

ACC

10000/135/47

10000/135/47

FACILITIES FOR ITALIAN AIR FORCE
APR. - DEC. 1944

Reference your AFSC/S. 661/12, of 15 Dec. the 3 wagons required by you from SALAMITA to ROMA, will be bid for at the Priority of Movements Conference held at A.F.R.O. on 26 December & should the bid be accepted, will be available during the week 1 - 7 January 1945.

The usual method for bidding for Italian Air Forces requirements, is for Italian Air Force to place demands on Ufficio Trasporti of the Stato Maggiore Regio Aeronautica, who include it in their weekly bids to AFHQ. It would be suggested if in future you would request all concerned of this method.

For small bids of under 3 wagons not over **2367** the Peninsular, they may approach the Delegazioni Trasporti direct, who will arrange with the appropriate movements authorities for the supply of wagons necessary.

Delegazioni Trasporti are situated at Rome, Naples, Bari, Reggio, Palermo and Cagliari.

Capt. RM.
(The Lord Westbury)
Movements Liaison Officer.

From : Air Forces Sub-Commission,
Allied Commission, Naples.

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

Date : November 9th, 1944.

Ref : ABC/24.

MOVE FROM VESUVIUS TO CAUDO.

The move of the Training School from Vesuvius to Caudo was commenced on the 8th of November, several lorry loads of equipment having been taken over, besides about 40 Italian airmen, with an officer in charge. The work will be carried on daily until completed.

A visit was paid to Caudo yesterday by Squadron Leader Pocock and Lieutenant Colonel Travaglini from Vesuvius and Wing Commander E.L. Winter and Flight Lieutenant H.S. Shears and Flight Lieutenant Mitchell from Naples. Notwithstanding almost continuous rain the airfield over-all was in good condition, and, except for a few patches which need filling in, the runway was serviceable and obviously stands up well to the rain.

The part of the tobacco factory which has been taken over by the Italian Air Force gives excellent storage facilities for large and bulky equipment, M.F. workshop, ration store, clothing store, boot shop, barber, etc. - in fact, everything.

Practically all the Italian Air Force personnel will be accommodated in that building, as well as the Italian Air Force Officers' and Airmen's messes. The latter is actually already functioning, complete with kitchen.

Besides this, an empty farm house, and one or two other buildings on the airfield itself have been requisitioned. In the larger of these, on the upper floor, will be billeted the Italian Commanding Officers, there will also

2366

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Besides this, an empty farm house, and one or two other buildings on the airfield itself have been requisitioned. In the larger of these, on the upper floor, will be billeted the Italian Commanding Officers and any other essential Air personnel. There will also be some offices on the same floor and probably a control tower on the top. The ground floor will be used for the storage of small day-to-day equipment and such-like.

The wireless outfit and personnel will be fixed up in a little house nearby.

Cont.....P.2

- 2 -

Taken over all, therefore, it can safely be said that Gaudio is a decided improvement on Vesuvius and the Italians themselves are now all in favour of it !!

R.A.F. Detachment.

It was suggested that the Royal Air Force Detachment might prefer to be accommodated at the Restaurant-Hotel Nettuno, the ex-Tourist Restaurant at Paestum. This place was thoroughly examined and all the R.A.F. personnel present considered it suitable and the best place for them. It is situated about one kilometre beyond the airfield and will give them just that little bit of change which makes all the difference. A call was made on the Town Major, Salerno, on the way back, with a view to requisitioning this building, but unfortunately, it is under the jurisdiction of the Town Major, Pontecagnano (about 14 kilometres beyond Salerno). The war rained is accordingly going out there early to-morrow morning in an endeavour to get the requisitioning put through, so that the R.A.F. personnel can promptly commence getting the place made shipshape, which is, unfortunately, stripped bare.

(L.L. Winter)
 Wing Commander,
 for Air Vice-Marshal,
AIR OFFICER COMMANDING.

2365

Copies to - Air Forces Sub-Commission,
 Allied Commission,

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(L.L. Winter)
 Wing Commander,
 for Air Vice-Marshal,
AIR OFFICER COMMANDING.

