in a full-time capacity, out of those who are in the CIA, they are Central and Airborne Intelligence. There are a few ground-based personnel to provide all necessary assistance.

3. Airborne Intelligence

It is in necessary to continue the work to come with intelligence. It is recommended that the Airborne Intelligence be established. The recommended total establishment of 1.2.2. personnel the maintenance and operation of Airborne Intelligence is as follows:

Agency	Number	Notes
1. CIA	1	
2. CIA	1	
3. CIA	1	

4. All Airborne equipment at this time is in very good condition and there are no serious problems for any likely further operations. It is considered that there should be no difficulties in the 1.2.2. taking over Airborne responsibilities as outlined above.

5. In view of the equipment at this time, the 1.2.2. will be able to receive all necessary instructions from the 1.2.2. take over in what is the Airborne Intelligence. The 1.2.2. will take over the 1.2.2. taking over from the 1.2.2. taking over.

SECRET

ITALIAN FORESTERS' UNION

Recent History

1. The Italian Nat. Union is headed by three members elected from 12, 13, 14.
2. All foresters are received by 1/2. From 1945, together with substantial forestry instruction to complete their forestry studies for day (at O.M., O.C., W. & L., 1945). Foresters received are transferred into Forestry Union (2542) and joined to the division.
3. The Nat. Italian Union is staffed by 9 Italian 1/2. members, plus 2 more employed on certain headquarters in 1945.
4. No information is reported to similar units.

Present Situation

5. The staff of the Italian Nat. Union at the U.S.V. will have into the present (present) office in the Italian Building. (present) member has:

 - 1. Officer in charge.
 - 2. Officer Forestry.
 - 3. Officer Forestry.
 - 4. Officer Forestry.

6. 1/2. members will work in the present 1/2. office of the present office.
7. All foresters will be now located on the comprehensive information received by the Italian Nat. Union. Foresters can be now located by the Italian Foresters (also given a little information), and the given information with the cooperation of the Italian Foresters and 1/2. members (employed on Italian Union).
8. The Italian are concerned to understand a member of the present.
9. The Italian will be helped by the Italian Nat. Union during the transition period.
10. The results for this set-up will be quite satisfactory even if all 1/2. members are withdrawn.

2027

FROM : I.A.F. MINISTRY ROME
 TO : AIR FORCES SUB COMMISSION, ALLIED COMMISSION ROME
 DATE : 7th JULY, 1946
 REF : 16370/2435 Coll

PAYMENT OF CONTRACTORS ELMAS (SARDINIA)

Reference to your letter AFSC/32/1/AIR dated 13/5/46 concerning the refusal by certain Contractors Companies to carry out works for the R.A.F. premises at Elmas because the Regia Aeronautica did not liquidate their credits. we inform you that of all the Companies mentioned only the F.I.A.T. is a creditor for material supplied to the ex Direction of General Services, before the 8th September 1943.

2. On the 13/2/46 the F.I.A.T. Company made a request to the Ministry of Finance in order to obtain an advancement of 50% in respect of their credits, according to the Decree No. 365 dated 14/6/46.

3. Therefore, until we receive information by the Ministry of Finance that the advancement has been authorised to the F.I.A.T. Company with the indication of the relative total sum, it will not be possible to carry out the liquidation of claim by the said Company.

2028
 CAPO DI GABINETTO
 (Col. F. D. LUDOVICO)

Translated by Sgt. Albertini, M.

PAYMENT OF CONTRACTORS ELMAS (SARDINIA)

127A

Reference to your letter AFSC/32/1/AIR dated 13/5/46 concerning the refusal by certain Contractors Companies to carry out works for the R.A.F. premises at Elmas because the Regia Aeronautica did not liquidate their credits, we inform you that of all the Companies mentioned only the F.I.A.T. is a creditor for material supplied to the ex Direction of General Services, before the 8th September 1943.

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3. Therefore, until we receive information by the Ministry of Finance that the advancement has been authorized to the F.I.A.T. Company with the indication of the relative total sum, it will not be possible to carry out the liquidation of claim by the said Company.

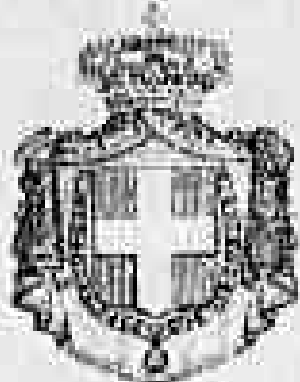
2026
CAPO DI CABINETTO
(Col. Fil. D. LUDOVICO)

Translated by Sgt. Albertini. M.

6280
12/7 JM.

22/12/46

ED



Ministero dell'Aeronautica

GABINETTO DEL MINISTRO
SEGRETARIA131A
Roma - 7 LUG. 1946 19AL AIR FORCES SUB COMMISSION
A.C. (tramite Uff. Collegamento)
ROMAProt. N. 16370 / 2435 ell.
AllegatiRisposta al f. del
Dir. Sec. N. 2

OGGETTO Pagamento imprenditori ad Elmas (Sardegna)

In risposta al foglio n. AFSC/32/1/AIR del 13/5/46 relativo al rifiuto opposto da talune Ditte ad eseguire lavori di riparazioni per conto degli impianti della R.A.F. ad Elmas causa la mancata liquidazione da parte dell'Amministrazione Aeronautica dei loro rilevanti crediti, si comunica che di tutte le Ditte menzionate soltanto la F.I.A.T. risulta fino ad oggi creditrice per forniture eseguite a suo tempo per conto dell'ex Direzione Generale dei Servizi, anteriormente alla data dell'8 settembre 1943/

2. In data 18/2/1946 la Ditta F.I.A.T. ha rivolto istanza al Ministero delle Finanze per ottenere una anticipazione nella misura del 50% dei suoi crediti in sofferenza, in base a quanto disposto dal Decreto Legge n. 365 in data 14/6/1946.

3. Pertanto fino a che non sarà pervenuta comunicazione da parte del Ministero delle Finanze dell'avvenuta anticipazione alla Ditta in questione con l'indicazione del relativo importo, non sarà possibile dare corso alla liquidazione di quanto reclamato dalla Ditta stessa. =

d'ordine
IL CAPO DI GABINETTO 2025
(Col. Pil. - D. LUDOVICO)

1298

From : Senior Staff Officer, A.F.S.C.
 To : Staff Officers, A.F.S.C.
 Date : 12th July, 1946.
 Ref : ATSC/22/2/Air.

List of Appendices :

Appendix A - A.F.S.C. Officers detailed and List of Duties.

STAFF STUDY TO REVIEW THE POSSIBILITY OF SUBSTITUTING

I.A.F. PERSONNEL FOR R.A.F. PERSONNEL AT KHAS AIRFIELD, SARAJEVO

1. Information.

Khas Airfield is controlled by A.F.S.C. Malta. It is staffed with approximately 200 R.A.F. personnel and handles air traffic from the European Continent to North Africa and return.

The number of flights per month is between two and three hundred and includes aircraft of most European nations as well as those of the Allies.

There is an R.A.F. commitment to ferry "Texaco" to the Middle East and for the next few months these aircraft will be routed through Khas.

2. Intention.

To convene R.A.F. members the Director A.F.S.C. has agreed after discussion with the Air Officer Commanding Malta to the substitution of R.A.F. personnel by I.A.F. personnel.

3. Execution.

Staff Officers from A.F.S.C., Allied Commission, Italian Ministry, specialist officers and officers representing the Air Officer Commanding Malta will meet at Khas, Sarajev, on Tuesday 16th July at 10.00 hours to discuss all aspects of the substitution and report on the number of changes to be effected.

4. Administration Arrangements.

The Deputy Director will arrange for an aircraft to carry the A.F.S.C. party which will number approximately 14 to Khas. It will leave Giarino

STATE STUDY TO REVIEW THE COMBINATION OF SUBSTANCES

I.A.F. MEMORANDUM FOR R.A.F. PERSONNEL AT KINGS AIRFIELD, SEPTEMBER

1. Information.

Kings Airfield is controlled by A.H.O. Malta. It is staffed with approximately 200 R.A.F. personnel and handles air traffic from the European Continent to North Africa and return. The number of flights per month is between two and three hundred and includes aircraft of most European nations as well as those of the Allies. There is an R.A.F. commitment to ferry "Targets" to the Maltese coast and for the next few months these aircraft will be routed through Malta.

2. Intention.

To convene R.A.F. personnel the Director A.F.S.G. has agreed after discussion with the Air Officer Commanding Malta to the substitution of R.A.F. personnel by I.A.F. personnel.

3. Execution.

Staff Officers from A.F.S.G., Allied Commission, Italian Ministry, specialist officers and officers representing the Air Officer Commanding Malta will meet at Malta, September, on Tuesday 16th July at 10.00 hours to discuss all aspects of the substitution and report on the number of aircraft to be effected.

4. Administration Arrangements.

The Deputy Director will arrange for an aircraft to carry the A.F.S.G. party which will number approximately 14 to Malta. It will leave Ciampino Airfield at 0800 hours.

The Senior Equipment Officer will arrange transport to Ciampino after collecting officers from the Flora and the Palazzo Voldi. Officers will be prepared for an overnight stay as it is the intention to return P.M. Wednesday 17th July.

5. Administrative.

Distribution :
Director
Deputy Director
C.F.O.

S.E.O.
Flying Control
Air II

S.E.O.
C.F.O.
Det.

L.S. JARVIS, C/O
Senior Staff Officer.

APPENDIX A.LIST OF OFFICERS AND DUTIES.

<u>S.S.O.</u> Group Captain Jeanner.	Coordination of Staff Study.
<u>Off. I.</u> S/Ldr. Salter.	Administrative Plans. Personnel for all services : cooks, guards, airfield labour. Interpretation and Medical Services. Canteen Services. W.A.A.F.I. Postal Services.
<u>C.T.O.</u> W/Cdr. Thompson.	Maintenance Organisation. Transport Services.
<u>S.L.O.</u> W/Cdr. Walker.	All Supply Services. Food fuel petrol oil lighting. Medical Supplies. Accounting procedure.
<u>Flying Control & A.S.R.</u> F/Lt. Reid. F/Lt. Mesterton.	Details of general organisation and recom- mendations on the substitution of personnel. Reorganisation of C.A.V.
<u>Air II.</u> Major Kepplinger.	As above. Any problem connected with American aircraft and personnel.
<u>C.S.O.</u> S/Ldr. Ray.	Personnel problems affecting the operation and maintenance of wireless and telephone communications and reorganisation of C.A.V. (with F/Lt. Reid).

202?

Meteorological.

Personnel for all Services: General, Staff,
airfield labor, Interpreters and Medical
Services, Canteen Services, N.A.A.F.I.,
Postal Services.

C.T.O.

W/Cdr. Thompson.

S.E.O.

W/Cdr. Walker.

Flying Control & A.S.P.

F/Lt. Reid.

F/Lt. Masterton.

Air II.

Major Kemmlinger.

C.S.O.

S/Ldr. Ray.

Metacronological.

Sgt. Rogers.

Maintenance Organisation.
Transport Services.

All Supply Services.
Food fuel petrol oil lighting. Medical
Supplies. Accounting procedure.

Details of general organization and recom-
mendations on the substitution of personnel.
Reorganization of C.A.V.

As above.
Any problem connected with American aircraft
and personnel.

2023

Personnel problems affecting the operation
and maintenance of wireless and telephones
communications and reorganization of C.A.V.
(with F/Lt. Reid).

Staff for operating an efficient forecasting
service for briefing aircraft and for sup-
plying meteorological data to other units in
the Mediterranean Area.

Tel no. Ariel
104.

ref:- W/500/IT/SE.

AIR MINISTRY DIRECTORATE OF WORKS,
AIR HEADQUARTERS, K.A.F.,
MALTA FORCE.

2nd July, 1946.

Air Forces,
Sub-Commission,
Allied Commission,
ROME.

Payment of Contracts - Elmas, Sardinia.

Works services at Elmas, Sardinia have recently come under the control of the Superintending Engineer, Malta and during his visit to the station last week your letter AFSC/22/1/Air dated the 13th of May was brought to his notice.

While general works services are being carried out by the Italian Works Directorate to the instructions of the British Clerk of Works, some services are still done by direct labour.

The Clerk of Works has been obtaining small items of stores and machinery repairs beyond his own resources through the agency of the Italian brigadier General in Cagliari. This system has now largely broken down through the refusal of local firms to supply stores or to carry out any further work. It is understood that the payment they receive from the Italian Government is based on 1939 prices plus 6% and if this is true it undoubtedly accounts for their unwillingness to co-operate. While only small items are affected such as repair to a lathe, purchase of certain types of nails, bolts etc., it does make the task of maintenance of the station more difficult.

Until recently it was thought that the station might be closed down in the near future and the matter was allowed to remain in abeyance. It now appears that Elmas will continue to be required for some time and it will therefore be appreciated if the matter could be again taken up with the Italian Air Ministry.

It is difficult to quote specific items as the refusals have so far been verbal but if further details are required, the Clerk of Works will be instructed to put his orders into writing and copies of these orders will be forwarded to you.

under the control of the Superintending Engineer, Malta and during his visit to the station last week your letter AFSC/22/1/Air dated the 13th of May was brought to his notice.

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It is difficult to quote specific items as the refusals have so far been verbal but if further details are required, the Clerk of Works will be instructed to put his orders into writing and copies of these orders will be forwarded to you.



V. K. Minnie
WING COMMANDER,
SUPERINTENDING ENGINEER.

127A

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry.
Date : 13th May, 1946.
Ref : AFSC/22/1/Air.

PAYMENT OF CONTRACTORS AT ELMAS - SARDINIA.

The Officer Commanding Royal Air Force Station Elmas has reported that the firms of MENNIS & LEPORTI, PIAT, ZUCCA, OLIVAS, PADDA and SAIO have refused to execute repairs to R.A.F. equipment on the grounds that they are already owed large sums by the Italian Air Ministry and that this makes it impossible for them to accept further work.

2. The Armistice terms require that you provide the services required by the Allies and this provision is not being complied with if contractors are expected to function without an adequate working capital.

3. As their refusal to execute repairs is affecting the efficiency of the Unit at Elmas, you are asked to place sufficient funds at the disposal of these firms to enable them to complete their contracts.



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

Copy to : Officer Commanding,
R.A.F. Station Elmas,
C. M. F.

2019

7045

126A

Air Force STC

From :- R.A.F. Station Elmas, C.M.F.

To :- H.Q. Italian Air Force, Cagliari.
Allied Sub-Commission, Rome.
A.M.F. Italy.

Date :- 9th May, 1946.

Ref. :- ELM/651/Works.

EXECUTION OF REPAIRS.

It is desired to point out, that the undermentioned firms have refused to execute repairs to R.A.F. equipment, on the excuse that the large sums of money outstanding from your H.Q., makes it impossible for them to accept further work until previous accounts are settled. While this H.Q. is not concerned with the payments due to these firms, their refusal to service our equipment is most disturbing, as there are no alternative arrangements which can be made. It is therefore requested, that you make the necessary arrangements to ensure, in some manner, that this refusal be immediately withdrawn and the firms instructed to carry out these essential repairs without further delay.

MILLER & IMPORI
FIAT WORKSHOPS
ZUCCA
OLIVAS
FADDA
GATO

Dr.



A.M. Glover

(A.M. GLOVER) W/CDR.
Officer Commanding,
R.A.F. Station Elmas,
C. M. F.

2017

uj 13/5

122A

From : Air Forces Sub-Commission, A.C. Rome.
To : Superintending Engineer,
AHQ, R.A.F., ITALY.
Date : 15th December, 1945.
Ref. : AFSC/22/1/Air.

ING. FERDINANDO MARTELLI

With reference to your letter, AIRI/14004/63/W, dated 20 November, 1945, we have been advised by the Italian Air Ministry that the contract stipulated the obstacles would be moved on Elmas for a sum of one million lire, not the two million as your letter indicated.

2. The Air Ministry further indicated that the delay has been necessitated by administrative delay between the Air and Treasury Ministries, and that everything possible is being done to effect a quick payment.

2015

B. M. SAISING,
MAJOR, AIR CORPS,
POB AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

(121A)

FROM : I.AIR MINISTRY
TO : A.F.S.C. ROME
DATE : 5/12/45
REF. : 44959/6515 COLL

ENGINEER FERDINANDO MARTELLI

7119A

Reference your AFSC/22/1/AIR dated 23/4/45 and enclosure
Ref. AHQI/14001/W dated 20/11/45.

The sum of the contract stipulated with the Martelli
Firm for the demolition of the obstacles on the Elmas landing
strip is approx. one million and not two million lire as
erroneously informed by the Firm.

The delay in the payments is due to the fact that the
allocation of the funds must be, in this case, made on the
balance of Treasury Ministry, and therefore the necessary paper
work to be exchanged between the two Ministries entails a certain
loss of time.

We would like, however, to assure you that everything
possible will be done to effect the payment of the contract
as soon as possible.

THE DIRECTOR
(Col. SANTABARBARA)

Translated by SGT. CUMBO





Mod. 139 E

Roma, 3 DIC. 1945 19. Anno

Ministero dell'Aeronautica
DIREZIONE DEMANIO

L'AIR FORCES SUB COMMISSION
tramite Ufficio di Collegamento
R O M A

Sezione Lavori 6575 Co. ll.

Prot. N. 44959 Allegati

Rispostale del N. 2

OGGETTO: Ing. Ferdinando MARTELLI.-

Con riferimento alla nota AFSC/22/1/Air in data 23-4-45 di codesta Commissione ed allegato foglio ANQI/14001/W - in data 20-11-45, si comunica quanto appresso:

L'ammontare del contratto stipulato con la Ditta MARTELLI per la demolizione delle ostruzioni alla pista di volo dell'Aeroporto di Elmas, è di circa un milione e non di due milioni di lire come erroneamente asserito dalla Ditta.

Il ritardo nei pagamenti è dovuto al fatto che lo stanziamento dei fondi deve essere, nel caso in parola, effettuato sul bilancio del Ministero del Tesoro, che amministra le spese sostenute per conto delle Forze Alleate, e pertanto la pratica relativa, per essere svolta attraverso due Ministeri, comporta una certa perdita di tempo.

Si assicura, comunque, che sarà fatto il possibile per accelerare detta pratica onde dar corso alla sollecitata liquidazione del contratto.

IL DIRETTORE

(Colonnello G.A.r.i. = F. SANTABARBARA)

La prima istanza per ogni lettera con riferimento a indicare nella risposta

Ordinary room
File at 10/16 to 550 on 20/12
20/12 12/12

120A

REPORT ON TRIP TO SARDINIA ON 20 NOVEMBER 1945

The following subjects were discussed with Lt. Col. W.B. Bryden, (C.A.) the Station Commander at Elmas.

1. Case of Lt. Col. Turinetti.
2. Transfer of Col. Mortire.
3. Courier Service.
4. Closing down of Monserata.
5. Lack of Allied Commission Personnel on Sardinia.

CASE OF LT. COL. TURINETTI.

S 100
for records

Lt Col. Bryden told me that Lt. Col. Turinetti had been transferred to Turin and would leave in a few days. I had an interview with Lt. Col. Turinetti, thru an interpreter. He appears to be a straight forward, honest, and a hard working individual with a strong character. He has no idea why he was being transferred. Bryden said that he had been helpful and that he hated to see him leave.

S 100
for records
the man
was for transfer
to - Subson

During my interview with Turinetti, I found out that he didn't get along well with Col. Mortire, nor with the Italian Air Force General (Dorsier) who is in command there. According to Turinetti there has been some under cover work concerning the disappearance of certain salvage items, and he believes that Dorsier and Mortire had something to do with it. I'm inclined to believe that it is possible that they did, but it is not for me to say for sure, and really none of my business.

TRANSFER OF COL. MORTIRE

S 100
for records

I had Col. Mortire in for an interview, thru an interpreter. He did not impress me favorably. He appears to be of weak character and on the sly side of the fence. Do not believe I would like to have him work for me in any capacity.

