

ACC

10000/135/44
(PART I)

10000/135/44
(PART I)

LINATE AIRFIELD
JAN. - NOV. 1946

M.7 (cont.)

Let. I agree that the I. A.M. be advised
to press A.R.A.R. for information of
stocks held by them.

20.9.46.

Hollingsworth
Wg. Cdr.MS

DID:

S.E.O.

F.T.O. PF 236

2275

Ref M7.

I agree that it is entirely an I. A.F.
problem. F.T.O. however should write to the
I. A.M. and suggest action before A.R.A.R. have
a chance to dispose of the P.S.P. elsewhere.

D/D - 22m 18/11

H. J. J. J. J.
20-9-46D/D - 22m 18/11
SSO - my 17/11
SEOMS M9

Supplies to 62A of

Letter from MAAC/4203/1/AFALS dated 7 Nov. has not
arrived yet. However it informs that all P.S.P. from
RAF sources has not been declared surplus. The stocks
at Ponghiano and Bari are being picked up and
stored in Northern Italy for future use.

Lt Favaro AIR 111
16/11

M4Li FavanoRef 64A

Please let me know what action has been taken on this letter.

Leggemanche
14/9.

SEO ~~DD~~
SSO ~~my~~
D/D

M5

Ref 64A All material from OFLC has been handed over to A.R.A.R. - The problem is entirely 'Ste' now.

Lt. Pattavano
17/9

M6.Lt. Favano

Gen - no
hope apparently
of withdrawal
from A.R.A.R.
~~DD~~

I notice that enc. 31A of file ATSC/22/1/Am
para. 4 mentions that there are a
number of loose PSP sections at Pomigliano
which are American property - quantity
not stated. Is it possible to
transfer them to Legation before OFLC
take them over?

I will sound Lt. Mason
regarding any material in the Bari/
Lecce area.

17/9/46.

Rollingman ~~de~~

M7

SSO ~~my~~
~~DD~~

Lt. Mason confirms that all such material in
the South has been made over to A.R.A.R.
& confirms him. I that the problem is
entirely an Italian one. The S.A.M.
should by now have a good liaison with
A.R.A.R. & should be able to demand the

Minute Sheet.Min. 1.

Ref. Enclosure 11A.

To: H.C.O. i/c O.Room.

No copy of letter AFSS/22/Air dated 19th. January was placed on the file. Apparently therefore, insufficient copies of the letter were typed, three as usual being sent to M.A.A.C. Headquarters. The Airfield files are almost always with Air 1. and when letters on these files are sent out for despatch, the Registry takes it for granted that a copy has been placed on the retained, relevant files.

Registry, 3th. Feb.

~~11A~~

2274

M. 2.

Adj.

Registry

Ref Min 1. I have spoken to Air 1 regarding the missing letter & he informed me that there was no need to obtain a copy for our file as he remembered the text of letter sent. He also agreed that in future letters for despatch would be sent on with file in normal R.A.F. procedure.

9/2/45.

J.W.C. 2

Thank you. Will you develop the matter further please WNB 13/2.

S.O.

Ref folio 12A. I have enquired of AFFLS and AHQ Sigs. Staff whether any responsibility is likely to be attached to the I.T.F. and am advised that they will probably not be held responsible in view of the strong case in their favour. We should, however put in a full report. There will be no great difficulty about replacing the equipment as soon as it is known what items are required.

13th Feb. 1946

Widdowman 1/p
C.S.O.

70
t

From : AIR MINISTRY. Inspectorate for Telecommunications and Aircraft Safety.
To : A.F.S.C., Rome.
Date : 8th November, 1946.
Ref. : 415794/16-1/3729

Following verbal communication from A.F.S.C., A.C. Liaison Office, we
communicate that inspection by Italo-American commission as per signal 415690/14-1 dated
28th October will not be carried out. /./ Pertitas Col Libri

NOTE

This signal refers to Enclosure
66 A. 22/4 Air. (Linate airport)

TRANSLATED BY SGT. KYAN.




 Mon. 56-E ² *A*

MINISTERO DELL'AERONAUTICA

Indicazioni d'urgenza	MINISTERO DELL'AERONAUTICA SPETTORATO DELLE COMUNICAZIONI E DELL'ASSISTENZA DEL VOLO	Circuito d'invio
	TELEGRAMMA	8 NOV. 1946 14

Spedito il _____ ore _____	per circuito N. _____
all'Ufficio di _____	Trasmittente _____

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUMERO	PAROLE	Data di presentazione	
					Giorno	Ora e minuti
						2271

DEPARTAMENTO ROMA
AERONAUTICA MILANO
SEROTINIS MILANO

e, per conoscenza:

UFFICIO COLLEGAMENTO AF30/AS ROMA
TELEGRAMMA 115797/16-1/31290.6
VERBALE DI PARTE XERRE UFFICIO COLLEGAMENTO AF30/AS CO=
MUNICASI CHE SOPRALEGGO DA PARTE COMMISSIONE ITALO-AMERI=
CANA DI SOI TERE 415650/14-1 OTTOBRE 28 1504 AVRE' PIU'
18000 /./ PARTITAS COL AIRRI

Liananti

FROM : Air Forces Sub-Commission, A.C., Rome.
 TO : Italian Air Ministry.
 DATE : 16th November, 1946.
 REF. : AFSC/22/4/Air.

89 A

METALLIC RUNWAY MATERIAL.

Reference your SERU/304642/L.4/B/3671 Coll. we wish to inform you that the metal track from Ronigliano and all A.A.F. sources was not declared surplus, and is being held in their stores.

2. However, O.F.L.G. has informed us that all existing American P.S.P. was declared surplus and turned over to ARAB.

3. Therefore, you must contact the Director General of ARAB and make all arrangements through him to obtain the metal runway material for the proposed runway at Linate, Milan, and for the parking area at Centocelle, as requested by Lt. Col. Reneiro.

my
18/11

JFM
18/11

PF
 PATTAVANO
 1ST LT. AC.
 AIR VICE MARSHAL
 DIRECTOR, ARAB.

68A

80/13/298/1111

/ November, 1946

Subject: Disposal Metal Tracks.

To: Air Headquarters (Rear)
 S.A.F., Italy,
 C.M.F.

File 143
 51.2

33
 Harriet

2

It is reported by the Director General of A.E.A.S. that an arrangement has been made with the Airforce Sub Commission, Allied Commission, for the Metal Tracks at Ponigliano d'Arco Airfield to be handed over through A.E.A.S. to the Italian Air Ministry for use at Linate Airfield.

226

Nothing is known in this office of this proposed transaction and we would appreciate your advice as to whether this tracking is to be declared surplus in the normal way, in which case it will be disposed of to A.E.A.S.

*Nothing known
 Airforce Sub Commission
 in London
 12/11/46*

W. Woodall
 (W. WOODALL)
 S.A.S., Italy

C.C. Director General AIR (Tour DG/AD/2/32152/4540
 dated 25th Oct. 46 refers)
 Airforce Sub Commission, Allied Commission, C.M.F.
 File
 Plot

*Order from
 Placer 12/4/AIR.*

*9/11/46
 Q282
 22/4/AIR*

ENQUIRY OFFICE
 AT: Via della Battaglia
 (corner 16 - 3034)
 Telephone 6629 & 7
 Correspondence should
 be addressed to the
 Chief Disposal Officer
 and NOT to any individual
 by name.

FROM : "STATO MAGGIORE" I.A.F.
TO : A.F.S.C., ROME.
DATE : 4th November, 1946.
Ref. : SERV/304647/L.4/B/3671 Coll.
SUBJ. : Linate Airport Runway.

67H
(e)
268

Referring to your AFSC 22/4/AIR dated the 29th September, 1946, we have to inform you that this "Stato Maggiore" has the intention to build a 2000 Mts metallic runway on the above mentioned airport to substitute the too short asphalted one already existing.

As was informed by you, we started looking for metallic runway material at the various A.R.A.R. Depots existing in the vicinity of Naples. This was not very promising as no trace of such material was found.

Owing to the fact that the installation of a runway at Linate is indispensable and urgent, and that the construction of a stone runway covered with asphalt would be very costly and would require too much time, we shall be glad if you will kindly endeavour to obtain for the I.A.F. the necessary material for the construction of a 2000 Mts long runway.

for CHIEF OFFICE AIR STAFF

A
TRANSLATED BY Sgt. A.G. WIRTH.

AIR III

Can we help? I have read your letter line 65A and we seem to be wrong in action.
yf 13/11

2305
7/11. 7/11
22/4/AIR

REPUBBLICA ITALIANA

STATO MAGGIORE ARMATE
Sezione Logistica

MILITARE

(Tramite Ufficio Collocamento) = ROMA =

ALL'A.C. A.T.S.C. =

= ROMA =

Roma, 11.11.1948

Prot. n. 388V/304647

1.4/B 3671 ell

OGGETTO: Pista Aeroporto di Linate. =

2207

Facendo riferimento al foglio di codesta A.P.S.

C.n. 23/4/AIR, del 29 settembre c.a., si comunica che questa Stato Maggiore ha intenzione di far costruire nell'Aeroporto in oggetto, una pista metallica di 2000 metri in sostituzione di quella troppo corta, asfaltata, ivi esistente. -

In conformità della segnalazione fatta da codesta A.T.S.C., sono state effettuate ricerche di elementi di piste metalliche, presso i diversi depositi dell'A.R.A.R. esistenti nei dintorni di Napoli. Dette ricerche sono rimaste infruttuose non avendo trovato traccia di tale materiale. -

Dato che l'impianto di una pista a Linate è indispensabile e urgente e che la costruzione di una pista in pietrame con manto d'asfalto riuscirebbe assai costosa e richiederebbe troppo tempo, si prega codesta A.T.S.C. volersi interessare per far ottenere all'Aeronautica Militare gli elementi necessari alla formazione di una pista metallica della lunghezza di 2000 metri. =

IL CAPO DI STATO MAGGIORE AGGIUNTO

2201

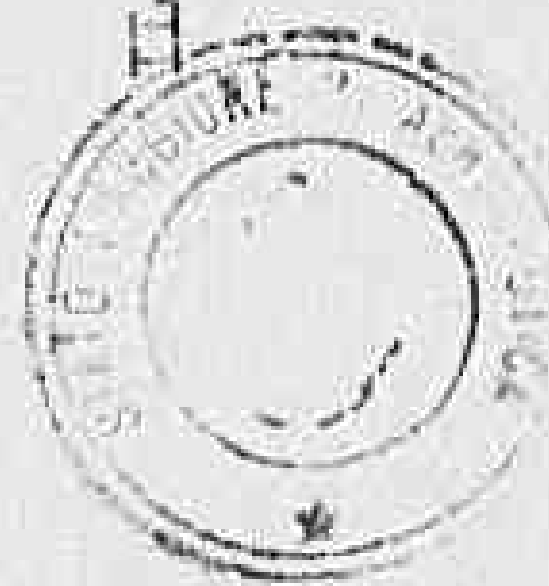
~~~~~

Facendo riferimento al foglio di codesta A.T.S. C.n°23/4/ATR, del 29 settembre c.e., si comunica che questo Stato Maggiore ha intenzione di far costruire nell'Aeroporto in oggetto, una pista metallica di 2000 metri in sostituzione di quella troppo corta, asfaltata, ivi esistente.-

In conformità della segnalazione fatta da codesta A.T.S.C., sono state effettuate ricerche di elementi di piste metalliche, presso i diversi depositi dell'A.T.A.R. esistenti nei dintorni di Napoli. Dette ricerche sono rimaste infruttuose non avendo trovato traccia di tale materiale.-

Dato che l'impianto di una pista a Linate è indispensabile e urgente e che la costruzione di una pista in pietrame con manto d'asfalto riuscirebbe assai costosa e richiederebbe troppo tempo, si prega codesta A.T.S.C. volersi interessare per far ottenere all'Aeronautica Militare gli elementi necessari alla formazione di una pista metallica della lunghezza di 2000 metri.\*

~~~~~



IL CAPO DI STATO MAGGIORE AGGIUNTO

Rijh

TELEGRAM

66A
(+)

From : AIR MINISTRY
 To : DEMAREO ROME
 AEROZONA MILAN
 AEROTELE MILAN
 AERODEMA MILAN
 for information:
 A.F.S.C. A.C. ROME
 Date : 28th October 1946
 Ref. : 3620 Coll.

NOTE

2265
 TELEMETAERO 415690/14-3// AN ITALO-AMERICAN COMMISSION
 WILL SHORTLY BE AT MILAN TO VISIT AIRCRAFT SAFETY INSTALLATIONS
 AND MAKE OUT AN INTEGRATIVE WORK PROGRAMME FOR EVENTUAL
 WORK ON THE RUNWAY AT LINATE AIRPORT AND POSSIBLY BRESSO//
 FURTHER TO VERBAL ARRANGEMENTS WITH "DEMAREO" THE ITALIAN
 COMMISSION WILL BE CONSTITUTED BY LT. COL. CALA' REPRESENTING
 DEMAREO// LT. COL. NARICI FOR AEROTELE MILAN// LT ZOPPI
 TELEMETAERO// AND A REPRESENTATIVE OF THE I.A.F. LIAISON
 OFFICE A.F.S.C.// THE DATE OF THE INSPECTION WILL BE NOTIFIED
 BY SIGNAL AT A LATER DATE// PERTITAS COL. LIBRI

Translated by Sgt. A.C. WIRTH

D/D 7/11 S. Segre no/204 AIR II
 I can find no previous
 correspondence on this
 subject. Can you help?

Wirth
 7/11/46

550

Sorry, but I have no
 knowledge on the above
 subject. 7/11/46

8/11

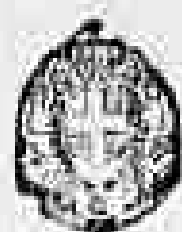


SS.O

Col. Andover contacted by
 telephone. He explained that the
 whole thing was a mistake on
 the part of the originator, but during
 the communications officer, and
 a cancelling message is being
 sent to all addressees with
 a copy to us for information.

Carle
 8/11

8/11



MINISTERO DELL'AERONAUTICA
MINISTERO DELL'AUTISMO

ISPELTOARIO DI COMUNICAZIONI

TELEGRAMMA

Divisione Radiotelegrafica - Sez. 1^a

TELEGRAMMA

Indicazioni d'urgenza

OD

Circuito d'invio

20011.1946

Spedito il

pel circuito N.

all'Ufficio di

Trasmissione

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUMERO	PAROLE	Data di presentazione
					2263

DEMANIO ROMA
AERODROMO MILANO
AEROSTAZIONE MILANO
AERODROMO MILANO

Sint. 3620 Coll.

per conoscenza:

UFFICIO COLLEG. AFSC/AG ROMA

TELESTAZIONE 1/16690/11-3.../1/ DATA PROSSIMAMENTE

MILANO COMMISSIONE INTERNAZIONALE PER VISITA IMPIANTO ET

INSTALLAZIONE ASSISTENZA VOLO ET FORMULAZIONE PROGRAMMA

EVENTUALI LAVORI INTEGRATIVI CON SOSTITUZIONE PIOTE ET

ANNOFORO LINEE ET EVENTUALMENTE BRESCIO /./ SEGUITO AG-

CORDI VERBALI ^{con} DEMANIO CONDIZIONE ITALIANA DATA COSTITUITA

PER COL. CALA PER TELESTAZIONE /./ TENCO. MARIU PER AEROSTAZIONE

MILANO /./ TEN. ZOPEI PER TELESTAZIONE /./ ET HBE RATTENGN-

TANTE UFFICIO COLLEGAMENTO AFSC/AG /./ VERRA' SUCCESSIVA-

MENTE COMUNICATA TELEGRAMMA DATA SOPRALUOGO /./ PERTI-

TAS COLONNELLO LIBRI

B. Ten Zotti falso

650

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
 TO : ITALIAN AIR MINISTRY
 DATE : 23RD SEPTEMBER, 1948
 REF : AFSC/SE/4/AIR

2261

METAL RUNWAY MATERIAL - LINATE AIRFIELD

The Commanding Officer of Linate Airfield has asked for the immediate construction of a 3000 meter metal runway in place of the present 600 meter asphalt runway.

