

ACC

10000/135/42
(PART II)

10000/135/42
(PART II)

ELMAS AIRFIELD PROJECT
SEPT. 1946 - JAN. 1947

$\frac{1}{2}$

F/15 Turner
F/10 Bower

Ref Enclaves 20A, 21A

Please arrange to visit Elmas on Thursday
23 January to report on the Italian control of
the airport.

2. The instructions contained in Enclosure 18 A apply to the extent with the amendment that F/W Turner will report on the handling and of equipment and accommodation and the maintenance and refuelling facilities and F/O Boudt on civil aviation arrangements. Safety Center, Airfield Control and Air Sea Rescue.

21. 1. 4

21. 1. 47

11

Seq. D / 10. 7/2
Sequence 1A 1mas/22/2/A.12/af 2108

Please read Enclosure 20A. This entry was requested by F/O Bauld during his recent visit to Elman and it is probably too late for us to deliver any action direct with Aldywallter to counter equipment for the Station. However it might help if the I.A.F were informed that all surplus

2. The instructions contained in Enclosure 18A apply to this unit with the amendment that F/O Turner will report on the handling of equipment and accommodation and the maintenance and refueling facilities and F/O Boudet on civil aviation arrangements. Supply Center, Airfield Control and Air Sea Rescue.

W. J. J. J. J.
21. 1. 47

29

SEAL/10/12/10 Seal 1A 1MAS/22/2/AIRAF 2108
Please read Enclosure 20A. This entry was

requested by F/O Boudet during his recent visit to Elman and is in probably too late for us to take any action direct with HQ, whether the same or equipment for the station. However it might help if the I.A.F were informed about all surplus equipment not wanted by Wallis w/for Refon aircraft as to be handed over to ARA2 and why holding could obtain same equipment from that source.

W. J. J. J. J.
21. 1. 47

MS

Orig I
Lubly 12/12/41

Ref 10A-11A. Enclosure 6A from 11A (movements)
 state that there is "any outstanding work for Elmer
 in to be sent to Italian Consul General ex
 guidance to California".

Please contact RAF Campino and give them
 this information and any assistance they need.

Ref 10A-11A
 16-11-41

MB

Orig I

Reference 14A. The administrative instructions
 Enclosure 8A is a previous and not for action
 and think that you give them a general
 outline of their probable responsibilities so
 that they could do some staff planning.

Ref 10A-11A
 29/11

MT

2107

Orig I
Lubly 12/12/41

Enclosure 16A means that the probable responsibilities
 outlined in Enclosure 15A are more effective than the

12/12/41

the information and any confusion they need.

W. J. J. J. J.
16. 7. 11. 1946

mb

Orig I

Reference 14A - The administrative instructions
enclosed 8A is a preview and not for action
but I think that you give them a general
outline of their probable responsibilities so
that they could do some staff planning.

W. J. J. J. J.
29/11

M7

2107

Orig I

Enclosure 16A means that the probable responsibilities
outlined in Enclosure 15A were sufficient for the
1st Dec 1946.

Please inform the 1. A.M.

W. J. J. J. J.
11/12

3

Ref 1A

Please write to wife & give O.C. Elmer
and say him a copy of their letters and ask him
what the trouble is about and if he is able
to satisfy the demands of the disgruntled customers.
Wed 1 A.M. know that we are taking this action.

Victor Lake 24 Jan

100 + 10 = 110

Orderly Room (F/est)

deputy Reason (F/capt) MII
Ref 9A. The Economic Section requires a
copy of this report. Please type and deliver
my hand immediately. Best regards

Done: 12/10 12:00 am, 90.

III

21/10/12

ORE-I

Pleasurehead Enclosure S416 A and

check whether the action taken is sufficient
and efficient.

01/19 Jan 1900

11.12

2910
2106

28710

but

LA 1 A.M. know that we are sending

11/10/40

Action taken 2/4/41

Orderly Room (F/Sgt) MII
Ref 9 A. The Economic Section requires a
copy of this report. Please type and deliver
my hand immediately. 11/10/40

Done. 13/10 1440 hrs, etc.

11/10/40
ORE-I
Preserved Evidence S416 A and

check whether the action taken is sufficient
and efficient.

11/10/40
M.IV
12/10/40

S.S.O. the C.O. at Alamo is flying over since a week
to trainings to collect all mice. I have
confirmed this with trainings and everyone is
quite happy. 3/10/41

0005

31A

From : Air Forces 3rd Commission, A.C. ROME.
To : Air Headquarters, R.A.F. ITALY - C.M.F.
Date : 31st January, 1947.
Ref. : AF3C/22/2/AIR.

AIR LIFT OF R.A.F. FREIGHT TO ELMAS

Reference is made to your letter A.HQ.I/11079/1/E3, dated 9th January.

2. This freight has been flown to Elmas by R.A.F. aircraft early this month.
3. It is therefore not necessary to use an I.A.F. aircraft and our request for fuel is therefore cancelled.



A. G. SALTER, S/LDR.,
FOR AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

2104

fub 21/2

From:- Air Headquarters R.A.F. MALTA

To :- Office Commanding,
R.A.F. Station ELMAS,
SARDINIA.

Date:- 9th. December 1946

Ref.: AHQ/1677/115/E

R.A.F. STATION, ELMAS - REDUCTION OF COMMITMENTS

In order to implement this Headquarters Administrative Instruction No. 71 the following action is required in respect of equipment responsibilities:-

1. Establishment of Stores.

All existing establishments are to be reviewed and new maximum establishments based on 6 months' holding for a strength of 50 airmen are to be determined and annotated on Forms 1640.

It will not be necessary for the Station Equipment Section to hold any stocks of technical spares other than the special pack-ups already received by ELMAS for single Engine Refers Aircraft and a small holding of M.T. spares to meet the maintenance requirements of the new establishment laid down in the above quoted Administrative Instruction.

2. Outstanding Demands.

All outstanding demands of all classes i.e. A.O.G. I.O.R., etc., are to be immediately reviewed and only such requirements as will exist for the new establishment are to remain active. All other demands are to be cancelled immediately by signal.

3. Disposal of Surpluses.

Action has already been taken by this Headquarters for the disposal of M.T. vehicles on your station.

As a result of action in respect of Para 1 above a considerable amount of equipment will be determined to be surplus to the future requirements of the station and the following action will be taken.

All items other than those falling into categories detailed in (a) and (b) below are to be listed in triplicate and two copies forwarded to this Headquarters. The lists will show section and reference number, full description, quantity and condition. Condition is to be assessed as either "good" or "poor".

SHEET TWO.

Lists are no 1 to include the following:

- (a) Arms and ammunition. These are to be disposed of after demilitarisation as scrap in accordance with MEDME Equipment Disposal Memo No. 11 dated 25th September 1946, if no specialist officer is available to enable correct method of demilitarisation, the items are to be broken up and disposed of by dumping in deep sea water.

In the first case voucher action will be taken by Form 21 and in the second case a covering C.I.V. will be raised.

- (b) Warlike Stores e.g. Aero-Engine, Airframe Spares or Aero-Engine Spares. All stores of a warlike nature are to be reduced to scrap and the scrap held for subsequent disposal instructions.

Form 21 is to be used to convert the items to scrap and the amounts arising are to be notified to this Headquarters.

4. Separate forms are to be prepared for:-

- (a) Items on Forms 1640
- (b) Items on "A" in "U" charge
- (c) Items not on charge.
- (d) Scrap.

5. In view of the difficulty in transshipping from Sardinia the majority of the items declared surplus will be handed over to A.R.A.R. at Sardinia on behalf of the Ministry of Supply. The special schedules for this purpose will be prepared by this Headquarters from the lists submitted by you and will be forwarded to you in order that you may effect hand-over to the local A.R.A.R. Representative.

6. The name and address of the local A.R.A.R. Representative is:-

ING. SOLLANO Gerlando
Capo Delegazione Ferrovie Stato
Cagliari, Sardinia
Telephone: Cagliari:2566.

7. It is imperative that when the equipment has been handed over to A.R.A.R. Representative and full responsibility has been therefore accepted by him that such equipment shall not be housed in buildings being retained by the R.A.F. 2109

8. A receipt is to be obtained from A.R.A.R. on two copies of the special schedule, and thereafter an Issue Voucher No. is to be allotted, one copy used to clear records and other (second) copy be forwarded to this Headquarters.

9. You are to bring to the attention of the local A.R.A.R. Representative that on the instructions from C.D.O. Rome such equipment taken over by A.R.A.R. is not to be disposed of by A.R.A.R. until instructions are received from his Headquarters in Rome.

Contd..... Sheet 3.

18/2/47

SHEET THREE

10. Prices of individual items are not to be confided A.R.A.R. under any circumstances.
11. D.I.D. All stocks of D.I.D. at present located at Cagliari are to be transferred and held in safe custody in the building that will be retained by R.A.F. at ELMAS. The Senior Area Catering Officer has already been instructed to review the holdings and dispose of any surplus commodities that are in excess of the requirements of the R.A.F. at ELMAS under the new establishment.
12. The frozen meat at present stored at CAGLIARI is to be removed in suitable containers to R.A.F. Station, ELMAS and stored in type 25 Refrigerators that are held on charge by your station. Refrigerators should be housed in the ration store. S.A.C.O. is requested to ensure that the policy of this instruction is implemented to the advantage of the reduced Unit.
13. P.O.L. All stocks of Aviation Oils are to remain until disposal instructions are issued at a later date. All existing procedure for supply of 100 Octane Petrol and M.T. Petrol will continue until disposal instructions for the products have been issued at a later date.
14. Receipt of this instruction is to be acknowledged immediately received by signal.