He had no idea as to why he was being transferred, and doesn't know just when he is to leave.

Lt Col. Bryden told me that he had been very cooperative and had rendered good service.

201A

4/14

11/1/45

Courier Service

There are no Allied Commission personnel on Sardinia. Bryden told me that he did not know just how the Courier Service was handled, but he did know that it appeared to him that most anyone, men, women, and children, were riding as passengers. Said he would like for one of our officers to come over and look into things.

Agreed
Major Gilday
to go on following mission

Closing of Monserate

Bryden informed me that it had been closed, but there were excellent shops for MT repair and suggested that the Italians be allowed to use it as such. He suggested that it might be wise to have an Allied Officer be in charge because the Italians might pull some surreptitious business, such as building aircraft, etc.

has all the shops
to spare - will cause
no problem

Lack of Allied Commission Personnel

There are no A.C. personnel on Sardinia at the present time. Bryden believes that there should be some to assist in the running of Civil Affairs. He said that he did not have time to handle any Civil Affairs, and to the best of his knowledge they were in pretty much of a mess.

SIC
Bryden
Civil Affairs
S.C.
off. & Comm

Conclusions

1. Since Lt. Col. Turinetti has been transferred, I believe we should not concern ourselves with his case any more.

2. I sincerely believe that Col. Mortire may have had something to do with certain shady dealings on the Island of Sardinia, but do not believe we should be concerned about it. In spite of the fact that he has been cooperative with Lt. Col. Bryden, I believe it was a good move to transfer him.

Yes
Bryden agreed

3. I propose to send Major Gilday to Sardinia in the very near future to have a look into the Courier matters, and make a report upon his return.

O.K.

4. I concur with the recommendations that Monserate should be used as an MT workshop, but do not believe it necessary to have any Allied Personnel in charge.

Agreed
M.T.S.C.
Action

Churchman called
and told me that
Monserate was
now being used
as an MT workshop
and that the
Italians were
working on it.

5. If Lt. Col. Bryden is responsible for activities on the Island of Sardinia, I am sure that he needs some help to run the Civil Affairs. However, I am inclined to believe that he is responsible for the efficient operations of the Base and should ^{not} concern himself with what the Italians do, so long as they do not interfere with the operations of the Base at Elmas.

William L. Lee
 WILLIAM L. LEE
 Brigadier General, U.S.A.
 DEPUTY DIRECTOR

D.D.

Thank you.

SIO } *Action as indicated.*
11.1.80

SSO *W. 013* *for inf.*

SEA *for inf.*

DM.

18/11
29/11

2006

102A

From : Air Force Sub Commission, Rome
To : A.F.M., Q(Maint) Section
Ref : AF-C/22/1/Air
Date : 13th October 1945

ELMA - AIRFIELD

In reference to your letter, 6241/12/Q(Maint), dated 31 August 1945, a reply has been received from the Italian Air Ministry concerning contract disagreements which had been delaying work at Elma.

2. Quoting from the Air Ministry reply, the following arrangements have been made:

a) According to instructions already issued to the Air Commissariate Section of Sardinia, the latter is authorized to pay, even before approval of contracts, eight tenths (8/10) of the amount due for work already executed. Payment of the balance, or two tenths (2/10) remaining, cannot, according to laws in effect, be paid until the work has been tested and the contracts been approved.

b) The Companies concerned, as a result of having signed the contracts stipulating payment of eight tenths (8/10) of amount due for completed work, it is believed that all reasons for discontent on their part have thereby been removed.

3. To further expedite this work, the I.A.M. has instructed the Sardinia Air Commissariate Section to wire immediately details of any similar discrepancies which may arise in the future, in order that they might be settled promptly.

1608 2004
B.M. PAN-ING,
Major, Air Corps,
Air Vice-Marshal,
Air Officer Commanding.

TRANSLATION

From : Italian Air Ministry. Direction DEMANIO.
To : Air Forces Sub-Commission, A.C. Rome (Through Liaison Office).
Date : 28 Sept. 1945.
Ref. : 74657/DEM/5386 Coll.

PAYMENT FOR WORK COMPLETED AND TO BE UNDERTAKEN ON BEHALF
OF THE ALLIED ARMED FORCES

With reference to your letter AFSC/22/1/Air of 4 September, 1945, the following information is submitted:

1) According to instructions already issued to the Air Commissariate Section of Sardinia, the latter is authorized to pay, even before approval of contracts, eight tenths (8/10) of the amount due for work already executed. Payment of the balance, or two tenths (2/10) remaining, cannot, according to laws in effect, be paid until the work has been tested and the contracts been approved.

2) The Companies concerned, as a result of having signed the contracts stipulating payment of eight tenths (8/10) of amount due for completed work, it is believed that all reasons for discontent on their part have thereby been removed.

In any case, the Air Commissariate Section of Sardinia has to-day been instructed to wire immediately this office any information as to discrepancies that may arise with the contracting firms in connection with the execution of these same work orders, so that we may be able to solve them with promptness.

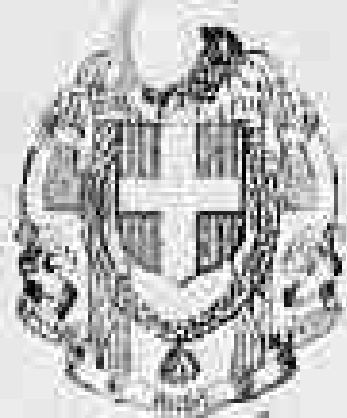


THE DIRECTOR
(Signed: Col. Luccio)

2002

Translated by M.T. Chiaia

Mod 1235



Int

Ministero dell'Aeronautica

DIREZIONE DEL RITO
SEZIONE III/V - UFFICIO 1°

Divisione 4658 / Dem. 5386 *bell.*
Aut. N. 1

Roma, 20 SET. 1939 *Anno*

Al AIR FORCE SUP. CO. 15310
F. C. - ROMA -
TRAMITE UFFICIO COLLEGGIATO
CON L'AIR FORCES SUP. COMMISSION
(Rif. Foglio n. 5005/col. del 9.9.39)
= 3 3 3 3 =

Risposta al Foglio del
Dir. L. N.

OGGETTO: Esigendo i vari esecutori a eseguire per
conto delle Forze Armate Italiane.

105 A

In riferimento al n. 1.1.3.9. 22/1 Air del 4 settembre
u.s., si esprime:

1°) - con, in base a disposizioni già impartite, la Sezione
di Commissariato delle Forze Armate Italiane, ha già auto-
rizzato, a cura, della prima dell'approvazione dei contratti, gli
auti locali dell'importo dei vari esecutori il pagamento del
conto (ultimi due decimi), e non dalla legge in vigore, non per
essere affetto lo prima dell'approvazione dei conti e del col-
lorio la legge.

2°) - con, con la prima dell'approvazione dei contratti con l'importo
del pagamento fino agli 8/10 dell'importo dei vari esecutori, si
ritiene che, per la prima dell'approvazione, si eviti ogni motivo di
insoddisfazione da parte della detta medesima.

Al ogni modo ogni stesso è stato interpellato la Sezione di
Commissariato delle Forze Armate Italiane, perché segnali tempestivamente e che
per Direzione della divergenza che dovessero sorgere con la
Ditta imprenditrice circa l'esecuzione dei lavori medesimi, perché
si ne sollecitino le risolte.

IL DIRETTORE 2000
(Colonello G. R. I. - G. RUCCIO)

Ruccio

Si prega di leggere per ogni lettera un solo argomento e indicare quale risposta
si è data e da chi e la Direzione a cui si risponde

107A

From : Air Forces Sub-Commission, A.C. Rome.
To : Italian Air Ministry.
Date : 8th September, 1945.
Ref. : AFSC/22/2/Air.

WATER SUPPLY - ELMAS AIRFIELD

Reference is made to our letter AFSC/22/1/Air dated 21st July setting out the proposals to increase and improve the supply of water to the above airfield.

Information has now been received from AFHQ that they do not advise the laying of the 40 km of new pipe-line and it is requested therefore that this be deleted from the proposals contained in the above-mentioned letter.



R. CARTER, F/O,
For Air Vice Marshal,
Air Officer Commanding.

Copy to AFHQ Q (Maint) Section (6241/12/Q/Maint).
" " RAF, MED/ME.

1993

24913

103A

ALLIED FORCE HEADQUARTERS
Q(Maint) Section

SUBJECT: Water Supply - ELMAS

6241/12/Q(Maint)

Tel: FREEDOM 392

31 Aug 45

TO : Air Forces Sub-Commission, AC ROME

99 A

Reference your AFSC/22/1/AIR of 25 Aug 45.

1. It would not seem unreasonable to expect the Italian Air Ministry to find about 1 1/4 miles of 4" pipe. Your AFSC/22/1/Air of 21 July 45 to Italian Air Ministry refers.
2. It is not necessary to lay a 250 mm pipe (10 inch approx) for 40 KM to supply 60,000 galls of water per day to the airfield as this would supply water at the rate of about 24,000 g.p.h. or 580,000 galls per day. A six inch pipe is all that is required and Allied Commission P.W. and Utilities Sub Commission can doubtless put the Italian Air Ministry into touch with manufacturers in ITALY who could supply. The Italians will bear the cost of this work, it being a permanent improvement to their airfield.
3. When this pipe is supplied the "Works and Bricks Section" would be well advised to lay an "Eternit" (Asbestos Cement) pipe, and thus avoid the corrosion trouble now experienced.
Incidentally it is much lighter than steel or cast iron and thus easier to lay and transport.

I.D. Forsyth

I.D. FORSYTH, Major,
for Major General,
Chief Administrative Officer,
199 AF.H.Q.

645 3/4

22/1/air

IDF/HSR

Copy to: HQ MEDME

AFSC/22/1/Air
Water Supply

102A

ALLIED FORCE HEADQUARTERS
Q(Maint) Section

SUBJECT: ELMAS Airfield, SARDINIA

6241/12/Q(Maint)

Tel: FREEDOM 392

31 Aug 45

TO : Air Forces Sub-Commission, AC ROME

1. It is reported that dissatisfaction is being expressed by the Contractors working on the above site owing to the Italian Direzione Commissariate again falling behind with their payments for completed works.

2. Another complaint put forward is that previous payments have only been for 70% of the work completed whereas the contract states that only 10% Retention will be deducted.

3. In order to avoid delay in the work at this Airfield, will you please investigate this complaint and effect any adjustment necessary.

I.D. Forsyth

I.D. FORSYTH, Major,
for Major General,
Chief Administrative Officer.

1994

IDF/HSR

7/9
6594 1

22/1/air

FROM : ITALIAN AIR MINISTRY
Works & Bricks Section

TO : A.F.S.C.

DATE : 18/8/45

REF. : 42213/4605 3011

ELMAS AIRPORT - WATER SUPPLY.

In reply to your AFSC/22/1/AIR dated 21st July 1945 on the new water connection for Elmas, we would like to inform you that we are awaiting information from the Works & Bricks Section in Sardinia regarding the new third connection between the Municipal aqueduct and the airport.

If the material required is obtainable on the spot the works could be immediately carried out, but if, as it is believed, to be very probable, the material will have to be despatched from the Continent, we shall have to wait till it arrives in Sardinia so as to initiate the works requested.

Regarding however the construction of a new aqueduct between the water sources of Domusnovas and the airport, we would like to inform you that approx. 40 Km. of piping of $\varnothing$ of 250 MM. diameter with the relative special pieces are required.

This material is definitely non-existent in Sardinia and probably even in Italy. Therefore the construction of the works depends on the possibility of obtaining it in the Continent and transport it to Sardinia.

In case this material can be provided, we would like to know your instructions on the question of transport.

1992

T. by SGT GUNEO

IL DIRETTORE
COL. RUCCIONE

22/1/51

Roma 16 Agosto 1945 78A



MINISTERO DELL'AERONAUTICA

DIREZIONE DEL DEMANIO

Sez. Lavori

AI AIR FORCE SUB COMMISSION

= ROMA =

Prot. N. 42213

Alleg.

Risp. al foglio N.

del

OGGETTO AEROPORTO DI ELMAS = Fornitura d'acqua -

Si risponde al foglio A.F.S.C./22/1/AIR del 21 luglio u.sc., relativo al nuovo allacciamento idrico di Elmas, e si comunica che per quanto riguarda il collegamento di una nuova tubazione per realizzare un terzo allacciamento tra l'acquedotto Comunale e l'Aeroporto si è in attesa di informazioni da parte della Sezione Demanio della Sardegna -

Se il materiale occorrente è reperibile sul posto i lavori potranno essere subito eseguiti, ma se, come si ritiene più probabile, esso dovrà essere inviato dal Continente bisognerà attendere il suo arrivo per poter dare corso alle opere richieste -

Circa, invece, la costruzione di un nuovo acquedotto fra le sorgenti di Domusnovas e l'Aeroporto, si comunica che sono necessari circa 40 Km. di tubazione del $\varnothing$ di circa 250 MM., con relativi pezzi speciali -

Tale materiale è assolutamente inesistente in Sardegna e probabilmente anche in Italia e quindi la costruzione delle opere è subordinata alla possibilità di trovarlo in continente e trasportarlo in Sardegna -

Nel caso che tale materiale possa essere approvvigionato, la scrivente si riserva di chiedere istruzioni per il trasporto. =

IL DIRETTORE
(Col. G.A.r.i. LUCCIO Ing. Giulio)

1991

94B
(7)

SARDEGNA I.A.F. COMMAND - HEADQUARTERS OFFICE.

CONFIDENTIAL.

Ref.: 1/1044.

Cagliari, 22nd July 1945.

In answer to Letter Ref. 011607/02. U dated 14/7/45.

To :- Stato Maggiore M. Aeronautica - Segreteria.

COOPERATION WITH THE ALLIES.

After discussing the subject of "Cookhouses and Workmen", the undersigned and W/Cdr. Holmes made an inspection of the place and took an inventory of the deficiencies and inefficiencies in general of the airport. The following is a statement by the undersigned:-

1. COOKHOUSES. Responsible British personnel are in charge of the cook-houses and other places where Italian Military personnel are employed.

Deficiency of cleaning material such as: Soda, rags, brushes, brooms etc., has been heavily felt.

As regards the capabilities and willingness ~~for~~ work of the Italian personnel have on the whole been satisfactory.

The cooks and other personnel employed in cook-houses and other places were found to be dirty and poorly dressed. But it has been found that:-

- The monthly soap ration (one piece) is absolutely insufficient.

- The personnel's essential kit articles are insufficient and washing and change of clothing can not be done regularly.

To all the personnel who gets dirty very easily by having to deal with coal and dust-bins, it will be necessary to allot a triple quantity of soap and a couple of overhauls for use during working hours.

W/Cdr. Holmes will provide, as far as it is possible, for a supplementary issue of soap and, will also make requests for clothing (for manual-work) for distribution to Italian personnel.

The undersigned has supplied 63rd. Staging Post with 70 brushes of various types for cleaning, floors, walls etc.

2. WORKMEN. Steps to encourage the workmen of some private firms engaged on Holmes airport to render a larger output of work, were taken about a month ago.

- One of the firms was dispersed with, while others were warned.

- The sub-division of some working-parties was re-organized and brought to a higher level to meet the requirements.

- The maintenance working-parties have been brought under the direct control of British personnel.

Ten. G. J. J. MOSCA has been assigned the job of directing all the work. He is a very enterprising and energetic person.

The work on the runway can not be carried out as quickly as desired, due to shortage of M.T. to carry the necessary material.

There is a complete deficiency of patches (heated-type ones) for the repair of tyres, and spare parts. Some lorries are away from base.

1. **TOILETTES.** Responsible British personnel are in charge of the cook-houses and other places where Italian military personnel are employed. Deficiency of cleaning material such as: Soda, rags, brushes, brooms etc., has been heavily felt. As regards the capabilities and willingness for work of the Italian personnel have in the world been satisfactory. The cooks and other personnel employed in cook-houses and other places were found to be dirty and poorly dressed. But it has been found that:-

- The monthly soap ration (one piece) is absolutely insufficient. The personnel's essential kit articles are insufficient and washing and change of clothing can not be done regularly. To all the personnel who sets dirty very easily by having to deal with coal and dust-bins, it will be necessary to allow a triple quantity of soap and a couple of overhauls for use during working hours.

W/Cdr. Holmes will provide, as far as it is possible, for a supply of soap and, will also make requests for clothing (for manual-work) for distribution to Italian personnel. The undersigned has supplied 636. Staging Post with 70 brushes of various types for cleaning, floors, walls etc.

2. **WORKMEN.** Steps to encourage the workmen of some private firms engaged on Elves airport to render a larger output of work, were taken about a month ago.

- One of the firms was dispensed with, while others were warned. - The sub-division of some working-parties was re-organized and brought to a higher level to meet the requirements. - The maintenance working-parties have been brought under the direct control of British personnel.

Ten. G. R. I. M834 has been assigned the job of directing all the work. He is a very enterprising and energetic person.

The work on the runway can not be carried out as quickly as desired, due to shortage of M.T. to carry the necessary material. There is a complete deficiency of patches (heated-type ones) for the repair of tyres, and spare parts. Some lorries are away from base.

I have put in a request for tyre-patches and spare parts to the "Direzione Dei Servizi". Repairs are carried out in our Workshops and with firms. I have asked Col. MARTINI to requisition, if possible, some lorries, or to MEX try to get M.T. from the Italian Army.

(T. by Sgt. Bremona)
30/7/45

(SGD) Il Comandante
(Col. A.A.R.A. - L. D'Orso)



Roma, li 26 LUG 1945

94A

STATO MAGGIORE DELLA R. AERONAUTICA

Prot.n. 011718/sg. V/1483 Coll.