2365

Copies to - Air Forces Sub-Commission,

Allied Commission,

BARI.

Officer Commanding,

Training School,

VESUVIUS AIRFIELD.

P.S. 10/11/44 The Town Major, Pontecagnano, has been visited, and is going ahead requisitioning the Restaurant Nettuno on our behalf. Meantime he has authorised us to take possession of it.

...../Cmdr.

as you have already been informed. . . . have issued orders that the Italian Air Force is to reconnoiter Vercelli Airfield. In exchange for this they offer us, or all, of three alternatives; these are: Dossone, Montecorvino and Bando.

2. I have been at great pains to find out which of these would be most suitable. Of course, in, of course, quite out of the question owing to the difficulties of construction. Montecorvino has a covering of broken tiles, in many cases glazed which has been underneath the steel planking. This outside not only over the runway but also over taxiways and dispersals. Moreover at the west end of the runway there is a covering of very sharp stones. It would be quite impossible, with the equipment at our disposal, to remove the broken tiles and stones, and it would be no good rolling them in as they would work up to the surface again at once.

3. Yesterday I was visited by Air Vice-Marshal Sir Hugh Lloyd who was commanding the Coastal Air Force when they were in command of these airfields last winter. He said that even if we could get the broken tiles off Montecorvino there would be no possibility of operating there during the winter as the surface very soon becomes completely unworkable. Moreover the runway is rather undulating and the take-off towards the east directly towards the hills is not a pleasant one. I have confirmed the above opinion with the American Engineer General in Naples. I am also informed that the situation as regards existing buildings in the neighbourhood of Montecorvino is extremely difficult as large numbers of Allied troops are stationed there.

4. The only alternative is Bando. I have ascertained that also personally and have consulted Air Vice-Marshal Sir Hugh Lloyd and the American Engineers. They all agree that the runway and dispersals are on near all-weather as it is possible to be without specially prepared surfaces. The situation as regards accommodation in the vicinity is good. Last year the whole of the airfield personnel were accommodated in a tobacco warehouse quite close to the airfield, and the Officer had a house and club in a large private house. There is also a number of other houses in the vicinity. The runway is inclined to slope at the shoulder and it has been suggested that it is too narrow for Bellmore tankers. The remedy for this, however, will have to be in increased dual. We can not have quite a suitable number of experienced pilots to give dual from the runway. These should be employed to give sufficient dual to new pilots so that they get used to the reverse opening of the throttles. It is admitted that Bando is a long way off from the transport point of view, but as it is the only alternative, it must be accepted.

5. Vercelli was suggested as an alternative. Being North of Rome this would not be acceptable to the Allies at the present moment. Moreover its surface is in such a condition that it was not even considered as an Allied airfield at a time when these were in very short supply.

6. I must, therefore, recommend that you give orders for the school and the Storage Airbombs to move from Venturia to Bando as soon as possible, as Bando is urgently required by the Allies.

2384

3. Yesterday I was visited by Air Vice-Marshal Sir Hugh Lloyd who was Commanding the Central Air Force when they were in possession of these airfields last winter. He said that even if we could get the broken tiles off our runways there would be no possibility of operating there during the winter as the surface very soon becomes completely unworkable. However the runway is rather interesting and the taxi-off towards the front directly towards the hills is not a pleasant one. I have confirmed the above opinion with the American Engineer Command in Tokyo. I am also informed that the situation as regards obtaining buildings in the neighbourhood of Vitorbo is extremely difficult as large numbers of Allied troops are stationed there.