(J.H. SANDERSON).
Squadron Leader,
for Group Captain,
Staff Officer i/c Administration,

Copies to : - S.O.O.
S.A.C.O.

2101

0-29A

From :- Air Headquarters, R.A.F. ITALY, C.M.F.

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

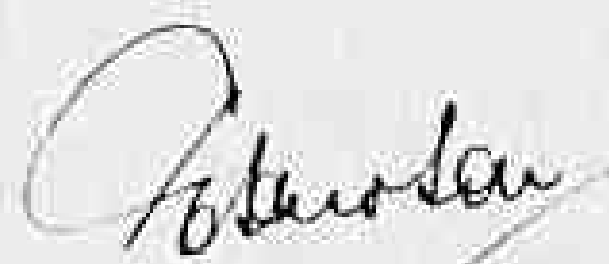
Date :- 27th January, 1947.

Ref. :- AHQI/11079/1/E.3.

AIR LIFT OF R.A.F. FREIGHT TO ELMAS.

With reference to this Headquarter's letter of even reference, dated 9th January, 1947, it is requested that a reply may now be given.

19A



for (E. HUDSON). F/O. 2094
Wing Commander,
Staff Officer i/c Administration,
AIR HEADQUARTERS. R.A.F. ITALY. C.M.F.

A 329

22/2/47

orig

Action Plan

copy 31/1

124 LROF V MEXX T 98/23 ROUTINE
 T ADD
 FROM AMO MALTA
 TO AIR FORCES SUB COMMISSION ROME
 BT

0/302 JAN.23 UNCLASS. SUBJECT. RAF UNIT ELMAS RAF UNIT ELMAS
 ESTABLISHED TO DATE WITH SECRET (R) SECRET REFOR (R) FZ1098
 AIRCRAFT ONLY
 BT 231110Z
 REPTMS 98/23 0/302 23
 SENT SS B1 K
 RD AT 1530 RKK K

287
Air Force *H/9314*
5620

7131
27/1
22/2/81

Signal Office File No. 107

1. *Veritas liberabit vos*

Restricted

ELMAS is now ITALIAN airport
①. Major flying and ITALIAN
radio facilities incompetent and completely
unreliable

2097

Deciphered By:- Sgt. ROBERTSON

Distribution :- A.F.S.C. Romé

IMMEDIATE

6647210 WJ, 13000 1992 11 22 16 38 144 51 69

26A

From : Air Forces Sub Commission, A.C., Rome.
 To : Air Headquarters Italy, R.A.F., C.N.S.
 Date : 29th January, 1947.
 Ref : AMAC/22/2/Air.

AIR SERVICES

With reference to our signal 1199 dated 21st January 1947 the staff officers who visited Rome on 23rd January reported that although the signals services, Meteorological Services and Airfield Control had been taken over satisfactorily by the Italian Air Force, there could not be regarded as a suitable airfield for civil aircraft until arrangements regarding maintenance, refuelling, housing and accommodation had been made.

2. These officers brought back with them a copy of Air Headquarters Malta Administrative Instruction No 71 dated 7th November 1946 in which it is laid down that the Italian Air Force is to be responsible for signals, Airfield Control, maintenance of the aerodrome and camp, and all servicing and refuelling of other military and civil aircraft (including R.C.A.F.). The feeding and accommodation of civil and military crews, other than R.A.F. before or transport crews, cannot be undertaken by the station. These crews will have to make their own arrangements for transportation to Cagliari, the nearest city, (5 miles distant) where reasonable facilities are available from civil sources.
3. The Italian Air Ministry have therefore today been notified that these facilities are expected from them and have asked to supply this Headquarters with their plans for servicing and refuelling civil and military, other than R.A.F., aircraft so that these details can be published and pilots supplied.
4. In a short discussion with the I.A.F. Maltese section it was obvious that there would be difficulties, particularly connected with the supply and payment for petrol and oil, and the payment for any servicing that would be required.
5. The Italian Air Force are also short of airfield equipment, servicing tools etc. and need instruction and supervision in any repair work that they may undertake on British civil aircraft and it had been assumed that the R.A.F. before withdrawing their main body of aircraft, would have made some of these items available on loan. (Our staff study AMAC/22/2/Air dated 22 July 1946 refers).
6. In the meantime and pending a satisfactory solution to the petrol and maintenance problems it is requested that aircraft, other than R.A.F. before aircraft, use Rome as an emergency airfield only.

With reference to our signal 1499 dated 21st January 1947 the Staff Officers who visited Rome on 23rd January reported that although the signals services, meteorological services and airfield control had been taken over satisfactorily by the Italian Air Force, plans could not be regarded as a suitable airfield for civil aircraft until arrangements regarding maintenance, refuelling, housing and accommodation had been made.

2. These officers brought back with them a copy of Air Headquarters Malta Administrative Instruction No 74 dated 7th November 1946 in which it is laid down that the Italian Air Force is to be responsible for signals, airfield control, maintenance of the aerodrome and camp, and all servicing and refuelling of other military and civil aircraft (including R.O.A.C.). The feeding and accommodation of civil and military crews, other than R.A.F. officers or crews are to be undertaken by the state. These crews will have to make their own arrangements for transportation to Cagliari, the nearest city, (5 miles distant) where reasonable facilities are available from civil sources.

3. The Italian Air Ministry have therefore today been notified that these facilities are expected from them and have agreed to supply this Headquarters with their plans for servicing and refuelling civil and military, other than R.A.F., aircraft so that these details can be published and pilots informed.

4. In a short discussion with the I.A.F. Liaison section it was obvious that there would be difficulties, particularly connected with the supply and payment for petrol and oil, and the payment for any servicing that would be required.

5. The Italian Air Force are also short of airfield equipment, servicing tools etc. and need instruction and supervision in any air work that they may undertake on British civil aircraft and it had been assumed that the I.A.F. before withdrawing their main body of aircraft, would have made some of these items available on loan. (Our Staff Study 1551/22/2/Air dated 21 July 1946 refers).

6. In the meantime and pending a satisfactory solution to the petrol and maintenance problems it is requested that aircraft, other than R.A.F. visitors aircraft, use Malta as an emergency airfield only.

John G. [Signature]
for
L. R. JAMES, C/O,
Air Vice-Marshal,
Director,
Air Forces Sub Committee.

Copy to : Air Headquarters, Malta.

25A

Reference :-
S.1331/2/Off.

Air Headquarters,

Malta.

7th November, 1946.

ADMINISTRATIVE INSTRUCTIONS NO. 71.

RE-ORGANISATION OF THE AIR FORCE - REDUCTION OF COMMITMENT
AND STRENGTH.

Information.

In view of the steadily declining flow of aircraft through M.A.F. Station, Malta, it has been decided to hand over various responsibilities to the Italian Air Force and thereby effect a considerable saving in man-power.

Instruction.

2. To define the responsibilities of the Royal Air Force and Italian Air Force at Elmas.

Execution.

3. The R.A.F. at Elmas are to be responsible for the refuelling and servicing of all R.A.F. aircraft passing through. They are to accommodate and feed the crews of these aircraft in the event of their being delayed overnight. They will (only within their limited capabilities) feed and accommodate diverted I.A.F. crews and service their aircraft.

4. The Italian Air Force is to be responsible for Signals, Airfield Control, Maintenance of the Aerodrome and Camp, and all servicing and refuelling of other military and civil aircraft (including E.O.A.C). The feeding and accommodation of civil and military crews, other than R.A.F. before or Transport Command, cannot be undertaken by the station. These crews will have to make their own arrangements for transportation to Cagliari, the nearest city, (5 miles distant) where reasonable facilities are available from civil sources. W

2035

S/Personnel.....

Welfare.

13. The Senior Welfare Officer is to arrange for a supply of 16mm or 8mm films to be delivered to Elmas at least once per week.

Communication.

14. The Senior Air Staff Officer is to arrange for an aircraft to visit Elmas at least once per week for the purpose of carrying mail and welfare goods.

Establishment.

15. Establishment No. DUB/AFRME/3040D dated 31st July, 1945 is to be cancelled. Station Elmas is to be referred to the following establishment w.e.f.

~~1st December~~
1st December

OFFICERS.

Commanding Officer
Equipment (P.C.F.)

1 Squadron Leader.
1 Flying Officer.

AIRMAN.

DETAILS	N/O	P/S	SGT	CPL	A.C.	TOTAL.
Para. Sq. Cpl.				1		1
Signals	1					1 ✓
Wireless Operator				1		1 ✓
Radar Room				1		1 ✓
Wireless Reps. (A.P. Room)				2		2 ✓
Cooks		1		1		2
Electrician				1		1
Inst. Reps.				1		1
Motor Ldr I			1			1
P.M.S.				1	2	3
P.M.A.					2	2
Equip. Acct.			1		2	3
Clerk C.O.					1	1
Clerk P.A.					1	1
P.M.S.				1	1	2
Service Police				1	3	4
A.S.F./P.					1	1
Total Airman	1	-	2	4	23	30

209:

/Prime Movers.