ALL'A.F.S.C. - A.C. = R O M A =
(tramite Ufficio di Collegamento)

OGGETTO: Ispezione Aeroporto Elmas.-

Con riferimento al vostro foglio AFSC/22/1/
AIR del 12 Luglio 1945, si trasmette copia della
lettera n.1/1844 del 22 Luglio 1945 del Comando
Aeronautica della Sardegna, relativa alle cause
degli inconvenienti riscontrati sull'aeroporto di
Elmas ed alle misure adottate per migliorarne la
situazione. =

IL CAPO DI STATO MAGGIORE
Generale di Squadra Aerea
(Mario AJMONE-CAT)

1987

COMANDO AERONAUTICA DELLA SARDEGNA
Ufficio Comando

RISERVATO

Prot.n.1/1844

Cagliari, 11 22 luglio 1945

Risposta al foglio n. 011607/Sg.U del 14/7/1945

OGGETTO: Rapporti con gli Alleati.-

ALLO STATO MAGGIORE R. AERONAUTICA - Segreteria -

R O M A

Dopo aver trattato verbalmente gli argomenti: cucine e lavoretti, lo scrivente ed il W/C HOLMES hanno fatto un sopralluogo a seguito del quale lo scrivente comunica:

1. - CUCINA - la cura della buona tenuta delle cucine, come di tutti gli altri locali ove lavora personale militare italiano è affidata a personale graduato inglese.-

E' stata molto sentita la deficienza di materiale per la pulizia: soda, stracci, spazzoloni, scope, ecc.-

Non si è avuta occasione di lamentare inconvenienti di notevole importanza in merito alla buona volontà ed alla capacità del personale italiano.-

I cuochi, ed altro personale della cucina e di altri locali sono stati trovati sporchi e mal vestiti, ma è stato chiarito che:

- la ragione mensile di sapone (un pezzo) è assolutamente insufficiente;

- i capi di corredo dei quali il personale dispone sono scarsi ed il ricambio e la lavatura non possono essere fatti spesso;

- a tutto il personale che facilmente si sporca lavorando a contatto con carbone e rifiuti bisognerebbe potere assegnare una tripla quantità di sapone e due tenute di tela in più, espressamente da usare sul lavoro.-

Il W/C HOLMES provvederà nei limiti del possibile per una distribuzione supplementare di sapone, e richiederà del vestiario (per lavoro) da distribuire al personale italiano.-

Lo scrivente fornì al 63° Staging Post una settantina di spazzoloni di vario tipo per pulire pavimenti, pareti, ecc.-

2. - LAVORATORI - Un'azione per indurre i lavoratori di alcune Ditte private che lavorano nell'aeroporto di Elmas a dare maggiore rendimento è stata intrapresa circa un mese fa.-

= R O M A =

Dopo aver trattato verbalmente gli argomenti: cucine e lavoratori, lo scrivente ed il W/C HOLMES hanno fatto un sopralluogo a seguito del quale lo scrivente comunica:

1. - CUCINA - la cura della buona tenuta delle cucine, come di tutti gli altri locali ove lavora personale militare italiano è affidata a personale graduato inglese.-

Il stato molto sentito la deficienza di materiale per la pulizia: soda, stracci, spazzolini, scope, ecc.-

Non si è avuta occasione di lamentare inconvenienti di notevole importanza in merito alla buona volontà ed alla capacità del personale italiano.-

I cucchi, ed altro personale della cucina e di altri locali sono stati trovati sporchi e nei vestiti, ma è stato chiarito che:

- la reazione mensile di sapone (un pezzo) è assolutamente insufficiente;
- i capi di corredo dei quali il personale dispone sono scarsi ed il ricambio e la lavatura non possono essere fatti spesso;
- a tutto il personale che facilmente si sporca lavorando a contatto con carbone e rifiuti bisognerebbe potere assegnare una tripla quantità di sapone e due tenute di tela in più, espressamente da usare sul lavoro.-

Il W/C HOLMES provvederà nei limiti del possibile per una distribuzione supplementare di sapone, e richiederà del vestiario (per lavoro) da distribuire al personale italiano.-

Lo scrivente fornì al 63° Staging Post una settantina ¹⁹⁸⁵ spazzolini di vario tipo per pulire pavimenti, pareti, ecc.-

2. - LAVORATORI - Un'azione per indurre i lavoratori di alcune Ditte private che lavorano nell'aeroporto di Elmas a dare maggiore rendimento è stata intrapresa circa un mese fa.-

- Una Ditta è stata eliminata del tutto, qualche altra diffidata;
- la suddivisione di alcune squadre è stata ritoccata e resa più aderente ai bisogni;
- le squadre per lavori di minuto mantenimento sono state poste sotto diretto controllo di personale inglese;

...

= 2 =

- alla direzione diretta dei lavori è stato messo il Ten. G.A.R.I.
MCSA per avere un elemento fresco ed attivo.-

I lavori della pista non vanno con la sollecitudine dovuta perchè non abbiamo sufficienti autocarri per il trasporto di materiale.-

Mancano la para-a caldo per riparare le gomme, mancano pezzi di ricambio, alcuni autocarri sono andati fuori.-

Ho chiesto alla Direzione dei Servizi la para ed i pezzi - spin-
go i lavori di riparazione presso l'Officina mia e presso Ditte, ho
chiesto al Col. MARTINI di requisire, se può, qualche autocarro o
chiederlo al R.Esercito.-

IL COMANDANTE
(Colonnello A.A.R.n.-L. D'ORSO)
f/to: D'ORSO



P.C.C.
UFFICIALE ADDDETTO

Cap. Jany

1983

COMANDO AERONAUTICA DELLA SARDEGNA
Ufficio Comando

RISERVATO

Cagliari, li 22 Luglio 1945

Prot. n. 1/1844

Risposta al foglio n. 011607/SG.U del 14/7/1945

OGGETTO: Rapporti con Gli Alleati.-

ALLO STATO MAGGIORE R. AERONAUTICA - Segreteria -

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Dopo aver trattato verbalmente gli argomenti: cucine e lavoratori, lo scrivente ed il W/C HOLMES hanno fatto un sopralluogo a seguito del quale lo scrivente comunica:

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E' stata molto sentita la deficienza di materiale per la pulizia: sode, stecchi, spazzoloni, scope, ecc.-

Non si è avuta occasione di lamentare inconvenienti di notevole importanza in merito alla buona volontà ed alla capacità del personale italiano.-

I cucchi, ed altro personale della cucina e di altri locali sono stati trovati sporchi e mal vestiti, ma è stato chiarito che:

- la razione mensile di sapone (un pezzo) è assolutamente insufficiente;

- i capi di corredo dei quali il personale dispone sono scarsi ed il ricambio e la lavatura non possono essere fatti spesso;

- a tutto il personale che facilmente si sporca lavorando a contatto con carbone e rifiuti bisognerebbe potere assegnare una tripla quantità di sapone e due tenute di tela in più, espressamente da usare sul lavoro.-

Il W/C HOLMES provvederà nei limiti del possibile per una distribuzione supplementare di sapone, e richiederà del vestiario (per lavoro) da distribuire al personale italiano.-

Lo scrivente fornì al 63° Staging Post una settantina di spazzoloni di vario tipo per pulire pavimenti, pareti, ecc.-

2. - LAVORATORI - Un'azione per indurre i lavoratori di alcune Ditte private che lavorano nell'aeroporto di Elmas a dare maggiore rendimento-

ALLO STATO MAGGIORE R. AERONAUTICA - Segreteria -

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- la razione mensile di sapone (un pezzo) è assolutamente insufficiente;

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2. - LAVORATORI - Un'azione per indurre i lavoratori di alcune Ditte private che lavorano nell'aeroporto di Elmas a dare maggiore rendimento è stata intrapresa circa un mese fa.-

- Una Ditta è stata eliminata del tutto, qualche altra affidata;

- la suddivisione di alcune squadre è stata ritoccata e resa più aderente ai bisogni;

- le squadre per lavori di minuto mantenimento sono state poste sotto diretto controllo di personale inglese;

.../...

= 2 =

- alla direzione diretta dei lavori è stato messo il Ten. G.A.R.i.
MOSCA per avere un elemento fresco ed attivo.-

I lavori della pista non vanno con la sollecitudine dovuta perchè non abbiamo sufficienti autocarri per il trasporto di materiale.-

Mancano la para e caldo per riparare la gomma, mancano pezzi di ricambio, alcuni autocarri sono andati fuori.-

Ho chiesto alla Direzione dei servizi la para ed i pezzi - spin-
go i lavori di riparazione presso l'Officina mia e presso Ditte, ho
chiesto al Col. MARTINI di requisire, se può, qualche autocarro o
chiederlo al R.Esercito.-

IL COMMANDANTE
(Colonnello A.A.F.n.-L. D'ORSO)
f/to: D'ORSO



P. C. C.
UFFICIALE ADDDETTO

Cap. [Signature]

1980

DRAFT 92A.

REPORT BY SENIOR STAFF OFFICER ON HIS VISIT
TO THE 20th AIRBORNE DIVISION

By [Signature] 18/7

Introduction.

Accompanied by Wing Commander Clift and Colonel Cassini O.O. Doyle, I left by air for the Division at 09.40 and arrived at 1050 hrs. Notes. S.O.C. was to investigate the future of Messengers, other matters concerning the functioning of lines and pipeline into the supervision of Courier Service. Wing Commander Clift to check the alleged unavailability of Italian cooks and latrines amongst airborne workers. On arrival I contacted W/O Holmes who was sick in bed.

Water Supply to Airfield. A portion of the main Goughfield watermain was snapped. It is a 10" main falling into the airfield through a 6" extension and finally a 4" pipe.

The 10" main is in bad condition and the proposed 4" main undoubtedly necessary.

I informed W/O Holmes that the Italians could only supply labour but that the material, skilled men and transport would be asked for by the I.A.I.

Ore.I. will be instructed to contact Chief Engineers Department at A.F.H.Q. (Major General Corwell Rogers), and inform them of these requirements and suggest that as the work is required urgently (there was no water throughout my visit) it should be done by No.5 District.

Airfield.

The work on the airfield is slow; lack of transport the main delay. On 20/7 there were 16 vehicles serviceable although W/O Holmes stated that 60 was a more usual number. This lack of transport and consequent lack of material leaves numbers of men idle for periods during the day. Shortages in drivers, (11/5/42) spares and tyres were contributory factors.

The tyre question is practically solved by an arrangement with No. 244 Group who have undertaken the repair of covers.

Water Supply to Airfield. A portion of the main Cagliari, Sardinia was inspected. It is a 10" main feeding into the airfield through a 6" extension and finally a 4" pipe.

The 10" main **IS** in 1st condition and the proposed 4" main undoubtedly necessary.

I informed W/C Holmes that the Italians could only supply labour but that the material, skilled men and transport would be asked for by the I.A.M.

Mr. I. will be instructed to contact Chief Engineers Department at A.P.K.Q. (Major General Cornwall Rogers), and inform them of these requirements and suggest that as the work is required urgently (there was no water throughout visit) it should be done by No. 3 District.

Airfield.

The work on the airfield is slow; lack of transport the main delay. On 20/7 there were 46 vehicles serviceable although W/C Holmes stated that 50 was a more usual number. This lack of transport and consequent lack of material leaves numbers of men idle for periods during the day. Shortages in drivers, (11/80) spares and tyres were contributory factors.

The ~~type~~ question **IS** practically solved by an arrangement with No. 244 Group who have undertaken the repair of covers. **1974**

The aerodrome will be complete in two and a half months at present rate of work.

Mr. Son Rescue. I could find no justification for the complaint that the Cent Seaplanes ~~are~~ unreliable. I found the opposite impression with the A.S.R. detachment. Serviceability has averaged three aircraft against our commitment to provide two.

The Italians are using Lindbergh Dinghies with a hand release.

ASR

I disliked this idea but did not discourage the O.C. Flight.

What we are doing to improve the land & sea of the 1st. Had difficulty in getting it sorted.

Commander Section. When were inspected and my findings are contained in a separate report (Covering Devices File No. 244). (Enclosure)

Monterey. I visited there with and agree with Wing Commander Holmes recommendations (Enclosure 3A) (File No. AEP 306 Eng.)

The firm should give up the machine tools required by Dines but should continue to work employing men not required by 80.63 staying Post.

The G. 50 will not be ready until 15 August and then only if they find material for one of the wings.

The S.M. 79 is in the assembly state and will be ready for a test flight in one month.

Another S.M. 79 has been moved into the hangar from the dump and the P.A. have commenced work on the fuselage and a wing.

The M. 305's are not worth much as training aircraft.

I understand that they are all privately owned and will check on the A.U.'s wish to have them repaired for use at Leverham.

I consider that they are useless as a military training aircraft but from a civil point of view a pleasant light machine.

I inspected the log book of the Governor's SM. 79. It had done 5 trips to Rome and one test flight during June and July. The Siemen 202 is rarely used and had not been airborne for three weeks.

Edwards
SECTION STAFF OFFICER,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

90A

From:- Air Forces Sub-Commission Detachment, TARANTO.
C/o. No. 54 P.T.C., R.A.F., C.M.F.

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

Date:- 23rd July, 1945.

Ref:- ILO/3.8/AIR.

ITALIAN AIR FORCE PERSONNEL - ELMAS.

81A(1)

In accordance with instructions contained in your letter, AFSC/2241/AIR, dated 12th July, 1945, a visit was made to ELMAS on 20th July, 1945. The various points raised in the above-mentioned letter were discussed with W/Cdr. HOLMES, Officer Commanding No. 63 Staging Post; Col. D'ORSO, Commanding Italian Air Forces in SARDINIA, and Lt. Col. TORINETTI, Commanding Seaplane Base, ELMAS.

2. It would appear that the Air Officer Commanding, No. 216 Group, when making his inspection of Kitchens, Airfields, etc., had insufficient knowledge of the conditions pertaining in this theatre regarding shortage of soap and limited clothing issues available to the Italian Air Force personnel. White clothing, vests, jackets, cooks' hats, etc., are not an Italian issue and when required, must be supplied through Allied sources when available. The standard working rig for personnel on these duties is one pair of shorts, khaki drill and a 'bolero', khaki drill. The issue of green soap, owing to the acute shortage, is now ten ounces per man per month, with which he has to maintain his personal cleanliness, shave, and wash his clothes. This difficulty is now being overcome by augmenting the soap ration from Allied sources and more cleaning materials and brushes from the Italian Depot. It should be pointed out that the Sardinians now being employed and called to the colours, are not by nature the cleanliest type of mankind and require constant supervision to maintain their hygiene at British standards. An arrangement has been come to between W/Cdr. Holmes and Lt. Col. Torinetti whereby the latter officer is now allowed access to the kitchens for periodical inspections. This always presents certain difficulties with Italian personnel employed by the Allies: because British N.C.O's and other ranks invariably resent the presence or supervision of personnel placed at their disposal by the Italian Air Force.

3. Air Field Loafers. - The extension of the air field is in the hands of the Demanio (Italian Works and Bricks) who have placed the work with civilian contractors. Owing to the low serviceability of the ancient M.T. which is being employed (on 21st July, 1945, 35 lorries out of 100 required were running) there must be considerable delays

Handwritten notes:
M.T. 3.10.45
from time this up
with 100 M.T. but
they should be used
for transport - 29th
Jan 46

-2-

as the capacity of the workmen is greater than that of the M.T. Owing to the difficulties of recruiting labour it is not considered advisable to pay-off the surplus workmen, in view of the fact that the work must be completed before the arrival of the October rains. This point should be stressed and every effort made to increase the serviceability of the lorries, failing which, the quagmire conditions which exist on the Air Field after the commencement of the rainy season may imperil the completion of the project.

4. Much of the low serviceability of the M.T. could be overcome by the immediate despatch of Para-rubber for the vulcanising of inner tubes and outer covers.

5. From the foregoing it will be realised that the apparent laziness attributed to the workmen is largely due to "force majeure" and not to lack of supervision by Works and Bricks officials.

*See 219
S.E.C.
but see 219 from 21
Condition will improve
in the future - 21
but the night
before the rain
is a loss?*

9/8/27

[Signature]
Wing Commander, Commanding,
Air Forces Sub-Commission
Detachment, TARANTO.

1974

FROM: AIR FORCES SUB-COMMISSION,
ARMED SERVICES, 1945.

TO: ITALIAN AIR MISSION.

DATE: 25th JULY, 1945.

REF: ANAC/826/213.

CONFIDENTIAL INFORMATION AND FILES.

5/19 on that file

On the 20th July two Senior Officers of the Air Forces Sub-Commission proceeded to Elmas by air on my instructions to report upon action that had been taken as a result of my letter ANAC/826/213 dated 14th June, and in particular on the efficiency of the Courier Service and the procedure adopted, also to obtain information concerning the status of OMBUDSMAN. In regard to Courier Service I am writing to you separately.

ANNEXED.

2. The work on the airfield is still slow because lack of transport. On 20th July there were only 46 vehicles serviceable and there is still a shortage of drivers. This lack of transport, and consequent lack of material for work on the airfield leaves a large number of men idle for periods during the day. A contributory factor to this state of affairs is a lack of spares and tyres. As regards the tyres this question is practically solved by No. 214 Group who have undertaken the repair of these. I would like you to investigate what spares are not available and to take action to supply these as soon as possible; in this connection I would refer you to my letter reference ANAC/826 dated 14th June paragraph 10. At the present rate of progress the airfield will not be completed for about 24 months; it is of the utmost importance that this work shall go ahead more quickly.

REMARKS.

3. The 3.30 aircraft can be ready by the 15th August if material for one of the wings can be found sufficiently quickly. The 3.75 is in the assembly state and will be ready in about a week's time. Parts of machines 3.79 have been moved into the hangar from the ship, and the I.A.F. have 19th June dated the fuselage and the wing. In view of my letter reference ANAC/826 dated 14th June paragraph 4(a), I consider that the commencement of work on the 3.75 is a breach of faith, as no authority from the Italian has been given for this work to be begun, and I thought I had made it clear that no work was to be begun without our authority. Consequently I must instruct you to have the parts of the 3.75 broken down into pieces at once, and to inform me when this has been done. (Work on the 3.75 was ultimately authorized at your request in our letter ANAC/826 dated 1st July.)

4. Likewise I understand that you wish the 3.75 to be repaired, and that you propose to have this repaired for use at IM/1000. I do not agree with

27/7 on that file

been taken as a result of my letter 4/13/50, and in particular on the efficiency of the Comair service and the procedures adopted, also to obtain information concerning the future of COMAIR. In regard to Comair service I am writing to you separately.

MINIMUM.

2. The work on the aircraft is still slow enough lack of transport. On both July, there were only 40 vehicles conceivable and there is still a shortage of drivers. This lack of transport, and consequent lack of material for work on the aircraft, is a large number of vehicles for parts during the day. A satisfactory letter to this effect is being sent to the lack of spare and parts. As regards the type this situation is practically solved by No. 214. Group who have undertaken the repair of these. I would like you to investigate what means are not available and it is not to supply these as soon as possible; in this connection I would refer you to an earlier reference 100/226 dated 14th June paragraph 10. At the present rate of progress the aircraft will not be completed for about 2 months; it is of the utmost importance that this work will go ahead with urgency.

MINIMUM.

3. The 0.50 aircraft are being sent to the 4th group of material for use of the aircraft. The 0.50 is in the assembly state and will be ready in about a month's time. Parts of the 0.50 have been sent into the hangar from the ship, and the 1.000 have 1972 work on the fuselage and the wing. In view of my letter reference 100/224 dated 14th June paragraph 1(3), I consider that the consent of the 1st July. I am sure that the 1st July, and I thought I had made it clear that no work given for this work to be begun, and I thought I had made it clear that no work was to be begun without my authority. Consequently I must inform you to have the parts of the 0.50, 79 broken down into pieces at once, and to inform me when this has been done. I am on the 1st July, and I am sure that the 1st July. I am sure that the 1st July, and I am sure that the 1st July.

4. Likewise I understand that you wish the 20.000 to be repaired, and that you propose to have them repaired for use at COMAIR. I do not agree with the necessity of these repairs, and so I agree that they should be carried out. No work is to be done on these 20,000, and I wish to be assured that you have given the necessary instructions.

5. (4) As regards the future of the workshops at COMAIR, the machine tools required by the R.A.F. and R.A. at COMAIR are to be removed from the workshops as soon as they can be spared from the work on the 0.50 and the first 0.79 mentioned above. Please see appendix 'A' to this letter for details as regards the machine tools and the employment of some civilians by R.A.F. COMAIR; it is an extract from COMAIR letter 630/57/2 dated 6th July.

(ii) If you wish to give employment to the remaining workers at COMAIR for a short time longer, I suggest that all the unskilled and semi-skilled material available at COMAIR shall be broken down into pieces to provide raw material solely needed by Italian Industry in the North, and as soon as this can be arranged, arrangements should be made for its transfer as required by the Industry Sub-Commission in conjunction with the COMAIR ECONOMIC UNIT, COMAIR in

-2-

the North. For this purpose the 'produce' should be packed so as to occupy least shipping space. Before taking executive action on this suggestion, I would appreciate your comments.

(iii) Thereafter subject to Italian authorities not being able to find any suitable civil work for the workers at MONTECATINI, I wish the place to be closed down entirely, except for a protective guard as mentioned in my letter AFUC/826/MN dated 14th June paragraph 6. The closing down of MONTECATINI (Nella Aeronautica) should give you a few extra personnel which (from other correspondence from your Ministry), I understand you require elsewhere.

(iv) The closing down of MONTECATINI will necessitate the Government's M.79 and the Bel.202 being transferred from MONTECATINI to VERBA, and I suggest that this should in any event be done at an early date. I would appreciate it if you would inform me when this action has been taken.

W.M.

L.R. BRADY,
AIR VICE-MARSHAL,
AIR CHIEF OF STAFF.

CCFY:
H.Q. M.A.A.F. C.M.F. (A.L.S. FOR ATTENTION W/GR PENDING.)
O.C. 63 STAGION POST, N.A.F. SANDRIA (For information.)
AFSC/22/4/AM.✓

1/27
S.S.O. 035
D.D.
C.T.O.
S.C.O.
S.C.O.