4. The only alternative to Guala. I have explained that also personally and have consulted Air Vice-Marshal Sir Hugh Lloyd and the American Engineers. They all agree that the runway and dispersals are as near all-weather as it is possible to be without specially prepared surfaces. The situation as regards accommodation in the vicinity is good. Last year the whole of the airfield personnel were accommodated in a bamboo warehouse quite close to the airfield, and the off-roof had a house and club in a large private house. There is also a number of other houses in the vicinity. The runway is inclined to slope at the shoulder and it has been suggested that it is too narrow for helicopter training. The remedy for this, however, will have to be in increased dual. We now must have sufficient considerable number of experienced pilots to give dual from the rear seat. These should be employed to give sufficient dual to new pilots so that they get used to the reverse opening of the throttles. It is admitted that Guala is a long way off from the transport point of view, but as it is the only alternative, it must be accepted.

5. Vitorbo was suggested as an alternative. Being North of Guala this would not be acceptable to the Allies at the present moment. However its surface is in much a condition that it was not even considered as an Allied airfield at a time when these were in very short supply.

6. I must, therefore, request that you give orders for the school and the Strategic Airpower to move from Vitorbo to Guala as soon as possible, as Vitorbo is urgently required by the Allies.

Walter-Barnard.

A.A.G. NORTH-AMERICA,
AIR VICE-MARSHAL,
AIR SUPPORT COMMAND.

Air Force Officer/Commissioner,
Allied Central Command,
Rome.
Ref: 1000/122/AJ.
Date: 20th October, 1944.

Copy: H.C. G.A.A.F. C.M.F.

Handwritten notes:
7/10/44
AJ

0.0-0.1M

FROM Q.4. VERNITIL-BINDING UNIT

INTRODUCTION

6630 M. C. CHEN, W. H. CHEN,

DATE 8/10/44

1071

THE UNIVERSITY OF

I have no information yet that the 44th Airborne Division has to move to Italy here complete. Their intention as to land at Naples should be covered by unclassified. Night aircraft left on Oct. 4th and eight on October 5th with the remaining ground force by road today. Of the last sixteen aircraft ten were "Biggest" and had been isolated as a reserve during the period while the others were awaiting a movement order.

5th Avenue

This unit has eleven combat aircraft ready and the balance should be available in a few days. It is strongly recommended that their "official existence" be recognized as the spirit shown here is most commendable.

(continued)

R. H. HOGG 974

100

2363

From :- Headquarters, No. 214 Group, R.A.F., C.M.F.

To :- Air Forces Sub Commission,
Allied Control Commission, NAPLES.

Date :- 30th. August 1944.

Ref :- 214G/916/ORG.

VILLA ALLOCCA - BELLAVISTA. 93

1. In reply to your ASC/4 of August 28th. 1944, it is confirmed that it was agreed between the writer and Air Vice Marshal Bowen - Buscarlet that the above Villa would remain for the use of the Italian Air Force at the present.

2. With reference to your application for two 3 Tonners to be allotted to I.A.F. This has been discussed and is not considered possible unless the establishment is authorised by M.A.A.F., owing to the acute shortage of M.T. Further, it is not considered the saving of mileage would warrant the tying up of two R.A.F. vehicles which can be used for other purposes during the rest of the day at the 12 Units mentioned.

See 21
23
22
32

W.K. Le May
for W.K. Le MAY, G/Capt.,
Air Commodore,
Air Officer, Commanding,
No. 214 Group, RAF. CMF.

2362

FROM - Air Forces Sub-Commission,
Allied Control Commission, NAPLES. (53625 - 27)

TO - HQ, No 214 Group, R.A.F., C.M.F.
(attention Group Capt Le May)

DATE - 28th Aug. 1944

REF - ASC/24

VILLA ALLOCCA, BELLAVISTA.

In accordance with instructions received from Air Vice-marshal .A.B. Bowen-Buscarlet, attached please find translation of Report received from the Italian Air Force regarding the above matter.

It is understood from the Air Vice Marshal that you agree to allow the I.A.F. to continue to occupy Villa Allocca.

It will be appreciated if you will let us know if you consider there is anything in the suggestion of assigning two lorries to the I.A.F. Unit at Bellavista for the drawing of rations. Unfortunately neither this Sub-Commission nor the I.A.F. have any lorries available for this purpose and therefore if you consider the proposal worth while the lorries would have to be provided from Allied sources.