25A

Reference:-
S.1321/3/000.

Air Headquarters,

Malta.

7th November, 1946.

ADMINISTRATIVE INSTRUCTIONS NO. 71.

STATION, ELMAS - REDUCTION OF COMMITMENT
AND EXPENSE.

Information.

In view of the steadily declining flow of aircraft through R.M.A. Station, Elmas, it has been decided to hand over various responsibilities to the Italian Air Force and to effect a considerable saving in man-power.

Instruction.

2. To define the responsibilities of the Royal Air Force and Italian Air Force at Elmas.

Exemption.

3. The R.A.F. at Elmas are to be responsible for the refuelling and servicing of all Royal Air Force aircraft passing through. They are to accommodate and feed the crews of these aircraft in the event of them being delayed overnight. They will (only within their limited capabilities) feed and accommodate diverted R.A.F. crews and service their aircraft.

4. The Italian Air Force is to be responsible for Signals, Airfield Control, Maintenance of the Aerodrome and Camp, and all servicing and refuelling of other military and civil aircraft (including E.O.A.C). The feeding and accommodation of civil and military crews, other than R.A.F. Officers or Transport Command, cannot be undertaken by the station. These crews will have to make their own arrangements for transportation to Cagliari, the nearest city, (5 miles distant) where reasonable facilities are available from civil sources. W

5/Personnel.....

Personnel.

5. All personnel thrown up as a result of this reduction are to be disposed of in accordance with separate instructions to be issued by the S.P.S.C. Air Headquarters, Malta.

Work Services.

6. One of the Camp Marked Quarter Villages is to be retained as a permanent Officers' accommodation. The remainder of the M.A.C. personnel are to be moved into Work House for accommodation. The station Headquarters is to be transferred into Work House utilising two of the bedrooms as Offices.

7. The Theatre and Cinema are to be retained for use by R.A.F. personnel, but Italian Air Force personnel may visit it.

8. The present equipment store together with one further building (which is to be used to hold all D.I.F. food stocks) are to be retained. All other buildings on the Airfield are to be handed over, complete, to the Italian Air Force.

Equipment.

9. All surplus equipment at R.A.F. Station, Elmas is to be disposed of in accordance with separate arrangements to be made by the S.P.S.C. Air Headquarters, Malta and the Ministry of Supply.

Actions.

10. The present stocks of meat are to be kept in the Civil Col. Storage building in Cagliari. All other D.I.F. stores are to be stored in the building indicated in para. 5 above.

11. All cooking is to be done by, or under the supervision of, the C.O.R. cooks who are established. The cooking for Sergeants and Officers will be done in the communal kitchen in the present Sergeants' mess (which is in Work House).

Medical.

12. All medical facilities are to be provided by a civilian practitioner under arrangements made by the S.P.S.C. Air Headquarters, Malta.

13/Welfare.....

Welfare.

13. The Senior Welfare Officer is to arrange for a supply of 16mm or 35mm films to be delivered to Elmas at least once per week.

Communication.

14. The Senior Air Staff Officer is to arrange for an aircraft to visit Elmas at least once per week for the purpose of carrying mail and welfare goods.

Establishment.

15. Establishment No. BUE/ALBOM/2049D dated 31st July, 1946 is to be cancelled and A.S.O. Station Elmas is to be replaced by the following establishment w.e.f.

~~1st December 1946.~~

1st December

OFFICERS.

Commanding Officer
Squadron Leader (P.C.L.)

1 Squadron Leader.
1 Flying Officer.

AIRMAN.

POSITIONS	W/O	A/S	SST	CPL	A.C.	TOTAL.
Nursing Ord.					1	1
Signals	1				1	1 ✓
Wireless Opn (rec.)					1	1 ✓
Radar Recd.					1	1 ✓
Wireless Opn. (P.C.L. Station)					2	2 ✓
Cooks				1	1	2
Electrician					1	1
Inst. Maint.					1	1
Dist. P. L. A. 1			1			1
P.M.A.				1	2	3
P.M.A.					2	2
Equip. Asst.			1		2	3
Clark G.P.					1	1
Clark P.A.					1	1
P.M.A.				1	1	2
Service Police				1	3	4
A.C. 1/D					1	1
Total Airman	1	-	2	4	23	30

2094

/Prime Movers.

- 4 -

PALE MOVERS.

Cars - passenger utility	1
Vans - 15 cwt	1
Tenders - 3 ton	2
Tenders - Petrol 2500 galls	2
Tenders - Petrol & Oil 1000 galls	1
Tenders - Oil 450 galls	1
Total vehicles	<u>8</u>

[Signature]
 Staff Officer i/c Administration,
 Air Headquarters, Malta.

DISTRIBUTION:

External : List 1

Internal : Full..

Copy in : S.1336/CP.

R.A.F. St. Elmas (SP) (E)

Reference :-
3.1221/2/OT.

Air Headquarters,

Malta.

5th December, 1946.

ADMINISTRATIVE INSTRUCTION NO. 71

R.A.F. STATION, ELMAS - REDUCTION OF COMPLEMENT
AND STRENGTH.

AMENDMENT No. 1

1. ATTACH
Para. 15

- (i) Delete "Wireless Ops.(Mech.)" and substitute
"Wireless Oper. for Mechanics"
- (ii) Delete "Wireless Sec.(D/F Trained)" and substitute
"Wireless Operator (D.F. Trained)"
- (iii) Amend "Radar Mech." to read "Radar Mech. (Air)".

2. Para 4.

Insert the phrase "except as detailed in para. 15" in brackets after the word "Signals" in para. 4.

3. NEW PAR. 15.

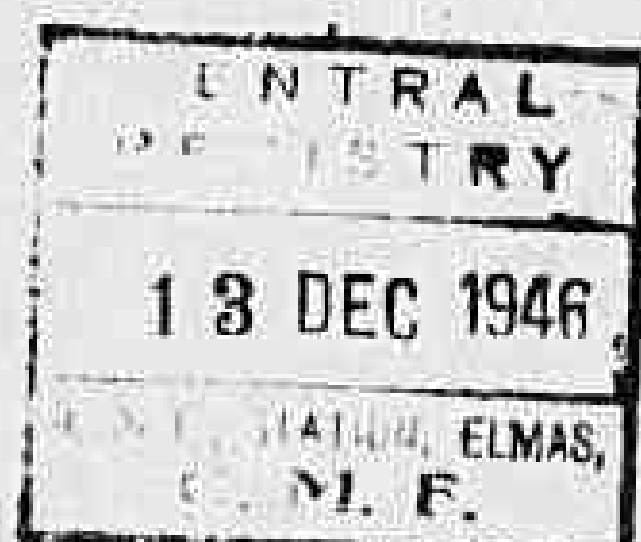
A new para. 15 as under. Amend existing para. 15 to read para. 16.

1. SIGNALS OFFICER.

The Signals Warrant Officer is to supervise the R.A.F. Signals personnel, and is responsible for the maintenance of W/T Point to Point and $\sqrt{1}$ communication with Malta. He is to liaise with the British Signals personnel and advise them on signals matters when necessary.

The W.O.C. and Radar Mech. are established for aircraft servicing.

The Wireless Operators are to be employed on W/T Point to Point Channel TC.136, which is to open for communication with Malta from 0800Z to 1200Z and 1400Z to 1800Z daily, and in emergency. The $\sqrt{1}$ link is to be in continuous operation.



DISTRIBUTION: as per Admin. Inst. 71.

[Signature]
Group Captain,
Staff Officer i/c Administration,
Air Headquarters, Malta.

2093

Reference :-
S.1221/2/OMC.

Ray Stn. Elmas (3)

AIR HEADQUARTERS,

Malta.

9th December, 1946.

AIRHEAD INSTRUCTION NO. 71

R. A. F. STATION, OMIS - REDUCTION OF COMPLEMENT
AND STAFF

ARTICLE NO. 2

PARA. 16 PERSONNEL

Under the heading of "Details"

Delete :- P.M.C. 1 Cpl.

Add :- Pitter III 1 Cpl.

Insert following new trades:-

(a) Drivers M.C. 1 Cpl. 4 L.Cs. Total 5.

(a) Includes for 1 Cpl. for Tender Petrol 2,500 galls.
4 L.Cs. for 3 ton Load Carrier and
3 Tenders Petrol and Oil 1000 galls.

Amend the following to read as follows:-

1 W.O., 2 Sers., 5 Cpls., 27 A.O.s., TOTAL 35.

Para. 16 PRE REVENUE

Delete :-	Tenders Petrol 2500 galls.	..	..	2
Substitute :-	Tenders Petrol 2500 galls.	..	..	1
Delete :-	Tenders Petrol and Oil 1000 galls.	..	..	1
Substitute :-	Tenders Petrol and Oil 1000 galls.	..	..	4
Delete :-	Total Vehicles	..	..	8
Substitute :-	Total Vehicles	..	..	10

Add the following extra items to "Total Vehicles 10":-

<u>Vehicles</u>	<u>A.</u>	<u>B.</u>
Cars Pass. 30 Mts.	..	1
Vans 15 cwt.	..	1
Tenders 3 ton.	1	1
Tenders Petrol 2500	1	..
Tenders P & O 1000 galls.	3	1
Tenders Oil 450 gall.	..	1



DISTRIBUTION :-
As per Admin. Instr. No. 71.