2. All Pierced Steel Planking (P.S.P.) metal runway material that was held as surplus stocks by OFIS has been handed over to AFAR.

3. We suggest that the Italian Air Ministry take action with AFAR before they have a chance to dispose of it elsewhere.

4. For your information, most of the existing P.S.P. stock were held in the South around Naples and Bari Areas. Quick action will be necessary that the material may be transported to the North and the runway be constructed before bad weather will set in.

J.P.M.
24/9

PF.
 PAUL PAVANO, 1ST LT. AC
 FOR AIR-VICE MARSHAL
 DIRECTOR A.F.C.O.

Copy to:- CC MILAN DETACHMENT

S.E.O.

Suggested copy of this correspondence should be filed in an F.V. File and also referred to
22/4/air.
24/9

64A

FROM :- Air Forces Sub-Commission, A.C., Milan.

TO :- Air Forces Sub-Commission, H.Q., A.C., Rome.

DATE :- 7th September 1946.

REF :- AFSG/M/22/AIR.

2269

LINATE AIRFIELD - NEED FOR METAL RUNWAY

Enclosed herewith is a report by Col. Lessarini on the condition of the runway and airfield at Linate, Milan.

2. This runway has suffered marked deterioration at both extremities and aircraft are now landing on the grass.
3. Even when repaired the present runway is totally inadequate for the increased traffic and heavier aircraft now in regular arrival.

4. If the airfield is to remain in use through the winter it is essential that provision be made against bogging etc.

5. The most satisfactory solution would be the provision of a 2000-metre metal runway and a diagram of the proposed lay-out has been forwarded to Rome by hand of Lt. Ravano.

6. It is understood that abundant stocks of metal runway components are available in the South and the only difficulty would appear to be that of transport.

7. If approval is given to the enclosed proposal steps should be taken to secure the allocation of railway trucks without delay, as the bad weather

LIMATE AIRFIELD - NEED FOR METAL RUNWAY

Enclosed herewith is a report by Col. Lazzarini on the condition of the runway and airfield at Linate, Milan.

2. This runway has suffered marked deterioration at both extremities and aircraft are now landing on the grass.

3. Even when repaired the present runway is totally inadequate for the increased traffic and heavier aircraft now in regular arrival.

4. If the airfield is to remain in use through the winter it is essential that provision be made against hogging etc.

5. The most satisfactory solution would be the provision of a 2000-metre metal runway and a diagram of the proposed lay-out has been forwarded to Rome by hand of Lt. Favano.

6. It is understood that abundant stocks of metal runway components are available in the South and the only difficulty would appear to be that of transport.

7. If approval is given to the enclosed proposal steps should be taken to secure the allocation of railway trucks without delay, as the bad weather may otherwise have set in before the work can be started.

14/9 2385
MKLPOFF 24/9

φ diagram included in
file 22/3/air P.F.

22/11/49

D.G. REID T/O
for Commanding
A.F.S.C. MILAN.

Copy to :- Col. Lazzarini, Linate Airfield, Milan. (through Liaison of
Enclosure (1) Letter 1249/TA dated 28/8/46.

FROM :- AIRPORT COMMAND E. FORLANINI
MILAN - LINATE

TO :- H.Q. 1st Z.A.T. MILAN.

DATE :- 28th AUGUST, 1946.

REF. :- 1249/T.A.

2258

LANDING CONDITIONS AT LINATE AIRFIELD.

(M.R.D.F. bearing 121° - 301°) the main landing direction of the old 2000 M hard landing strip, in the present condition is only serviceable during the dry periods, and consequently, is very often unserviceable.

For this reason, work for improving identifications on the landing strip which would have enabled pilots to use it, even when it would have been unserviceable for landing was not carried out.

In order to be able to improve the conditions of the runway, so as to render it permanently serviceable, it is necessary, to remake the whole surface area of the landing strip.

The area of the south end of the runway during a good part of the year, is practically unserviceable owing to the soft ground; besides excessive expenses, eventual drainage work, will not eliminate this inconvenience owing to the high level of the water on the low ground, which delimits the South end of the airfield.

At present the landing strip in use is the one between the hard runway and the asphalt 600 Mts runway.

As stated beforehand and in order to make the landing ground at Linate permanently secure for landing, we need to recast the hard landing strip with asphalt or cement, work which will be long and costly, or else build a Metal landing strip about 2000 Mts. on the old hard runway, the work for which could be realized in a very short time.

Besides the landing strip, two connecting strips totalling to about 1000 Mts between the small (600 Mts) runway and the main runway are necessary. A sketch showing the possibilities of construction is attached herewith.

The undersigned recalls that a few months ago the possibilities of the Allies installing a metal landing strip on the main runway was hinted.

Considering the probable intensification of Air traffic in the near future, this Command suggests, owing to its quick construction the fitting of a metallic landing strip, before the autumn rains.

Translated by Sgt. A.G.W.

LT. COL. LAZZARINI

Confid

Comando Aeroporto L. Forlanini
Milano - Linate

28/8/45

Protocollo 1243/T.A.

2258

Al Comando della I^a Z.A.T.
Ufficio Ordinamento

M I L A N O

Oggetto : Condizioni di atterrabilità campo di Linate.

La direzione fondamentale di atterraggio (linea del Radiogeognimetro -121°-30') corrispondente alla vecchia pista in battuto (m2000) allo stato attuale è utilizzabile soltanto durante il periodo asciutto e di conseguenza sovente non è atterrabile.

Per tale ragione non sono stati eseguiti lavori per migliorare identificazione della pista che avrebbe potuto indurre i piloti ad utilizzarla anche durante i periodi di inatterrabilità dello stesso.

Per poter migliorare le condizioni della pista nel senso di renderla permanentemente atterrabile è necessario il suo completo rifacimento.

La zona del campo sud della pista è praticamente inseribile per buona parte dell'anno per terreno molle; eventuali lavori di drenaggio, oltre alla ingente spesa non eliminerebbe l'inconveniente causa il livello elevato dell'acqua sul fossato che delimita il lato Sud del campo.

Attualmente la zona di campo praticamente usata è quella compresa tra la pista in battuto e la pista in asfalto. (500) Metri.

Premesso quanto sopra per poter realizzare sicure e permanenti condizioni di atterrabilità del campo di Linate occorre o rifare in asfalto o cemento la pista in terreno battuto, lavoro lungo e notevolmente dispendioso, oppure costruire una pista

64R.

Oggetto : - Condizioni di atterraggiabilità campo di Linate.

La direzione fondamentale di atterraggio (linea del Radiogoniometro -121°-301°) corrispondente alla vecchia pista in battuto (m2000) allo stato attuale è utilizzabile soltanto durante il periodo asciutto e di conseguenza sovente non è atterraggiabile.

Per tale ragione non sono stati eseguiti lavori per migliorare identificazione della pista che avrebbe potuto indurre i piloti ad utilizzarla anche durante i periodi di inatterraggiabilità dello stesso.

Per poter migliorare le condizioni della pista nel senso di renderla permanentemente atterraggiabile è necessario il suo completo rifacimento.

La zona del campo sud della pista è praticamente inservibile per buona parte dell'anno per terreno molle; eventuali lavori di drenaggio, oltre alla ingente spesa non eliminerebbe l'inconveniente causa il livello elevato dell'acqua sul fossato che delimita il lato Sud del campo.

Attualmente la zona di campo praticamente usata è quella compresa tra la pista in battuto e la pista in asfalto. (600) Metri.

Premesso quanto sopra per poter realizzare sicure e permanenti condizioni di atterraggiabilità del campo di Linate occorre o rifare in asfalto o cemento la pista in terreno battuto, lavoro lungo e notevolmente dispendioso, oppure costruire una pista metallica di circa 2000 metri sulla vecchia pista battuta che potrebbe essere realizzata in breve tempo.

Oltre la pista sono necessari due raccordi di circa 1000 metri complessivi tra la piccola pista (metri 600) e la pista principale di cui si rappresenta l'opportunità della costruzione, come da allegato schizzo.

Risulterebbe allo scrivente che alcuni mesi fa era stata accennata la possibilità di installare sulla direttrice fondamentale di atterraggio una pista metallica da parte degli alleati.

In considerazione del probabile intensificarsi del traffico aereo in un prossimo avvenire, questo Comando rappresenta l'opportunità di adottare la soluzione della pista metallica perché di rapida attuazione prima delle piogge autunnali.

Ten. Col. L. L. L. L.

From : Air Forces Sub-Commission, A.C. Rome.
To : Maj. MENTLEY, Transportation Office,
and Col. GUSSONI, Italian Air Booking Office.
Date : 2nd July, 1946.
Ref. : AFSC/22/4/ATR.

AIRFIELD REGULATIONS - LINATE (FORLANINI) MILAN

2255

See 62A.
Enclosed herewith for your information is a note of the regulations governing the use of Linate Airfield as drawn up by the Airfield Commander.

2. It would be appreciated if you would bring these orders to the notice of all personnel visiting the airfield, whether passengers on the Air Courier Service or personnel proceeding on duty.

[Signature]
A. C. SALTER, S/LDR.,
P R AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES S/C.

62A

FROM :- Air Forces Sub-Commission,
Allied Commission, Milan.

TO :- Headquarters Commandant,
Lombardia Region Liaison Group,
Allied Commission, Milan.

DATE :- 25th June 1946.

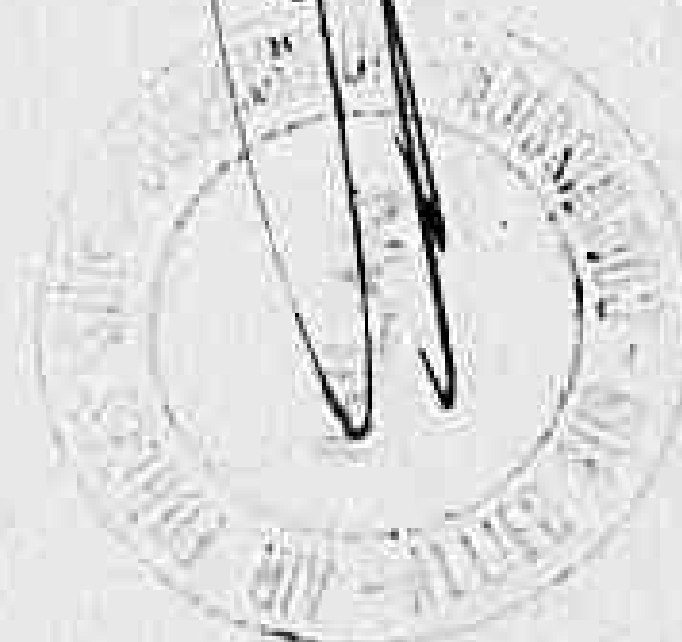
REF :- AFSC/4/22/Air.

225

AIRFIELD REGULATIONS - Linate (PERLANINI) MILAN

B Enclosed herewith for your information is a note of the regulations governing the use of Linate Airfield as drawn up by the Airfield Commander.

2. It would be appreciated if you would bring these orders to the notice of all personnel visiting the airfield, whether passengers on the Air Courier Service or personnel proceeding on duty.



J.H.E. SMITH S/LDN
Commanding
A.F.S.C. MILAN.

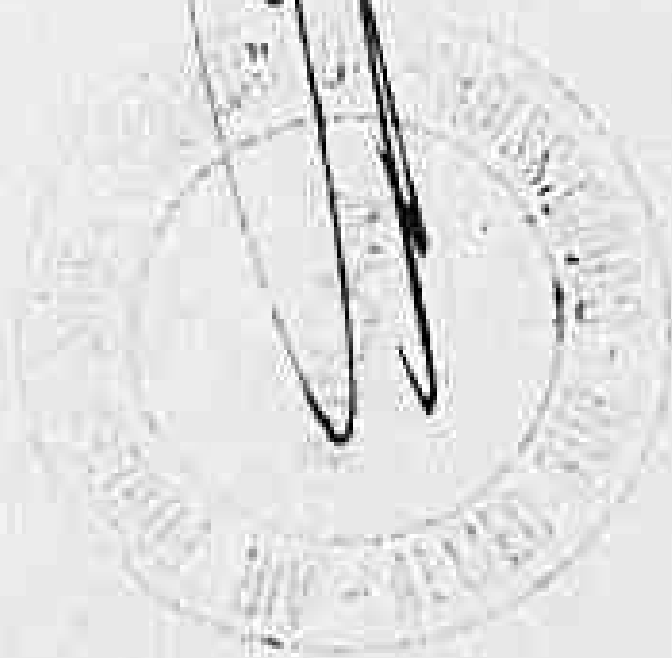
Copies to :- Air Booking Centre, Allied Commission, Milan.

2259

AIRFIELD REGULATIONS - LINATE (FORLANINI) MILAN**B**

Enclosed herewith for your information is a note of the regulations governing the use of Linate Airfield as drawn up by the Airfield Commander.

It would be appreciated if you would bring these orders to the notice of all personnel visiting the airfield, whether passengers on the Air Courier Service or personnel proceeding on duty.



D.A.C. MILAN 6/1/44
Commanding
A.P.S.C. MILAN.

Copies to :- Air Booking Centre, Allied Commission, Milan.
O.C. 643 A.C.P. Polish Squadron, Linate Airfield.
Comando 1^o A.A.T., Presidio Aeronautica, Milano.
(For information of Col. Lazzarini).
→ Air Force Sub-Commission, R.A.A.C., Rome.
E.A.P.S. Representative, Linate Airfield, Milan.

NOTE

These when sent to the Commission.

See enclosed regulations which are

under the heading of the Airfield

and

1/1/44



1/1/44

2/7

1/1/44

FOULMERE AIRPORT - MILAN

Regulations for the civilian and military personnel to enter Airport.