197.

gml.

L. E. HUNTER,
AIR FORCE-RESEARCH,
AIR COMMAND CENTER U.

COPIES:
H. Q. M. A. A. S. C. M. E. (A. A. S. FOR ATTENTION W/COE HUNTER.)
O. C. 63 STAGING POST, N. A. T. R. A. U. D. I. A. (For Information.)
ATSC/22/4/411 ✓

197.

26/7
1/92
gml.

S. S. O.
D. D.
C. T. O.
S. E. O.
S. I. O.
S. R. O.

ESTABLISH FROM LISTING 5340/57/2/0104 to A.S.S.C. NAME
JULY, 1945.

WORKSHOPS AND LABOR.

(a) Workshops. A careful inspection was made and the following suggestions would assist this unit (i) that the two lathe at MONTEBRATO should be changed with two iron lathes as the former are neither operative and in better condition (ii) Transfer 1 Electric Drill to MILAS (iii) Change over the lathe at MONTEBRATO with the one at MILAS or add to MILAS the lathe at MONTEBRATO (iv) Transfer 1 planing machine to MILAS (v) Transfer 1 grinding machine to MILAS (vi) Change over the planing machine at MONTEBRATO with the one at MILAS or add to MILAS the planing machine (vii) Take over any twenty casters for the milling machine at MILAS (viii) Transfer certain stores of tools, taps and dies etc to MILAS.

When this equipment installed it would be able to carry out nearly any type of work, and as is known to yourselves, our workshops are always available for any technical work on the basis of 24, or 24 in 24.

(b) Labor. Out of the sixty old men employed there we would like to take over fifteen only and from the 15, we will take at MONTEBRATO MILAS and eight carpenters. These are made up as follows. From MILAS we will take eight carpenters, one welder, two plumbers, four general fitters and one turner, and from MONTEBRATO four fitters. As they have more at MONTEBRATO. A list of the personnel employed there are only two engine fitters and as such are of no use to us, and they have many more carpenters than we require.

Against this idea of employing these men there is one large stumbling block, namely pay. For instance for a Carpenter we can give a maximum wage of 120 lire per day plus a cost of living bonus of 60 lire, totaling 180 lire per day or 4800 lire per 26 day month, whereas the average wage paid at MONTEBRATO is an average of 6000 - 8000 lire. This apparently depends on the size of the men's family, and the rate has been fixed by the local authorities. I tentatively discussed the matter of working for us when one of the carpenters and he was quite willing to come as long as his wage was not dropped and facilities were given for him to cook his food. The latter I can comply with but the former is a matter with which I am not dealing as the rates of wage are fixed by the local authorities.

87B

FROM : Air Forces Sub Commission, Rome
 To : Italian Air Ministry
 Date : 21st July 1945
 Ref : AFSC/22/1/Air.

WATER SUPPLY - ELMAS AIRPORT

Instructions have been received from Q(Maintenance) Section of A.F.H.Q. regarding the water supply of Elmas, whose condition is causing anxiety.

2. The Chief Engineer No 2 District has been instructed to carry out the following immediate measures : -

- (i) Reconnect the second 3" line from the municipal aqueduct to the airfield. This doubles the amount flowing into the camp. With no leaks it is estimated that each pipe will carry 3000 G.P.H. (This checks with the figure given for the flow from the railway aqueduct).
- (ii) Connect this 3" line into the railway aqueduct as well. There are two unidentified valves, on the railway track near the bridge on the road to the camp, which may be a connection similar to the one found on the other side of the bridge.
- (iii) Eliminate leaks in the ring main system. These leaks can be located over a period by isolating sections of the ring main during low demand periods, say 2200 - 0500 hours, and checking the actual draw-off against the estimated quantity.
- (iv) All branches from the municipal and the railway aqueducts should be fitted with non-return valves, to prevent the back flow of water into the aqueducts.
- (v) Valves controlling branches from the aqueducts should be secured, to check interference with them.
- (vi) Any patching on the municipal 10" line should be covered over with a liberal bituminous coating.

3. In order to ensure sufficiency of supply, you are therefore

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- (vi) Any patching on the municipal 10" line should be covered over with a liberal bituminous coating.

3. In order to ensure sufficiency of supply, you are therefore requested to commence the following works - under contract - without delay.

- (a) The laying of a pipe from the source to the existing connections to the airfield. The size of the pipe will depend on whether the water from this source is required for the town of CAGLIARI. The existing pipe is 250 mm diameter but as it is believed that CAGLIARI has an alternative supply, a pipe of this diameter would be unnecessary and a pipe of smaller diameter would provide the 60,000 gallons per day necessary for the airfield. This line is shown in red on the attached sketch.

-2-

(b) Should the emergency measures to be carried out by CE 2 District prove to be unsuccessful, the relaying of a new main from the municipal aqueduct with a connection from the railway system would be an immediate necessity. This work is shown in green on the attached sketch.

*Amendment
passed to I.A.M.
by telephone*

W. J. 2/17.

F.L. BRADSHAW, S/Ldr,
Air Vice-Marshal,
Air Officer Commanding.

Copies to :

A.F.H.Q. Q(Maint) Section.
H.Q. M.A.A.F.

1965

C O P Y

ENGINEER SECTION (BR)

A.F.H.Q.

Tele. No. Freedom 818

SUBJECT: ELMAS Airfield, SARDINIA -
Water Supply.

ENG/2080.

TO : Q(Maint).

12 July 45.

1. The water supply to the above airfield has recently caused anxiety. Two copies of a report prepared following a visit to the site by DADW (EAM) AFHQ are attached herewith together with a diagrammatic sketch showing the existing water supply systems and proposals for restoring the supply.
2. CE 2 District has been instructed to carry out the immediate requirements detailed in sub-paras (a) (i), (ii), (iii), (v), (vi), and (vii) of the attached report. It will be noted that the report contains short and long term recommendations for future action.
3. The work required for the short term project is not excessive, and it is considered that it should be put in hand immediately, as however, HQ MAAF confirm that a minimum period of 3 years should be allowed for the use of the Airfield by the RAF it is considered that steps should also be taken to ensure the permanent supply.
4. As you are aware, except for minor maintenance items, work on the airfield is carried out by civilian labour under contract to the Italian Airforce. A small RE staff is at present available for supervision, but may have to be withdrawn in due course due to shortage of personnel.
5. It is therefore recommended that Allied Commission be requested to instruct their Air Force Sub Commission to arrange for the following work to be carried out by contract:-

- (a) The laying of a pipe from the source to the existing connections to the airfield. The size of the pipe will depend on whether the water from this source is required for the town of CAGLIARI. The existing pipe is 250 mm diameter, but as it is believed that CAGLIARI has an alternative supply, a pipe of this diameter would be unnecessary and a pipe of smaller diameter would provide the 60,000 gallons per day necessary for the airfield. This line is shown in red on the attached sketch.
- (b) Should the emergency measures to be carried out by CE 2 District prove to be unsuccessful, the relaying of a new 4" main from the municipal aqueduct with a connection from the railway system would be an immediate necessity. This work is shown in green on the attached sketch.

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(Sgd.) P.W.E. HOLLOWAY,
Lieut Colonel RE,
for Brigadier,
Director of Works.

Copy to: HQ MAAF (with copy of report).

6" - Dec 9/19

86D

SECRET

FOUR NOTES - D.A.D.W. (E & H) to ELIAS, SARDINIA.

EWG/201

13 June 45 - Left CASERTA. Arrived ELIAS.

19-20 June 45 - Investigated Water Supply and General E & H Work.

21 June 45 - Left ELIAS. Arrived CASERTA.

1. Water Supply.

The water supply for ELIAS Airport is derived from two aqueducts both rising at the same source and about 25 miles long. The one aqueduct (200 mm diam, Asbestos cement) is stated to carry 15 - 25 litres per second (12000 - 20000 G.P.H.) for the railway services. Of this, 3000 G.P.H. is available for airfield use, but it is doubtful if it is actually coming in. The other aqueduct (250 mm bitumen lined steel with inserted joints) is reported to carry 30 litres per second (24000 G.P.H.) for CAGLIARI town and villages on route. There is also an aqueduct supplying CAGLIARI from another source at about 100,000 G.P.H.

The supply to the airfield from the municipal main is through a 3" steel pipe about 1 1/4 miles long. This crosses the railway aqueduct, which is connected in by means of a short length of 2" pipe. Thus water will flow to the airfield system from whichever aqueduct has the higher pressure at the common point. There is no increased flow due to this inter-connection but the one main acts as a standby to the other.

The municipal main is about 20 years old and is now badly corroded due to the chemical action of the soil. Leaks are occurring frequently, and become so great as to seriously affect the supply to CAGLIARI and the airfield. At present repairs are done by welding in patches over the bad areas of pipe.

The water requirement for the airfield is about 60,000 galls. per day, but this amount is not available due to low pressure in the mains and probable undetected bomb damage leaks in the airfield pipe system.

Another 3" main from the municipal aqueduct is also stated to have been supplying the airfield, but this was disconnected by the civilians some time ago.

1963

Sufficient 10" pipe is not available at present in the theatre to undertake satisfactory repair of the municipal aqueduct. This repair would in any case only be justified for a very long term policy, in view of the difficulty of obtaining suitable pipe, and the time it would take to lay - the present main is buried about 5 - 12 feet underground.

Recommendations

(a) If the staging post is to be used for another year at most -

2 (i) Reconnect the second 3" line from the municipal aqueduct to the airfield. This doubles the amount flowing into the camp. With no leaks it is estimated that each pipe will

is available for airfield use, but it is doubtful if it is sufficient in. The other aqueduct (250 km bitumen lined steel with inserted joints) is reported to carry 30 litres per second (24,000 G.P.H.) for CAGLIARI town and villages on route. There is also an aqueduct supplying CAGLIARI from another source at about 100,000 G.P.H.

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(a) If the staging post is to be used for another year at most -

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(ii) Connect this 3" line into the railway aqueduct as well. There are two unidentified valves, on the railway track near the bridge on the road to the camp, which may be a connection similar to the one found on the other side of the bridge.

(iii) Eliminate leaks in the ring main system. These leaks can be located over a period by isolating sections of the ring main during low demand periods, say 2200 - 0500 hours, and checking the actual draw-off against the estimated quantity.

(iv) If (i) and (ii) are not successful, relay a new 4" main from the municipal aqueduct with a tap in from the railway system.

- 2 -

Recommendations. (Contd)

This 4" main should tap into the camp ring main near the main reservoirs in the "Buffet" building, so that if need be the ring main can be valved off and all the water go to fill the reservoir, during low demand periods. All buildings have got sufficient local storage to cope with this period. With no leaks it is estimated this 4" main will deliver 7000 - 8000 G.P.H. In any case it will roughly double the quantity given by a 3" line.

(v) All branches from the municipal and the railway aqueducts should be fitted with non-return valves, to prevent the back flow of water into the aqueducts.

(vi) Valves controlling branches from the aqueducts should be secured, to check interference with them.

(vii) Any patching on the municipal 10" line should be covered over with a liberal bituminous coating.

(b) If the staging post is to be in use for 2 years or more -

(viii) Lay a 4" line from the source to the camp. It is estimated that this will deliver 3000 G.P.H. The line will probably have to be patrolled to prevent interference by civilians.

(ix) Alternatively, if it should become available, replace each leaking pipe length with new pipe. From the civilian point of view, they might find it preferable to replace the whole line in Cast Iron or "Eternit".

2. Electricity Supply. (Aircraft Parking Area).

A scheme for providing lighting points for night work on aircraft was examined and found suitable, provided stops are taken to prevent water getting into the socket pits in the tarmac.

A copy of the stores demand has been brought back for transmission to D.E.S.

3. Cold Storage.

The civilian cold store in CAGLIARI Market was visited and found satisfactory. Certain stores are required and a list has been brought back for Refrigeration Section.

4. General.

Water sterilising requires 60 Kgs of Chlorine gas per week. Some has been obtained from a factory in ROME but more is required.

About 200 Kgs of Carbide is required to make acetylene for repairs.

- (vii) Any patching on the municipal 10" line should be covered over with a liberal bituminous coating.
- (b) If the staging post is to be in use for 2 years or more -
 - (viii) Lay a 4" line from the source to the camp. It is estimated that this will deliver 3000 G.P.H. The line will probably have to be patrolled to prevent interference by civilians.
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About 200 Kgs of Carbide is required to make acetylene for pipeline repairs.

23 Jun 45.

COPIES TO:

CE No.2 District.
 CE No.3 District.
 HQ IIAF, GEF. (for SCE).
 O.C. No.63 Staging Post (2 copies).
 War Diary (3 copies).
 ENG/1681.
 ENG/2000.
 ENG/2080.
 ENG/2161.

Juan del Arroy

S.J. VAN DER SPUY.
 MAJOR, SAEC.

TRANSLATION

85A
(t)

From : Italian Air Ministry, Works and Building Section, Rome.

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

Date : 13th July 1945.

Ref : 41827/DEM/3945 Coll.

PAYMENTS OF CONTRACTORS
AT ELMAS

78A

Reference your letter AFSC/22/1/AIR dated 3rd July 1945.

We have made arrangements to hasten the payments to the Contractors. Compiling the bills was not the only reason for the delay; it was mainly due to the substantial variation of cost prices after the date of the contract.

We take this opportunity to request you to kindly inform the competent Allied Command to release the required number of vehicles for the work in hand, thus avoiding any further delay and any other cause of demands for compensation from the Firm (Ginnesi), owing to the slow progress of the work for lack of M.T..

(Col. G. LUCCIO)

1962

Translated by Sgt/Cumbe



*5.11.45
These are approved
by the Air Ministry
and the Air Force
Sub-Commission
at the Air Ministry
on 14/7*



MINISTERO DELL'AERONAUTICA
DIREZIONE DEL DEMANIO

13 LUG 1945

AIR FORCES SUB COMMISSION + AC.
tramite Ufficio di Collegamento

Sezione Lavori

= ROMA =

Prot. N. 4182/DEM. Allen.

Risp. al foglio N. del

OGGETTO: Pagamento Imprese Elmas.-

Si risponde al foglio di codesta A.F.S.C. in data 3 luglio 1945 prot. N° 22/1/AIR del contenuto del quale si prende atto.-

Si sono presi i provvedimenti per accelerare i pagamenti degli appaltatori.- La crisi verificatasi più che a lentezza nella compilazione degli atti è dovuta alla forte variazione degli costi verificatasi dopo l'appalto dei lavori.-

Con l'occasione si sarà grati a codesta S. Commissione se vorrà segnalare al competente Comando che sia concesso il numero di automezzi richiesto per la esecuzione dei lavori, ad evitare altre cause di ritardo ed ulteriori richieste da parte della Impresa (Ginnasi) di risarcimento danno per eccessivo prolungarsi dei lavori a causa della mancanza degli automezzi stessi.-

IL DIRETTORE
(Colonnello G. *Lucchio*) - G. LUCCIO

1945

From :- Stato Maggiore R. Aeronautica.
Sezione Armamento - Servizi e Mobilitazione.
Ufficio Servizi e Trasporti.

To :- Air Forces Sub Commission, A.C. E.C.E.
for info. - Ministero dell'Aeronautica,
Direzione Servizi, E.C.E.

Date :- 12th. July 1945.

Ref. :- 42036/L.8/A/3072 Coll.

TRANSFER OF M.T. FROM ELMAS AIRPORT.

Ref. your letter AF33/22/1/AIR dated 15th. June 1945, and conversation between W/Cdr. Knowles and Lieut. Col. Donadio & Lieut. Col. Adrower, the following is brought to your notice: -

From the total number of M.T. vehicles which were intended to be transferred from Sardegna to the Peninsula, the following vehicles were, on the 27th. June 1945, consigned to the Autodromo 63rd. Staging Post Elmas, for use on the Airport. -

Truck FIAT	666	Licence No.	R.A.	13497
" "	626	" "	" "	13635
" CEIRANO	47	" "	" "	10911
" "	"	" "	" "	10831
" "	"	" "	" "	12390
" SPA	38	" "	" "	11807

-- The remaining vehicles.

Truck Spa 35 Dovunque	No. 1	
Trailer STRAFURINI	1458	
Autobus-truck Comando Fiat 635	3	(Deficient of tyres)
Small Truck Spa 39	3	"
Motor Car Fiat 1100	3	"
Fire Tender Fiat 626	2	"
Bowser Fiat 626	1	"

which are stated to be unsuitable for the a/m work, form the whole M.T. lot which is actually to be transferred from Sardegna to the Peninsula and which Transfer Authority has already been granted by W/Cdr. Holmes of the A.F.S.C.; Cagliari.

0492 15/1/45
22/1/45

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"	CEIRANO 47	"	"	10911
"	"	"	"	10831
"	"	"	"	12390
"	SPA 38	"	"	11807

0492 13/7/45
22/1/46

-- The remaining vehicles,

Truck Spa 35 Dovunque	--	No. 1
Trailer STRAFURINI	--	1458
Autobus-truck Comando Fiat 635	--	3 (Deficient of tyres)
Spa 39 Truck Spa 39	--	3
Motor Car Fiat 1100	--	3
Fire Tender Fiat 626	--	2
Bowser Fiat 616	--	1

which are stated to be unsuitable for the a/m work, form the whole M.T. lot which is actually to be transferred from Sardegna to the Peninsula and which Transfer Authority has already been granted by W/Cdr. Holmes of the A.F.S.C., Cagliari.

Authority for this transfer is now awaited from the addressee and, if granted, it will be very much appreciated --- for the purpose of a quick transfer --- to be authorized to make use of Allied Navy Transport.

In Sottocapo di Stato Maggiore
Colonello A.A.m. Pilota
Aldo Remondino
(SGD) (ALDO REMONDINO.)

AM/CA
STATO Maggiore R. AERONAUTICA
Sezione - Servizi e Mobilitazione
UFFICIO SERVIZI E TRASPORTI

Roma, li 12 Luglio 1945

ALL' A.C. - A.F.S.C.

(tramite l'Ufficio Collegamento)

ROMA

Prot. n° 42036, 1889

OGGETTO : Movimento automezzi Aeroporto ELMAS.-

e, per conoscenza :

AL MINISTERO DELL'AERONAUTICA
Direzione Servizi

ROMA

Con riferimento al foglio AFSC/22/1/AIR del 15 giugno c.a. ed alla conversazione intercorsa tra il W.C. Knowles ed il T.Col. DONA= DIO ed il T.Col. ADROMER, si può precisare quanto segue :

- dal blocco di automezzi che doveva essere trasferito dalla Sardegna in Continente, i seguenti autoveicoli sono stati consegnati in data 27 giugno c.a., all'Autodirappello del 63° Staging Post di Elmas per lavori inerenti all'Aeroporto :

Autocarro Fiat 666	targa	R.A.	13497
" "	"	"	18835
" Ceirano 47	"	"	10911
" "	"	"	10831
" "	"	"	12390
" Spa 38	"	"	11807

- i rimanenti automezzi

Autocarro Spa 35 Dovunque	n°	1
Rimorchio STRAFURINI	"	1
Autobus carro Comando Fiat 635	"	1
Autocarretta Spa 39	"	3
Autovettura Fiat 1100	"	3
Idroschioma Fiat 626	"	2
Autobotte Fiat 626	"	1

senza gomme
"

1956

riconosciuti non idonei per i lavori suddetti, costituiscono la sola par tita di autoveicoli che attualmente dovrebbe essere trasferita dalla Sar degna in Continente, e per la quale il W.C. Holmes della A.F.S.C. - Uffi= cio di Cagliari, ha già dato il nulla osta per il trasferimento.-

Esistono e sono sopra si interessa codesta Sottocommissio

e, per conoscenza :

AL MINISTERO DELL'AERONAUTICA
Direzione Servizi

ROMA

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1956

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In relazione a quanto sopra si interessa codesta Sottocommissio-ne per la relativa autorizzazione, ed in caso affermativo sarebbe molto gradito, qualora possibile, poter usufruire di navi alleate al fine di ot-tenere un rapido trasferimento in Continente degli automezzi in argomento.