[Signature]
Group Captain,
Staff Officer i/c Administration,
Air Headquarters, Malta.

247

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry.
Date : 28th January, 1947.
Ref : AFSC/22/2/Air.

ELMAS AIRFIELD

With reference to this Headquarters letter AFSC/22/2/Air dated 3rd December, 1946, the R.A.F. have withdrawn from Elmas all personnel with the exception of a small party to deal with R.A.F. reinforcement aircraft.

2. In withdrawing from the airfield, Headquarters R.A.F. Malta have stated that they would only be responsible for the accommodation and messing of R.A.F. crews and the servicing and refuelling of R.A.F. aircraft.

3. They have requested that the Italian Air Force be responsible for Signals, Airfield Control, Maintenance of the Airfield and Camp and the servicing and refuelling of other military and civil aircraft which would only use the airfield in an emergency.

4. The pilots and passengers of these aircraft would be aware that no messing or accommodation facilities exist at Elmas but you should assist them to obtain transport to and accommodation in Cagliari, if required.

5. The Meteorological and Signals services at Elmas are now manned by Italian Air Force personnel and you are undertaking the Airfield Control and the maintenance of the Airfield and Camp.

6. It is requested that you will outline your plans for servicing and refuelling military, other than R.A.F. and civil aircraft which may be forced to use Elmas, so that these details can be published and pilots warned.

2091
L. E. Jarman
L. E. JARMAN, G/C,
Air Vice-Marshal,
Director,
Air Forces Sub Commission

VISIT REPORT.

23A

STAFF VISIT TO ELMAS BY FL/LT TURNER & F/O BULLF ON
JANUARY 23RD, 1947.

REPORTACTION

On Thursday 23rd January 1947 I accompanied F/Lt Turner in a staff visit to Elmas, to discuss the following points: Airfield Control, Air Sea Rescue, Facilities available for Civil Aircraft and Radio facilities handed over to the Italians. The following information were obtained:-

Airfield Control. No RAF personnel now remain on the station and the control of a/c is now in the hands of the Italians. The control tower is well fitted with R/T. The RAF having handed over the following facilities, 6440 Kcs. and 117.9 and 116.1 Mc. for local control. In addition the HF/DF and Approach Control on 4757/3105, a Radio Beacon on 455 Kcs Bureka Beacon and HF/DF on 333 Kcs. have been handed over.

Air Sea Rescue. The Sea and Rescue Centre is on the airfield and the set up is good; the C.A.V. (Signals Centre) is still at Cagliari but it is hoped to transfer it to the airfield. As accommodation is now available as all a/c movement signals are sent by phone to the CAV. for transmission, this move will be a good thing, saving many delays in the passing of aircraft Movement Signals and Airfield information.

Facilities for Civil Aircraft. Very few facilities for Civil Aircraft exist for apart from the Radio facilities at present on the airfield no refueling, servicing or accommodation can be offered. This does not all together agree with HQ Malta Administration Instruction No. No. 71 dated 7th November which states that the Italians are responsible for servicing and refueling Military and Civil aircraft including B.O.A.C.

We have never received
a copy of this Administration
Instruction and would not have
agreed to it unless the
RAF announced to land down
in and stop study
AFSC/22/2/air dated 22 July 1945

See p. 24-5

- 2 -

REPORT

ACTION

Radio Facilities. In addition to the Radio facilities handed over as listed under Airfield Control, it is proposed to hand over the existing R/T Link with Malta on 6530/T and 565/R. All telephones and teleprinter equipment has been returned to Malta and the remaining RAF Telephone lines now in use are connected direct to the Italian switchboard. The main power supply is drawn from Cagliari and a standby generator is available on the airfield. A single or double-phase supply is possible at either 160 or 260 Volts. All transmitters are manned by the Italians.

Personnel. The RAF staff remaining include 1 W/O and 4 airmen of the Signals Branch who at present are manning the VHF/DF until such time as English speaking Italians arrive; they are also servicing the Eureka Beacon which is used extensively by overflying aircraft until such time as all reforce aircraft have passed through Elmas and the RAF detachment leave. In addition they are keeping open the R/T link with Malta, passing and receiving airfield information, aircraft movement signals and servicing any reforce aircraft as necessary.

General. As stated above the only reason the Eureka Beacon has been left is because it is in constant use by heavy aircraft overflying Elmas. Although the Ministry of Civil Aviation has been signaled to the effect that no facilities exist at Elmas, civil aircraft continue to land and expect service. The RAF Detachment has up to now endeavoured to help them in every way, but now finds that it cannot continue to do so. The general feeling on the station is that the Italians will not attempt to assume their responsibilities as long as the RAF detachment remains to do it for them.

27th January 1947.

Good-Pho
 E. BOULT F/C
 Air III (A.S.O.)

22A

STAFF VISIT TO ELMAS 23/24 JANUARY 1947.

The question of maintenance and refuelling facilities available for aircraft was taken up with W/C Glover O.C., R.A.F. Detachment and also Col. Maramaldo, I.A.F. The R.A.F. are working to A.H.Q. Malta signals a copy of which is attached, which states. Only in case of accidental or emergency is assistance to be given to civil aircraft, as Italian authorities have now assumed responsibility for Elmas.

A copy of a further A.H.Q. Signal is attached which requested the Ministry of Civil Aviation to warn all civil companies that the R.A.F. could not provide facilities at Elmas. In spite of this civil aircraft continue to land there, and when told there are no facilities, some of the pilots insist on being supplied with petrol etc. The pilot who was flying the Proctor A/C referred to in A.H.Q. Italy signal adopted this attitude but the R.A.F. were firm in this case and he received no help.

There have been cases of civil aircraft pilots who have been warned at Elmas that there would be no further facilities for them from the R.A.F. but in two cases the pilots have called in again.

The I.A.F. was questioned about providing facilities for civil aircraft but the O.C. said he was still awaiting instructions from Rome. The only instruction he had was that British and American civil A/C firms should pay for their petrol and oil in sterling or dollars. This would appear to rule the British out owing to currency regulations.

The Italians have only a limited amount of 100 octane fuel available on the Island and no bowzers. The Light aircraft landing there and wanting a lower grade of petrol cannot be refuelled. There is no accommodation available at the Aerodrome and none reserved in Cagliari and no transport available apart from private taxis.

There was talk of a shell representative going to Elmas to arrange the petrol facilities and possibly take over some of the R.A.F. bowzers, but there is nothing definite about that yet, and the representative is still awaited on the Island.

The general feeling from the R.A.F. point of view is that while they are still on the Island the Italian will sit back and do nothing so that it would appear to be up the I.A.M. to issue precise instructions to the local commander as to what facilities they propose to provide.

J. Williams, FIC

1. COPIES OF A.H.Q. MALTA SIGNALS TO ELMAS

AX108 23rd December 1946 MED/ME HQ. has noticed that civil aviation is making increasing use of Elmas and that practically all services for civil A/C are provided by R.A.F. Reduced Elmas establishment does not, repeat not allow for any assistance to civil aircraft as has been given in the past. Following instructions are to be followed, R.A.F. aircraft only are to be dealt with and priority given to R.A.F. special refuels. Only in case of accident or emergency is assistance to be given to civil aircraft; as Italian authorities have now assumed responsibility for Elmas.

2. AX131 20th January 1947. Ministry of Civil Aviation were requested on December 12th 1946 to inform all civil companies charter in the vicinity firms and private flyers that R.A.F. cannot repeat cannot provide facilities for civil aircraft at Elmas. It is requested you advise the H.Q. immediately of any further civil pilot landing at Elmas, who have been briefed to land there, name of person, briefing, last call etc.

21A

AIR FORCE SUB COMMISSION, A.C., ROME

AIR HEADQUARTERS ITALY, R.A.F., C.M.F. (R) A.H.Q. MALTA
(R) R.A.F. ELMAS

UNCLAS

ABLE ONE NINE NINE PD

REF YOUR OBOE EIGHT NINE EIGHT ONE FOUR JANUARY SUBJECT ELMAS AIRFIELD PD
PARA TWO PD ABLE FOX SUGAR CHARLIE FLYING CONTROL AND ENGINEER OFFICERS
VISITING ELMAS CMA THURSDAY TWO THREE JANUARY CMA TO REPORT ON ITALIAN CONTROL
OF AIRFIELD PD
PARA THREE PD REQUEST INFORMATION IF ELMAS IS BEING USED AS DIVERSIONARY
AIRFIELD ONLY PD

203

Despatched
PM 21/1

my

AFSC/22/2/AIR

ROUTINE

S.S.O.

597

L.E. JARMAN, G/C.

A.C. MERRIEN, F/O

HP9113
20A

3561



Air Force

No trace, No trace

No trace

208

Red GP 1250

22/1

4/9/13
20A
3561



Qin Jia

579 LLOYD A. SELLER 87/14 ROUTINE

1990 July 14

No trace, No trace

[illegible][illegible]

11-21

[illegible]

And (1250)

19A

From :- Air Headquarters, R.A.F. ITALY, C.M.F.

To :- Air Forces Sub-Commission, Rome.