- 1) Military & Civil Personnel employed on the Airfield may enter the Airfield at any time without special permission.
- 2) I.A.P. Military Personnel and Allied Forces Personnel when in uniform may enter the Airport without special permission, if in civilian clothes they must show the identity card and be accompanied to the officer to whom they want to report. 2251
- 3) Personnel employed by the Aviolines - the personnel with a pass issued by the Commanding Officer of the airport can go straight to the Aviolines. These personnel are authorized to fish (if he has the fishing permit) in the military zone of the seaplane base. The relatives of these personnel are not allowed to fish, unless they have a special authorization issued by the C.O. of the Airfield.
- 4) Passengers of the air courier - All the passengers (military and civilians) of the air courier lines must leave their vehicles (see instructions regarding vehicles) in the square before the passengers hall and must go to the hall and wait there until the aircraft is leaving (they are allowed to go to the Cafeteria). They cannot approach the hangars or enter the airfield. The arrival and departure of the passengers of the aircraft must be carried out on the square on the North side of the field. The aircraft will move accordingly with the instructions given by the C.O. I.A.P. The persons who accompany or wait for the passengers must always remain in the hall, they are forbidden to enter the airfield unless they have a special permit, issued by the C.O. or they are accompanied by the I.A.P. personnel in uniform. An air courier official will check the passengers in the hall, and if it is considered opportune he will check again the passengers at the time of departure or arrival. The air courier official will also authorize, when necessary the entry for a vehicle to enter the airport.

when in uniform may enter the Airport without special permission, if in civilian clothes they must show the identity card and be accompanied to the officer to whom they want to report. 2251

- 3) Personnel employed by the Aviolines - the personnel with a pass issued by the Landing Officer of the Airport can go straight to the Aviolines. These personnel are authorized to fish (if he has the fishing permit) in the military zone of the seaplane base. The relatives of these personnel are not allowed to fish, unless they have a special authorization issued by the C.O. of the Airfield.
- 4) Passengers of the air courier - All the passengers (military and civilians) of the air courier lines must leave their vehicles (see instructions regarding vehicles) in the square before the passengers hall and must go to the hall and wait there until the aircraft is leaving (they are allowed to go to the Cafeteria). They cannot approach the hangars or enter the airfield. The arrival and departure of the passengers of the aircraft must be carried out on the square on the North side of the field. The aircraft will move accordingly with the instructions given by the C.O. of the Airfield. The persons who accompany or wait for the passengers must always remain in the hall, they are forbidden to enter the airfield unless they have a special permit, issued by the C.O. or they are accompanied by the I.A.F. personnel in uniform. An air courier official will check the passengers in the hall, and if it is considered opportune he will check again the passengers at the time of departure or arrival. The air courier official will also authorize, when necessary, the entry for a vehicle to carry ~~the~~ the luggage (but not the passengers) notifying it to the C.O. The Air Courier official and S.A.F. will control that the present regulations re discipline of air traffic be observed.

They will make up of the personnel on duty and CC.RR. in charge of the control of passengers., for the purpose.

For the Allied aircraft and passengers there are the same regulations, which will be suitably adapted. It will be enough that they follow the A/A regulations.

All complaints and difficulties are to be notified to the Commandant of the airfield.

5) Civilian personnel visiting the airfield.

No civilian are allowed to enter the Airfield if they are not authorized by the O.C. (or by the Officer on duty).

Also the relatives of the military and civilian personnel employed at the Airfield, are not allowed to enter the Airfield without the authority of the O.C. Only in special cases the authority can be signed by an Officer of the Airfield. In this case the officer must accompany or ask that a serviceman accompany the person.

224

6)

The authority to enter the Airfield must be notified in writing or by telephone to the CC.RR.

The CC.RR. detachment will keep a register in which they must record: Name, Surname - time of entrance and exit of every civilian authorized and the name of the officer who presented the authority. The register had to be signed by the officer on duty.

The Commanding Officer of the Airport
(Lt.Col. A.A. P.N. Jassierini Contente)

LNK2 V LAST NR 2 ROUTINE DOK 2
FROM HQ DAF ITALY 301040Z
TO HQ DAF (D) A F S C Rome
BT
3851 30 MAY UNCLASSIFIED (.)
REFERENCE TELECON SCODARI/PORTER REQUEST YOU DESPATCH
OFFICER OR NCO LIKELY TO INVESTIGATE AND REPORT
ON USR OF FITTING PARTY (.) REQUEST YOU RENDER ALL
ASSISTANCE AND ENSURE EARLY COMPLETION OF INSTALLATION
BT 301040Z
SENT EP AS 8
RD NR 2 ON 1330 KKKKK
AD TMS HAS TNC TO YOU OK

3/1

D297
K.L.

22/3/AIR

247

INFO V MEAN NR 298101
OVR3

FROM A F SUB COMM (MILAN) 298915A
TO 303 M.U. R.A.F. C.I.F.
INFO A.M.S. R.A.F. ITALY
A F SUB COMM (ROME)
QSH CR-97 BT

MS 282 UNCLASSIFIED (.)
SUBJECT U/T FITTING PARTY LIMATE MILAN (.)
1. FOLLOWING PERSONNEL STILL REMAIN LIMATE 1875872 LAC SMITH
B.M.T. 1847699 LAC ADAMS ELEC 1872131 LAC HAWES W MECH.
3325872 LAC VAUGHAN W MECH (.) POSTING INSTRUCTIONS TO NEW UNITS WELD (.)
2. WORK STILL NOT COMPLETED OWING TO LACK OF EQUIPMENT (.)
LIST OF ITEMS REQUIRED FORWARDED ~~WITH~~ WITH HE/DE PARTY ON RETURN
372 M.U. APPROX 16 MAY (.) REQUEST HASTENING ACTION ON THIS (.)
3. FOLLOWING A.P.'S REQUESTED BY FITTING PARTY FOR BALTIMORE
BENDER & AMERICAN V .H.F. 5043 (.) CAN YOU SUPPLY (.)
4. NO DISPOSAL INSTRUCTIONS TO HAND FOR FORD 3 TONNER NO. RAF 6252
~~WATER~~ AFTER COMPLETION OF WORK (.)

BT 298915 A
~~G WA ON THIS (.) SHOULD BE 3. NOT 3/ ON?~~
SENT NR 298101 CR 8 3 KK
RD NR 299// 298101 2118 AND. AR. K.

6902 30/5 60A
up D281
22/3/air

2248

59A

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

TO : Mediterranean Allied Air Committee
Secretariat.

DATE : 25 April 1946.

REF. : AFSC/~~2500000~~ 22/3/46

2245

Two copies of letter from Group Captain
L. E. Jarman, Commanding AFSC, Milan, dated 16 April
1946, concerning the occupation of Linate Airfield
at Milan by R.A.F. units, is attached for your informa-
tion.

William L. Lem
WILLIAM L. LEM
Brigadier General, U.S.A.
Deputy Director.

Attachment

58-11

FROM :- Air Forces Sub-Commission,
Allied Commission, Milan.

TO :- Air Forces Sub-Commission,
H.Q. Allied Commission, Rome.

DATE :- 16th April 1945.

REF :- AFSC/A/22/3/AIR.

29/4

N882 OM

22/3/45

2243

MOVE OF STAGING POST AND A.H.Q. COMMUNICATION FLIGHT

TO LINATE -MILAN

It is urged that when the move of AHQ to Milan takes place they will consider the Courier Service because of its usefulness to the Allied formations in N. Italy and allow it to operate from Linate. The situation at Linate and general consideration connected with this move are as follows :-

2. Present Position

Linate Airfield is occupied by the Italian Transport Unit, operating the Courier Services, the Baltimore Flight, the Polish Flight attached to Hqrs No2 District and a Maintenance party.

The large hangar and a portion of the control tower is used by the Transport Unit and the Baltimore Flight; the Polish Flight are accommodated in the RUNA Building and occupy one of the smaller hangars; the Maintenance party completely fill the remaining hangar.

The cafeteria is run by a civilian who supplements the meagre I.A.F. rations and produces good meals at reasonable prices.

The Officers, N.C.O.s and airmans sleeping quarters and messing facilities are fully occupied.

The numbers of personnel involved are approximately I.A.F.

MOVE OF STAGING POST AND A.H.Q. COMMUNICATION FLIGHTTO LINATE -MILAN

It is urged that when the move of AHQ to Milan takes place they will consider the Courier Service because of its usefulness to the Allied formations in N. Italy and allow it to operate from Linate. The situation at Linate and general consideration connected with this move are as follows :-

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The cafeteria is run by a civilian who supplements the meagre I.A.F. rations and produces good meals at reasonable prices.

The Officers, N.C.O.s and airmen's sleeping quarters and messing facilities are fully occupied.

The numbers of personnel involved are approximately I.A.F. 20 Officers, 260 airmen and Polish 6 Officers and 40 airmen.

3. AFHQ Requirements (Accommodation)

Wing Commander Dale, who inspected the airfield stated that A.F.H.Q. would require all the sleeping accommodation, most of the Hangar and office space, but could allow sufficient room in the Control Building and in the large hangar for the normal Courier Service personnel.

He also stated that they would use the present Meteorological Services and take over existing R.A.F. wireless facilities and the refuelling installations.

4. A.H.O. Requirements (Technical)

HF/DF facilities will shortly be available and V.H.F. is being installed in the Control Tower; there are however no W.T. facilities for point to point communication except those provided by the I.A.F.; efficient bousers, fire fighting apparatus and ambulances are also necessary. To maintain heavy traffic, if Linate is to be occupied through next winter, it will be necessary to lay P.S.P. or a permanent runway.

The return of the Baltimore Flight to Littorio-Rome will ease the accommodation situation as will the disbandment of the I.A.F. Maintenance party.

5. Recommendations

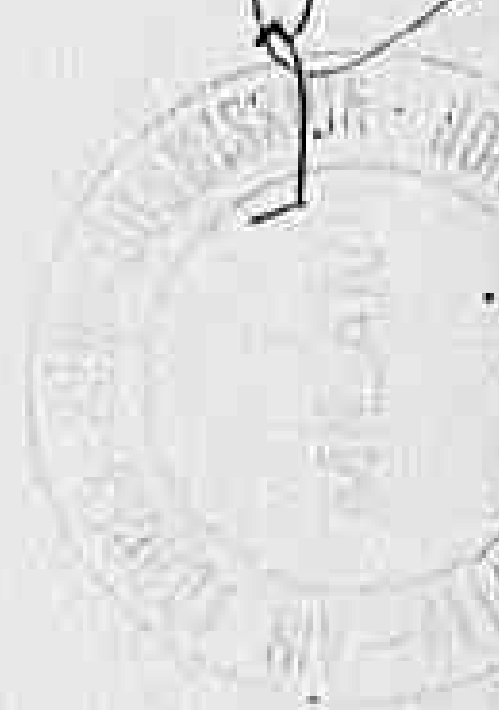
Thus move by the R.A.F. into Linate will give discomfort to the I.A.F. and the Polish flight, but will not involve great hardship.

Provided the Courier service is allowed to retain its present operations room and a few offices in the Control Tower and a reasonable space for marshalling passengers and luggage it should continue to operate efficiently using Bergamo and Venegono as emergency landing grounds.

The R.A.F. who number about 250 could occupy the officers, N.C.O.s and airmen's quarters in the airport hotel and adjoining buildings.

The Polish Flight should disband when Hors No 2 District ceases to function and the RUNA buildings then used as sleeping accommodation and a mess for Courier personnel.

I.A.F. airmen could use the two huts now erected on the aerodrome and any excess personnel accommodation in tents.



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The Polish Flight should disband when Hqs No 2 District ceases to function and the RUMA buildings then used as sleeping accommodation and a mess for ^{I.A.F.}Courier personnel.

I.A.F. airmen could use the two huts now erected on the aerodrome and any excess personnel accommodation in tents.



L.E. JARMAN G/C

Commanding

A.F.S.C. MI LAN

LGWC V MBGE 21234 QVR 2
 FROM . A S C N. ITALY . 221625
 TO . A H Q ITALY (R) AF SUB COMMISSION AC ROME - AF SUBCOMMISSION 25/4
 DET MILAN . - 59 F T C .
 BT
 S. 213 U/C. 1 ST ADDRESSEE S. 461 7 APR . FURTHER MY S 226 585 ab.
 8 APR . UNABLE TO COMPLY WITH YOUR REQUEST . ONLY ONE
 HF D/F OPERATOR ON STRENGTH WET 24 APR . NO N C O
 AVAILABLE TO LEAVE I/C SIGNALS SECTION ABSENCE F/O
 SKINNER
 BT
 SNT AY AR K
 RD NR 21234 AT (LGWC) 1215E JU AR
 2248/3/10/11

AFSC 57A sign

amb

0163

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

785017

LA
 LRKE V NMES NR DWS 20/12/4 IMPORTANT
 FROM AF SUB COMN (MILAN)
 TO 379 NU
 INFO AND ITALY
 AF SUB COMN K RALL)
 BT

NR 236 (.) UNCLASSIFIED (.)
 REQUEST VHF FITTING PARTY SENT SOON AS POSSIBLE MILAN TO
 FACILITATE D/F FITTING PARTY'S RETURN TO NAPLES (.)
 LATTERS PARTY UNABLE TO RETURN TILL THEN AS VHF MECHANIC
 IS WITHOUT TRANSPORT (.)
 BT 131505 S

SENT NMN AR TXU
 CEN QVR S AND MA MECHANIC WERE IN WERE
 RECD CN 1605 A 111 1705 AR TXU

25/4
 -86

22/3/2000
 AIR- FORCE
 50A
 mps/18

22/3/2000

arb

18/4/2000

WIKI HERE FINE FORGONE

LONG WINDS ON DEC 15/23
 SWR 3
 FROM AFSC BELAN
 TO AMN AND ITALY
 HVG 378 RLD
 AFSC ROME

LT

RS233 (.) UNCLASSIFIED (.) W/T FIFTING PARTY PROGRESS (.)
 (A) (1) FOLLOWING EQUIPMENT SERVICED AND FITTED IN V.H.F. RACK
 KILIZMX R11520'S GTY TWO PWS TYPE 3 GTY TWO
 CONTROL UNIT V & GTY ONE MONITOR CRYSTAL 4A GTY ONE
 TR 5245 SERVICED AND RECTIFIER UNIT S18 REPAIRED (.)

(2) I.F. R.T. EQUIPMENT
 (1) (1) POWER LEADS
 (C) (1) EXISTING AERIAL LEADS NOT CHECKED
 (2) NIL

(3) NIL
 (4) BUNDLE OF WAX
 (5) ONE LAC B/RECH

(6) AWAITING FURTHER EQUIPMENT AS NOTED BY SIGNALS OFFICER 378 R.S.

LT 281425L

SENT 1430 AR R

RCD 1642 JTB

AN

IT

2237

awb

55A
 805N

254.
 D.84 AL

22/3/1946

From:- Headquarters No.249 Wing R.A.F. C.M.F. *54 P*
To :- Air Force b Commission, Allied Commission, Milan
Copies to:- A.H.Q. Italy
A.F.S.C. Allied Commission, Rome
Date:- 15th April 1946
Ref :- 249W/1951/EQ

TRANSFER OF EQUIPMENT TO I.A.F.

Under authority of H.Q. MED/AM 205641/ORG.2 dated 8th March 1946, all Equipment handed to I.A.F. is to be issued on loan.

Accordingly forms 603 have been prepared in respect of Equipment ex 146 Staging Post handed over to I.A.F. and it would be appreciated if receipts could be obtained and the receipted copies forwarded direct to A.H.Q. Italy.

A.H.Q. letter AMQI/11516/E1 of 31st March not to you refers 2236

19/4 N718
up.
22/3/46
L.H.D.T.
Shw.
22/3/46

(A.B. THOMAS) S/Ldr;
for Group Captain Commanding.
Headquarters No.249 Wing.
R.A.F. C.M.F.

53A.