SOTTOCAPO DI STATO MACCIORE

Colonnello AA. nn. Pilota

M. Remondino



81A

AIR FORCE RECOMMENDATION, AIRING COMMISSION,
NOTE.

12th July, 1945.

AFSC/22/1/ATE.

ITALIAN AIR FORCE PERSONNEL AT
BIMAS.

Dear

The Air Officer responsible for the efficiency of the B.A.F. aircraft at BIMAS inspected that place the other day and spoke to me concerning certain aspects of what he found there. I told him that I would ask you to do what you could to overcome the bad points which the Air Officer observed, and I am sure that you will do what you can to help.

The Air Officer inspected the kitchens which are practically entirely run by personnel of the Italian Air Force. He found the ovens extremely dirty, and badly clothed.

The Air Officer also noticed that a large number of Italian women were on the premises, but that in many cases they seemed to be reluctant to work, and he thought that possibly the cause of this is that there is insufficient supervision, and that these Italian women whose job it is to supervise, lack sufficient drive.

We spoke about this matter on the 10th July, and agreed that these points are better settled directly between the B.A.F. Officer Commanding BIMAS, and the Italian Officer Commanding the B.A.F. in BARRERIA, and that if there were any difficulties which could not be overcome locally, they should be referred to the A.F.C. by the two Commanders mentioned above. It was also agreed that so far as is practicable the Italian Officer Commanding BARRERIA should comply with any requests or instructions from the B.A.F. Officer Commanding BIMAS.

As regards the clothing, dirtiness, and supervision of work mentioned above, it is requested that you will give the necessary instructions to the Officer Commanding the Italian Air Force in BARRERIA, and if necessary that he should ask the help of the Commander of BARRERIA.

I propose to send a Staff Officer from the A.F.C. over to BIMAS at an early date to report progress and make recommendations for

The Air Officer responsible for the efficiency of the I.A.F. airfield at KHAM is inspected that place the other day and spoke to me concerning certain aspects of what he found there. I told him that I would ask you to do what you could to overcome the bad points which the Air Officer observed, and I am sure that you will do what you can to help.

2. The Air Officer inspected the kitchens which are practically entirely run by personnel of the Italian Air Force. He found the canteens extremely dirty, and badly cluttered.

3. The Air Officer also noticed that a large number of Italian workmen were on the services, but that in many cases they seemed to be reluctant to work, and he thought that possibly the cause of this is that there is insufficient supervision, and that these Italian workmen job it in to improve, lack sufficient drive.

4. He spoke about this matter on the 10th July, and agreed that these points are better settled directly between the I.A.F. Officer Commanding KHAM, and the Italian Officer Commanding the I.A.F. in SARDINIA, and that if there were any difficulties which could not be overcome locally, they should be referred to the A.F.S.C. by the two Commanders mentioned above. It was also agreed that so far as is practically possible, Italian Officer Commanding KHAM should comply with any requests for instructions from the I.A.F. Officer Commanding KHAM.

5. As regards the clothing, dirtiness, and supervision of work mentioned above, it is requested that you will give the necessary instructions to the Officer Commanding the Italian Air Force in SARDINIA, and if necessary that he should ask the help of the Governor of SARDINIA.

6. I propose to send a Staff Officer from the A.F.S.C. over to KHAM at an early date to report progress and make recommendations for improvements.

Yours

FM

General M. Aime Cat,
Chief of Air Staff, Italian Air Ministry,
ROME.

COPY: AIR VICE-MARSHAL J. DAVALL, M.C. A.F.C. W.216 GROUP, R.A.F. C.M.F.
CPT: W/COM. BULLES, 63 STAGING POST, SARDINIA.
S/COM. CLIFT, A.F.S.C. DETACHMENT, TARANTO.

P.S. Wing Commander Clift is to proceed to KHAM as soon as possible in order to give such assistance as may be required by W/COM. BULLES, and he is to make a report on his observations and action taken to this H.Q.

79A

From: Air Forces Sub-Commission,
Allied Commission, ROEP.
To: Officer Commanding,
No 63 Staging Post, R.A.F., G.M.F.
Date: 9th July, 1945.
Ref: MSOC/22/1/MR.

REAS AIRTEL

1. With reference to your letter 63SP/52/10/Orig. dated 27th June, 1945, and further to our letter of even reference dated 15th June, 1945, it is confirmed that the balance of 20 non-load carrying vehicles may be shipped by the Regia Aeronautica to the mainland.

2. A further request has since been made to this office by the Italian Air Ministry for authority to ship the following additional vehicles to the mainland and it was stated that Wing Commander Holmes had signified that he was agreeable to their transfer:

- 1 Spa "Dovunque"
- 1 Rimorchio "Strefarini"
- 1 Carro Comando Fiat 635
- 3 Autocarretto SPA
- 3 Fiat 1100
- 2 Lancia Fiat 626
- 1 Autobotte Fiat 626

3. If the vehicles at para 2 are not required by your unit authority is granted for their transfer to the mainland together with the vehicles at para 1.

1952

Rich
A. R. HUGHES,
Wing Commander,
for Air Vice Marshal,
Air Officer Commanding.

Copies to: Stato Maggiore R.A. Ufficio Servizi
(See letter of even reference dated 15th June, 1945.)

M.M.I.A. Liaison Officer Sardinia.

73A

78A

FROM: AIR FORCE S B COMMISSION, A.C. WER.
 TO: ITALIAN AIR MINISTRY.
 DATE: 3rd JULY, 1945.
 REF: AFAC/22/4/AFR.

REPORT OF CONTRACTORS AT SIRMIA - SIRMIA.

The work on improving the airfield and buildings at Sirmia is not progressing satisfactorily and the A.C. Officer Commanding the Staging Post has complained of the difficulties he has experienced.

As you are aware, the improvements to the airfield are being effected by Public Works Contractors (Cimani, Impresa Costruzioni Roma Ferrobeton Roma - Impresa Accardi, Cagliari), commissioned for the work by your ministry.

The A.C. Staging Post states that there was a slowing down of the work and that he was compelled to call a meeting of all the heads of the firms to request their reasons for the delay.

These, they have given, and their original letters are attached, and show, if correct, that they are being expected to carry on without an adequate working capital.

The Armistice terms require that you provide all the working capital the Allies require and that payment to contractors is made quickly. These provisions are not being complied with on the Sirmia airfield project and I must ask you to place sufficient funds at the disposal of these firms to enable them to complete their contracts.

H. J. JAMES
 H. J. JAMES, C/CAF.
 AIR VICE MARSHAL,
 AIR OFFICER COMMANDING.

Copies to: A.C. No. 13 Staging Post.
 Maj. Finance, Finance Sub-Commission.

From :- Offi : Commanding, No.63 Staging Post, R.A.F., C.M.F.

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

Date :- 28th June, 1945.

Ref. :- 63SP/651/W.

Subject:- CONTRACTORS AT EIMAS - SARDINIA.

Some difficulties are being experienced here regarding the speed of the work being carried out on improvements to the Airfield and buildings and your help and advice on this matter will be very much appreciated.

The following are briefly the facts.

2. All work here is being done by the Italian Air Force, who in turn put this out to Public Works Contractors.

3. As the work appeared to be slowing down generally all round, I called a meeting of the heads of all the firms who are working on this airfield and requested the reasons for this, and immediately received the reply that it was owing to lack of payment by the Italian Finance Authorities which was forcing them to keep their expenses down to a minimum.

4. They further stated that they were all "carrying" the work on their own capital and to save this as much as possible were paying off many hands which naturally impedes the progress. The Firm Ginnasi said that had they not been working for the Allies both here and in the Rome area they would not have carried on under the existing conditions which at the moment consists of a considerable material loss to themselves.

5. I asked them to state the facts on paper and herewith enclose the originals for your perusal (Para II of Ditta Ginnasi letter does not seem quite correct).

6. It would be of the greatest assistance if you could either X instruct authority that adequate payment must be made to the contractors so that work being done for the Allies is not retarded or instruct them to send over a competent representative to meet the contractors and finally settle the question satisfactorily.

7. It is realised that this is probably an Italian internal affair but as it affects work being carried out for us, it is felt that it is now a concern of the Allies.

8. Any action you can take or advice given will be very much appreciated.

R.A. C. Holmes
(R.A.C. HOLME)
Wing Commander, Commanding,
No.63 Staging Post, R.A.F.,
C. M. F.

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R.A.C. HOLME
(R.A.C. HOLME)
Wing Commander, Commanding,
No.63 Staging Post, R.A.F.,
C. M. F.

Finance Sub Commission
major 11 November 1947

76A

FROM: Officer Commanding, No. 63 Staging Post, R.A.F. C.M.F.
TO: R.A.F. Sub-Commission, Allied Commission, Rome.
DATE: 27th June, 1945.
REF: 6382/51/10/Orig.

73A

THAS AIRFIELD.

1. Reference your letter AF30/22/1/Air dated 15th June, 1945, addressed to Stato Maggiore copy to this unit, the shipment of the 16 M.T. vehicles requested by R.A. Sardinia has been stopped.
2. I visited Colonel Dorso who was most helpful in this matter and showed me the list of vehicles. This is comprised of 6 load carrying trucks and sundry other vehicles such as private cars fire tenders, water carriers etc, the latter of which are no use to us.
3. The 6 load carrying vehicles are in process of being handed over to us, and Colonel Dorso requested permission to ship the remaining ones.
4. We await your confirmation for this.

R.A. Holmes
(R.A.C. HOLME) W/CDR
Officer Commanding,
No. 63 Staging Post,

1946



Programs Reported for Review Sat 12

Serial	Priority	Location	Project	Date Started	Agency	% complete	Estimated completion	Working Party DEL
301/1	SPECIAL	ELMAS	(a) Fairweather landing strip (b) Temporary Taxi-track	12 Apr	MIL Sqpt Operator DEL	100 % 100%	Completed 30 Apr Completed 15 May	- --
301/2	SPECIAL	ELMAS	(a) Repairs to 30 craters in main tarmac runway (b) Re-surfacing runway		Contractor THIRILL	) Not started		-
301/3	SPECIAL	ELMAS	Repairs to 9 craters in existing concrete portion of runway		Contractor			-
301/4	SPECIAL	ELMAS	New 6" concrete surface to existing stone extn at S. end of runway	7 Apr	Contractor CHADW	85%	26 Jun	-
301/5	SPECIAL NORMAL	ELMAS	New concrete extensions to runway. (a) at S. end (b) at N. end	26 Apr 25 Apr	-- do -- -- do --	72% 47%	26 Jun 31 Jul	- --
301/6			(a) Widening Taxi-way on West side of airfield 50'0" and repairs (b) Surfacing Taxi-way on West Side of airfield	5 Apr	Contractor CHADW THIRILL	17%	15 Jul	-
301/7	NORMAL	ELMAS	New concrete landings (a) Phase 1 (b) Phase 2	Completed 21 Feb	- Contractor THIRILL	- 7%	- 15 Jun	- -

Progress Report for Line Sat 2

APPENDIX 458
CS/203/301 of 27 Jun 45.

Project	Date Started	Agency	% complete	Estimated completion	Working Party DEL	Remarks
landing strip	12 Apr	Mil Eqp Operator	100 %	Completed 30 Apr	-	Additional work subsequently req'd by CO 63 Staging Post Completed 8 June.
Taxi-track		DEL	100%	Completed 15 May	--	
30 craters in runway		Contractor THILL	Not started		-	
ing runway		Contractor			-	
craters in crete portion					-	
ete surface to me extra at S.	7 Apr	Contractor THILL	85%	26 Jun	-	
extensions to					-	
and	26 Apr	-- do --	72%	26 Jun	-	
and	25 Mar	-- do --	67%	31 Jul	-	
Taxi-way on e of airfield and repairs	5 Apr	Contractor THILL	47%	15 Jul	-	
g Taxi-way on e of air field					-	
standings	Completed 21 Feb	Contractor THILL	75%	15 Jul	-	

Journal of Management Inquiry

BQ

110 000. 705320-302425 1987, 11.05.1987, 302425

1087TH TROOP OF THE DISTRICT OF COLUMBIA

Now, the undersigned, who has ~~known~~ ^{known} 1942 on Capitol Hill because of the work of a similar importance in Rome, always for the British Headquarters, at the moment he searched the matter, he had to insure the Commander in Chief that with his organization and means he was able to sustain your Headquarters, and since in spite of all the efforts, the work could not be finished at the time fixed it will be appreciated if you could notify him if the work carried out by this time up to date, are satisfactory for your Headquarters as to time and execution or if you have any complaint in order to take the necessary action.

signed/one with child

3

144

5744/15-20521107

Cagliari, 23 June 1945

M.O. C. No 52nd AIRFIELD DOG, R.A.F., S.A.E.

D(1)

The following are the main causes which are delaying the works given to us at times airfield.

- a) The locking of time in paying the accounts by the representatives of the Italian Air Force.
- b) The procedure, said character is similar using a machine, about keeping on the new income tax terms (1945) besides the two tenths (1/10) established by the contract, decreasing in each a way the credits and leaving us in a financial difficulty which causes a delay on the works.
- c) Another procedure used, which is going against the law, which says that a 1/10 of the amount is to be kept up to the testing of the works, forcing us to deliver a 1/10 of the amount of the works done, keeping this 10% up to the testing, instead of keeping it only up to the approval of the contract by the industry.

From what above said it results that a 50,000% is being held on the credits for the works carried out, which is too high an is forcing us to make an economy in order not to have the works suffered so much.

It is considered that during this time we had to spend a high amount due to the increases on the salary and material on March and April 1945, and such increases have not been paid as yet. We will see that our difficulties are really important and is hard to overcome them in order to face honestly the contract.

We kindly beg you to request the Air Ministry as to avoid such troubles the earliest moment.

We thank you and we are, our very truly

1945

SIGNED/ ACCORDI.

SENIOR OFFICER
 LAND FORCES AND COMMISSION
 ALLIED COMMISSION (A.C.M.)
 Allied Garrison Sardinia
 A.S.C. 394, U.S. Army

21 June 1945

SUBJECT: Sops airfield.

TO : Commanding General, Land Forces and Com A.C. (MIA).

Reference your letter 2/5/10 dated 18 June 1945.

1. Contacted Col Roccolata, Commander Italian Air Force in Sardinia, and he informed us that he had made no request to send 16 vehicles to mainland recently. The last request was 3 or 4 months ago which was forwarded to this office.

2. Col Roccolata further informed us that on 16 June the Italian Air Force shipped from Cagliari to mainland on the S.S. Cherco, a quarter assigned to the Italian Air Force, material listed on attached list which includes 12 vehicles and 4 trailers. These vehicles were inefficient and without tires, and with exception of 4, were pleasure cars or light trucks. Due to lack of tires and spare parts here on the island they were advised to ship the above to mainland where there is a great need for same.

3. When Col Roccolata was in Rome recently, the Italian Air Ministry directed him to ship to mainland considerable equipment including 11 vehicles and 2 trailers (see attached list). The Air Ministry has asked the Italian Navy in Rome for shipping space for same. The S.S. Cherco is due in Cagliari soon to load the Italian material and inefficient vehicles. On or about 16 June I personally observed the loading of vehicles on the Cherco at the port and made inquiries re same and was told they belonged to the Italian Air Force. Noted many appeared inefficient and without wheels and tires, and they were being towed. But when informed they were Italian Air Force I made no detailed inspection as I did not think it was a matter concerning this office.

1938

4. Checked with Flight Lt Doubleday, 63 Staging Post, RAF, the engineer officer in charge of MT at Sops airbase and he tells me that he has received only this morning a copy of letter 2/5/10 of 18 June

from MIA Rome and has not had a chance to do anything with it. Lieut Doubleday is going to check with Italian Air Force and advise us. Further, Lt Doubleday states that he has not received any vehicles from the Italian Air Corps lately. Lt Doubleday also said that he was about to turn back some of the Italian Army vehicles that were loaned to the MAF and is going to contact this office soon. We will forward Lt Doubleday's report upon receipt.

Lester R. Albert

LESTER R. ALBERT
Lt Colonel, Infantry
Senior Liaison Officer

2 Inclosures

- 1 - List of Equipment Shipped on Gherbo 13 June 45.
- 2 - List of Equipment to be shipped to mainland.

1937

COPY 20 JUNE 45 /rrc

POLIZZA DI CANTICO DEL MARCHIOSE R.A. RIMBORSATO SUL P/fo "CHERCO" IN PARTENZA DA CAGLIARI IL 13/6/1945
PER NAPOLI - CAGLIARI

MITTENTE	DENOMINAZIONE MATERIALE	NUMERO COLLI	PIENO TONN.	DESTINATARIO
256° Mag. R.A. Cagliari	Lavori vari	56	1,680	254° Mag. R.A. M
id.	Materiali	1080	3,400	id.
"	Tende	57	1,050	id.
"	Reti metalliche	12	0,570	"
"	Materiali camomaggio	5	0,557	"
"	Materiali vari ordinario	48	1,176	"
Dep. R.A. Selargius	Materiali automobilistico	69	0,551	Mag. R.A. - Unit
305° Dep. R.A. Cagliari	Materiali radio-elettrico	185	12,927	304° Dep. R.A. M
id.	Segna	9	3,939	id.
207° Mag. R.A. Cagliari	Cassa materiale fotografico - cassa	30	3,315	204° Mag. R.A. M
id.	Materiali vario uso generale e consumo	41	4,389	id.
"	Materiali R.A. vario	507	57,025	"
"	Parti ricambio velivoli - cassa	43	3,209	"
178° Dep. R.A. Cagliari	Materiali demaniale vario	409	12,741	173° Dep. R.A. R
"	Tubi vari e di ferro	337	40,000	"
Autogruppo Manovra Cagliari	Autocarro Fiat 620 R.A. 13092 -			
id.	13242 - 13545 - 13742 -	4 ✓	14,000	158° Dep. R.A. M
id.	Rimorchi Viberti R.A. 1390 - 1395 -	4 ✓	12,000	id.
"	1053 - 1307 -			
"	Autovettura Fiat 1100 R.A. 0495 e	2 ✓	1,200	"
"	0525	1 ✓	0,700	"
"	Autovettura Fiat 1500 R.A. 1693	3 ✓	4,400	"
"	Autocarrozza Spa 39 R.A. 13708 -	1 ✓	4,000	"
"	13350 - 13550 -	1 ✓	3,000	"
"	Autobus Fiat 620 R.A. 0449	1 ✓	4,000	"
"	Autobus Spa 39 R.A. 8291	1 ✓	3,000	"
140° Squadr. R.A. Elmas	Materiali p.r. Velivoli vario	28	4,000	Reggrop. Idro 2
165° Dep. R.A. Selargius	Pneumatici vari per autocarro	182	1,050	204° Mag. R.A. M
207° Mag. R.A. Cagliari	Tendoni R.A.	2	0,050	id.