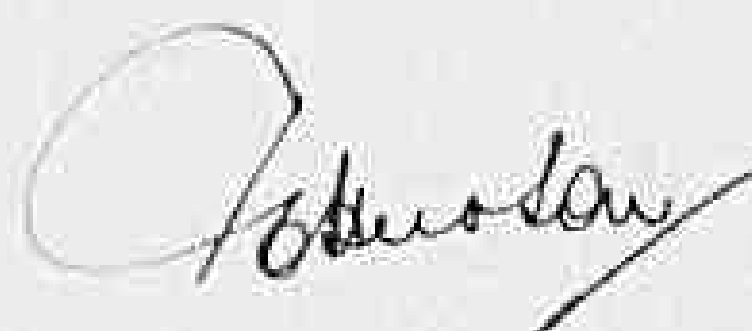
Date :- 9th January, 1947.

Ref. :- AHQ1/11079/1/E.3.

AIR LIFT OF R.A.F. FREIGHT TO ELMAS.

With reference to your letter AFSC/22/2/Air, dated 18th November, 1946, the attached copy of H.Q., R.A.F. MED/ME letter MED/ME/S.77910/E.3. dated 18th December, 1946 is forwarded for information.

2. Your comments on paras. 2 and 3 would be appreciated. It is requested that you will state the type of stores involved and the location of these stores.



(E. HUDSON).

F/O.

for Wing Commander,
Staff Officer i/c Administration,
AIR HEADQUARTERS, R.A.F. ITALY, C.M.F.



This freight has
gone to Elmas
Informed 7/1/47
on Monday 22/1, half
their answer
took exactly 2 months.

ORG 1 has gone 20/1/47
I don't know how this
correspondence started. Letters
have been passing between AFSC
AHQ1 and MED/ME for several months.
Please let me know if the RAF equipment
is still waiting for a lift (13/1)

19B

C O P Y.

From :- Headquarters, R.A.F., MED/ME, M.E.F.

To :- A.H.Q. Italy.

Date :- 18th December, 1946.

Ref. :- MEDME/S.77910/E.3.

Air Lift R.A.F. Freight to Elmas.

Reference is made to your letter AHQI/11079/1/EQ and attached copy of A.F.S.C. Rome letter AFSC/22/2/Air dated 18th Nov. 1946 on the question of refuelling aircraft of the I.A.F. engaged in transporting supplies to Elmas on R.A.F. behalf.

Please state the magnitude of the fuel commitment i.e. estimated gallonage of fuel per month. Presumably this commitment will not be large but it is not desired to give an arbitrary decision on the location of the refuelling point until you advise the most convenient pick-up place for the R.A.F. stores concerned.

The probability appears to be that no embarrassment will be caused from stock-holding or replenishment points of view, either at Ciampino or Elmas, but the method of recovery by the I.A.F. and the certification of the amounts consumed on our behalf needs some clarification. No doubt the I.A.F. aircraft concerned will not be employed solely on R.A.F. behalf and it might well be that the best solution would be for the I.A.F. to accept the fuel commitment as their responsibility in the first instance and for recovery to be effected on the basis of the actual amounts of fuel and oil consumed for each flight.

You should negotiate with A.F.S.C. on the aforementioned lines and advise what specific arrangements for I.A.F. recovery are made.

????????????????
(Sgd). E. W. POPPY. W/Cdr.

for Air Vice Marshal,
Air Officer i/o Administration
H.Q., R.A.F. MED/ME. M.E.F.

FILE

BA

From : Senior Staff Officer,
Air Forces Sub Commission.

To : S/Ldr. Selter, Cpt. I
S/Ldr. Ray, C.S.O.
Maj. Bennett, Cpt. IV
S/O Bault, Air III

Date : 30th December, 1946.

Ref : AFSC/22/2/Air.

STAFF VISIT TO SINIG - SARDINIA

You are instructed to visit Sinig, Sardinia, on Tuesday 7th January to report on the handing over of accommodation and R.A.F. equipment to the Italian Air Force, the acceptance of responsibility of airfield control and any arrangements made for the reception of civil aircraft.

2. S/Ldr. Selter will be in charge of the party and will report on the handing over of the equipment and accommodation.

3. Major Bennett to report on civil aviation arrangements.

4. S/Ldr. Ray to report on the hand over of signals equipment.

5. S/O Bault to report on the Safety Control, Airfield Control and Air Sea Rescue.

6. S/Ldr. Selter will inform the Italian Air Ministry of the staff visit and will arrange for a special aircraft to leave early on the morning of the 7th January so that the visit will be completed in one day.

7. The Italian Air Ministry have been invited to send representatives who will communicate direct with S/Ldr. Selter (A.C. telephone, extension 479).

629
Sigs Sub 9/11

On instructions of Director
Major Bennett & T. Bault
will visit Sinig on 6/1.
W. B. 1/11

L. E. JAMES, C/O,
Senior Staff Officer,
Air Forces Sub Commission.

2075

Copy to : Italian Air Ministry (for information).

17A

from : Air Forces Sub-Commission, A.C. ROMA.
To : Italian Air Ministry.
Date : 13th December, 1946.
Ref. : AFSC/22/2/AIR.

SYNOPSIS

Reference our letter AFSC/22/2/AIR, dated 3rd December, 1946.

2. The probable responsibilities outlined in our letter were effective 1st December, 1946.
3. All civilian aircraft traffic will now be handled by the Italian Air Force.

A. G. Salter
A. G. SALTER, S/LER.,
FOR AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

2075

3 LROF V MEDXK T1/7 ROUTINE QVR 3

FROM HQ MEDNE ISMAILIA

TO AIR MINISTRY LONDON

INFO AND MALTA - AFSCAC ROME

ACK464 7TH DEC RESTRICTED

THE ESTABLISHMENT FOR ELMAS AND STRENGTH OF RAF PERSONNEL REMAINING WITH EFFECT FROM 1ST DEC SUFFICIENT ONLY FOR RAF SECRET LIST AIRCRAFT REFORS (REPEAT) REFORS FLOW (.) ALL CIVIL AIRCRAFT MUST NOW BE HANDLED BY ~~ITALIAN~~ ITALIANS (REPEAT) ITALIANS (.) ~~XX~~ REQUEST YOU INFORM MCA (REPEAT) MCA AND ALL CONCERNED

BT 061530Z

REPTNS ACK464 6TH 1ST REFORS MCA

SENT " DOD " AR K (TKS)

RD NR 3 J F Y BBE K



157

From : Air Forces Sub-Commission, A.C. RCM.

To : Italian Air Force, General Staff,
2nd Division, Organisation.

Date : 3rd December, 1946.

Ref. : AFSE/22/2/AIR.

KINAS AIRFIELD

Reference is made to your letter 205158/ed7/3833 Coll., dated 19th November, 1946.

As the R.A.F. intends to turn over Kinas Airfield to the Italian Air Force in the near future, the following information is forwarded to enable the I.A.F. to formulate a plan of action.

At the present time no other commitment is considered for the I.A.F. personnel under the British Command at Kinas, and therefore their return to I.A.F. control is reasonably assured.

The Italian Air Force will be responsible for Signals, Airfield Control, Maintenance of the Aerodrome and Camp, and all servicing and refuelling of military and civil aircraft (including P.C.A.C.) other than R.A.F. The feeding and accommodation of civil and military crews, other than R.A.F., cannot be undertaken by the station and these crews will have to make their own arrangements with civil sources in Cagliari.

2072

The R.A.F. personnel remaining will retain one of the Camp Married Quarter Villas for permanent officers and the remainder of the RAF personnel will be moved into the York House for accommodation. R.A.F. Station Headquarters will also be located in the York House. The theater and cinema will be retained by the R.A.F. but the I.A.F. personnel are invited to visit them. The present equipment store together with one further building will be retained. All other buildings will be handed over complete, to the Italian Air Force.

Any further information received will be forwarded immediately.

J. J. Jones
A. T. JONES, R.A.C.
AIR VICE MARSHAL,
DIRECTOR, A.P.C.C.

14A
(T)

From : General Staff - Italian Air Force
2nd Division - Organisation -

To : A.F.S.O. A.C. Rome

Date : 19th November 1946

Ref. : 205153/01 7/3838 Coll.

For information: Air Ministry - Works and Buildings General
Directorate

Sardegna Aeronautical Command - Cagliari

Subject: ELMAS AIRPORT - RADIO, REM., RESCUE SERVICE -
ORGANISATION.

Following letter 301537/01.7 dated 23rd October 1946 from
this General Staff.

The British Commander of Elmas Airport has informed Sardegna
Aeronautical Command that he has received orders regarding the pas-
sing over of this airfield to the I.I.C.

According to this communication the R.A.F. personnel 207⁰
reduced very soon to a strength of thirty men whose duty will be
to save and guard R.A.F. equipment still at the airfield and to attend
to a certain number of aircraft which are due to transit Via Elmas;
later on even this nucleus could be transferred and all the air-
port and pertaining services will be definitively taken over by
Italian Personnel.

It is the intention of this General Staff to maintain on the
airfield the Italian Personnel now at the disposition of the Bri-
tish Command, provided the A.F.S.O. does not intend to make another
use of this personnel once the change over has been effectuated.

We would appreciate early instructions from the A.F.S.O. as
to the manner in which this General Staff will have to act as re-
gards Elmas Airport.

CHIEF OF GENERAL STAFF

CHIEF OF GENERAL STAFF

B/VC.