AIR FORCES SUB-COMMISSION AC ROME

09/1600 A APRIL 46

AND RAF ITALY

UNCLASSIFIED

2235

SIGNAL NUMBER SUGAR FIVE ZERO ZERO APRIL NINE PD
 YOUR SIGNAL FOUR SIX ONE APRIL PD
 MILAN DETACHMENT ABLE FOR SUGAR CHARLIE CONFIRMS THAT
 BALTIMORE WILL BE AVAILABLE PD

for E.W. FREEMAN P/LT
 AIR VICE MARSHAL
 DIRECTOR
 AIR FORCES SUB-COMMISSION

Ref. AFSC/22/3/41R

Routine

Air Forces Sub-Commission, AC, ROME
 E.W. FREEMAN P/LT

SWF

LRKB V MBGE NR 114

VR 4

FROM ASC N ITALY

TO ANQ ITALY

INFO AF SUB COMMISSION DET MILAN : 59 PTC : AF SUB
COMMISSION AC ROME

GR --- BT

5206 . 3 APR UNCLASS . 1 ST ADDRESSEES S461 7 APR . WOL//

WOULD APPRECIATE IF POSSIBLE ARRANGE CALIBRATION MILAN HF/DF FOR EITHER
A SATURDAY OR A SUNDAY AS NO NCO AVAILABLE AFTER 11 APR TO LEAVE I/C
SIGNALS SECTION ABSENCE F/O SKINNER . NO TRACE ASCMI OF INSTRUCTIONS
REGARDING AIR CALIBRATION . PLEASE FORWARD INC// INSTRUCTIONS IF POSSIBLE
ALSO ADVISE DATE TEST EARLIEST POSSIBLE . 59 PTC IF// INFORM

FITTING PARTY .

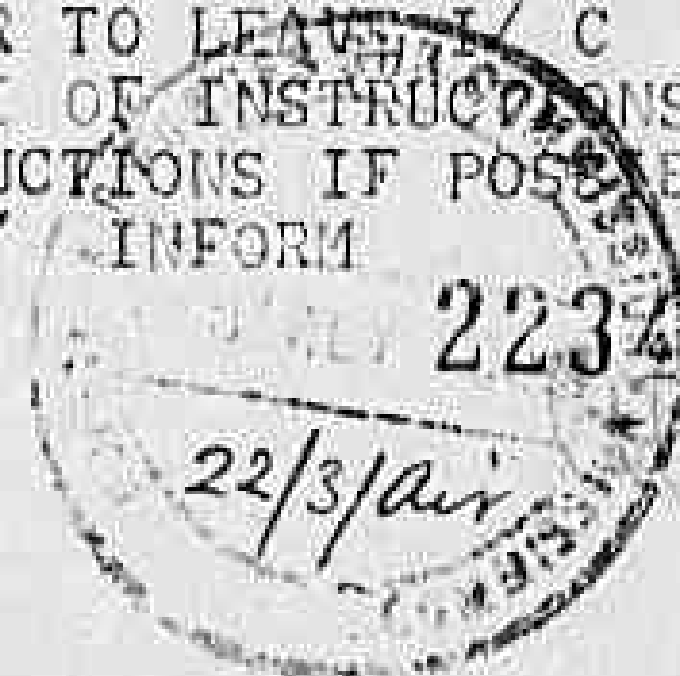
THI 031215B

SENT EM AR TKU K

R 1650 ROMERO AR

CIAO

Air Force 52A
M32/08



LRKE V MEAV NR 0801777

LRKE V MEAV NR 080142 PP 080930B
 FROM A F SUB COMM (MILAN)
 TO AF SUB COMM (ROME)
 QSH CR 24 ET
 MS252. UNCLASSIFIED .
 FROM JARMAN TO C.S.O.
 REF YOU S.433 DATED 5 . BALTIMORE WILL BE AVAILABLE WHEN
 HF/DF STATION READY FOR CALIBRATION .
 ET

SENT NR 142 LNS B2 K
 RD 081530B FB KK

*Air C.S.O.
 125/08 51A*

*FORCES SUB-COM
 9/4*

0995 ab

2232

Sub

LROF V MDWS NRBWS 1/5 QVR3 P P
 FROM A F SUB COMM. MILANO
 TO AMO ITALY
 INFO 378 N.U. AF SUB COMM(ROME)
 BT

NS250(.) UNCLASSIFIED.(.) D/F STATION IS COMPLETED WITH
 EXCEPTION OF KEYING AND TELEPHONE ~~HY~~ LINES (.)
 IMPOSSIBLE TO HOLD AIR CALIBRATIONS MARCH AS ARRANGED F/ LT KEMP
 AS SEVERAL BREAKS HAVE BEEN LOCATED IN THE LINES WHICH ARE ON
 OVERHEADS OR BURIED OVER CONSIDERABLE DISTANCES.(.)
 WILL NOTIFY YOU AT EARLIEST DATE THAT STATION IS SERVICEABLE
 FOR AIR CALIBRATION.(.)

BT 051100Z

SENT JNN

CCN: PRIORITY P P K
 ID NR 315 052100Z TO



LRKB V LAGE NR 10 ROUTINE QVR 3
 FROM ANQ RA ITALY OS1542B
 TO A S C NORTHITALY
 REPEATED 59 PTC - AF SUB COMMISSION C ROME - AF SUB
 COMMISSION DET MILAN
 BT

XXXX S461 7/APR UNCLASSIFIED (.) IN NEAR FUTURE
 NEWLY INSTALLED HF D/F AT MILAN WILL
 REQUIRE CALIBRATION (.) A F S C WILL PROBABLY ARRANGE FOR I A F
 AIRCRAFT CARRY OUT THIS CALIBRATION (.)

REQUEST SERVICES F/O SKINNER ONE EXPERIENCED
 W/OP D/F AT MILAN FOR PERIOD AF// OC CALIBRATION (.) GENERAL
 INSTRUCTIONS KXN REGARDING METHOD OF AIR E// TESTS SHOULD BE
 HELD BY YOU ISSUED LAST JULY TO ALL HF D/F
 STATIONS (.) REQUEST CONFIRMATION PERSONNEL CAN BE MAE// MADE AVAILAELE
 (.) 59 PTC INFORM FITTING PARTY
 BT

SENT A.E.W.
 RECD C E

1536 1836

B2
 K K K

SS.O.
 BFCSA

10/4

2230

050900

AIR- FORCE 40

8/6 C99h

22/3/AIR

N 25/07

LRKB V MEAV NR040206 IMPORTANT QVR2
FROM A F SUB COMM(MILAN) 41530B

TO A.H.Q. ITALY
INFO A.F. SUB COMM(ROME)

QSH GR62 BT

UNCLAS(.) MQ243(.) REFERENCE YOUR 0510 DATED
1ST APRIL 46(.) ALL EQUIPMENT FOR VIENNA AND NAPLES
HAS BEEN CLEARED TO RESPSE// RESPECTIVE DESTINATIONS(.) RECEIPT
FOR PETROL AND OIL STOCKS TRANSFERRED FROM 146 S.)/// 2// S.P.
TO I.A.F. SIGNED BY REPRESENTATIVE OF I.A.F. AND SENT
TO AFSC ROME 17TH JAN. 46(.) THIS OFFICE SIGNAL MQ200
DATED 23RD JAN. SIB// SUBJECT RECEIPT FOR P.I// OIL. TO SECOND
ADDRESSEE ONLY REFERS(.)

BT

THI --

CCN: IN LAST LINE BUT ONE READ AS RECEIPT FOR P.O.L. IMI P.O.L.
SENT NR206 AT 2140 EAD B1 K

RD PRWQRP MEG

2229

65162 Gm 2 RV

6586 Gm 5 RV

N 67/4

22/3/81

47A

From: Air Headquarters, R.A.F., Italy, C.M.F.
 To: Headquarters, No. 249 Wing.
 Copy to: Air Forces Sub Commission, Allied Commission, Rome.✓
 Date: 31st March, 1946.
 Ref: AMSP/19316/E.1.

TRANSFER OF EQUIPMENT TO THE I.A.F.

With reference to the transfer of Minate Airfield to the Italian Air Force, instructions have been received concerning the accounting action to be taken in respect of equipment transferred to the Italian Air Force.

2228

2. Lists of equipment were forwarded to this Headquarters under cover of No. 249 Wing's reference AMSP/193/O.C. dated 1st and 2nd February, 1946, to A.M.S.C., A.C., Milan, Headquarters, No. 249 Wing and this Headquarters.

3. Under authority of Headquarters, MEMO 205641/Org.2 dated 8th March, 1946, all equipment handed to the I.A.F. is to be issued on loan and it is requested that receipted copies of Form 603 in respect of all items transferred be obtained and forwarded to this Headquarters.

So order
 (E.A. PACHELO) W/Cdr.,
 For Air Commanders,
 Air Officer i/o Administration,
AIR HEADQUARTERS, R.A.F., ITALY.



R.A.F. Form 96 (A).

MESSAGE FORM

Signal Office File No.

MESSAGE	IN	No. of Groups	Office Date Stamp
	OUT		
HEADING			

FROM

A.H.C., ITAIR (.)

TO

AIR FORCES SUB COMMISSION, ALLIED COMMISSION, MILAN (.)

REPEATED

X AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROMA (.) X

Originator's Number

0.510.

Date

1.1.46.

*Write horizontally

YOUR LETTER 0000/0370/000. DATED 31ST JANUARY, 1946

PERMANENT B CONCERNING TRANSFER OF MILITARY AIRFIELD (.)

REQUEST CONFIRMATION THAT ALL EQUIPMENT FOR VIENNA AND

NAPLES HAS BEEN CLEARED TO DESTINATION (.) ALSO REQUEST

~~CONFIRMATION~~ INFORMATION ON ~~THE~~ ACCOUNTING ACTION ~~BEING~~ TAKEN IN

RESPECT OF TRANSFER OF PETROL AND OIL STOCKS (.)

2226

10

15

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75

80

May be sent AS WRITTEN * (1) By ANY Signal Method
 * (2) NOT by Wireless
 * (3) But if liable to Interception or Capture SEND in CYPHER

Sent in CYPHER * (1) By ANY Signal Method
 * (2) NOT by Wireless

Date-Time Group

01/0905 B.

Signature

Rank

Signature

Rank

Originator's Instructions
Degree of Priority

AIRGRAM (.)

* Strike out methods which do not apply. Below this line is for signals use only.

System in	Time in	Header	Sender	System out	Time out	Header	Sender	System out	Time out	Header	Sender	T.O.R.

~~SECRET~~
~~SECRET~~
ROUTE
FROM: SAC, PRC (100)
TO: SAC, ITALY
SUBJECT: 273 N.O. - ~~SECRET~~ - ~~SECRET~~
DATE: 28 MARCH, UNCLASSIFIED
RE: (1) ~~SECRET~~
(2) ~~SECRET~~
(3) ~~SECRET~~
(4) (1) ~~SECRET~~ Aerial System
(2) ~~SECRET~~
(5) ~~SECRET~~
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(84) ~~SECRET~~
(85) ~~SECRET~~
(86) ~~SECRET~~
(87) ~~SECRET~~
(88) ~~SECRET~~
(89) ~~SECRET~~
(90) ~~SECRET~~
(91) ~~SECRET~~
(92) ~~SECRET~~
(93) ~~SECRET~~
(94) ~~SECRET~~
(95) ~~SECRET~~
(96) ~~SECRET~~
(97) ~~SECRET~~
(98) ~~SECRET~~
(99) ~~SECRET~~
(100) ~~SECRET~~

45A
3/31
22/3/02 2224

AFSC
445824
9/24

LROF V MDWS DWS 30/23 ROUTINE T-LGJP
~~FROM~~ QVR 3
FROM 59 PTC
TO AHQ ITALY (R) 378 MU (R) AFSC ROME (R) AFSC MILAN
BT
S20 23 MARCH UNCLASS. ~~DF~~ DF FITTING PARY PROGRESS.
(A) 1. ~~NIL~~ NIL
2. ONE
(B) MAINS AND TELEPHONE CABLES BURIED FOR DISTANCE OF 250 YARDS.
CONCRETE BASES FOR HUT AND MASTS ~~LAID~~ LAID.
(C) 1. NIL
2. DFG 25 AERIAL SYSTEM
(D) NIL
(E) END OF MARCH
(F) ONE ~~SGT~~ SGT DMT ONE CPL WOM THREE A/C ~~WZ~~ MECHS
(G) NIL
BBT 231517
SENT DG-B1 K
RD NR DWS 30/23RJR AT 1719 AR KK



(PROF V MOWE NR TA 32/16 ROUTINE
 QVR 3
 FROM 50 PTC
 TO AMO ITALY (R) 378 MU (R) AFSC ROME (R) AFS 2 MILAN
 CR-- BY
 S19 ~~SECRET~~ 15 MARCH UNCLAS. HT/OF SITTING PARTY PROGRESS

- (A) 1. NIL
 2. ONE RECEIVED
 (B) FEEDERS INSTALLED POWER AND TELEPHONE CABLES LAID.
 (C) 1. NIL
 2. DFC 25 AERIAL SYSTEM

- (D) NIL
 (E) END OF MARCH
 (F) ONE ~~SGT~~ SGT DMT ONE CPL WOM ~~THREE~~ THREE UNNECHS
 (G) HEAVY RAIN HAS HANDICAPPED WORK. IN VIEW OF SOFT TOP ~~SOIL~~

CONCRETE BASES WILL BE LAID FOR MASTS AND HUT.
 BT 15151111 151414A
 SMT DG AD K TKY
 RD WFL 1815 AR TMS

2221

Sigo

AK/22/3

AK

9165

43A

11/17

18/3

18/3

21/3/1971

42A

From : Air Forces Sub Commission, Rome.
To : 249 Wing, Bari.
Date : 14th March, 1946.
Ref : AFSC/22/3/Air.

40A

HANDING OVER OF STAGING POSTS FROM R.A.F. TO I.A.F.
- LINATE -

2290
2260

The attached copy of a letter from Air Forces Sub Commission Milan is forwarded to you for reference with a view to ensuring smoother running in any future cases of R.A.F. staging posts in Italy being handed over to the I.A.F.

2. May consideration be given to the request contained in the last paragraph.

W.D.B.

for W.M. BIGDIE, W/Cdr,
Air Vice-Marshal,
Director,
Air Forces Sub-Commission.

Copy to A.H.Q. Italy.

LEAD V LANE NO
T- 22/22 LANE - A AFSC ROME

FROM AFSC ITALY 121150A
TO 173 SP REPEATED TO REDUCE 573 MD 243 WING 55 PFC AFSC ROME
AFSC MILAN
OR -- BY

3842 1211 UNCLASSIFIED FOR SITTING PARTY YOUR SPIN MARCH CORPORAL DUFF
POWER W/ RECHS ONE DMT ONE FIFTH ONE 15 CWT ONE 5 TONNERS TO REMAIN
COMPLETE INSTALLATION PARA 2 F/ L WENT PROCEED 38 PFC MILAN IN SECOND
1ST CWT TO JOIN CORPORAL HEATH AND ADVISE DETAILED EQUIPMENT REQUIRE-
MENTS LIMATE AIRFIELD CONTACT PARA 3 REMAINDER VEHICLES PARTY RETURN
BY MD BY AIR PARA 4 ON RECEIPT DETAILED LIMATE REQUIREMENTS REQUEST
BY MD ISSUE NECESSARY EQUIPMENT TO AFSC MILAN AND DESPATCH WITH TWO
3842 TO MILAN BY ROAD TO INSTALL IT
BT 121150A

SENT MR 15 ADM B K
R 150141Z 1512 - 308000 B K



Air Force

41A

7/66/12
Not to 2

2219

40A

FROM :- Air Forces Sub-Commission,
Allied Commission, Milan.