12.4.45
U. T. ...

ATTRECELS R.A. IMBARCATO SUL P/CO "CHIRCO" IN PARTENZA DA CAGLIARI IL 13/6/1935
PER NAPOLI - CANTIPOLI

DESCRIZIONE MATERIE	NUMERO COLLI	PESO TONNI.	DESTINATARIO
Botoli vari	56	1,680	234° Mag. R.A. Mungivacca
Laterassi	1050	0,400	Id.
Tonle	37	1,050	Id.
Aviti metallici	12	0,370	"
Materiale cammeraggio	5	0,587	"
Materiale vari ordinario	46	1,176	"
Materiale automobilistico	69	0,431	Mag. R.A. - Nautica Aerea - Bari
Materiale radio-elettrico	185	12,427	304° Dep. R.A. Bitonto (Bari)
Biglie	9	5,039	Id.
Cassa materiale fotografico - casse	50	5,316	204° Mag. R.A. Mungivacca
Materiale vario uso generale e con-			
sumo	41	3,353	Id.
Materiale S.A. vario	807	87,070	"
Parti ricambio velivoli - casse	45	3,209	"
Materiale demaniale vario	409	12,741	173° Dep. R.A. Roma
Travi vari e di ferro	337	40,000	"
Autocarro Fiat 626 R.A. 18892 -			
18342 - 18545 - 18342 -	4 ✓	14,000	156° Dep. R.A. Nocentaro
Rinorchi Viberti R.A. 1890 - 1895 -			
1853 - 1867 -	4 ✓	12,000	Id.
Autovettura Fiat 1100 R.A. 0485 e			
0523	3 ✓	1,200	"
Autovettura Fiat 1500 R.A. 1693	1 ✓	0,700	"
Autocarro SpA 33 R.A. 18738 -			
18650 - 17656 -	3 ✓	4,400	"
Autocarro Fiat 626 R.A. 0449	1 ✓	4,000	"
Autocarro SpA 33 R.A. 8291	1 ✓	3,000	"
Materiale p.m. velivoli vario	20	4,000	Reggrup. Idro Taranto
Pneumatici vari per Autocarro	102	1,000	204° Mag. R.A. Mungivacca
Tomtoni R.A.	2	0,000	Id.

Totale.....colli 3309 Tonn. 212,910
 Diciannove colli trentatrecentenovanta per complessive tonnellate duecentosedici e 310 Kg.

Sagliari, 11 13 giugno 1945

1933

L'UFFICIALE ADDDETTO
 P/te: S.Ten. MAGLIA

VISTO: IL COMANDANTE L'ARMATA NAUTICA DELLA SARDEGNA

P/te: IL COMANDANTE DELLA R.M. "CHIRCO"
 I. L. E. S. G. I. S. I. L. E.

DICHIARANDO PERÒ E CONTENUTO DI TUTTI I
 IL COMISSARIO DI BORDO
 P/te: Ten. Luigi OTTOLENGO

L'UFFICIO IMBARCHI E SARCHI
 IL MAGGIORE
 CAPO DELL'UFFICIO MILITARE
 IMBARCHI E SARCHI
 P/te: S.Ten. PULICANI

P.....G.....G...
 L'UFFICIALE ADDDETTO
 (S.Ten. A.A. M. MAGLIA-)

1933

Totale.....colli 3309 Tonn. 213,918
 contenuta per complessive tonnellate duecentedodici e 330 kg.

anni, 11 18 giugno 1945

L'UFFICIALE ADDETTO
 l/ro: C.Ten. QUAGLIA

INTERNAUTICA DELLA SA CROCE

LA S.N. "CHERCO"
 I N. L.M.

DISCONOSCO PESO E CONTENUTO DI TUTTI I COLLI
 IL COSSIGLIERO DI BORDO
 l/ro: Ten. Luigi OTTOLINO

BANCHI E BRANCHI
 BANCHI
 BANCHI MILITARY
 BANCHI
 BANCHI

.....C...
 BANCHI
 BANCHI

ELENCO DEI MATERIALI A.M. DA IMBUCARE

1730	ml. Rimorì Decauville	Toni.	9
60	Carrelli Decauville	"	18
2	Locomotori "	"	3
1	1	"	
1	Motori per ferro	"	1
1	Carovana	"	0,000
2	Trattori	"	4
2	Spandiacchi	"	2
1800	Pannelli per baracca tipo R.A.	"	18
10000	Pusti ex benzina	"	250
✓ 2	633 Autobotte con rimorchio	"	18
✓ 1	633 Autobotte con rimorchio	"	10
✓ 1	633 Carro Comento	"	5
✓ 1	633 autocarro	"	5
✓ 1	Spa 55 Devanque	"	4
✓ 1	633 Autocarro	"	8,5
✓ 3	Autovettore	"	3
✓ 1	Autocarro 60.15.	"	3

1932

11 Vehicles
2 trailers

Ref: AFSC/22/1/Air.

3 Antiochville
6 Cass. St.
1 Antiochville
1 Pioneer
1 Cass Community
1 Pioneer St. Office
3 Spa St.
1 Pioneer St. 656
3 Hat 656 and trailer

4. Immediate confirmation of your action is requested and O.C. 63 Staging Post is asked to notify this Sub-Commission when the transfer has been completed.

S.S.O. ^{very}
Col. Gunora of the State League made
the verbal request at para. 1. & told him
the above at the time, but thought it
best to confirm in writing.
R.H.

1931

A. E. KNOWLES,
Wing Commander,
for Air Vice Marshal,
Air Officer Commanding.

Copy to: O.C. 63 Staging Post.
Land Forces Sub-Commission (LMIA)
Italian Air Ministry, Direzione Servizi.

FROM : AIR FORCES SUB-COMMISSION -BARI.
TO : AIR FORCES (H.Q.) Unit SUB-COMMISSION
ALLIED COMMISSION - ROME.
DATE : 13.4.45
REF. : AFSC/B/22/1/Air

ELMAS AIRFIELD PROJECT

Reference your AFSC/22/1/Air dated 6 April '45, the comments of the M.T. Staff Officer are attached.

It is considered that the maintenance of the 100 vehicles mentioned, is not an I.A.F. responsibility, as these vehicles are working for the R.A.F. and not the IAF. and therefore come into the same category as any other airfield construction vehicle.

Can some information be obtained as to the whereabouts of the stores which Maj. Hall has discovered, it will then be possible to discover if they are the same as those found by S/Ldr. Broomhead and F/Lt. Mitchel.

It is also pointed out that the Sardinia IAF. garrison is to be reduced very shortly and the personnel available for vehicle repair will probably be insufficient. W/Cdr Holmes (C.O. ELMAS) stated a short while ago to F/Lt. Mitchel that whereas the vehicles given to him by the IAF. were in a reasonable condition those provided by MMIA would certainly be unserviceable in a very short time. It therefore appears that MMIA are putting the responsibility of maintaining 100 worn out vehicles onto the IAF.=

W.B. ROYCE W/Cdr.
AIR VICE MARSHAL.
AIR OFFICER COMMANDING

1938

For the attention of Wing Commander Royce.

Date: 10th April 1945.

Ref : AFSC/B/22/1/Air.

ELMAS AIRFIELD PROJECT.

Sir, With reference to the letter received from Air Forces Sub Commission, Rome on the abovementioned project, dated 6th April 1945, Ref. AFSC/22/1/Air.

2. Before replying to this letter I wish to bring to your notice the following points, and should be obliged for any remarks on same.

3. (a) With reference to the report on the I.A.F. M.T. position in Sardinia by Major Hall. It is not understood why this officer has been allowed access to I.A.F. units without authority from the A.F.S.C.

(b) No mention has been made where the spares, covers, tubes and paint are to be found.

A number of u/s covers were seen by S/Idr. Broomhead and myself, also a number of M.T. spares mostly obtained from salvage. The spares chiefly required for vehicle repairs were stated to be unobtainable.

(c) The number of vehicles given on the return for February were as follows:-

(i) The total of vehicles of all types, including Motorcycles, Trailers etc,

<u>Serviceable</u>	<u>Unserviceable</u>
--------------------	----------------------

221

850

(ii) The total of load carrying vehicles only, Heavy, Medium, Light.

<u>Serviceable</u>	<u>Unserviceable</u>
--------------------	----------------------

85

349

(d) The information given re repairs of vehicles by civilian firms bears some truth as mentioned in my February report.

(e) It is not considered that the I.A.F. in Sardinia are in a position to repair and put on the road 150 vehicles at short notice. The workshop facilities are there, but not the requisite parts or specialist personnel.

(f) The I.A.F. should have sufficient specialist personnel to maintain the Italian Army vehicles they are now using at Elmas, providing necessary spares are available.

1924

Sardinia by Major Hall.
It is not understood why this officer has been allowed access to I.A.F. units without authority from the A.F.S.C.

(b) No mention has been made where the spares, covers, tubes and paint are to be found.
A number of u/s covers were seen by S/Ldr. Broomhead and myself, also a number of M.F. spares mostly obtained from salvage.
The spares chiefly required for vehicle repairs were stated to be unobtainable.

(c) The number of vehicles given on the return for February were as follows:-

(i) The total of vehicles of all types, including Motorcycles, Trailers etc,	<u>Unserviceable</u>
	850
	221

(ii) The total of load carrying vehicles only, Heavy, Medium, Light.

<u>Serviceable</u>	<u>Unserviceable</u>
85	349

(d) The information given re repairs of vehicles by civilian firms bears some truth as mentioned in my February report.

(e) It is not considered that the I.A.F. in Sardinia are in a position to repair and put on the road 150 vehicles at short notice. The workshop facilities are there, but not the requisite parts or specialist personnel.

(f) The I.A.F. should have sufficient specialist personnel to maintain the Italian Army vehicles they are now using at Elmas, providing necessary spares are available.

4. With reference to the letter from Major General Browning dated 4th April 1945, Ref. Q/5.

(a) Para 3 is noted and it is presumed the I.A.F. in Sardinia have been instructed to this effect.

(b) Reference para 4. This appears a matter of higher policy.

Page 2.

(c) Reference para 5. I am quite prepared to meet Major Hall either here or in Sardinia if considered necessary.

5. When in Naples last week I met W/Cdr. Holmes from Elmas and he informed me that he had so far received 46 vehicles from the M.L.I.A and 14 from the I.A.F. Arrangements had also been made to bring into Sardinia a number of W.D. vehicles to assist.

He said he was coping quite well, but was afraid the Italian Army vehicles would be unserviceable soon, as they were in a poor condition

6. I am still of the opinion that the I.A.F. could easily have produced more vehicles if they had conscientiously ceased all unnecessary work on the Island.

L.J. Mitchell
L.J. Mitchell, F/Lt.,

M.T. Staff Officer,

Air Forces Sub Commission, Bari.

1928

FROM : I.A.F. STATO MAGGIORE

TO : A.F.S.C.

DATE : 6/4/45

REF. : 25671/OF 9/2555 Coll

ELMAS AIRFIELD LENGTHENING OF
LANDING STRIP.

With reference your letter AFSC/22/1/AIR dated 30th March '45.

2. As we informed you with letter 4093/L11 dated 27th March, instructions have been issued by this HQ. to the Aeronautic Command Sardinia, in order that the greatest number of motorvehicles available be placed at the disposal for the work on the Elmas Airfield landing strip.

3. Further to your request this HQ. interested the Aeronautic Command Sardinia in order that they endeavour to supply the greatest number of I.A.F. Lorries for the a/m work and try to reach the total number of 28 vehicles.

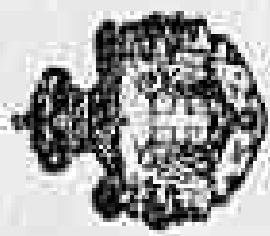
IL CAPO DI STATO MAGGIORE

Translated by E. Gasparini

B331
94

1926

22/1/Air



STATO MAGGIORE R. AERONAUTICA

1^a Sezione Operazioni

Ufficio Operazioni

Prot. N. 35621/1.9 Alleg. 555

Risposta al foglio N.

del

Roma li 6 APR 194

194

OGGETTO: Aeroporto Elmas. - Prolungamento della pista.

A/1 AIR FORCES SUB COMMISSION A.C.

ROMA

1. Riferimento foglio AFSC/22/1/AIR datato 30 marzo c.a. -
2. Come comunicato con il foglio n. 4093/L11 datato 27 marzo, questo Stato Maggiore ha dato disposizioni al Comando Aeronautica della Sardegna di mettere a disposizione, per i lavori relativi alla pista dell'Aeroporto di Elmas, il massimo numero possibile di automezzi.
3. In seguito alla richiesta espressa con il foglio cui si risponde; questo S.M. ha interessato nuovamente il Comando Aeronautica della Sardegna perchè faccia quanto possibile al fine di dare il massimo contributo di automezzi della R.A. per i lavori di cui sopra e cerca di raggiungere, possibilmente, la cifra complessiva di 28 autoveicoli.

IL CAPO DI STATO MAGGIORE

Regia

OGGETTO: Aeroporto Elmas. - Prolungamento della pista.

AU' AIR FORCES SUB COMMISSION A.C.

R.O.M.A

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IL CAPO DI STATO MAGGIORE

ref. gary

COPY

27 MAR 1945

I have had opportunity to investigate the position of vehicles and workshops in the I.A.F. here and for information report the following which, except where mentioned differently, I have seen myself:-

700 vehicles of various types in vehicle dumps of which it is estimated 150 serviceable could be produced in two months with existing I.A.F. workshop and stores on the site:

Estimated 200-300 vehicles at present on Island in serviceable condition and of various types.

Stores contains about 60-100 tons of very useful spares for various types.

Tyres 200-300 tyres, 400-500 tubes, in serviceable condition many new and almost new.

Paint - large quantity of various colours, principally green.

It is believed that there are about 2500 I.A.F. personnel in the Island but am not able to verify this figure.

The present workshop at this site, Montemaroto by Cagliari, has about 100 men of which about 50 are specialists and it is supplemented by 20-30 civilian specialists. It is believed that of the I.A.F. personnel on the Island further specialists could be found.

Vehicles for repair are being handed out to civil enterprise and I am informed that the similar style of racket as on the Mainland is operating i.e. giving four or five vehicles in payment for the repair of two or three. But I have not been able to get any definite proof of this yet.

Will you please consider this part referring to I.A.F. transport, workshop, spare part and tyre position in Sardinia with a view to the possible relief of the Italian Military vehicle and spare supply of the R.A.F. at the Airport here.

Incidentally paint is very urgently required in the workshops at Abbasanta and would be grateful to get the opportunity to get supplies from the I.A.F. here.

Maj. C.A. HALL, Major

1922

50A
(4)

FROM : I.A.F. STATO MAGGIORE
TO : AIR FORCES SUB COMMISSION, ROME
DATE : 27TH MARCH 1945
REF : 40939/11/2395/Cell

ELMAS AIRFIELD - LENGTHENING OF RUNWAY

FIRM GINNASI - LIRE 15.000.000 (37,500)

In accordance to the previous arrangements taken with the British Command of Elmas Airfield for carrying out the works of lengthening the runway of this airfield, it was decided to hand this work over to the firm, who had in Sardinia a suitable equipment in order to carry out as soon as possible the work in question both in the caves, or on the airfield. The transport facilities are not to be provided by the firm, as they would be obtained from Allied sources.

2. From a rough estimate, compiled on the base of the quantities of materials to be transported from the cave to the airfield it was found out that 70 heavy vehicles were required.

3. Further to the agreements taken between T.Col. Boccalatte and F/Lt Mitchell, the Air Command Sardinia have put 5 vehicles at the disposal of the Airfield. -29A

4. Further to your letter AFSC/22/1/AIR of the 27th February 1945, this Stato Maggiore have told to the Air Command, Bardinia, to put at the disposal for the a/m works the greatest possible number of vehicles on account of 5 vehicles already granted and interested T.Col. Boccalatte for the use of the other 18 vehicles notified in your letter AFSC/22/1/AIR of the 2nd March 1945.

5. Even if these vehicles can be used, it is indispensable that the 70 lorries required be granted as soon as possible by the British Command, otherwise the works would drag for a very long time due to the present position.

6. Anyway this Stato Maggiore points out to your Sub Commission that the short period granted to carry out the works must be considered to start from the date of the handing over of the lorries in question.

34A

Then Chief of Staff

2558

In accordance to the previous arrangements taken with the British Command of Elmas Airfield for carrying out the works of lengthening the runway of this airfield, it was decided to hand this work over to the firm, who had in Sardinia a suitable equipment in order to carry out as soon as possible the work in question both in the caves, or on the airfield. The transport facilities are not to be provided by the firm, as they would be obtained from Allied sources.

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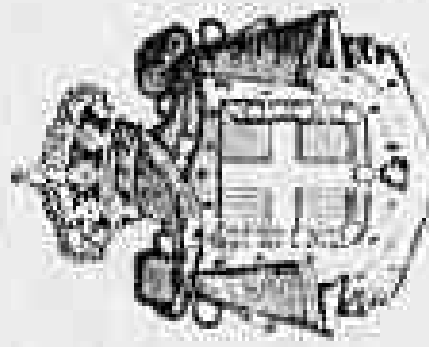
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34 A

The Chief of Staff

translated by E. Gasparini





STATO MAGGIORE R. A.

Off. Servizi e Tr. Porti

Prot. N. 40939/L.H. 1285 boll. Alegg.

50A

Roma, 27 MAR 1945 19

ALL'AIR FORCE SUB COMMISSION
ALLIED COMMISSION (tramite)
Off. Colloquio Gabinetto del

Ministro
= S E D M =

Risposta al foglio del

Div. Sez. N.

OGGETTO Aeroporto Elmas. - Prolungamento pista di volo - Dittam-
ta L. 13.000.000.

1) - In base ai preventivi accordi con il Comando Inglese
Allegato dell'Aeroporto di Elmas per l'esecuzione dei lavori
di prolungamento della pista di volo di quell'Aeroporto
fa stabbili di invitare alla gara di appalto per i lavori
soltanto imprese che avessero in carica una attrezzatura
tale da garantire, sia nel lavoro in cava che nel lavoro
sul campo, il più rapido corso delle opere; si escludevano,
dalle attrezzature che dovevano risultare in possesso della
Ditta, i mezzi di trasporto che il Comando Inglese assie-
cureva di fornire direttamente.

2) - Da un calcolo sommario, compilato in base al quantitativo
di materiale da trasportare in campo, alla distanza delle cave,
ecc., risultò che sarebbero occorsi 70 automezzi pesanti.
1945

3) - Il Comando Aeronautica della Sardegna ha già messo 5
automezzi a disposizione in seguito agli accordi tra il Col.
Boccalatte ed il Cap. Mitchell.

4) - Successivamente questo Stato Maggiore in seguito alla
lettera di codesta A.P.S.C. del 27 febbraio 1945 n. 4730/22/1/AIR

40939/L.H. 1285 boll.

OCCORRENZA Aeroporto Elmas. - Prolungamento pista di volo - Ditt. -
te di Elmas Lire 15.000.000.=-

1) - La base si preventivi accordi con il Comando Inglese Alenteo dell'Aeroporto di Elmas per l'esecuzione dei lavori di prolungamento della pista di volo di quell'Aeroporto fu stabilito di invitare alla gara di appalto per i lavori soltanto imprese che avessero in carica una attrezzatura tale da garantire, sia nel lavoro in cava che nel lavoro sul campo, il più rapido corso delle opere; si escludevano, dalle attrezzature che dovevano risultare in possesso della Ditta, i mezzi di trasporto che il Comando Inglese assicura di fornire direttamente.

2) - Da un calcolo sommario, compilato in base al quantitativo di materiale da trasportare in campo, alla distanza delle cave, ecc., risultò che sarebbero occorsi 70 automaz-
zi pesanti.

3) - Il Comando Aeronautica della Sardegna ha già messo 5 automazzi a disposizione in seguito agli accordi tra il Col. Boccalatte ed il Cap. Mitchell.

4) - Successivamente questo Stato Maggiore in seguito alla lettera di codesta A.F.S.O. del 27 febbraio 1945 n° 4250/22/1/AIR ha incaricato il Comando Aeronautica della Sardegna di mettere a disposizione per i suddetti lavori il massimo numero possibile di automazzi in aggiunta ai 5 già concessi ed

interessò il Col. Roccalatte per l'utilizzazione degli altri
18 automezzi segnalati con lettera di codesta AFSC. n. AFSC./
22/1/AIR del 2 marzo 1945.

5) - Ammesso che questi ultimi automezzi possano essere uti-
lizzati 7 è sempre indispensabile che il n. di 70 autocarri
necessari venga al più presto completato dal Comando Ingle-
se 7 altrimenti, con le disponibilità attuali, i lavori si
trascineranno ~~vero~~ per lunghissimo tempo.