Roma, 11

19 NOV 1946

STATO MAGGIORE DELL'AERONAUTICA

2° REPARTO - ORDINAMENTO

-----0-----

Sezione Ordinamento

ALL' AIR FORCES SUB-COMMISSION

- A. C. -

(Tramite UFFICIO DI COLLEGAMENTO)

Prot. N° 205138/od.7/3833 coll.= R O M A =

OGGETTO: Aeroporto di ELMAS - Sistemazione servizi radiometeorici e di soccorso.-

e, per conoscenza:

AL MINISTERO DELL'AERONAUTICA - Direzione Generale del Demanio =

= S E D E =

AL COMANDO AERONAUTICA DELLA SARDEGNA

= CAGLIARI =

Seguito foglio n. 204637/Od.7 datato 23 ottobre 1946
di questo Stato Maggiore.-

- Il Comandante inglese dell'Aeroporto di ELMAS ha comunicato al Comando Aeronautica della Sardegna di aver ricevuto ordini in merito alla cessione di tale Aeroporto all'Aeronautica Militare.-

- Secondo tale comunicazione il personale della R.A.F. entro pochi giorni verrebbe ridotto a trenta uomini con l'incarico di custodire i materiali della R.A.F. ancora ivi dislocati e di dare assistenza ad un certo numero di velivoli che prossimamente dovranno transitare per Elmas; successivamente anche tale nucleo di personale verrebbe trasferito e tutto l'Aeroporto ed i relativi servizi verrebbero definitivamente assunti dal personale italiano.-

- Qualora si dovesse attuare quanto sopra, sarebbe intendimento di questo S.M. di mantenere sul posto il personale italiano attualmente ivi dislocato ed a disposizione del Comando inglese, sempre che codesta Sottocommissione non preveda per tale personale un diverso impiego.-

- In relazione a quanto sopra si prega codesta A.F.S.C. voler comunicare allo scrivente come si dovrà comportare nei riguardi dell'Aeroporto in questione.-



IL CAPO DI STATO MAGGIORE

0044

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

785017

1806 V LGWS NR / 37 79/59/21
ADD

ROUTINE

FROM ELIAS 211639Z

TO ALLIED FORCES SUB COMMISSIONER

BT

096 21 NOV. UNCLAS. CONFIRMED POSTAL BAGS 13 NOV. AND

15 NOV. RECEIVED

BT 211639Z

SENT R.N. B1 K

7RD NR AT 1205 MRS AND AR TKS

*Est Jone 9/13A 11/8066
8970*

*Informed Post
office*

Substantive

20682/11/11K

124

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME
TO : AIR HEAD QUARTERS ITALY, R.A.F., C.M.F.
DATE : 18TH NOVEMBER, 1946
REF : AFHQ/22/2/AIR

AIR LIFT OF R.A.F. FREIGHT TO ALMAS

Reference is made to the telephone conversation this morning between S/Ldr. Salter, this Headquarters, and Organization AFHQ, concerning the provision of I.A.F. transport aircraft for the carriage of stores from Italy to R.A.F. station Almas.

2. The I.A.F. has sufficient transport aircraft and crews to undertake this commitment.

3. There is however, a considerable shortage of petrol within the I.A.F. and this Sub-Commission cannot authorize the employment of transport aircraft on extra commitments, which may reduce the availability of petrol to the fighter squadrons, unless fuel is provided by the Allies. It is suggested therefore that the aircraft on the Almas run, which will be based at Guidonia near Rome, should fill up with petrol at Ciampino before making a flight or else whilst on Almas, which ever is most convenient to you.

4. You are requested to forward to this Sub-Commission as soon as possible your views on this matter and if agreed the authority for issue of petrol by Ciampino in order that appropriate instructions may be given to the Italian Air Ministry.

A.G. Salter
A.G. SALTER, S/Ldr.,
Air Vice-Marshal,
Director,
A.F.S.C.

LRCT V LSWC NR /GWC / 8 ROUTINE

GVR 2

FROM CIAMPINO

TO ANG ITALY

INFO -ALLIED COMMISSION (A F S C) ROME

RAF STN . ELMAS

BT

AL 127 5 NOV . UNCLASSIFIED .

REQUEST AIR LIFT FOR 2500 (2)2500 POUNDS FREIGHT RAF ELMA .

LOAD INCLUDES TWO (2) TWO CYLINDERS AMMONIA GAS .

BT 250935 A

SENT DVS AR TKS K

CCN: TO ANG ITALY 7 K

WENT NR /GWC /2 BA 1050 B1

7043 202 10A
5139

Elmas Project
File Air S/C



06/015

9A

From : Air Forces Sub-Commission, A.C. ROSE.
To : Italian Air Ministry.
Date : 8th November, 1946.
Ref. : AFSC/22/2/AIR.

ELMAS AIRFIELD

Reference is made to your letter 204637/ord7/3583 Cell, dated 23rd October, 1946.

2. The Commanding Officer R.A.F. Elmas has confirmed that in the near future he will be able to hand over to the Italian Air Force the complete hanger beside the H.Q. building with all adjoining buildings. 2064
3. In fact, it is understood that the number of R.A.F. personnel on the airfield will soon be substantially reduced and the I.A.F. will be able to use many more of the buildings.
4. It is suggested that your Ministry might begin making plans for the complete reoccupation of the airfield by the Italian Air Force on the basis that the R.A.F. might at any time decide to withdraw all but a very small nucleus of their present staff.



A. G. SALTER, S/LDR.,
FOR AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

cmv
15/11

gfk m
12/11

mg
9/11

clm
12-11

and
14/11

Reference -
S-1221/2/orig.

Air Headquarters,

Malta.

Review of R.A.F. S.C. USE ONLY.

ADMINISTRATIVE INSTRUCTION NO. 1.

R.A.F. STATION, ELMAS - REDUCTION OF COMMITMENT

AND STRENGTH.

Information.

In view of the steadily declining flow of aircraft through R.A.F. Station, Elmas, it has been decided to hand over various responsibilities to the Italian Air Force and thereby effect a considerable saving in man-power.

Intention.

2. To define the responsibilities of the Royal Air Force and Italian Air Force at Elmas.

Execution.

3. The R.A.F. at Elmas are to be responsible for the refuelling and servicing of all Refers aircraft passing through. They are to accommodate and feed the crews of these aircraft in the event of them being delayed overnight. They will (only within their limited capabilities) feed and accommodate diverted R.A.F. crews and service their aircraft.

4. The Italian Air Forces is to be responsible for Signals, Airfield Control, Maintenance of the Aerodrome and Camp, and all servicing and refuelling of other military and civil aircraft (including E.O.A.C.) The feeding and accommodation of civil and military crews, other than R.A.F. Refers or Transport Command, cannot be undertaken by the station. These crews will have to make their own arrangements for transportation to Cagliari, the nearest city, (5 miles distant) where reasonable facilities are available from civil sources.

Personnel.

5. All personnel thrown up as a result of this reduction are to be disposed of in accordance with separate instructions to be issued by the S.P.S.O. Air Headquarters, Malta.

Work Services.

In view of the steadily declining flow of aircraft through R.A.F. Station, Elmas, it has been decided to hand over various responsibilities to the Italian Air Force and thereby effect a considerable saving in man-power.

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Personnel.

5. All personnel thrown up as a result of this reduction are to be disposed of in accordance with separate instructions to be issued by the S.P.S.O. Air Headquarters, Malta.

Work Services.

6. One of the Camp married Quarter Villas is to be retained as a permanent Officers' accommodation. The remainder of the R.A.F. personnel are to be moved into York House for accommodation. The station Headquarters is to be transferred into York House utilising two of the bedrooms as Offices.
7. The Theatre and Cinema are to be retained for use by R.A.F. personnel, but Italian Air Force personnel may visit it.
8. The present equipment store together with one further building (which is to be used to hold all D.I.B. food stocks) are to be retained. All other buildings on the Airfield are to be handed over, complete, to the Italian Air Force.

Equipment.

Equipment.

9. All surplus equipment at R.A.F. Station, Elmas is to be disposed of in accordance with separate arrangements to be made by the S.E.S.O. Air Headquarters Malta and the Ministry of Supply.

Rationing.

10. The present stocks of meat are to be kept in the civil Cold Storage building in Cagliari. All other D.I.D. stocks are to be stored in the building indicated in para 8. above.

11. All cooking is to be done by, or under the supervision of, the B.O.R. cooks who are established. The cooking for sergeants and officers will be done in the communal kitchen in the present Sergeants' Mess (which is in Yerk Heuse)

Medical.

2062

12. All medical facilities are to be provided by a civilian practitioner under arrangements made by the P.M.O. Air Headquarters, Malta.

Welfare.

13. The Senior Welfare Officer is to arrange for a supply of 16mm or 36mm films to be delivered to Elmas at least once per week

Communication.

14. The Senior Air Staff Officer is to arrange for an aircraft to visit Elmas at least once per week for the purpose of carrying mail and welfare goods.

Establishment.

1 S/Leader
1 F/O equipment
Signals
1 W.O., 2 S.G.T.S., 4 ~~clerk~~, 20 ~~other personnel~~
C.P.S. A.C.O.

This consists of Officers Mess, Buff, H.Q. building, & a villa.

From : "STATO MAGGIORE" I.A.F.
2nd Dept. - Organization
Organization Section

To : A.F.S.C. A.C. ROME

Date : 23rd October 1946

Ref. : 204637/crd7/3563 Coll.