ML
(.L. Minter)

Wing Commander,

Art Air Vice-Marshal,

AIR OFFICER COMMANDING.

2361

REGIA AERONAUTICA.

ADMINISTRATIVE UNIT IN CONTROL OF DETACHMENTS WORKING FOR ALLIED

UNITS.

BELLAVISTA.

At present this Administrative Unit is responsible for 12 Detachments, comprising in all 1,000 Military personnel working for the Allies. In agreement with the A.C.C. it was decided to form an Administrative Unit, in order to control these detachments. The undersigned is the Officer Commanding this "Administrative Unit".

The Unit Comprises :

- I Officer - who also acts as Adjutant.
- I Officer - Chaplain.
- I Medical Officer.
- I Administrative Officer.
- I N.C.O. of the "Reali Carabinieri"

Sections of this Administrative Unit are as follows :-

Inspectors : Officers - 4 N.C.Os - 1 O.Rs - 3

Pay and Allowance Section Officers - 1 N.C.Os - 2 O.Rs - 3

Ration Store N.C.Os - 2 O.Rs - 3

Clothing Store N.C.Os - 1 O.Rs - 2360

Carabinieri Reali (guards) N.C.Os - 1 O.Rs - 3

Besides the above, this Unit provides accommodation for 6 NCOs and 35 ORs of 201 Detachment and accommodation for personnel in transit belonging to other Detachments.

The number of rooms in the Villa Allocca allotted to this Unit is 12. The number of beds allocated to the personnel permanently billeted at the Villa is 67. The number of beds for personnel in transit is 20.

"Administrative Unit".The Unit Comprises :

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The number of rooms in the Villa Allocca allotted to this Unit is 12. The number of beds allocated to the personnel permanently billeted at the Villa is 67. The number of beds for personnel in transit is 20.

As will be seen from the above the continued occupation of the Villa Allocca is really necessary. Only by concentrating the Administration all under one roof has it been possible to bring about an improvement in the various Detachments serving with the Allies.

ContP.2

- 2 -

There is another matter which we should like to bring to your attention. At present each Detachment draws rations independantly, utilizing transport of the Unit to which it is attached, which involves 12 different lots of transport employed in drawing rations. If two (2) lorries were assigned to this Unit it could draw the rations for all the Detachments and deliver them to each Detachment. This would mean a considerable economy for the Allies in transport and petrol.

It should also be noted that in accordance with instructions received from S/Ldr Penny, this Unit has twice accommodated 200 civilian workmen employed by the R.A.F. who were in transit to Brindisi.

SUMMARY

Total number of personnel accommodated at Villa
Allocca :-

Officers.....5	Beds for personnel
N.C.Os.....13	billeted at the Villa...67
O.Rs.....49	Beds for personnel
	in transit.....20

67

87

2359

(copy) M. B. Acunty

(Pilot's book)

and petrol.

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87
2359

(copy) W. Baccetti
(Pilot Capt.)

C 21B

21B

MEMORANDUM FOR THE SECRETARY OF STATE
 DEPARTMENT OF THE SECRETARY OF STATE

DATE: 3 July 1944

File No. 100-100000

SECRET

On 3 July 1944, the following was received:

On 3 July 1944, the future return of the Government to Rome
 it is necessary to provide for a similar transfer, to another
 airport near the capital, of the U.S. Air Force (Autonomous Flight
 Section) which is assigned to the Council of the Ministers.

It is noted that the Air Force report is the most appropriate
 and the most, being the most on to the City, after the
 best communications, and at the same time entails the least
 consumption of fuel.

The Air Force report is therefore the most appropriate and
 instructive to the Secretary of State.

I shall approve it if you will send me your approval.

2358

The Under Secretary of State

/s/ H. H. H. H.

2357

SECRET

FROM : AIR FORCE COMMISSION, ALLIED CONTROL COMMISSION, A.C.C.

TO : HEADQUARTERS, ALLIED AIRCRAFT IN ITALY, 14th Squadron, A.A.C.C. 400

DATE : 14TH MAY, 1944.