Comunque questo Stato Maggiore fa presente a codesta A.
M.S.C. che il breve periodo concesso per l'esecuzione dei
lavori deve intendersi, ovviamente, con decorso dalla data
di consegna degli autocarri sui quali si è fatto preventi-
vo calcolo.



IL CAPO DI STATO MAGGIORE

22/4/45

1917

44A

ALP FORCES SUB-COMMISSION, P.A.M.
RAFI.

BO/ABP.

6th March, 1945.

Dear Sir Vic Marshall,

29A

I received your ABC/22/1/ALP dated 27th Feb. yesterday, and have seen Mitchell about the matter. He tells me that at the conference he stated that 24 lorries was the absolute maximum that could be provided, this figure was based on the K.V. returns.

2. The following day he saw the Italian Colonel (W/Col Boccacatte) and made the following arrangements: 5 lorries would be available in two days time and a further 5 in a week (24th Feb.); a further 18 lorries were promised by the end of the month, thus making more than 24 by 28th Feb. (not allowing for casualties).

3. He confirmed these arrangements, hurriedly with W/Col Holme, who agreed to this proposal, and as W/Col Holme agreed with the dates Mitchell did not consider it necessary to bother you with the details.

4. On his return here he was rung up by M.A.A.P. - M.T. section and he informed them of the arrangements (he tells me this line was very bad). He then sent a confirmatory signal (B) 34 dated 27th Feb.) to W/Col Holme, (H) M.A.A.P. A.P.S.C. Rome, E.Q. Regia Aeronautica. Cagliari, although I consider this signal misleading, as it gives the impression, if his telephone call was misunderstood, that there are lorries available in addition to the 24, whereas he means of course, in addition to the 10 which should have been working by that date.

5. The reason for the change of plan was due to information from the Italian Colonel that if the 24 lorries were put onto the work without repair they would all be U/s in 48 hours, and Mitchell thought it better to have the lorries repaired before they broke down than afterwards.

6. If you wish me to take any further action, perhaps a signal would be best as letters seem to take such a fearful time.

7. Once again you will have to excuse my typing, but as you probably know by now, LAC Gamage has been posted which leaves me with no-one who knows the Orderly Room work, this, with the new filing system all coming at once has rather unsettled things, but I hope to be straight again in a short time, although I may have to call loudly for help once or twice.

Yours sincerely

W. B. Roy

No further action

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Yours sincerely

W. B. Royce

Air Vice Marshal M.A.F. Bowen-Puscarlet, C.B.E., D.F.C.,
Air Forces Sub-Commission,
Allied Commission,
Rome.



S/C Denny to see

W.B.

No further action

39A
~~455~~

To : Air Vice - Marshal Lower - Escarlet, D.F.C. C.D.E.,
Air Forces Sub Commission,
Allied Commission, ROME.

Report on visit to Sardinia. 6th - 17th February, 1945.

Sir,

I have the honour to submit the following report on my visit to Sardinia, for the purpose of inspecting mechanical transport belonging to the Regia Aeronautica and ascertaining any surplus for shipment to Italy.

6th February.

Arrived Sardinia. Accomodated at No 63 Staging Post, R.A.F. Net W/Cdr. Holme, Officer Commanding.

7th February.

W/Cdr. Holme introduced us to the following Allied Commission and Italian representatives:-

It. Stern	Italian Air Force Liaison Officer, A.C.
(U.S. Army)	(Requisitioning, Claims, etc.)
Capt. Newby	Transportation Officer, A.C.
Col. Pennyquick	Regional Commissioner, Sardinia.
Col. Martine	Regia Aeronautica H.Q. Cagliari.
It. Col. Boccalatti	" " "
Major. Fossett	M.M.I.A. L.O. Shipping Officer for Sardinia.

The following were visited:-

Airport and seaplane base, Elmas. Normal amount of M.T. employed by R.A.

8th February.

No 105 Deposito, Selargius (Chief Salvage Depot).

There are many hundreds of unserviceable vehicles of all descriptions, brought in from all parts of the Island. A large proportion of these will never be made serviceable.

The returns show the following number of vehicles. (all Sardinia)

M.T. All types	Boats, various
Serviceable 234	Serviceable 23

6th February.

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Lt. Col. Boccalatti " " "

Major. Fossett M.M.I.A. I.O. Shipping Officer for Sardinia.

The following were visited:-

Airport and seaplane base, Elmas. Normal amount of M.T. employed by R.A.

8th February.

N° 165 Deposito, Selargius (Chief Salvage Depot).

There are many hundreds of unserviceable vehicles of all descriptions, brought in from all parts of the Island. A large proportion of these will never be made serviceable. The returns show the following number of vehicles. (All Sardinia)

M.T. All types		Boats, various	
Serviceable	234	Serviceable	43
Unserviceable	859	Unserviceable	42
Total	1093	Total	85

Out of this number 60 trucks from 3 ton upwards were shown as serviceable, since reduced by T/Col. Boccalatti on the morning of our departure to approximately 40. Up to date returns have been promised and are awaited.

Not included in these returns are a large number of vehicles fit only for scrap.

Workshops are repairing vehicles and salvaging a number of parts for re-use.

In the store were approximately 1000 outer covers mostly unrepairable and a large number of wheels of all types.

The following new engines in cases are available:-

-2-

Spa. 38	each	1
Spa. 47	"	1
Fiat. 626	"	7

Milazzo Airfield.

M.T. in use supplied by the Autogrupo di Manovra. Completely equipped engineering and carpenters workshop, with nearly new machine tools.

Messrs. Zunino, civilian engineering firm, Cagliari.

Engaged on M.T. repairs for R.A. A number of vehicles were under repair.

Well equipped with machine tools and can manufacture small engine parts, e.g. pistons, rings, bearings etc.

Messrs. Fiat, Cagliari.

Contract signed by Col. Francois, Italian Air Ministry, to repair all types of Fiat vehicles for the R.A. The manager stated that it was hoped to obtain approximately 25 serviceable vehicles out of every 60 unserviceable supplied. By the condition of the vehicles seen in the yard, this would seem a low percentage. However he tried to explain that that was part of the contract and I understood him to say that his firm would be entitled to what was left over.

The contract was not produced.

Lancia, Cagliari.

This firm only an agency for the above. Repair facilities very small. Light repairs to small passenger cars only.

Messrs. Sanna, civilian engineering firm, Cagliari.

Very well equipped workshops, complete with all types of machine tools, capable of carrying out major repairs, e.g. re-bores manufacture of pistons, rings, bearings and other castings. A number of light passenger cars were under repair for the ¹⁹⁴¹1942?

9th February.

Visited T/Col. Boccacatti, deputy chief of staff, R.A. Cagliari. Conferred with him on Mechanical Transport generally and suggested that Sardinia and Lungivacca exchange lists of spare parts required, which might prove of great assistance to both Units. He reported that they hoped to export to the Continent a minimum of 50 vehicles of different types, by the month of May. See attached lists for vehicles under repair and the approximate dates that they should be completed.

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10th February.

The following were visited:-

26° Deposito Autogrupo di Lanuvra, Cagliari.

Very well organised. Captain in charge was very helpful. Vehicles seen were very well maintained. There are a large number of trucks and trailers unserviceable. These are being repaired on the spot. Repairs on those seen completed were well carried out.

3.

The following serviceable vehicles each with a tanker trailer were noted, ready for shipment.

Fiat 626 Petrol tanker and trailer, each	1
Fiat 506 " " "	4

Visited Decimo Airfield.

Sufficient M.T. for domestic needs only. It was noted that there were a number of temporary barrack blocks, covered with easily detachable corrugated iron sheets. The number of sheets would easily supply all wants of Nisida for covering the hanger and other buildings.

The following were also visited:-

W/T Magazzino
Salvage Section
Works & Building Magazzino Cagliari.
M.T. supplied by Autogrupo di Kanovra.

A fully equipped mobile workshop was seen and supposed to be in use at Works & Buildings. It would be of more use in Italy.

Villa Cidre Airfield.

Contained no equipment.

11th February.

Visited Cristano and Milis Airfields.

Nothing of any note. One truck only established for domestic purposes.

Civilian firm "Nivio Loi" not known at time of visit.

12th February.

The following were visited:-

Alghero Airfield.

Salvage should take approximately another 14 days to clear. The serviceable vehicles amounting to 7 should be available for other uses on closing down of the station.

It was noted that there were a further number of barrack blocks, containing some thousands of sheets of corrugated iron, as still in civilian firm of Ternia and Iani not known at time of visit.

13th February.

Albia Seaplane Base.

Mechanical Transport established only sufficient for domestic requirements. As this Station is being retained as a seaplane base the M.T. will remain.

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13th February.

Albia Cagliari Base.

Mechanical Transport established only sufficient for domestic requirements. As this Station is being retained as a seaplane base the M.T. will remain.

14th February.

Returned to Cagliari via Sassari.

The Civilian firm of Sebastiano G Fani not known at time of visit. Borer and Chilliardi Airfields were closed.

15th February.

Serrinti Bomb and Ammunition Depot.

Sufficient M.T. established for domestic requirements only.

Signals and Meteorological Sections.

Specialist M.T. only for Signals and Meteorological purposes.

4.16th February.Visited No 207th Magazzino Cagliari, and T/Col. Boccacalatti.

P.M. Conference with the A.C.C., Col. Pennyquick, W/Cdr. Holme, S/Ldr. Broomhead, Lt. Stern and Col. Martine. It was stated that the R.A. should be able to supply 24 trucks (maximum) for Works and Buildings, providing all other work was suspended.

17th February.Visited Major Fossett M.L.I.A. and afterwards T/Col. Boccacalatti.

Explained new policy to T/Col. Boccacalatti. Informed the Colonel that as soon as the cessation of work signal, despatched by the A.C.C. came into effect, he should be in a position to supply 24 trucks to assist on Ilmas Airport construction.

He stated that it would be possible to supply 20 trucks, but as the majority of them were in a poor condition, 20 would be unserviceable in a week. He would prefer to only guarantee the number of trucks that could be relied on to cope with the heavy work.

He produced a long list of essential daily duties. There was no time to go into this, although it appeared that some of the guns could have been co-ordinated and carried out by one truck instead of several.

Eventually it was agreed to supply 5 trucks in 2 days and a further 5 trucks in 7 days, and as other trucks were repaired from other sources he would make the number up, and in any case, send all available transport to Ilmas Airport.

P.M. 17th February.

Accompanied the A.C.C. to Malta by seaplane.

I have to report that every assistance was given to S/Ldr. Broomhead and myself by W/Cdr. Holme, the Commissioner and Staff of the Allied Commission, Sardinia, Col. Martine and Lt. Col. Boccacalatti of the Regia Aeronautica.

I have the honour to be, Sir,

Your Obedient Servant,

1904

I. J. Mitchell. P/Lt.,

M.T. Staff Officer,

Air Forces Sub Commission,

BARI.

28th February, 1945.

He stated that it would be possible to supply 20 trucks, but as the majority of them were in a poor condition, they would be unserviceable in a week. He would prefer to only guarantee the number of trucks that could be relied on to cope with the heavy work.

He produced a long list of essential daily duties. There was nothing to go into this, although it appeared that some of the runs could have been co-ordinated and carried out by one truck instead of several.

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Accompanied the A.O.C. to Malta by seaplane.

I have to report that every assistance was given to S/Ldr. Broomhead and myself by W/Cdr. Helme, the Commissioner and Staff of the Allied Commission, Sardinia, Col. Martine and Lt. Col. Boccacalatti of the Regia Aeronautica.

I have the honour to be, Sir,

Your Obedient Servant,

1909

I. J. Mitchell, R/Lt.,
M.T. Staff Officer,
Air Forces Sub Commission,
BARI.

28th February, 1945.

Ref: AFSC/B/858/MT

Vehicles in repair on the strength of "Autogruppo di Manovra" awaiting delivery to the Italian mainland.

Available for the end of February.

Water tank, Fiat 666 = R.A. 309556	
Lorry " 626 = R.A. 19243	
" " " " 17011 (if water pump is to be found)	
" " " " 17020 (if electrical spares are to be found)	

The end of March

Lorry Fiat 666 = R.A. 13960
" " 626 = " 19346
" " " " 18906
" " " " 19403
" " " " 17096
" " " " 18860

Water sprinkler vehicle Ceirano 47 = R.A. 3858

Bus Fiat 626 = R.A. 8449

Lorry Fiat 626 = R.A. 19405 (if electrical engine starter is to be found)

Large car Fiat 1100 = R.A. 1128

" " " " 02115

Moto-tricycle Guzzi = " 05237

The end of April

Lorry Ceirano 47 = R.A. 12388

Petrol bowser C.47 = R.A. 3703

Ambulance SPA 38 " 31006

" " " " 30787

Large car Fiat 1100 " 02029

" " " " 02469

The end of May

Lorry Fiat 626 = R.A. 17619

Large car Fiat 1100 " 02116

Small lorry Fiat 1100 " 00607

1908

A 654

A 13

" " " " " " 17011 (if water pump is to be found)
 " " " " " " 17020 (if electrical spares are to be found)

The end of March

Lorry Fiat 666 = R.A. 13960
 " " 626 = " " 19948
 " " " " " " 18906
 " " " " " " 19403
 " " " " " " 17096
 " " " " " " 18860

Water sprinkler vehicle Ceirano 47 = R.A. 3858

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Lorry Fiat 626 = R.A. 19405 (if electrical engine starter is to be found)

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Lorry Ceirano 47 = R.A. 12388

Petrol bowser C.47 = R.A. 3703

Ambulance SPA 38 " " 31006

" " " " " " 30787

Large car Fiat 1100 " " 02029

" " " " " " 02469

The end of May

Lorry Fiat 626 = R.A. 17619

Large car Fiat 1100 " " 02116

Small lorry Fiat 1100 " " 00607

Floodlight vehicle carrier = R.A. 30557

1908



2574

39B

MECHANICAL WORKSHOP DITTA EMILIO ZUNINO - CAGLIARI -

Delivery within the 28th February 1945:

- n°1 Car Fiat 1100
- n°1 Lorry Ceirano 47/C
- n°1 " Spa CLF 39
- n°2 Lorries Spa 38/R
- n°1 Lorry Fiat 633

Delivery within the 15th March 1945: subordinatedly to the possibility of finding spare parts:

- n°1 Lorry Fiat 626
- n°2 Lorries Spa 38/R
- n°2 " Spa CLF 39
- n°1 Lorry Fiat 666

MECHANICAL WORKSHOP DITTA SANNA(Autogarage 900) - CAGLIARI +

Delivery within the 15th February 1945:

- n°2 Cars Fiat 1100

Delivery within the 28th February 1945:

- n°1 Car Fiat 1100

1906

MECHANICAL WORKSHOP LIVIO LOI - ORISTANO -

Delivery within the 28th February 1945:

- n°2 Cars Fiat 1100
- " 1 Lorry Fiat 666
- " 1 Lorry Fiat 666

Delivery within the 15th March 1945:

parts:

n°1 Lorry Fiat 826
 n°2 Lorries Spa 38/R
 n°2 " Spa CLF 39
 n°1 Lorry Fiat 666

MECHANICAL WORKSHOP DITTA SANNA(Autogarage 900) - CAGLIARI +

~~~~~

Delivery within the 15th February 1945:

n°2 Cars Fiat 1100

Delivery within the 28th February 1945:

n°1 Car Fiat 1100

1906

MECHANICAL WORKSHOP LIVIO LOI - ORISTANO -

~~~~~

Delivery within the 28th February 1945:

n°2 Cars Fiat 1100
 " 1 Lorry Fiat 666
 " 1 Lorry Fiat 666

Delivery within the 15th March 1945:

n°2 Cars Fiat 1100
 " 1 Car Fiat 1500
 " 1 Lorry Spa 38/R

MECHANICAL WORKSHOP FARRISA & PANI - ALGHERO -

~~~~~

Delivery within the 15th March 1945:

n°2 Lorries Fiat 633  
 n°1 Bus Spa 38/R

...//...

MECHANICAL WORKSHOP SEBASTIANO G. PANI - SASSARI -  
~~~~~

Delivery within the 15th March 1945:

n°1 Lorry Fiat 633

MECHANICAL WORKSHOP OF THE 165° DEPOT. R.A. - SELARGIUS -

Delivery within the 15th February 1945:

n°2 Cars Fiat 1100

n°1 Lorry Fiat 626

n°1 " Fiat 666

n°1 " Spa 38/R

n°1 Bus Spa 38/R

n°1 Truck Viberti 10 T.

Delivery within the 28 th February 1945:

n° 1 Car Fiat 1500

" 2 Lorries Fiat 626

" 1 Lorry Fiat 666

" 1 Bus Fiat 626

" 1 Lorry Spa CLP 39

Delivery within the 15th March 1945:

n° 1 Lorry Fiat 634

" 2 Lorries Spa 38/R

1904

IL CAPO DELL'UFFICIO
AUTOVEICOLI E IMBARCAZIONI
(Cap. A.A. E. MALINVERNI)

SECRET

Trans. Relations.

354

From: I.A.F. Staff T.O.
1 Sez. Uff. Operazioni

File

Date: 14th February, 1945

To: Air Vice Marshal Bowen-Duscarlet.

Ref.: 25262/Op.9/1945 Coll.

ELMAS AIRFIELD.

With reference to AFSC/R/321 CRG dated 9th February, 1945.

1. At some time General Costa, Commander of the Italian Air Force in Sardinia, informed me that the Italian Units stationed on the Elmas airfield, were experiencing difficulties in carrying out their Operational duties due to the continuous demands of the Allies.

2. Following the receipt of AFSC/R/321/CRG dated 29th January, and AFSC/32/AIR dated 9th February, and the verbal explanations given by you of the operational importance of the Allied requests, I gave strict instructions by telephone and by letter 25231/OP.9 dated 10th February, 1945, which included copies of the letters you sent, to the I.A.F. T.O. of Sardinia, so that collaboration between our personnel would be as efficient and active as possible.

3. I have also given precise instructions so that the work on Elmas airfield regarding: the runway; the construction of a new section to the runway running East, the enlargement of the dispersal area, and the arrangement of the buildings, (see AFSC/R/321/CRG dated 9th February, 1945) should be finished as soon as possible.

I shall inform you should any difficulties arise in the carrying out of these works.

4. I should be grateful if you could let me know the date you intend to visit Sardinia, so that I could arrange my visit to co-incide.

1963

Signed: Chief of Staff.

File 22/1/45

COPYALLIED FORCE HEADQUARTERS
Q (MAINT) SECTION
-----1628
SECRET6241/12/Q(Maint)Tel: FREEDOM 2904 Feb 45SUBJECT: Works Services - RAF - ELMAS
Airfield - SARDINIA.G-5.

1. Attached hereto are details of certain works required in the Airfield buildings at ELMAS, SARDINIA which it is considered can be best carried out by contractors rather than by civilian labour employed directly by the RAF.
2. Under existing procedure contract work is let and supervised by the Italian Air Force under authority of the Air Forces Sub Commission Allied Commission. It is therefore requested that the A.F. Sub Commission be asked to give authority for the Italian Air Force in SARDINIA to carry out this and any other work requested by the RAF and which is considered essential by this HQ.
3. Since this Airfield is to form an important link on the main air route to South East Asia Command it will be appreciated if an early decision can be obtained in this matter.

FFC/FR

/s/ J.A.J. Field
/t/ J.A.J. FIELD, Lieut-Colonel,
for Major General,
G-4 (B).

Copy to: Engrs (Br)
MAAF.

1902

C O P Y

162C

No. 63 Staging Post
Schedule of Works Proposed to be Carried out by Civil Contractors

OFFICERS' MESS

- (a) Provide hatted accommodation for Kitchen Staff, dining and recreational facilities, adjacent to Kitchen.
- (b) Revise kitchen layout as required.
- (c) Provide hot plate to Dining Room Server.
- (d) Redecorate entire premises (internal and external).

STATION SICK QUARTERS

- (a) Redecorate throughout internally.
- (b) Carry out structural alternations as per scheme suggested, in order to provide accommodation necessary to comply with No. 216 Group's standard lay-out.