Subject: ELMAS AIRFIELD - MET AND RESCUE SERVICE -
ACCOMMODATION --

1. The British Commanding Officer at Elmas Airfield, stated that he was willing to let the I.A.F. install their Met. and Radio Electric Offices in the 2nd floor and in the tower located North of the hangar situated next to the H.Q. building.

2. In order to organise thoroughly the above mentioned Office, it would be necessary that the I.A.F. be allowed to dispose of the whole of the building, ground floor and 1st floor included.

3. The following disposition seems the more appropriate:

Ground floor: S.A.T.A. Met. information Passengers' office, and eventual offices of shipping firms.

First floor: Living quarters.

Second floor: C.A.V. Rescue Center.

Tower : Met. station - Sonde station.

4. It would therefore be greatly appreciated if the A.F.S.C. could inform this office if there are any objections to the taking over of the whole of the building by the I.A.F.

by order
THE CHIEF OF THE GENERAL STAFF

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THE CHIEF OF THE GENERAL STAFF

Translated by Sgt; F. KYAN *of 711*

AIR II

*Check with J. Evans and
see how the answer.*

msg 1/11



LE/W.

STATO MAGGIORE DELL'AERONAUTICA
2° REPARTO ORDINAMENTO

Roma, l. 23 OTT 1946

---000---

Sezione Ordinamento

Prot. N° 204632/ed. 2 / 3583 ell.

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

(tramite Ufficio Collegamento)

S E D E

OGGETTO: AEROPORTO DI ELMAS = Sistemazione Servizi radioneteorici e di soccorso.--

e per conoscenza: AL MINISTERO DELL'AERONAUTICA:

= Direzione Generale del Demanio

= Ispettorato delle Telecomunicazioni

AL COMANDO AERONAUTICA DELLA SARDEGNA =

CAGLIARI

S E D E

S E D E

1. - Il Comandante inglese dell'Aeroporto di Elmas si è dichiarato disposto a mettere a disposizione dell'A.M. per i servizi di assistenza meteorologica e radioelettrica il 2° piano e la torre dell'appendice al lato Nord dell'aviorimessa sita a fianco della palazzina Comando.

2. - Per una completa sistemazione dei servizi in oggetto l'A.M. necessiterebbe della completa disponibilità del manufatto di cui sopra, e cioè anche del piano-terreno e del 1° piano.--

3. - In linea generale, infatti, la sistemazione più opportuna dei vari servizi appare la seguente:

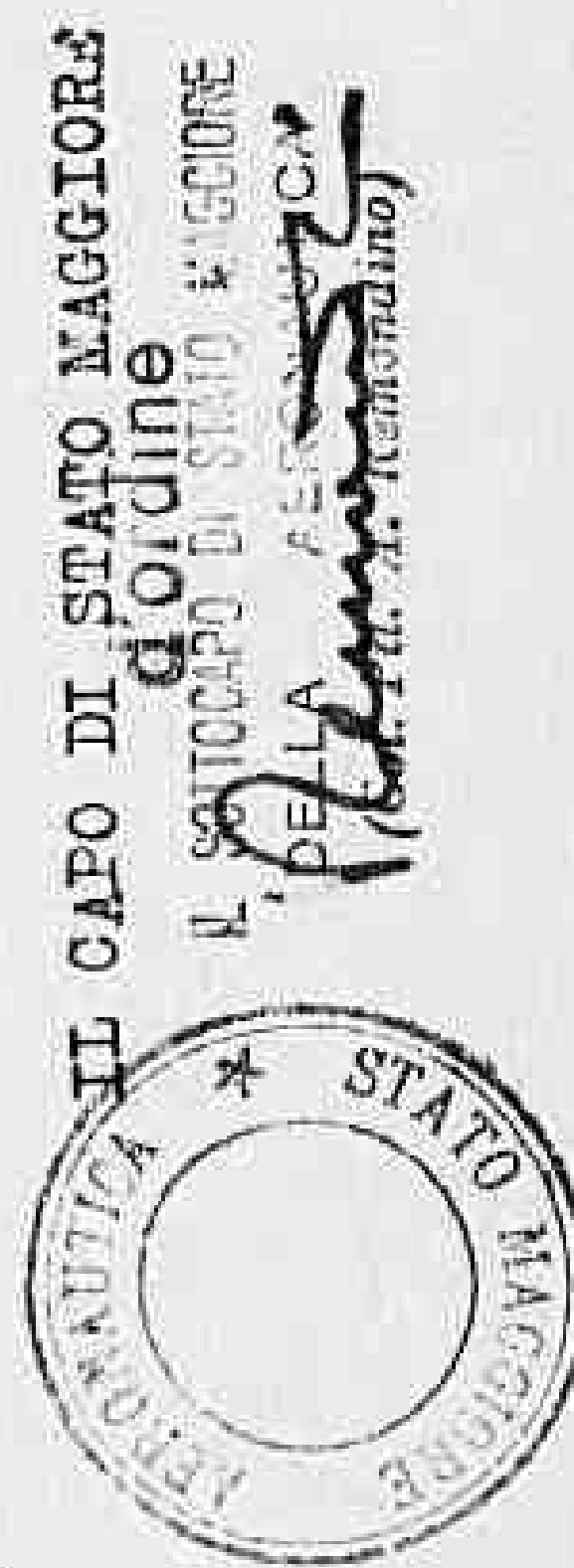
Piano terreno : S.A.T.A con annesso posto di Informazioni Meteorologiche, Stazione passeggeri, eventuali Uffici delle Società di navigazione.--

Primo piano : potrà essere adibito ad alloggi (tutto od in parte).--

Secondo piano : C.A.V., Centrale Soccorso.--

Torre : Stazione Meteorologica e Stazione Sondaggi.--

4. - In considerazione di quanto sopra si prega codesta A.F.S.C. di voler comunicare se nulla-osta alla restituzione totale all'A.M. del manufatto in questione.--



ASTRONAUTICA ★ IL CAPO DI STATO MAGGIORE
d'ordine
IL SOTTOCAPO DI STATO MAGGIORE
'DELLA PERMANENZA
(Gen. P. A. Remondino)

H/7458

air 9/6H

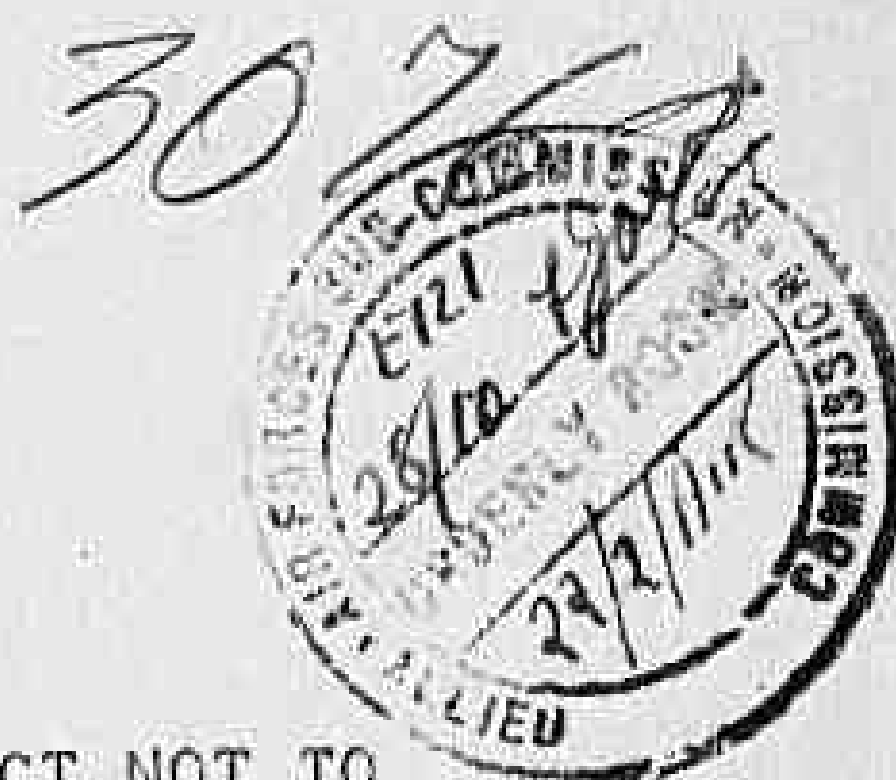
148 LROF V MMXX T207/25 ROUTINE QVR 2
FROM AIR HEADQUARTERS (MOVEMENTS) ITALY , RAF, CMF.
FOR ACTION HQ MEDME.

INFO ALLIED SUB COMMISSION FXXX ROME

AHQ MALTA

RAF UNIT CIAMPINO

RAF STATION , ELMAS.



OM/290 . 25/10/46 . UNCLASSIFIED (.) YOUR OM887 24TH OCT NOT TO
LAST TWO ADDRESSEES (.) UNDERSTOOD FROM CONFERENCE MEDME 5TH OCTOBER
ELMAS COMMITMENT TO BE UNDERTAKEN SURFACE MEANS PLUS MALTA COMM. FLIGHT
AS REQUIRED (.) OUR O.667 10TH OCT TO THIRD ADDRESSEE ONLY AND AHQ MTXXX
AHQ MALTAS AOC.239 11TH NOT TO ALL ADDRESSEES REFER (.) PARA 2 (.)
FOLLOWING INSTRUCTIONS ALREADY ISSUED VERBALLY TO CIAMPINO AND NOW
CONFIRMED (.) ANY OUTSTANDING LOAD FOR ELMAS TO BE ROUTED ITALIAN
COURIER SERVICE EX GUIDONIA TO CAGLIARI (.) BRITISH COURIER OFFICER
TO GXXX TO ACCOMPANY DIPLOMATIC OR SECRET OFFICIAL MAIL (.)