REF : A.C.C./24.

ACQUISITIONING FACILITIES PERTAINING TO EXPANSION,
ITALIAN AIR FORCE.

Being to the development of the Italian Air Force further workshop facilities are essential.

The Alfa Romeo Aircraft factory at Pomigliano d'Arco falls under the provisions of your Directive A.I./M dated 17th March, 1944, which states that in the future Italian Aircraft factories are not to be taken over by A.A.C.C. without prior clearance by the Administrative Council A.A.C.C. and that prior to such clearance being given your Headquarters will consult the Allied Control Commission.

2. In order to allow the development of the Alfa Romeo factory it is necessary to allow them the use of the building marked No. 14 on the attached plan. This building has recently been evacuated, but I am now informed by Col. Phillips, Commanding Officer of No. 132 A.F.U., that it is the intention of 72 Fighter Group to utilize it.

3. I must, therefore, request that consideration be given to the re-allocation of this building to the Alfa Romeo Company who are now turning out work for the Italian Air Force.

A.C.C.

2357

W. B. Bannister

(A.A.C.C. - Howen-Huscarlet)

Further work for factories are essential.

The Alfa Romeo Aircraft Factory at Aviano also covers manufacturing of aircraft engines.

Under the provisions of your Directive (11/44) dated 17th March, 1944, which states that in the future Italian aircraft factories are not to be taken over by D.A.A.R. without prior clearance by the Administrative Council and that prior to such clearance being given your Member will commit the Allied Control Commission.

2. In order to allow the development of the Alfa Romeo Factory it is necessary to allow them the use of the building marked No. 14 on the attached plan. This building has recently been evacuated, but I am now informed by Col. Phillips, Commanding Officer of No. 332 A.C., that it is the intention of 76 Fighter Group to utilize it.

2357

W. Baum - four copies.

ALT Vice President,
(A.B. Quinn-Joneslet)
THE OFFICE OF THE ATTORNEY GENERAL

Copies to :- Deputy Commissioner, L.D.O.

0.00 332 A.C.U. 70151400 41720.

file
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FROM : AIR FORCES SUB COMMISSION.
ALLIED CONTROL COMMISSION. NAPLES.

TO : OFFICER COMMANDING.
149TH ORDNANCE MOTOR VEHICLE ASSEMBLY COMPANY.
ARCO FIRELLI, NAPLES.

DATE : 28TH APRIL, 1944.

REF : ASS/24.

BERNINI SCHOOL.

Confirming conversation of this morning between Lt. Col. Bee and Wing Commander Winter it is much appreciated that you agree to allow the Italian Air Force to retain possession of the localities at present occupied by them in the Bernini School.

2. The aeronautical materials stored in the Bernini School are of great value to the Italian Air Force and certain parts there are essential for their operational needs.

3. It will therefore easily be realised the value put upon the space in the Bernini School in view of the scarcity of any other available storage space in Naples.

W.H. Winter
(W.H. Winter)

Wing Commander.

W Air Vice Marshal.
AIR OFFICER COMMANDING.

2356

Copy to -
Col. Brenta.

cc - Bernini Commission

FROM: AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION H.Q.
TO : LT.COL. G.COOLEY, P.E.S. ENGINEERS
DATE: 6th April 1944
REF.: ASC/24

(4)

Montevergine Met Station

1. This Sub Commission is informed that the Italian Air Ministry, through Lt.Col.G.Venturini, has approached you requesting that the SOCIETA ELETTRICA DELLA CAMPANIA be authorised to re-connect the Observatory of MONTEVERGINE to the main Electric power supply between the aforesaid locality and AVELLINO.
2. For your information this application has the approval of this Sub Commission. The power, about 10 K.W., is required for the generating set of the Observatory which is used as an Air Forces Met Station.
3. It is, therefore, hoped that the above application will receive favourable consideration.

(P.de Haan)
Squadron Leader
AIR FORCES SUB COMMISSION

2355

0 3 6 5