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

DATE :- 11th March 1946.

REF :- AFSC/M/22/3/IR.

12/3-
at M 856

22/3/air

CLOSING DOWN OF N°145 STAGING POST LINATE

2217

The Staging Post at Linate closed down officially at the end of January. Before the R.A.P. vacated the buildings and airfield, personnel were continually withdrawn so that at the final stages the work was left to a few junior officers with insufficient staff and transport.

This resulted on the following difficulties which have given this Headquarters work outside its normal scope.

- (1) The handing over of wireless equipment was carried out hastily, resulting in inventories handed into this office and those signed by the Italian Signal Officer differing in many items.
- (2) Large items (such as receivers) signed for by the I.A.F. Signals Officer who carried out a rough check cannot be found on the airfield.
- (3) Several crates of rifles, ammunition, stens and loaded magazines were discovered this morning in a basement room. (These will be the subject of a signal asking for disposal.
- (4) A crashed Fairchild was stripped of all its essential items.
- (5) Twenty tons of equipment destined for Vienna and Montebelluna had to be consigned to the

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- (4) A crashed Fairchild was stripped of all its essential items.
- (5) Twenty tons of equipment destined for Vienna and Naples had to be crated and transported to the railway sidings in I.A.F. vehicles with I.A.F. labour.
- (6) The V.H.F. equipment was rendered unserviceable by thieves who removed all valves and the receiver and broke open and damaged other components.
- (7) Many items of Radio equipment (eg IFF sets) were handed over to the Italian Air Force who have no use for the equipment. These surplus items are now being checked and should be handed into a Maintenance Unit.

2. As it is possible that the A.F.S.C. or its successor formation might be called upon to clear up after other Staging Posts in Italy are closed down, the Wing Headquarters should be asked to leave sufficient personnel and transport on the airfield to complete the task by the scheduled date.

L. E. J. J. J.

L.E. JAMMAN C/O
Commanding
A.F.S.C. MILAN

2216

39A

FROM :- Air Forces Sub-Commission,
Allied Commission, Milan.

TO :- Air Forces Sub-Commission,
H.Q. Allied Commission, Rome.

DATE :- 11th March 1946.

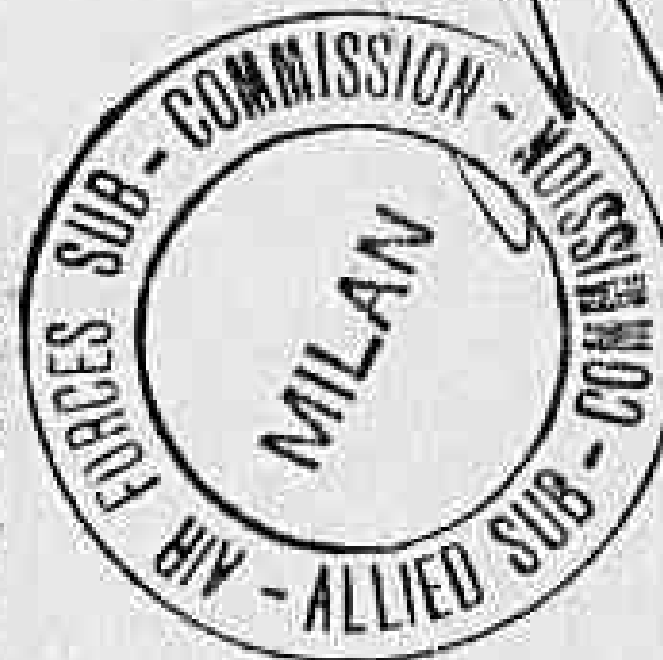
REF :- AFSC/M/22/3/AIR.

LINATE AIRFIELD

— 28A 2214

Receipt is acknowledged of your letter of even reference dated 5th March 1946 on the above subject.

2. It is confirmed that a competent English-speaking officer, Lt. Guenier, has been permanently assigned for liaison duties in the Control Tower of Linate Airfield as previously stated in Milan Air Report for January.



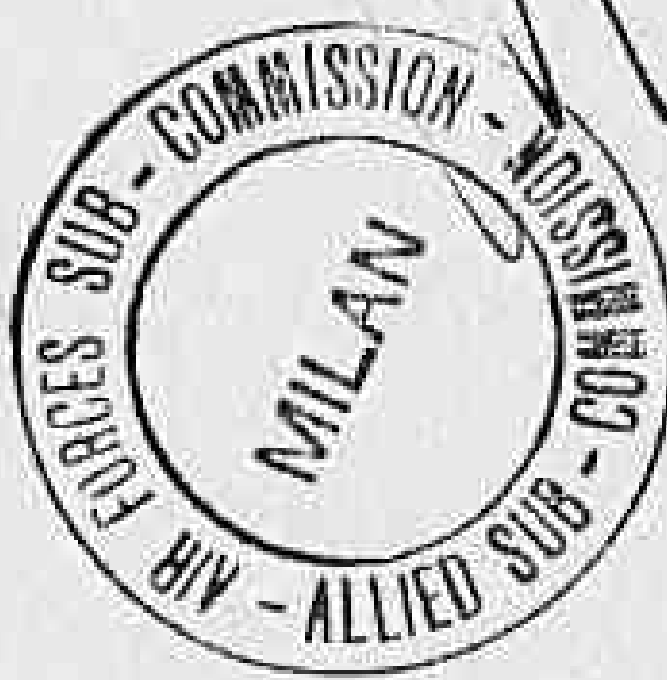
L.E. JARMAN G/C
Commanding
A.T.S.C. MILAN.

LINATE AIRFIELD

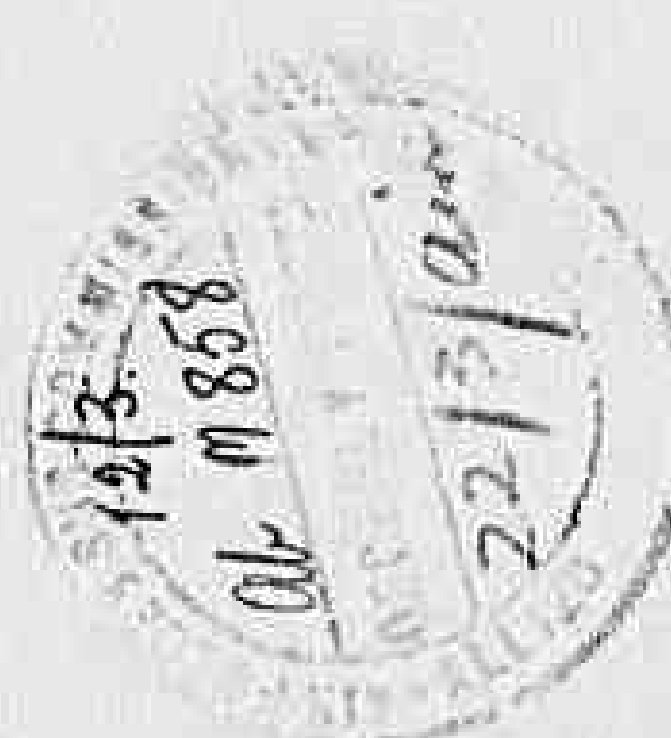
28A
2214

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L. E. JARMAN C/O
Commanding
A.F.S.C. MILAN.



LROF V MAED NR 11277 ROUTINE 4QVR3
 FROM # 2249 WING I 111230
 TO 61 SP
 INFO AF SUB COMM (LAN) AF SUB COMM (ROME) S 375 MU

QSH BT
 0847 11TH MARCH. UNCLASS. AF SUB COMM (MILAN) SIG. L MQ 235 NOT TO
 1647 61 SP REFERS. F/O HALLMARK EQ OFFICER UDINE TO REPORT AFSC
 IMMEDIATELY TO ARRANGE COLLECTION OF SMALL ARMS EX 146 SP. ARMS
 TO BE COLLECTED AND TAKEN TO UDINE UNDER ARMED ESCORT. UDINE TO
 ON CHARGE HOLD IC SAFE CUSTODY AND ADVISE QUANTITIES FOR DISPOSAL.
 ACKNOWLEDGE

BT
 SENT WRA ARK
 MIN PSE

2213

759538A

37A



747937A

LROF V HROF ON DES 26

ROUTINE

QVR-4

FROM AF SUB COM (MILAN) 691230A

TO 245 HING RAP GNF

375 MU RAP GNF

AFHQ GNF

AF SUB COM (ROME)

OR AAART

NO 235 UNCLASS

FOLLOWING ITEMS LEFT AT LINATE AIR FIELD BY 146 STAGING POST
ON DEPARTURE (.) HAVE BEEN FOUND IN BASEMENT OF AIRPORT
BUILDING (.) 7 CASES RIFLES (.) 4 CASES STENS (.)

2 BOXES SCABBARDS (.) 1 BOX CONTENTS UNSPECIFIED (.)

CASES BEAR FOLLOWING REFERENCE 146/7B/SP347 AND 146/7B/SR 342
(.) DISPOSAL INSTRUCTIONS ARE REQUESTED

BT 691230A

CCN MR CASES RIFLES AND WA 146/7B/SP347 AND (R) AND

SENT DEM AR TNU KK

RD NR 20(171) 0905

11/3.

of 0815

22/3/Air.

2212

LRCF V MENS NR S 22 ROUTINE QVR4
 FROM AF SUBHCONM (MILAN)
 TO 248 WING RAF CNF
 375 MU RAF CNF

AFHQ CNF
 AF SUB CONM (ROME)

~~AFHQ CNF~~ CD ---- BT

NR 235

FOLLOWING ITEMS LEFT AT Linate Air Field by 146 Staging Post on
 DEPARTURE (.) HAVE BEEN FOUND IN BASEMENT OF AIR PORT BUILDING
 (.) 7 CASES RIFLES (.) 4 CASES STENS (.) 2 BOXES SCABBARDS
 1 BOX CONTENTS UNSPECIFIED (.) CASES BEAR FOLLOWING REFERENCE
 146/75/SP 347 AND 146/7V/SP 348 (.) DISPOSAL INSTRUCTIONS
 ARE REQUESTED (.)

BT

201230 A

SENT MMH S W KKK
 RD 1533 TFK AR TNU

11/3

0815

22/3/09

NR8/09

7328

36A

2211

INFO V NDMS KW DWS22 COSTINE
 EWE 2
 FROM AF SUB COMD ILAN 0 091125A
 TO ANE ITALY
 372 MU 4
 AF SUB COMD ROME
 CR ---BT

US 232 (.) UNCLASSIFIED (.) W/ BT FITTING PARTY PROGRESS
 PERSONNEL HAVE BEEN EMPLOYED IN CHECKING SURPLUS EQUIPMENT
 LEFT AT Linate AIR FIELD BY 145 SP (.) CONTINUAL RAIN HAS
 MADE IMPOSSIBLE ANY PROGRESS IN INSTALLATION OF D/F STATION (.)
 BT 091125A
 CON VA ~~W~~ BEEN EMPLOYED
 AND WA AIR FIELD
 SENT 232 0 1 KM
 ED ME 22 (LML) 0903(R)

11/3
 GR C814

7480

354

22/3/00

2210

Edw.

34A

6905

LROF V MENE

RE LRS 12/87

ROUTINE

QV 1

FROM A 7 SUB COM (IRAN)

TO A 7 SUB COM (IRAN) - AIR HEADQUARTERS RAF ITALY

(RE) RAC SECRETARIAT - 373 RM

SE RT

MSG26 MARCH 7 (.) UNCLASSIFIED (.) Linate Airfield (.)

PARA 1 (.) FIRST ADD

ISSUE PAGE TO ITALIAN AIR MINISTRY

FOR INFORMATION WML C.S.G. A.F.S.C. VISITED Linate MAR 6

INSPECTED CONTROL TOWER TRANSMITTER STATION AND CONSULTED
ON SITING OF D/F

PARA 2 (.) SIGNALS EQUIPMENT CONTROL TOWER NEEDS N.M.

OVERHAUL (.) EQUIPMENTS NOT ~~TESTED~~ TASTED AS ALL VALVES MISSING (.)

INCIDENTAL DAMAGE PROBABLE OTHER COMPONENTS (.) DETAIL

RECEIVERS T 1132 ~~QTY~~ QTY 2 (.) TEST SETS TYPE 5A AND 5L QTY

1 EACH (.) CRYSTAL FILTER UNIT TYPE 7A QTY 2 (.)

TRANSMITTER RECEIVER TR1196 QTY 1 (.) TRANSMITTER RECEIVER

SC2522 QTY 1 (.) REQUEST ONE ADDITIONAL LOUDSPEAKER TYPE 5

FOR INSTALLATION OPERATIONS OFFICE MONITORING ENGLISH

TRANSMISSIONS (.)

PARA 3 (.) RE D/F CONSIDER SUITABLE SITE APPROX 250 YARDS

SOUTH OF PROPOSED NEW RUNWAY NEAR CENTRE (.) APPROX 450 YARDS

FROM SOUTH BOUNDARY (.) EQUIPMENT WELD (.) SET GROUND

DELAYS IMMEDIATE COMMENCEMENT WORK (.) LOCAL SPEECH AND

KEATING BENCH AND POWER CIRCUIT TO BE PROVIDED ITALIAN AIR

FORCE (.) WILL PROSPECT FOR ALTERNATIVE SITE (.)

PARA 4 (.) TRANSMITTER STATION RAF EQUIPMENT T 1132 QTY 6

AND T 1131 QTY 2 (.) TWO T 1131S UNSERVICEABLE (.)

CPL HEAD WILL ~~INVESTIGATE~~ INVESTIGATE CAUSE (.)PARA 5 (.) SURPLUS EQUIPMENT (.) ~~NUMEROUS~~ NUMEROUS MISCELLANEOUS

ITEMS REDUNDANT TO I.A.F. REQUIREMENTS (.) ITEMS BEING

CLASSIFIED (.)

PARA 6 (.) LETTER FOLLOWS TO SECOND AND THIRD ADDRESSEES

BT 27/12/87

LD 42 RM

RE RE 12 / 87 2915 AM. RM.



Lit

UNCLAS V MEAN MR250213 QVR 1
FROM A F SUB COM (

31A AIR
N60/08

UNCLAS V MEAN MR250213 QVR 1
FROM A F SUB COM (MILAN) 311100A
TO A F SUB COM (XROME) AIR HEADQUARTERS ITALY
INFO HAAS SECRETARIAT 376 H.U.
RSH CR SA BT



MB/7777

MS 226 UNCLASSIFIED (.)

MY 3. 226 MAR REF PARA 3 (.) SITE ON AIRFIELD NOT CONSIDERED COM
IN VIEW OF POSSIBLE OBSTRUCTION TO FLYING (.) NO OTHER SITE ON
AIRFIELD SUITABLE XT (.) C.O. AFSC MILAN AND CNO AFSC ROME AGREE
THAT EXISTING SITE MUST BE ACCEPTED (.)