BT 251545A

REPTNS 148 5/// 207/25 2 251545A OM/290 25/10/46 OM887 24TH TT4

9/// O.667 10TH AOC.239 11TH 2

SENT BOD B2K

RD NR27// 207/25 1020/26 MYERS. K.

26/530

H/1458

Qin 2/6H

148 LROF V MXXK T207/25 ROUTINE QVR 2
FROM AIR HEADQUARTERS (MOVEMENTS) ITALY, RAF, CNF.
FOR ACTION HQ MEDME.

INFO ALLIED SUB COMMISSION FXXX ROME

AHQ MALTA

RAF UNIT CIAMPINO

RAF STATION, ELMAS.

OM/290 . 25/10/46 . UNCLASSIFIED (.) YOUR OM887 24TH OCT NOT TO
LAST TWO ADDRESSEES (.) UNDERSTOOD FROM CONFERENCE MEDME 5TH OCTOBER
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BT 251545A

REPTNS 148 5111 207/25 2 251545A OM/290 25/10/46 OM887 24TH TTH

91111 0.667 10TH AOC.239 11TH 2

SENT BOD B2K

RD NR2711 207/25 1020/26 MYERS. K.



26/530

190-1807 V MMXK T 242 4 IMPORTANT
QURE

FROM HQ N/N

TO ANQ ITALY (REAR)

ALLIED COMMISSION ROME FOR AIR FORCE SUB COMMISSION

INFO ANQ MALTA

ANQ ITALY

BT

OMSSY 24TH OCTOBER . UNCLASSIFIED . SUBJECT

XXX SUBJECT IS MAIL FOR ELMAS EXXX SINCE CANCELLATION OFFLIGHT 445/6
UNDERSTAND NO PROVISION HAS BEEN MADE FOR CARRIAGE TROOPS MAIL FROM ITALY
TO ELMAS .

PARA 2. REQUEST FIRST AND SECOND ADDRESSEES ARRANGE FOR THIS
COMMITMENT UNDERTAKEN BY ITALIAN COURIER SERVICE . IF DIPLOMATIC
OR SECRET OFFICIAL MAIL IS CARRIED BRITISH COURIER OFFICER
MUST BE PROVIDED . PARA 3. FIRST ADDRESSEE TO SIGNAL ARRANGEMENTS
MADE

BT 241650Z

BSXNT AT 0035A MRS ALC BB K

AS NR 0011/190 0035/25/A THM AS

185-1807 TWT

T

AIR H/7435A
2762

ALCOM

E120.
28/10/45

25/10/45

4 WHILE WAITING FOR YOU OK GA

H/1256

AIR

1155 4 A

LROF V MMXK T548/17 IMPORTANT QVR2/3
FROM AIR HEADQUARTERS ITALY
TO AFHQ (G-5 SECTION)

A2COM

18/10 R83

REPEATED COPY TO ALLIED FORCE LABOUR AND WAGES COMMITTEE ROME
ALLIED COMMISSION ROME

BT

0/691 RESTRICTED

PARA 1 SUBJECT IS RATES OF PAY SARDINIA.

PARA 2. FOLLOWING IS COPY OF SIGNAL RECEIVED FROM RAF CAGLIARI/ELMAS
QUOTE REPRESENTATIONS HAVE BEEN MADE TO HIS EXCELLENCY THE
HIGH COMMISSIONER CONCERNING RATES OF PAY CIVILIAN LABOUR
ELMAS. PROVOCATIVE ARTICLE HAS APPEARED IN THE LOCAL ITALIAN PRESS.
TRANSLATION WILL BE FORWARDED. UNLESS IMMEDIATE ACTION TAKEN EXPECT
SERIOUS LABOUR TROUBLE ON STATION. UNQUOTE.

HARA 3). YOUR A15 DATED 10TH OCTOBER KUEYY. IS ACKNOWLEDGED
REQUEST EARLIEST ACTION.

1946

BT

SENT GAM

Not for us

B

IMI WA OCOTXXX OCTOBER AND WA IS PSE ???????
OCTOBER 1946. IS ACKNOWLEDGED

RD NR 548/17 AT 1655 HRS ANW

2056
18/10

18/10/1930

LRUF

~~LRUF~~ V LGWC NR/ GWC/12/16 P P

QVR1

FROM ELMAS 161045Z

TO AIR FORCES SUB-COMMISSION ALLIED COMMISSION ROME

CAMPO/ FORMIDO - MALTA AND MEDME

BT BT

F97 16/12 UNCLASSIFIED

YOUR AFSC/22/2/AIRDATED OCT 1ST ENCLOSING ITALIAN AIR MINISTERS
LETTER ON CIVILIAN PAY RATES TO HAND NOT REPEATED LAST THREE

ADDRESSEES MATTER TAKEN UP IN MY F73 23 ~~0000~~ AUG TO ~~2000~~

2 ND AND 3 RD ADDRESSEES ALSO MY F 33 29 AUG TO 2ND AND 3 RD

AND MY ELM/1504/ ACCTS 12 SEPT TO ~~2000~~ 2ND AND 3RD AND 4TH

. AM21/3023/3/ ORG 27 TH SEPT STATES ~~2000~~ REQUEST HAS BEEN MADE

TO INCREASE ~~2000~~ RATES OTHER ADDRESSEES HAVE BEEN REQUESTED TO ~~2000~~

TAKE IMMEDIATE ACTION IN MY F96 TO DAYS DATE .

BT 161045Z

SENT GRS AR K

FD NR 16177 12/16 1416 JFY

AIR 3A

H/7227

9869

14/10 1949

22/10/1949

2055

17/10/1945

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

To : Officer Commanding - R.A.F. ELMAS.

Date : 1st October, 1946.

Ref : A.F.S.C./22/2/AIR.

PERSONNEL EMPLOYED ON THE R.A.F. AIRPORT AT ELMAS (CAGLIARI)

With reference to the enclosed letter it is requested an investigation of the problem be made with an attempt to satisfy any legitimate complaint the civilians may have.

Please advise this Sub Commission of action taken.

2054

A.T. NEISS. LT., A.C.
for AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

copy to J.A.M.

8-2/10

TRANSLATION

1A
(E)

From : I.A.M. Minister's Cabinet.

To : A.F.S.C.A.C. Rome.

Date : 25th Sept. 1946.

Ref. : 23941/3332 Coll.

PERSONNEL EMPLOYED ON THE R.A.F. AIRPORT AT ELMAS
(CAGLIARI)

We would like to inform your Sub-Commission of the state of dissatisfaction existing amongst the civilian personnel working on the R.A.F. Airport at Elmas. Most of the personnel are ex P.O.s and displaced persons. The complaint arises in the difference of treatment compared to other civilian employees working in the same capacities.

On the 17th July, 1946 their complaints were referred in a letter written by their representative and addressed to Col. CLOVER, Officer Commanding R.A.F. at Elmas.

They request that their working conditions are brought up to the same level, in the way of pay and holiday compensations as prescribed by Italian legislation at present in force, or, at least according to U.N.R.R.A. working conditions.

Will you kindly favourably examine the position of the above-mentioned personnel.

CHIEF OF CABINET.

Translated by Maria T.C.

30/9
up. P. 667
22/2/47

Med 115*

1A

Roma, 25 SET. 1945 19 A



Ministro dell'Interno

GABINETTO DEL MINISTRO

L'ALFA ROMEO SUB-COMMISSION

(Tramite l'Ufficio di Collegamento)

R O M A

Risposta al p. n. 11

OGGETTO Dipendenti Aeroporto R.A.F. Elmas (Cagliari)

Procedimento 3332 Cel
 23941 Allegati

Si segnala a codesta Commissione lo stato di disagio esistente tra i civili dipendenti dall'Aeroporto R.A.F. di Elmas, i quali, nella maggior parte reduci e sinistrati di guerra, lamentano una disparità di trattamento nei confronti di altri lavoratori civili impiegati con mansioni analoghe.

I loro desiderata furono, in data 17 luglio scorso, rappresentati, con promemoria, al Colonnello GLOVER, Comandante della R.A.F. di Elmas.

Essi chiedono che i loro rapporti di lavoro siano allineati, ai fini delle paghe, dei compensi festivi e delle condizioni lavorative, con quelli prescritti dalla vigente legislazione italiana o, quanto meno, con quelli adottati dall'U.N.R.R.A.

Si prega codesta Commissione compiacersi esaminare benevolmente la possibilità di accogliere le richieste di detti civili.

d'ordine

IL CAPO DI CABINETTO

2332 Cd
Allegato
 Oggetto Dipendenti Aeroporto R.A.F. Elmas (Cagliari)
 gamento) R O M A
Disposta al p. n. 1

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d'ordine
 IL CAPO DI CABINETTO

Ed. Harrisson

Il Capo Ufficio per i rapporti con gli enti pubblici e con le organizzazioni di massa
Il Capo Ufficio per i rapporti con gli enti pubblici e con le organizzazioni di massa

0066