TRANSIT HOTEL.

- (a) Overhaul all windows and fill with glass substitute to be provided.
- (b) Redecorate entire exterior of premises.
- (c) Thoroughly overhaul entire plumbing and sanitary system.

HEADQUARTERS BUILDING

- (a) ditto as above.
- (b) " " "
- (c) " " "

AIRMENS' BARRACK BLOCK

- (a) Redecorate all rooms internally.
- (b) Redecorate entire premises externally.

MAIN HANGAR above
Airfield Buffet.

- (a) Provide sleeping, living and messing accommodation for American personnel on Station, including Kitchen, W.Cs and lav. basins, 1 bath, 1 shower and hot water system.

HANGAR ALONGSIDE TAXI
TRACK

- (a) Thoroughly overhaul corrugated iron roof.

1900

FROM: AIR FORCE SUB-COMMISSION,
AIR SUB-COMMISSION, ROCE.

TO: SAC, W. 65 STATION, ROCE,
BOMB AIR FORCE, B.M.A.R.

DATE: 19TH JANUARY, 1945.

REF: AIR/321/000.

PROVISIONING
I.A.F. MATERIAL IN SAMBRIA.

With reference to your letter 6382/621/40 dated the 12th January, 1945.

2. While your difficulties are appreciated, it is pointed out that the only authority for requisitioning in liberated Italy is the Italian Government.
3. It has been ruled on the highest level (A.I.I. letter 2030/12/42 dated 1st July 1944,) that no materials or property belonging to the Italian Air Force may be copied or appropriated without the prior approval of this Sub-Commission, the exception to this being upon the authority of the Area Commander in order to meet urgent operational requirements.
4. The Italian Air Force has made a large contribution to the Allied war effort during the last 15 months. This has been done in the face of untold handicaps, and, to a great extent, it has only its own property to live on, and very naturally the Allies are unable to provide anything except consumable stores and occasional aircraft spares.
5. It is, therefore, necessary to conserve all raw materials, machine tools, and other property belonging to the Italian Air Force, and to get it to the Mainland as and when shipping facilities are available, in order that it may back the Italian operational effort.
6. With regard to paragraph one of your letter you will see that you were infringing the provisions of the A.I.I. letter referred to in paragraph 3 above, and the Italian Air Force was quite out of order in handing material over to you. General Gaeta was quite correct in saying, as you say he said in paragraph 2 of your letter, that materials are being shipped to the Mainland.
7. As regards paragraph 3 of your letter, this has nothing whatever to do with the Italian Air Force, and is purely a matter of local arrangement.
8. As regards paragraph four, it is correct to say that all surplus transport is being taken over to the Mainland, as the Operational Italian Air Force is extremely short of it.
9. It has been almost invariably found that if the Italians are approached tactfully they are very willing to help within reasonable limits, but it is quite clear that you have not realized that you have no authority over this transport and material.

it has been ruled on the highest level (A.L.I. letter 20/12/42 dated 1st July 1944,) that no materials or property belonging to the Italian Air Force may be occupied or appropriated without the prior approval of this Sub-Commission, for exception to this being upon the authority of the Area Commander in order to meet urgent operational requirements.

4. The Italian Air Force has made a large contribution to the Allied war effort during the last 15 months. This has been done in the face of untold hardships, and, to a great extent, it has only its own property to live on, and very naturally the Allies are unable to provide anything except consumable stores and occasional aircraft spares.

5. It is, therefore, necessary to conserve all war materials, machine tools, and other property belonging to the Italian Air Force, and to get it to the mainland as and when shipping facilities are available, in order that it may back the Italian operational effort.

6. With regard to paragraph one of your letter you will see that you were infringing the provisions of the A.L.I. letter referred to in paragraph 5 above, and the Italian Air Force was quite out of order in handing material over to you. General Gustin was quite emphatic in saying, as you say in paragraph 2 of your letter, that materials are being withdrawn to the mainland.

7. As regards paragraph 3 of your letter, this has nothing whatever to do with the Italian Air Force, and is purely a matter of local arrangement.

8. As regards paragraph four, it is correct to say that all supplies transported is being taken over to the mainland, as the Operational Italian Air Force is extremely short of it.

9. It has been almost invariably found that if the Italians are approached tactfully they are very willing to help within reasonable limits, but it is quite clear that you have not realised that you have no authority over this transport and material.

10. From an examination of Appendix A to letter 62/4/42 above referred to, it is felt the items enumerated there are ones more likely to interest an I.I., rather than a staging post, and it is not understood how there can be any justification for their acquisition.

11. If the operational commitments of 63 staging post are such that the items are vitally necessary, surely there is a Royal Air Force authority for them to be held, in which case they should be supplied from Royal Air Force sources.

W.H.
S.A.B. STAGE-POST,
AIR VERTICALLY,
AIR STAGE-POST.

From:- Officer Commanding, No. 63 Staging Post, R.A.F., B.N.A.F.

To:- Air Forces Sub Commission, A.C., Rome.

Date:- 12th January, 1945.

Ref :- 63SP/62/1/ORG.

REQUISITIONING.

Receipt is acknowledged of your letter AFSC/R/321/Org. dated 6th Jan. 1945.

1. When this unit first came to Sardinia, various items were demanded such as welding rod, carbons, fire extinguishers, hack-saw blades, paint brushes and many such others. Most of these demands were met by one of the Italian Air Force Store depots situated in Cagliari, and the rest from civilian sources.
2. Later demands were met fairly satisfactorily until it was decided that the workshops at Elmas must have some additions in the way of machinery and consumable stores, and having ascertained that the workshops at Alghero were not in use and that the required materials were there a demand was put in for the items shown at Appendix "A". This was submitted to the Italian requisitioning officer, a certain Col. MARTINI, who is in my estimation being helpful, and after a few days he informed me that he could not release it but that I must see the Italian General Gaeta as these were all under his control. This I did and the General then informed me that he had been ordered by Rome to refit his workshops at Alghero and could therefore not release it. I spoke to my Engineer Officer and asked if he could not manage without it and on being informed that he could not I returned to General Gaeta and told him that it was imperative that I was supplied at once with the consumable materials as all welding work was held up and that if he could obtain the other items in good condition elsewhere I would be satisfied. To this demand I was met by complete refusal stating, this time, that all materials that could be considered of any military value whatsoever were frozen by the Royal Air Force and awaiting shipment to the mainland, and therefore there was nothing he could do. I therefore informed Headquarters, No. 284 Wing.

3. The lavatories etc. on this station are in an absolutely insanitary condition and therefore it was decided to renew these and overhaul the drainage system, and since we have a Sanitary Sergeant on this station we were in a position to assess accurately our requirements. A civilian Engineer employed by us stated that he thought he knew where these could be obtained, so a requisition was raised and presented to the Italian Requisitioning Officer. See Appendix "B". This was agreed upon and an Italian Officer was supplied to accompany our Sanitary Sergeant to the firm and see if everything we required was there. An inspection was made and nearly everything we required was at the factory and the Requisition office was informed. They then wrote to the firm stating that these items were to be kept for the R.A.F. and demanded a price list. The prices this firm quoted were excessive and I was asked to wait to see if they could get them cheaper elsewhere. To this I agreed and after a delay of some two weeks on getting no satisfaction I approached the Regional Commissioner and told him my story. He immediately sent for the Requisitioning officer and informed him that the price of articles required by us was not the affair of the Allies but that it was up to them to control their own prices and not tolerate what appeared to be a "Black Market".

The materials were then released to us and authority given to collect them but on going to the firm we found that every article had been removed and that their stores were completely empty of everything.

I informed the Regional Commissioner of this and I believe that he must have

workshops at Elmas must have some additions in the way of machinery and consumable stores, and having ascertained that the workshops at Alghero were not in use and that the required materials were there a demand was put in for the items shown at Appendix "A". This was submitted to the Italian requisitioning officer, a certain Col. MARTINI, who is in my estimation being helpful, and after a few days he informed me that he could not release it but that I must see the Italian General Gaeta as these were all under his control. This I did and the General then informed me that he had been ordered by Rome to refit his workshops at Alghero and could therefore not release it. I spoke to my Engineer Officer and asked if he could not manage without it and on being informed that he could not I returned to General Gaeta and told him that it was imperative that I was supplied at once with the consumable materials as all welding work was held up and that if he could obtain the other items in good condition elsewhere I would be satisfied. To this demand I was met by complete refusal stating, this time, that all materials that could be considered of any military value whatsoever were frozen by the Royal Air Force and awaiting shipment to the mainland, and therefore there was nothing he could do. I therefore informed Headquarters, No. 284 Wing.

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I informed the Regional Commissioner of this and I believe that he must have instructed the Requisition Office to produce these from some other source at once, and the final result was that two days later we got everything.

The total time from originally demanding these items until obtaining them was thirty five days.

4. General Gaeta let out on Contract certain works required by us, namely increased hard-standing area, and then said that he had no transport available. I approached the requisitioning officer again and after a certain interval he stated that he could get the transport but that there was no drivers, so I went to the Allied Commission for these. The Commission immediately supplied me with drivers and on telling the requisition office this I was then informed that they now had no transport and after various enquiries I was told that it was nearly all held by M.M.I.A. Sardinia. I then saw Col. Simmons M.M.I.A. who informed me that this transport was ready for shipment to the mainland of Italy for the Americans but

that he was quite certain that General Gaeta could easily spare 15 lorries for Elmas. I approached General Gaeta to ask if he could spare any including one 'Bus that I required, but he told me that he could not even meet his own demands. Since there was nothing more I could do I approached M.A.A.F. (W/Cmdr Macrae) who obtained the release of 15 trucks from M.M.I.A. on loan. M.M.I.A. in the meantime took a quick inventory of Reggio Aeronautica trucks and 'Buses in Cagliari alone and found a large quantity of trucks and seven 'buses (General Gaeta informed me that he had only two 'buses and could not spare them) and it is firmly believed that he could release the necessary number of trucks for my use.

5. These are merely three instances, and if the writer could be informed as to what materials are definitely frozen by the Allies and could be advised as to the best method of overcoming these difficulties it would be much appreciated.

6. It is noted that this Unit has no power whatsoever over the Italians and that at the moment it is entailing taking up much valuable time of the Regional Commissioner to help us over small items about which he should not have to be concerned.

R.A.C. Holmes W/Cmdr.

R.A.C. HOLMES.

Officer Commanding, No.63
Staging Post, RAF, RHAF.

1896

258

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

785017

BEST COPY POSSIBLE

APPENDIX "A".No. 63 Staging Post.MATERIALS URGENTLY REQUIRED.

- 1 - 5' Lathe (Both lathes at present impossible to centralize perfectly).
- 1 - Automatic Hack-Saw.
- 1 - Electric Drill Machine.
- 1 - Grind Stone (for use in Stores for finishing boot and shoe repairs).
- 1 - Wood Planes Machine.
- 7 - Vices.
- 1 - Metal Press (For use in M.T.).
- 1 - Electric Welding Visor Shield.
- 100 - Electric Carbon Welding Rods.
- 80 - Machine Drills (Approx. sizes $\frac{1}{8}$ " to $1\frac{3}{8}$ ").
- 2 - Sets of Lathe Tools.
- Set of Reamers.
- Iron Welding Wire.
- Phosphor Bronze Bar.

1895

SIGNED.W/Cdr.R.A.C.HOLME.Officer Commanding, No. 63.
Staging Post, R.A.F., ENAF.

APPENDIX "B".Copy of List of Materials (Sanitary)
Required by No. 63 Staging Post.

W.C.'s Complete	23.
Urinal Stalls	28.
Taps 3" diameter.	21.
Seats to W.C.s.	13.
Washbasins complete.	4.
W.C. Cisterns.	4.
Shower Fittings.	13.

1894

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, HOME.

TO: HEADQUARTERS, M.A.A.F. C.E.F.

DATE: 12TH JANUARY, 1945.

REF: AFSC/H/524/ONG.

With reference to your letter HAF/3404/Venice/63 dated January 9th 1945, it is clear that the officer who wrote the two letters attached to the above is not in the picture as regards requisitioning, or of the Italian Air Force in respect of its own property.

2. As regards requisitioning, I have this morning checked that Allied Forces are not allowed to requisition in liberated Italy, including Sardinia, except under the authority of the Area Commander, and then only for urgent operational requirements.

3. As regards transport, Italian Air Force transport is protected by H.C. A.A.I. letter 2030/12/62 of the 1st July 1944; this also relates to material.

4. In point of fact the Allied Commission in Sardinia has already raised the questions referred to in C.C. 63 Staging Post's letter, and on the 6th January we wrote back stating that we were only too ready to help if a list of their requirements were provided. It is quite clear from the tone of C.C. 63 Staging Post's letter why he has not secured the co-operation of the Italians, and I am quite certain that a more tactful approach would have produced the desired results.

5. I am sending my M.E. Officer over to Sardinia to investigate the situation as regards I.A.F. transport, but if there is any transport, it will at once be shipped to the Mainland, as the I.A.F. is in urgent need of it. I doubt if, in fact, such a surplus exists, as we have already combed this out pretty thoroughly.

6. This Sub-Commission is only too anxious to help, and in almost every instance, so is the Italian Air Force, but if the matter is gone about tactlessly, and without regard to the existing regulations, difficulties are bound to arise.

W.C. Barr. Dundee.

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W.A.B. Bowen-Buckley

W.A.B. BOWEN-BUCKLEY,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

From :- Headquarters, Headquarters Allied Air Forces, A.C.F.

To :- A.C.F., Air Forces Subordination, Allied Commission, Rome.

Date :- 9th. January, 1945.

Ref :- AAF/3401/1000/15.

SECRET

GARIBOLDI - Bombing Operations.

The attached copy of a letter AAF/3401/1000 dated 21st. December, 1944, from the Officer Commanding No. 63 Staging Post has been forwarded to the Headquarters by the Group with the request that all possible action be taken to ensure that the difficulties indicated are removed as soon as possible.

2. While no details are given of the materials involved it is known that these are for the most part required for War Service and being carried out at Rome.

3. The completion of the outstanding War Service at Rome is now a matter of urgency. It is therefore requested that instructions be given at the earliest possible date to the Italian General Commanding Italian Air Forces in Sicily to the effect that such materials as are available in Sicily, and are required by the Officer Commanding No. 63 Staging Post to meet R.A.F. requirements at Rome, are to be supplied without delay.

4. Further to the above, copy of a letter AAF/3401/1000 dated 1st. January, 1945, just received, and indicating the difficulties being encountered by the Officer Commanding No. 63 Staging Post in his efforts to obtain assistance with transport from the Italian Air Force in Sicily for work in hand at Rome is also enclosed, for appropriate action.

862
13/1/45
A162

A. Macrae

(A. B. Macrae, W/O. Lt.,
Box Air Vice Marshal,
Air Officer in Charge,
Headquarters, A.C.F., Rome.

1892

This is a War Service Officer!
Over 70

1. To the Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F.

2. To the Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F.

Date :- 21st. Dec. 1945.

Ref :- 100/1/1/1.

Subject :-

The above is a copy of a letter from the Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F., dated 21st. Dec. 1945, to the Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F., regarding the above subject.

2. According to the letter from the Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F., dated 21st. Dec. 1945, the above subject is a copy of a letter from the Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F., dated 21st. Dec. 1945, to the Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F., regarding the above subject.

3. It is to be noted that the above subject is a copy of a letter from the Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F., dated 21st. Dec. 1945, to the Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F., regarding the above subject.

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Cover to :-
Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F.

1891
Officer in Charge, No. 23, Station Road, R.A.F., W.A.A.F.

HEADQUARTERS
ALLIED COMMISSION
SARDINIA REGION

AIR FORCES S/C

29 December 1944

REFERENCE: HQ/2150SUBJECT: RequisitioningTO: Headquarters, Allied Commission

1. I attach for information a copy of a letter dated 24th December from the Officer Commanding 63 Staging Post to H.Q., 284 Wing, R.A.F. Every effort has been made to help the R.A.F. and, as far as civil supplies are concerned, I have been able to take action and can continue to take action under Para.2 of A.F.H.Q. Memo 57 of 11th December 1944, as Allied Garrison Commander. The words "Senior Military Officer" in the penultimate line of Wing Commander HOLME'S letter should read "Senior R.A.F. Officer".
2. The Italian Military and Air Forces hold and reserve, however, buildings and materials, including salvaged materials such as broken up hutting, etc., on a very wide scale and I have referred Wing Commander HOLME'S letter to M.M.I.A., SARDINIA. A copy of their reply dated 28th December is attached.
3. I have also approached the High Commissioner and he has promised to see the Heads of the Italian Services and appeal personally to them to do all in their power to assist when requests come in for urgent help, as the Italian Generals have been, personally, friendly and co-operative.

A23

3/1

JACP/gch

*J. A. C. HENRYCHICK*J. A. C. HENRYCHICK,
Colonel,
Regional Commissioner.

Copy to: M.M.I.A., SARDINIA (without enclosures) 189
O.C. 63 Staging Post, R.A.F. (with copy of MMIA letter)

31/1

HEADQUARTERS
ALLIED COMMISSION
SARDINIA REGION

29 December 1944

REFERENCE: HQ/2150
SUBJECT: Requisitioning
TO: Headquarters, Allied Commission

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J. A. C. Penryck

JACP/geh

J. A. C. PENRYCK,
Colonel,
Regional Commissioner.

1889

Copy to: M.M.I.A., SARDINIA (without enclosures)
O.C. 63 Staging Post, R.A.F. (with copy of MMIA letter)

C O P Y

From : Officer Commanding, No. 63 Staging Post, RAF., B.N.A.F.
To : Headquarters, No. 284 Wing, RAF., B.N.A.F.
Date : 24th December 1944.
Reference : 63 SP/62/1/ORG

Subject : Requisitioning - SARDINIA

1. The matter of requisitioning necessary materials on this Island is increasing in difficulty, and it is felt by this Unit that in many cases this is nothing more nor less than sheer obstructionism by certain of the Italian Authorities brought about by the fact that the writer, who is the Senior Military Officer on the Island has no power whatsoever vested in him.
2. According to the Italian General Commanding Italian Air Forces in SARDINIA, all materials which can be considered in any way to be of military value, are under the direct control of the military Mission to the Italian Army and as such are frozen.
3. It is felt quite certain that in many instances this is not the case, but that it is a cloak under which they may hide, and it is therefore requested that the matter may be taken up with M.M.I.A., ROME so that materials urgently needed by this Unit may be taken over.
4. The principle of an Allied Officer having to rely on the good graces of an Italian Officer for all materials etc., appears to be very much the wrong way about, and could this be reversed it is felt that all improvements and necessary work at ELMAS would be speeded up considerable.

(Signed) RAC Holme ¹⁰⁸⁸ w/Comdr.

R.A.C. HOLME.
Officer Commanding, No.
63 Staging Post, RAF, BNAF.

njs.

Copies to : Allied Commission, SARDINIA.
Headquarters, No. 216 Group.

C O P Y

1st Ind.

LAND FORCES SUB COMMISSION, A.C. (LMIA), APO 397, U.S. Army, 28 Dec. 1944

TO: Allied Regional Commissioner, Sardinia Region

1. In confirmation of our conference today you are advised that the only channel of contact between this office and the Italian Air Force in Sardinia is through the shipment of Italian Royal Air Force personnel and equipment when same are duly assigned serial numbers on Priority List seven (7) by Allied Force Headquarters. There are at this time several hundred personnel and many tons of equipment outstanding on this list which we have expected to ship as space becomes available.

2. It seems obvious that items of materials and equipment definitely earmarked for shipment to the continent for Allied use cannot be subject to local requisitioning without their release from List Seven by competent authority (A.F.H.Q. through Air Force Sub Commission, A.C.).

Copy:
C.G., I.A.F., Sardinia.

(Sd) F. L. SIMONS,
Colonel, Infantry,
Senior Liaison Officer.

1887