PARA 2 (.) REF AND FLIGHT SIGNAL 3.221 MAR U/S EQUIPMENT DISCOVERED
WAS HELD IN SAFE KEEPING UNKNOWN TO CPL PEADE (.)
VALVES HAD BEEN STOLEN AND ONE TRANSFORMER FROM POWER UNIT TYPE 3 (.)
CPL PEADE CAN UNDERTAKE INSTALLATION IN TOWER 24/ 9/11 ON RECEIPT
OF SERVICEABLE EQUIPMENT AS QUOTED MS 224 MAR PLUS LOUDSPEAKER
TYPE 3 QUANTITY 1

2208

2208

BT
SENT MR250213 BY AT 25-2047A BS K
RECD HOS AT 25-2047A 335528 K

13/5
 FROM X AFSC MILAN
 TO AFSC ITALY
 INFO 378 .H U
 BRST

13/5

214A

29A

657732A

11/7

MS224 (..) UNCLASSIFIED(..)
 FURTHER YOUR S.512 DATED 1 MARCH AND OUR MS223 DATED 5 MARCH
 NOW INXXXXX INFORM YOU THAT ALL V H T EQUIPMENT IN AN UNSERVICEABLE
 CONDITION(..) WOULD SUGGEST IT IS REPLACED BY SERVICEABLE ITEMS FROM
 22/372 H.S.(..) FOLLOWING ITEMS REQUIRED -

- 10 T/45 CRISTAL MONITOR TYPE 4 QTY ONE
- 10 D/125 R 1132 A QTY TWO
- 10 L/5 CONTROL UNIT 7 A QTY TWO
- 10 K/1 POWER UNIT 3 QTY THREE
- 10 T/45 TR5043 QTY ONE
- 10 S/530 TEST SET 5 B QTY ONE
- 10 S/20 TEST SET 5A QTY ONE
- 10 D 325 TR 1196 QTY ONE (..)

SPARE SETS OF VALVES ALSO REQUIRED (..)

BT 361125A
 SMT WBS PEBB K



2207

LTCE V LANE NR 163 R/R
T LAMP T - AF SUB CON ROME

ETCO AND ITALY 861640A
TO AF SUB CON MILAN
INFO AF SUB CON ROME
OR -- ET

SEES UNCLASSIFIED YOUR MESSAGE AND IN 220 MARCH IS THE
EQUIPMENT YOU HAVE DISCOVERED THAT WHICH WAS STOLEN
PARA 2 CAN YOU ARRANGE TO INSTALL ITEMS YOU LIST

BT 861640A

SENT NR 163 H-H D

~~650731A~~
650731A

Ant Jona sk

32A

29A

C773

V.L. 7/3

22/3/85
2205

M73/06

30A

6158

2/6

FROM 370 N D 251512

TO AFSC MILAN RPT AFSC ROME RPT AND ITALY

BT

S125 5 MARCH

UNCLASSIFIED (.) REFER AND ITALY S 315 MARCH 3 (.) CPL

711 READ TO SELECT SUITABLE SITE NEARBY AIRFIELD BUT ENSURING IT
 CAUSES NO FLYING OBSTRUCTION AND THAT THERE IS NO TROUBLE OVERLAND

REQUISITIONING (.) CONSIDER CPL READ TECHNICALLY COMPETENT TO

2203

DO THIS (.) NO SIGNALS OFFICER ~~IS~~/ THEREFORE BEING SENT ~~BY~~

UNLESS DIFFICULTIES ENCOUNTERED (.) READ TO Liaise WITH ALL INTERESTED
 AUTHORITIES BEFORE COMMENCING ERECTION

BT

~~SENT BY AIR MAIL~~~~FOR INFORMATION TECHNICALLY~~~~CONFIDENTIAL~~

RCI AT 2232 FC A

LICIT V MDUC NR DWS 33/5 T/ LGJP IMPORTAT
QVR 2
FROM A F SID COMM MILAN
TO AHQ ITALY
INFO AESUE COMM ROME
376 M.U.
CRET

UNCLASSIFIED(.) NS220 REF YOUR S.310 MARCH 1

CONFIRM XMMX YOUR LIST OF VME EQUIPMENT, IN ADDITION
TWO CONTROL UNITS 7A AVAILABLE HERE (.)
PROCEEDING WITH TESTING EQUIPMENT AS SERVICEABILITY NOT KNOWN (.)

BT 051200B
SENT REJ AR TKU K
RD FEIA 051540AR TKS K

609129A
Ave from sk

24A/V63/05



2201

28A

From : Air Forces Sub Commission, Rome.
To : Air Forces Sub Commission, Milan.
Date : 5th March, 1946.
Ref : AFSC/22/3/Air.

FINITE AIRFIELD.

12A

Reference is made to our letter of even reference dated 11th Feb. 1946, to Italian Air Ministry, copy to you.

2. - You are requested to ensure that there will always be English speaking Flying Control personnel on the field, provision of whom by the Italian Air Force, is an additional responsibility entailed by holding normal user rights to this field (Para. 3 of the above quoted letter refers).

WAB

W.M. BIDEE, W/Odr,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

LRCH V MMS 44/22 ROUTINE
 QVR 2
 FROM AF SUB COMM (MILM)
 TO AFHQ RPT ITALY (R) AF SUB COMM (RONE) 373 NH

BT
 02219 (..) UNCLASS HE/DE FILLING PARTY PROGRESS REPORT (..)

(1) 1) NIL

11) 1 RECEIVER

(2) 1) NIL

(3) 1) NIL

11) 4 BASTS - DFC 22 AERIAL SYSTEM

(4) 1) NIL

(5) 1) 1/2000 BAST

(6) 1) 1/2000 BAST

(7) 1) 1/2000 BAST

(8) 1) 1/2000 BAST

(9) PRESENT D/T STATION EQUIPMENT HAS BEEN REMOVED AS IT WAS UNSERVICEABLE AND TO PREVENT THEFT (..) SINCE ~~IT IS~~ IT IS ABOUT FOUR MILES FROM AIRPORT AND IN INACCESSIBLE POSITION IN WET WEATHER, SUGGEST ERECTING NEW STATION WITHIN AS ABOVE LEVEL 1. 2. 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. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 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C N T

INFO V LINE NR 35 ROUTINE

CNR

FROM AND RE: ITALY 221355A

TO AFSC AS MILAN

INFO AFSC ROME DWS RM

BT

2213 3. HAS UNCLASSIFIED . YOUR MS 213

MS 213 RE D/T STATION MILAN . AGREE THAT IF SUITABLE SITE NEARER AIRFIELD
IS AVAILABLE THIS SHOULD BE USED BUT CANNOT UNDERSTAND WHY THIS NOT
POSSIBLE DURING FIRST INSTALLATION . 2213 AM ARE TO ARRANGE FOR D/T REPT
TO CHECK SITE OR IF UNPRACTICABLE SIGNALING OFFICER ASG NORTH ITALY CAN BE
DESPATCHED MILAN

BT 221355A

AND MAKE IT YOUR MS 213 MS 213 FOR ON

~~INFO V LINE NR 35 ROUTINE~~

Sign file

22/3, 71R

549 26A

27A

2198

Eust

13/6

4/3
OL CM43
22/3/air

LRGE V MDMS NR DMS 43/2 (IMPORTAT) T 1011 T 1011
 FROM A F SUB COMM (MILAN)
 TO AND ITALY (R) F SUB COMM (ROME)
 BT

NO215 UNCLASS.

REF YOUR S 274 DATED 24 FEB. REQUEST AUTHORITY TO SITE
 WE/DE WUT IN A POSITION NEARER TO AND MORE ACCESSIBLE FROM THE
 AIRFIELD AT Linate.

BT 021230A

QUR2

SENT DG B1 KK

MDMS NR 43/2 DD 0222200 ECP AP

Sigs file

17A
 4/3. *CHH2*
 22/3/air
 IMPORTANT
ent

219

22/3/AIR 5583
 6/3
 25A

5335
24A

LROF V LARK NR 2 3VR2

FROM AND ITALY 211545A

TO 59 PTC

INFO AFSC ROME AFSC MILAN

BT

SS12 UNCLASSIFIED FOR W/F B/F FITTING PARTY YOUR S12 FEBRUARY BELIEVE

VHF EQUIPMENT FITTED WAS AS FOLLOWS R1152 QTY 2 CRYSTAL MONITOR QUANTITY

ONE POWER UNIT TYPE 3 QUANTITY THREE TM1143 QUANTITY

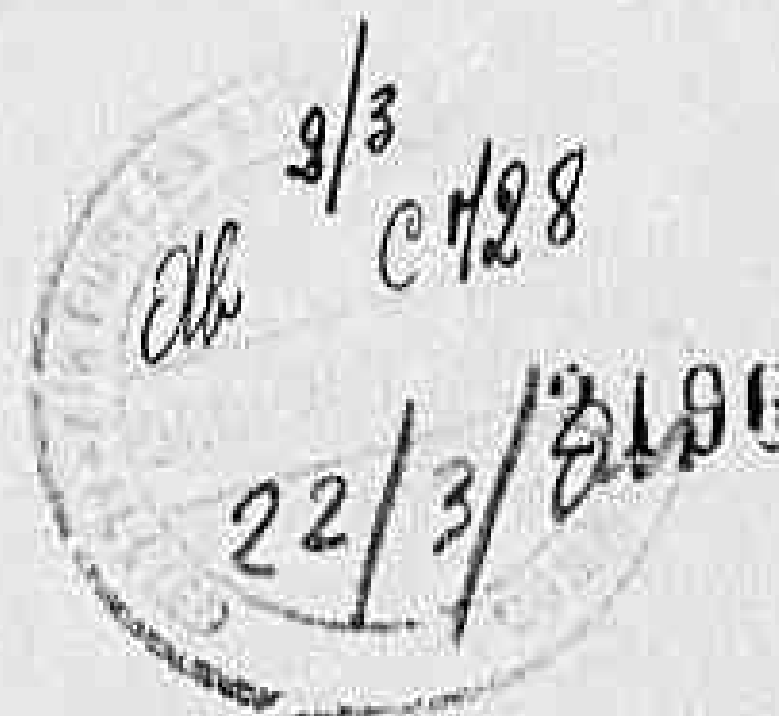
ONE. CAN YOU CONFIRM THIS FROM REMAINS

BT 211545A

SENT NR 2 IR 2

0040

Gut



23 A

From:- Mediterranean Allied Air Committee Secretariat.
To :- Air Forces Sub-Commission, Allied Commission, Rome.
Date:- 2nd March, 1946.
Ref :- MAAC/4203/1/AFALS

Linate Airfield

Reference is made to this Secretariat's letter of even number, dated 6th February, 1946:

2. It is noted from your Monthly Air Report for January, No. 38 (Para. 42) that since there will be no Allied flying control staff on Linate airfield, English speaking Italian officers are being employed there, against the possible arrival of Allied aircraft.

3. You are requested to ensure that there will always be English speaking Flying Control personnel on the field, provision of whom by the Italian Air Force, is an additional responsibility entailed by holding normal user rights to this field (Para. 3 of the above quoted letter refers).

2195

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander
Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE

4/3
M 715

22/3/46

MSG 3 1045

OP DWS 16/28

ROUTINE

22 A

WVR 3

FROM 55 PTC

TO AMO ITALY RAF (R) 375 MW -

AFSC

AFSC SUB COMM MILAN

GR BT

E13 27 FLE UNCLAS(.) REF YOUR S279 1/DE FITTING PARTY CPL PEAS
 STATE THAT ALL THE EQUIPMENT HAS BEEN REMOVED FROM THE AIRFIELD
 CONTROL TOWER MILAN, AND IT IS NOT TO BE FOUND ON THE AERODROME
 TO RESTORE ORIGINAL FACILITIES THEREFORE A COMPLETE SET OF
 EQUIPMENT IS REQUIRED (.) THE TRANSMITTING STATION STILL POSSESSES
 SIX 1190'S AND THREE 1131'S (.)

RD 1513

TEL AR THU

DT 28/10/64

4806

E 117

H

21/8/Ar

22/8/Ar

21A

From : Air Forces CP Commission, . . . , Rome.
 To : Allied & Foreign Liaison Section, Air H. Headquarters,
 Royal Air Force, Italy.
 Date : 28th February 1946.
 Ref : AFHQ/AIR/C.506/SISC.

THEFT OF RADIO EQUIPMENT FROM Linate

15A

Further to this Sub Commission's letter of even reference dated 14th February 1946, additional information on the subject is very scanty, but is forwarded herewith.

2. The Italian Air Force representative had made a survey of the equipment and had signed the inventories. A detailed schedule of the equipment stolen and or damaged has not been compiled because of the difficulty in identifying radio equipments and components by non-technical personnel. This report may be available after 2433 inspection has been made by the H.Q.C. i/c W/P fitting party requested by A.H.C. A.O.P., Italy signal 3.274, dated 24th February 1946.

3. The equipment was housed in the second story of the control tower building, and was accessible to R.A.F. and I.A.F. personnel during the morning of the 3rd February. The R.A.F. were in the course of evacuating the building and the I.A.F. were not in physical control or possession of the building or the equipment concerned until the afternoon when the theft was discovered.

4. It is advised by the Officer Commanding A.F. . . . Detachment, Milan that the unserviceable equipment is not required by the Italian Air Force, with the exception that there is now no V.H.F. control, which would be of service to the Baltimore Storms and Fighter Wings, and also perhaps to Allied aircraft.

5. In consequence of all personnel who might have been able to contribute relevant information having left Linate, no further investigation to determine responsibility can be made on the spot. On the statement of the case, as it stands, it is felt that it would not be entirely just to hold the Italian Air Force

17A

Further to this Sub Commission's letter of even reference dated 14th February 1946, additional information on the subject is very scanty, but is forwarded herewith.

4. The Italian Air Force representative had made a survey of the equipment and had signed the inventories. A detailed schedule of the equipment stolen and or damaged has not been compiled because of the difficulty in identifying radio equipments and components by non-technical personnel. This report may be available after **Fig 3** inspection has been made by the R.A.F. i/c 1/8 Fitting party requested by I.H. U.S., Italy signal S-224, dated 14th February 1946.

17A
3. The equipment was housed in the second story of the control tower building, and was accessible to R.A.F. and I.A.F. personnel during the morning of the 3rd February. The R.A.F. were in the course of evacuating the building and the I.A.F. were not in physical control or possession of the building or the equipment concerned until the afternoon when the theft was discovered.

4. It is advised by the officer commanding R.A.F. Detachment, Milan that the unserviceable equipment is not required by the Italian Air Force, with the exception that there is now no V.H.F. control, which would be of service to the Baltimore Storms and Fighter Wings, and also perhaps to Allied aircraft.

5. In consequence of all I.A.F. personnel who might have been able to contribute relevant information having left Milan, no further investigation to determine responsibility can be made on the spot. On the statement of the case, as it stands, it is felt that it would not be entirely just to hold the Italian Air Force responsible.

6. Authority is requested for the radio equipment not required by the I.A.F. to be transferred back to the R.A.F. on paper, that is the equipment unserviceable and missing, in order that the unserviceable items may be returned through normal channels and serviced and the ~~missing~~ missing equipment written off charge. Arrangements can then be made to issue such serviceable equipment as is necessary to complete the installation to the requirements of its normal operations.

File on 22/3/AR ✓

ELWJ

C. J. PARSONS 2/22.

for. Air Vice Marshal
Director

Air Forces Sub Commission

1007 V LATER NR 67 ROUTINE

3 MIST CUE 2

FROM AND ITALY

TO: 26 PTC

INFO

ONE OF SUB COMMISSION ROOM (B) OF SUB COMMISSION MILAN

ON 10/11

3286 . PRIMARY ENCLASIFIED FOR 1/2 FIFTH PARTY FURTHER OUR
 6273 REFERENCE AND ADDRESSES 1892 NOT TO YOU REQUEST CPL PEASE
 FIRST CONTACT OF SUB COMMISSION MILAN .

BY

SENT 10/67 AB B KK

RD 1334

20A
444

C 708
28/2
22/3/08

18A no action
File
LW8

2192

RK 6 V LANE NR 22
QVR 2)

FROM AMO ITALY
TO 59 PTC

REPEATED (R) EYE MIA HQ AF SUB COMMISSION (R) AF SUB COMMISSION
DET MILAN 26

8279 UNCLASS

FOR H/F D/F

FITTING PARTY REQUEST CPL BEADE INSPECT AIRFIELD CONTROL
TOWER MILAN AND ADVISE THIS HQ WHAT VHF EQUIPMENT NEEDED TO REPAIR ORI
GINAL FACILITIES

BT

SNT RES 0055-4-A-4

RD 262400A

FB

AM TKS

Sigp 22/3/AIR

Seen
Self

N 7/27

AIR
19A



GA

AIR 8A

17A 787/26

LEAVE V MEAV NR 25055
 QVR2
 FROM A F SUB COMM (MILAN) 120026A
 TO A F C ITALY
 INFO A F SUB COMM(ROMA) : AFIS AND ITALY
 QSH 0833 BT

MS212. YOUR 5274 24 FEB. NO KNOWLEDGE OF D/F
 FITTING PARTY AT Linate AIRPORT TO DATE. MAY THE
 OFFICER OF NCO I/IC ON ARRIVAL BE INSTRUCTED TO CONTACT
 AIR FORCES SUB COMMISSION MILAN

BT
 SENT VEN D4 K
 R 2204 ROMERO AR

Est

27/2
 C697
 22/3/air
 2190

DOES IT READ SEC FROM 1ST LINE OR NCO I/IC ON
 I/IC NCO I/IC

1
LROF V LAME NR 3A
T AFSC ROME
FROM AND ITALY
TO AIR FORCES SUB COMMISSION MILAN
INFO AFSC ROME AFIS THIS HQ
S 274 24 PER UNCLASSIFIED (.)
REQUEST YOU INSTRUCT NCC I/C BAF
FITTING PARTY AT LIMATE TO (A) ASSESS DAMAGE CAUSED BY THEFT OF
EQUIPMENT AT CONTROL TOWER
(C) FORWARD THIS HEADQUARTERS
LIST OF REPLACEMENTS REQUIRED BY SERVICE INSTALLATIONS (.)
BT
SENT NR 30 AM 22



17A
3790

2189

1340 AM

Declassified E.O. 12356 Section 3.3/NND No

BEST COPY POSSIBLE

17A
3790

LEOF V LANE NR 32

T AFSS ROME

FROM AND ITALY

TO AIR FORCES SUB COMMISSION MILAN

INFO AFSS ROME AFSS THIS HQ

Z 274 24 FEB UNCLASSIFIED (.)

REQUEST YOU INSTRUCT NCO I/C B/F

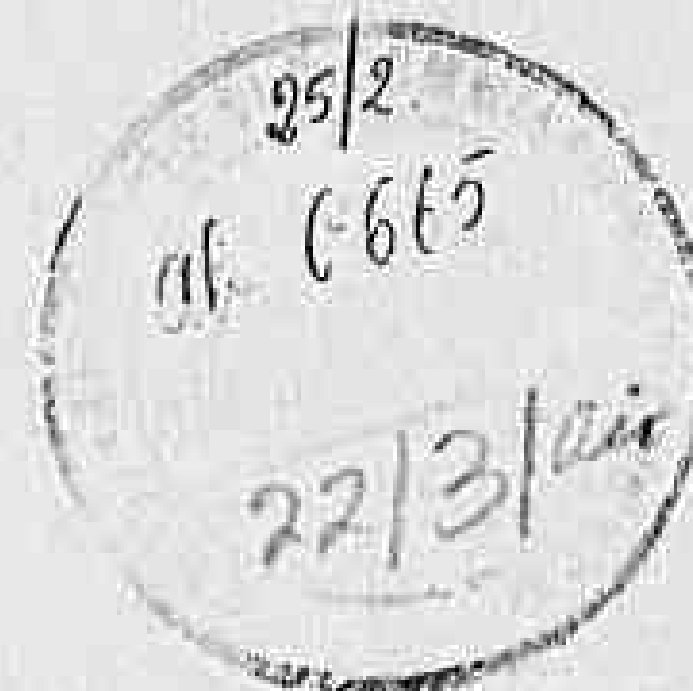
FITTING PARTY AT LIRATE TO (A) ASSESS DAMAGE CAUSED BY THEFT OF
EQUIPMENT AT CONTROL TOWER

(C) FORWARD THIS HEADQUARTERS

LIST OF REPLACEMENTS REQUIRED BY SERVICE INSTALLATIONS (.)

BT

SENT NR 32 EM BE



2189

1330 018

167

FROM :- Air Forces Sub-Commission,
Allied Commission, Milan.

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

DATE :- 16th February 1946.

REF :- AFSC/M/Y/O/DRC.

THEFT OF R.A.F. RADIO EQUIPMENT FROM LINAGE

2188

With reference to your letter AFSC/22/3/AIR dated 14 Feb. 1946 and to conversation in Rome between R/Lt Freeman and Group Captain Jarman it is confirmed that :-

- (a) The Radio Equipment was housed in a room on the second floor of the Control Building.
- (b) It is impossible to give an answer to the remainder of your Para 2, a.R.A.F. Signal Officer will be needed to assess the amount of loss and the total damage.
- (c) The I.A.F. had signed the inventories and has made a survey of the equipment. They were not in complete charge, as the building was being evacuated by the R.A.F.
- (d) As the investigation suggested requires a Signal expert it is requested that it is carried out by the A.F.S.C. Signal Officer or by a Signal Officer nominated by AFHQ Italy.
- (e) The R.A.F. equipment is not required by the I.A.F. to operate the Courier Service and with the exception of the VHF, which is used by the Baltimore Stormo and Fighter Wings, the remainder of the equipment should be returned to the I.A.F.

THEFT OF R.A.F. RADIO EQUIPMENT FROM ITALY 2188

With reference to your letter AF33/22/3/AIR dated 14 Feb. 1946 and to conversation in Rome between P/Lt Freeman and Group Captain Jarsan it is confirmed that :-

- (a) The Radio Equipment was housed in a room on the second floor of the Control Building.
- (b) It is impossible to give an answer to the remainder of your Para 2, a.R.A.F. Signal Officer will be needed to assess the amount of loss and the total damage.
- (c) The I.A.F. had signed the inventories and has made a survey of the equipment. They were not in complete charge, as the building was being evacuated by the R.A.F.
- (d) As the investigation suggested requires a Signal expert it is requested that it is carried out by the A.P.S.C. Signal Officer or by a Signal Officer nominated by AMQ Italy.
- (e) The R.A.F. equipment is not required by the I.A.F. to operate the Courier Service and with the exception of the VHF, which is used by the Baltimore Stormo and Fighter Wings, the remainder of the equipment should be returned to R.A.F. Stores.



L.E. JARLAN G/C
Commanding
A.P.S.C. MILAN.

15A

From : Air Forces Sub Commission, A.C., Rome.
To : All 1 and Foreign Liaison Sec on
of Headquarters, Royal Air Force, Italy.
Date : 14th February 1946.
Ref : AFSC/AIR/3.506/3138

THEFT OF RADIO EQUIPMENT FROM LINATE.

13A

Enclosed is a report on the above subject from Air Forces Sub Commission, Milan.

2. A more detailed report has been requested by this Sub Commission in order that full information may be available if the question arose of holding the Italian Air Force responsible for the loss, (as appears to be the case technically), and 2187 in order that repair or replacement of the equipment may be made, and the station rendered serviceable at an early date.

3. It is understood that a 2/T fitting party under the control of Air Headquarters R.A.F. Italy will visit Linate in the immediate future for the purpose of servicing the HF D/F station. It is requested that the services of the Officer or N.C.O. i/c fitting party may render assistance if required by Air Forces Sub Commission, Milan, in making an assessment of the damage and advise on the requirements for repairing or replacing equipment.

4. May it be indicated whether or not a supplementary report will be required?

E.H.F.
E.H. FREEMAN P/IE.
Air Vice Marshal
Director
Air Forces Sub Commission.

13

Copy on file AFSC/22/AIR

14A

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

To : Air Forces Sub Commission, Milan.

Date : 14th February 1946.

Ref : AFSC/22/3/AIR.

THEFT OF R.A.F. RADIO EQUIPMENT FROM LINATE.

13A

Reference is made to your letter ref. AFSC/M/370/ORG. dated 6th February 1946 on the subject of theft of radio equipment from Linate, concerning which a more detailed report is requested.

2. It is requested that particulars may be given of the location in the Control Building, from which the equipment was stolen; the type of receiver missing; the types of transmitter and receiver rendered unserviceable; by the removal of components; and what ancillary equipment is necessary to reinstall the station, in order that action may be taken to replace or repair the equipment.

3. It would be relevant to know whether the I.A.F. were in actual physical control of the equipment signed for. Rather the contrary appears to have been the case from para 3 of your letter.

4. Although this Headquarters inclines to the view that the I.A.F. should not be held responsible for the loss, a preliminary report is being made to Allied and Foreign Liaison Section of Air Headquarters Italy and it may be necessary to amplify this report with full details when available. It is requested that you exercise your discretion as to whether or not a formal investigation is required.

5. No disposal instructions can be given for the remaining equipment until the extent of the damage and necessary repairs has been determined. In this connection, if technical assistance is required this Headquarters is to be informed by signal. It is probable that a fitting party will reach Linate in the immediate future, and the assistance of the Officer or N.C.O. i/c could probably be enlisted to estimate the provisions best suited to render the station

report is requested.

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4. Although this Headquarters inclines to the view that the I.A.F. should not be held responsible for the loss, a preliminary report is being made to Allied and Foreign Liaison Section of Air Headquarters Italy and it may be necessary to amplify this report with full details when available. It is requested that you exercise your discretion as to whether or not a formal investigation is required.

5. No disposal instructions can be given for the remaining equipment until the extent of the damage and necessary repairs has been determined. In this connection, if technical assistance is required this Headquarters is to be informed by signal. It is probable that a fitting party will reach Linate in the immediate future, and the assistance of the Officer or N.C.O. i/c could probably be enlisted to estimate the provisions best suited to render the station serviceable again. This Headquarters will communicate with Air Headquarters E.A.F. Italy to request such co-operation if required.

East
E.A. FREEMAN R/Lt.
Air Vice Marshal
Director
Air Forces Sub Commission.

3 AFSC/AIR/S.506/SIGS

13A

FROM :- Air Forces Sub-Commission, Milan.

TO :- Air Forces Sub-Commission, Rome.

DATE :- 6th February 1946.

REF :- AFSC/M/370/ORG.

11/2
Dr M309
22/3/46

THEFT OF R.A.F. RADIO EQUIPMENT FROM LINATE

9A 2185

As stated in our letter AFSC/M/370/ORG dated 31st January 1946, arrangements were made with AFHQ to take over the Radio Equipment in the Linate Control tower.

2. The R.A.F. were closing down with effect from midnight on 3rd February and Captain Piferi, I.A.F. signed the inventories for the R.A.F. equipment on the morning of 4th February.

3. During that morning and until two o'clock in the afternoon there was considerable traffic of RAF and I.A.F. personnel throughout the control building.

4. At two o'clock it was discovered that the Receiver, all valves, and numerous other parts of the equipment were missing. This was reported to me too late to conduct a search of the RAF vehicles, but the carabinieri were notified and searched I.A.F. vehicles leaving the airfield with a negative result.

5. The thief or thieves obviously worked in a hurry and wires were cut and parts of the sets

THEFT OF R.A.F. RADIO EQUIPMENT FROM Linate

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4. At two o'clock it was discovered that the Receiver, all valves, and numerous other parts of the equipment were missing. This was reported to me too late to conduct a search of the RAF vehicles, but the carabinieri were notified and searched I.A.F. vehicles leaving the airfield with a negative result.

5. The thief or thieves obviously worked in a hurry and wires were cut and parts of the sets not required were damaged while removing wanted parts.

6. As the equipment is now useless I have ordered the I.A.F. to dismantle the remaining parts and to store them in a locked or guarded room until disposal instructions are received.

7. Although the equipment was signed for by the I.A.F. I do not consider that they can be held responsible for the loss.

C.S.O.

Will you lay and ascertain whether anyone is thinking of holding the IAF responsible for the loss. If so we should take the matter up now since it appears that on paper the IAF are in the wrong.



L.E. JARMAN C/C
Commanding
A.F.S.C. MILAN

[Handwritten signature]

[Handwritten note:] The IAF are in the wrong.

0215

12A

From : Air Forces Sub Commission, Rome.
 To : Italian Air Ministry.
 Date : 11th February, 1946.
 Ref : AFSC/22/3/Air.

3A

OCCUPATION OF Linate Airfield BY I.A.F.

Further to our letter of even reference dated 9th Jan. 1946 herewith further details of the status of Linate Airfield as regards occupation by the I.A.F. at the present time.

2. This Airfield is, for the time being, no longer used for routine services of R.A.F. Transport Command, and the Italian Air Force are, therefore, being allowed normal use of the Airfield. It is particularly stressed that the Airfield is not being de-requisitioned or assigned to the Italian Air Force, as it is still to remain an Allied Airfield.

3. From an Air Staff point of view normal user rights entail the following :-

- (a) Provision of Flying Control, Fitness and Serviceability states are to be passed to A.A.F. R. ITALY as necessary.
- (b) Maintenance of Airfield Serviceability.
- (c) Refuelling of all Allied aircraft landing on the Airfield. In this connection a minimum of 5,000 gallons of fuel is to be held available for this purpose.

4. With regard to the Signal Equipment at this Airfield, which consists of :-

V.H.F. and HF R/T Airfield Control Equipment.

HF R/T Station type HQ.25.

This equipment is to be regarded as being transferred to the Italian Air Force on a loan basis, the following comment being made:

- (a) The I.A.F. to be allowed the use of the equipment for their own services with the qualification that if the use of the equipment is required by the R.A.F. during the time the Airfield remains an Allied Airfield the control of the equipment will be relinquished by the I.A.F.
- (b) The I.A.F. to be responsible for safe custody, and day to day maintenance.
- (c) The R.A.F. to be responsible for major repairs, component replacement and technical assistance.

5. For refuelling and aircraft safety purposes one petrol

2. This airfield is to be used for routine service of R.A.F. Transport Command, and it is to be used for the 1st Air Force, therefore, being allowed normal user rights of the airfield. It is to be used for the 1st Air Force, and it is to be used for the 1st Air Force, and it is to be used for the 1st Air Force.

From an Air Force point of view normal user rights are to be given to the following:-

- (a) Provision of flying control, fighter and serviceability mater are to be passed to A.F.C. W. ITALY - necessary.
- (b) Maintenance of airfield serviceability.
- (c) Refuelling of all Allied aircraft landing on the airfield. In this connection a minimum of 5,000 gallons of fuel is to be held available for this purpose.

With regard to the signal equipment at this airfield, which consists of:-

- (a) R.A.F. and R.A.F. Airfield Control Equipment. This equipment is to be regarded as being transferred to the 1st Air Force on a loan basis, the following comment being made:
 - (i) The R.A.F. to be allowed the use of the equipment for their own service with the qualification that if the use of the equipment is required by the R.A.F. during the time the airfield remains an Allied airfield the control of the equipment will be relinquished by the R.A.F.
 - (ii) The R.A.F. to be responsible for its custody, and day to day maintenance.
 - (iii) The R.A.F. to be responsible for major repairs, component replacement and technical assistance.

5. For refuelling and aircraft safety purposes and petrol tower and one crash tender are being left at the airfield. There are being loaned to R.A.F. for use by the 1st Air Force.

W. N. Bindee *W. N. Bindee*

W. N. Bindee, S/Cdr,
Air Vice-Marshal,
Director,
Air Forces and Commission.

Copy to A.F.C. W. N. Bindee.

From : Mediterranean Allied Air Committee Secretariat.

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

Date : 6th February, 1946.

Ref : MAAC/4203/1/AFALS.

LINATE AIRFIELD.

Reference is made to your letter AFSC/22/Air, dated 19th January, 1946, and also to your letter AFSC/22/Air, dated 9th January, 1946.

2. This airfield, is for the time being, no longer to be used for routine services of R.A.F. Transport Command, and the Italian Air Force are, therefore, being allowed normal user rights of the airfield. It is particularly stressed that the airfield is not being de-requisitioned or assigned to the Italian Air Force, as it is still to remain an Allied Airfield.

3. From an Air Staff point of view normal user rights entail the following:-

- (a) Provision of Flying Control. Fitness and serviceability states are to be passed to A.S.C. N. ITALY as necessary.
- (b) Maintenance of airfield serviceability.
- (c) Refuelling of all Allied aircraft landing on the airfield. In this connection a minimum of 5,000 gallons of fuel is to be held available for this purpose.

4. With regard to the Signals Equipment at this airfield, which consists of:-

V.H.F. and HF R/T Airfield Control Equipment.
HF D/F Station type DFG.25.

This equipment is to be regarded as being transferred to the Italian Air Force on a loan basis, the following comments being made:-

- (a) The I.A.F. to be allowed the use of the equipment for their own services with the qualification that if the use of the equipment is required by the R.A.F. during the time the airfield remains an Allied airfield the control of the equipment will be relinquished by the I.A.F.
- (b) The I.A.F. to be responsible for safe custody, and day to day maintenance.



It is particularly stressed that the airfield is not being de-requisitioned or assigned to the Italian Air Force, as it is still to remain an Allied Airfield.

3. From an Air Staff point of view normal user rights entail the following:-

- (a) Provision of Flying Control. Fitness and serviceability states are to be passed to A.S.C. N. ITALY as necessary.
- (b) Maintenance of airfield serviceability.
- (c) Refuelling of all Allied aircraft landing on the airfield. In this connection a minimum of 5,000 gallons of fuel is to be held available for this purpose.

4. With regard to the Signals Equipment at this airfield, which consists of:-

V.H.F. and HF R/T Airfield Control Equipment.
HF D/F Station type DFG.25.

This equipment is to be regarded as being transferred to the Italian Air Force on a loan basis, the following comments being made:-

- (a) The I.A.F. to be allowed the use of the equipment for their own services with the qualification that if the use of the equipment is required by the R.A.F. during the time the airfield remains an Allied airfield the control of the equipment will be relinquished by the I.A.F.
- (b) The I.A.F. to be responsible for safe custody, and day to day maintenance.
- (c) The R.A.F. to be responsible for major repairs, component replacements and technical assistance.

/Para. 5 contd. page 2.....



- 2 -

5. For refuelling and aircraft safety purposes one petrol bowser and one crash tender are to remain at the airfield to be handed over on loan to you for use by the Italian Air Force.

M. E. Fisher
(MAXWELL FISHER)
Wing Commander,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.

2180

Copies to: S.A.S.O.
A.O.A.
S.T.O.
S.E.O.
C.S.O.
S. Movs. O.

*file**10 A*

From : Air Force Sub Commission, Rome.
To : M.A.A.C., Secretariat
Date : 5th February, 1946.
Ref : AFSC/22/3/Air.

LINATE AIRFIELD

The attached progress report on the evacuation of Linate Airfield by R.A.F. is forwarded for your information and guidance.

2. Request a copy of this report be forwarded to R.A.F. Headquarters, Italy.

2179

F. E. M.
FRANK E. MANN,
LT. COL., Air Corps,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

1 Enclosure : Ltr AFSC/4370/Org., dtd 31st Jan. 46.

9A

From : Air Forces Sub Commission, Milan
To : Air Forces Sub Commission, Rome
Date : 31st January 1946
Ref. : 2000/M/370/arg.

LINATE AIRFIELD

The recent bad weather conditions and snow bound roads have delayed the R.A.F. evacuation of Linate Airfield, but the taking over of all essential services by the I.A.F. is progressing satisfactorily.

2. All I.A.F. and R.A.F. Signals equipment will remain and Captain Pirevi, I.A.F. Signals Officer is at Linate supervising this. The R.A.F. equipment which includes VHF and W/T is to be vouchered over and the I.A.F. made responsible for its upkeep.
3. All telephone services for the R.A.F. will cease on 1st February and the I.A.F. are arranging with the STIRRI firm to take them over as a complete installation.
4. Three Fairchild aircraft belonging to A.F.S.C., the Staging Post, and to the Base Area are to be transferred to the Baltimore Stormo Hanger which is adequately guarded.
5. A considerable amount of equipment destined for Vienna and Naples will be left behind after all R.A.F. personnel are posted.
Arrangements are made for the Italian C.O. to take over the equipment and to load it into box cars at Milan station when R.A.F. movements are able to allot suitable transport. Inventories of this equipment are prepared and will be checked by A.F.S.C.
6. Patrol and oil stocks were checked and handed over to the I.A.F. on 15.1.46.
7. Personnel of the Stormo Baltimore and the Transport Light will move into the office accommodation in the main building. The reception building will be used for an officers mess and sleeping quarters.
An effort will be made to maintain the canteen.

have delayed the R.A.P. evacuation of Linate Airfield, but the taking over of all essential services by the I.A.P. is progressing satisfactorily.

2. All I.A.P. and R.A.P. Signals equipment will remain and Captain Rifei, I.A.P. Signals Officer is at Linate supervising this. The R.A.P. equipment which includes VHF and P/OP is to be vouchered over and the I.A.P. made responsible for its upkeep.
3. All telephone services for the I.A.P. will cease on 1st February and the I.A.P. are arranging with the STIPPI firm to take them over as a complete installation.
4. Three Pirelli aircraft belonging to A.P.S.C., the Staging Post, and to the Base Area are to be transferred to the Baltimore Stormo Hangar which is adequately guarded.
5. A considerable amount of equipment destined for Vienna and Naples will be left behind after all R.A.P. personnel are posted. Arrangements are made for the Italian C.O. to take over the equipment and to load it into box cars at Milan station when R.A.P. movements are able to allot suitable transport. Inventories of this equipment are prepared and will be checked by A.P.S.C.
6. Petrol and oil stocks were checked and handed over to the I.A.P. on 15.1.46.
7. Personnel of the Stormo - Baltimore and the Transport Flight will move into the office accommodation in the main building. The reception building will be used for an officers mess and sleeping quarters. An effort will be made to maintain the Cafeteria. I.A.P. Other Banks will occupy the RUNA building and accommodation has been allotted to the forty Polish airmen attached to No. 2 District.
8. The services of a special AFSC officer to supervise Linate Airfield will (no longer) be required.



W. J. Rifei

W. J. RIFEI, C/O,
Commanding
AFSC MILAN

W. J. Rifei
for copy - 1/8/46

~~Sigs~~

file

8A

From:- Air Headquarters, R.A.F., Italy.

To:- Headquarters, No. 249 Wing.

Copy to:- Air Forces Sub Commission, Allied Commission, Rome. ✓

Date:- 12th January, 1946.

Ref:- AFHQ/3.3001/5/ORG.

Disbandment of No. 146 Staging Post

As No. 146 Staging Post ~~is~~ disbanded, the teleprinter circuit Bologna - Milan airfield is to be diverted to become Bologna - 59 P.T.C. with effect from 11th January, 1946. The speech circuit from R.A.F. Bologna to Milan airfield is to remain open but will be re-terminated at Milan airfield at the Italian Air Force C.A.V. switchboard.

2176

2. The H.S/D.F. station at this airfield is required by the Italian Air Force and is to be transferred on loan by arrangements to be made with the Air Forces Sub Commission, Allied Commission, Rome.

3. The H.F. and V.H.F. airfield control short range R.T. equipment is required to be left operative in the control tower and transferred to the Italian Air Force. Arrangements are again to be made with the Air Forces Sub Commission, Allied Commission, Rome.

4. Headquarters No. 249 Wing is requested to ensure that all Welfare Items from No. 146 Staging Post are returned to the Welfare Stores at No. 59 P.T.C.

for T.W. Boudle S.L.
Air Commander,
Air Officer i/c Administration,
Air Headquarters, R.A.F., Italy.

Seen 80/8/1946 FIC
CSO
36M 24/1



W 4/2

FROM TO 249 WING 10145A

TO 146 SP - A ITALY - AFSC ROME AND MILAN

GR -- -BT-

Q.669 10TH JANUARY UNCLASSIFIED

REFERENCE DISPOSAL OF M T (.)

ONE ONE THOUSAND GALLON PETROL TENDER AND THE CRASH

TENDER ALLOTTED 127 SP TO REMAIN

AT MILAN AND BE HANDED OVER TO A F S C (.)

FORMS 440 TO FOLLOW (.)

-BT- 101045A

SENT ~~F.H.E.~~ ~~B~~ K

-RD- ~~1217~~ ~~HWB~~ K



OUTGOING MESSAGE

6A

FROM: A. F. SUB COM, ALCOM, ROME.
TO: A. F. SUB COM, ALCOM, MILAN.

Q. 156 11/JAN 5A

3A on 623/1/E1

Unclassified (.) Following signal received from A.H.Q. your B.M.T. 188 refers (.)
Quote (.) 024 further to my 020 January not to second addressee (.) It is con-
firmed that all P.O.L. now on MILAN Airfield is to be handed over to the A.F.S.C.
representatives in MILAN for use by I.A.F. who are to be instructed to meet any
R.A.F. requirements on the Airfield (.) One petrol bowser and the crash tender
allotted to 127 S.P. to remain at the airfield and to be handed over on loan to
A.F.S.C. (.) Unquote (.) Request you notify this office by return total quantity
of P.O.L. handed over when arrangements will be made to reduce I.A.F. allocation
and question taken up of accounting for P.O.L. supplied to R.A.F. units (.)
Adequate precautions are to be taken to guard stocks and strict record maintained
of all issues made (.)

File: AFSC/623/1/Eq.

Priority: ROUTINE

See 5A.

W.H.H.
R. Cartner
R. CARTNER,
Flying Officer.
Tel.489081 ext.265

2A

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMMISSION, ROME
TO : AIR FORCES SUB COMMISSION, A.C., MILAN.

2172

UNCLASSIFIED A.144 T.O.O. 081030 JANUARY 1946 (.)
FROM BISDEE FOR G/C JARMAN REFERENCE TAKE OVER OF LINATE
MAJOR VRIEZE PROCEEDING MILAN NEXT FRIDAY TO ASSUME RESPONS
BILITY FOR A.F.S.C. SUPERVISION OF I.A.F. UNIT AT LINATE UNDER
YOUR DIRECTION (.) OFFICER WILL BE R D/O LETTER CONTAINING
DETAILS ARRANGED SO FAR (.)

PRIORITY : IMPORTANT

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

Wag 4/2

117
Air Forces Sub Commission
Allied Commission
R O K E

WAG/D O
(Copy on AFSC/22/3/Air.)

7th January, 1946.

Dear G-C

I should have discussed with you before you went North the question of the I.A.F. taking over Linate, but I'm afraid I forgot to do so in the stress of organizing our skiing expedition. The A.O.C. originally agreed tentatively to take Linate over at the suggestion of A.H.Q. who want to withdraw the Staging Post and are now doing so as from January 20th.

2. We have just had a staff meeting on this question and the following are a few of the points that arose that are likely to interest you :-

- (a) The bearer of this note, Major Vrieze, is assigned to Milan as member of the detachment responsible for Courier affairs. He is to be responsible for supervising bookings and the running of the airport in accordance with Allied requirements. Naturally he will be under your Command. He may be repatriated at the end of the month but it is hoped to obtain a substitute, and in any case after a bit the Italian unit at Linate should be able to cope from day to day without Allied direction.
- (b) I am writing to I.A.M. to tell them to take the field over and I am also making efforts to prevent the R.A.F. taking their bowser and crash tender. The I.A.F. are supposed to be able to take care of Allied aircraft landing there, but they aren't in a position to be able to do so adequately with their own airfield equipment (I.A.F.).
- (c) Petrol stock of 50,000 gallons is to be held by the I.A.F. for use by Allied aircraft. Presumably there will be commensurate stocks of oil. Suggest they be made to account for these stocks and that a physical check be made when the airfield is taken over.
- (d) C.S.O. has already written to A.H.Q. to ask if the I.A.F. may take over the tower and H.F/D.F. radio equipment.
- (e) We decided to turn over the 'Cafe' to the I.A.F. to run as at Centocelle. Considered that the old Allied aircrew dropping in will not justify sending rations to Linate. Regular R.A.F. service is being maintained.

Avit X
Dated

2. We have just had a staff meeting on this question and the following are a few of the points that arose that are likely to interest you :-

- (a) The bearer of this note, Major Vrieze, is assigned to Milan as a member of the detachment responsible for Courier affairs. He is to be responsible for supervising bookings and the running of the airport in accordance with Allied requirements. Naturally he will be under your Command. He may be repatriated at the end of the month but it is hoped to obtain a substitute, and in any case after a bit the Italian unit at Linate should be able to cope from day to day without Allied direction.
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- (d) C.S.O. has already written to A.H.Q. to ask if the I.A.F. may take over the tower and H.F./D.F. radio equipment.
- (e) We decided to turn over the 'Cafe' to the I.A.F. to run as at Centocelle. Considered that the odd Allied aircrew dropping in will not justify sending rations to Linate. Regular R.A.F. service is being suspended as from 10th January.
- (f) Allied Aircraft will have to take a chance on getting adequate maintenance facilities at Linate.
- (g) Am asking for two more English speaking personnel (of whom one is to be competent officer), for Ops and Met respectively.

W-44 4/2

Yours etc.

WDB

No 4A
5A

LAKE V LDIIL NR 236/12145/S R R QNR 2
FROM AIR ITALY 091700A
TO 243 WING (CR) A F S C ROME
BT

0.24 UNCLASSIFIED (..) FURTHER TO MY 0.20 JANUARY NOT TO SECOND
ADDRESSEE (..) IT IS COMPLETED THAT ALL P O L NOW ON WIA/77 MILAN
AIRFIELD IS TO BE HANDED OVER TO THE A F S C REPRESENTATIVES
IN MILAN FOR USE BY I A F WHO ARE TO BE INSTRUCTED TO MEET
ANY RAF REQUIREMENTS ON THE AIRFIELD (..) ONE PIETRO BOWSER
AND THE CRASH TENDER ALLOTTED TO 127 SP TO REMAIN AT THE
AIRFIELD AND TO BE HANDED OVER ON LOAN TO A F S C (..)
BT 091700A

SENT EP AR K

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