

ACC

10000/135/50

MILITARY COURIER, C
JUNE 1945 - OCT. 1946

0529

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

10000/135/50

MILITARY COURIER, COURIER SERVICE, COMPLAINTS & CRITICISMS
JUNE 1945 - OCT. 1946

TO: S.S.C.

3.

I was told at TURIN on the 17th July by the R.A.F. Staging Post people that the Italians are asking for petrol in American gallons in the hope that they will get it in Imperial gallons. I would like you to ask the Italian Air Ministry to inform all those concerned that at R.A.F. Staging Posts they must ask for petrol in Imperial gallons and not American gallons, i.e. on the basis of 4.73 litres to one Imperial gallon. I would not take action on this immediately until you have consulted GABRIEL, as we may include this in the general tightening up of refuelling procedure in order to stop the racket which is liable at present to occur, and no doubt has in fact in some instances already happened. For example, I hear CALVIN TAIT caught the Prime Minister's pilot milking his aircraft at VERCELLI, where he should not have been anyway, but DILLON is letting us have a report on this particular instance.

19th July, 1945.
W.A.C.

TO: AIR 1.

I think you could well include the substance of enclosure 21A in the Air Report for July.

7th July, 1945.

Aircraft Safety Officer.

Please take action on L.S.A. Schedule is in 24th. You presumably have frequencies. Arrangements for refuelling of Freixas were made by the A.O.C. with the Staging Post (GABRIEL) last June. Special missions by the A.C. Baltimore & Nike should be mentioned.

17 Aug 45.

2639 W.N. Bodee w/c
A.O.C.

Air III

21A should be sent to sent more

one prime minister's pilot making his aircraft at VATICAN, where he should not have been anyway, but DIPLOMAT is letting us have a report on this particular instance.

19th July, 1945.
A.O.C.

TO: AIR 1.

I think you could well include the substance of enclosure 21A in the Air Report for July.

7th July, 1945.

A.O.C.

Aircraft Safety Officer.

5.

Please take action on L3A. Schedule is in 24/11/45. You presumably have frequencies. Arrangements for refuelling & revision were made by the A.O.C. with the (Sagin) P.O.E. (underwater) last June. Special missions by the A.C. Balmores at Nile should be mentioned.

17 Aug 45.

2639 W.N. Biddle w/c
Aid 1

Air III

6.

I think the attachment to 36A should be sent to ~~sent~~ more people for action i.e. to the various people concerned with booking and loading the courier planes.

23 Oct.

W.N. Biddle w/c

SSC

7.

M1

AIR II (Major Sess)

Please read 1A, B, C, D, and investigate the report of lack of safety precautions.

Major Birch has already issued "no smoking" notices to Centerville; see that they are used in the aircraft check the manifests for this trip and let me have details particularly of the women and children.

See Gladstone and Ashkin to press on with the seating and safety belt question.

W. J. Gammage 15/6.

M2

No Smoking signs are installed in the planes. These manifests for 1st & 2nd June were checked and it was found that 12 passengers were carried on the first and 8 on the 2nd. There was very little freight or mail both days, so the plane was not overloaded as badly as the report stated, however on the 1st it was slightly overloaded. The women and two children referred to in Mr. Burselow's report were authorized in a letter by Maj. Birch. It is felt that the suggestion made by Maj. Birch in his letter of 16 June, will correct most of these difficulties.

Ylson 19/6/45

2638

TO: [illegible]

2. 11

...offer to improve the ... with ...

... 23 ... the ... of ...

... (1) ... with a decent ...

... in ... at ...

Chilithum

M 12

OK. 10/23/8
Age. 10/24/8
DID 10/24/8
A1220 10/24/8
Ref 11

... agreed to my ... and ...
should work and ... with ...
... .

...
24/8.
23/8

AIRB 10/30/8
SSO 10/31/8
AIRMAN 10/31/8
DD

M 13

2636

Chickens

OK. 10/23/8
Ade. 10/24/8
DIO 10/24/8
AIA 10/24/8
Ref 1711

11/2

The arrangements agreed to by Rome and Milan should work and I think will give the best solution.

W. J. J. J. J.
24/8.
23/8

2636

AIR 10/23/8
SSO 10/24/8
AIR 10/24/8
DD 10/24/8

M 13

dir

(T) 66A is the Memorandum report from
H. L. Gersoni to compare the members of the
conference GSA
Major & K. H. H. H.

It col much has been order to Roma by
col Rinnaro. It col much is expected to
arrive today left Comasilla will call
so I can set in the conference that to
be held to discuss and decide on the
three questions.

Myon Keffinger

20/8

M10.

Aug 2. Refer to Enclosure 64A (T) and your note above.
We must get these three points in 63B
settled as soon as possible. As soon
as the Stato Maggiore & Milan Detachment
are in agreement as to the best plan
for Milan they are to notify us by letter.
2. Let us know how it goes.

Chiliker
A.S. 1.

22 Aug 1946.

OK
ack
23/8

2635

117AIR II

Ref 63A.

Please investigate this complaint and see that the recommendation which, with the exception of (c), are reasonable and could in my opinion be adopted. As an alternative to (c) I would suggest that Milan be the main terminus and that the passengers for Turin be carried on, say, one SM 79 with the Baltimore flight as a stand by.

Turin passengers for Milan-Rome should be flown to Milan so that they arrive at about 0930. In would not delay the departure of the carrier for Rome scheduled to leave Milan at 1000 hrs.

Check whether there is a clause in sale of tickets which absolves the I.A.F. from a claim for damage to delay in take off as for cancellation of a flight.

2633
Lester
10. 8-46

8.

Air 2

for them be carried on in, say, one SM 79 with
 the Baltimore flight as a stand by.
 Two passengers for Milan-Rome should be flown
 to Milan so that they arrive at about 0930. This
 would not delay the departure of other carriers for
 Rome scheduled to leave Milan at 1000 hrs.
 Check whether there is a clause in sale of tickets
 which allows the I.A.F. from a claim for damages
 for delay in take off as for cancellation of a flight.

2633
 Lejourné
 10. 8. 46

8.

Ref 2 / Ref 7 see my remarks on 63. We might
 discuss this with Col. Furson on Monday - together
 with J.D. & SSO.

PAJ dir.

16/8.

Good night M9
 Sir

In Reference to 6313 Capt Caroselli was in
 conference with Mr Grace and Major Tiffinger to discuss
 the three points. After a lengthy discussion find out there
 is a lot of friction between the Ck Marsh and Stato Maggiore

M 14.

To Air II

It was noted on a sent tarp that no over-also briefing was given to passengers on the Rome-Romas courier. Life saving jackets were provided but I think all passengers should be given some instructions on what to do in the event of ditching before each over water flight.

Cuth
2/11/7

H. R. L. 22/7

2631

No. 15.

DIRECTOR

D.D. J.E.M. 2/14

AIR 19/11/54

Ref. 68A.

Capt. Mc Kinnon reported to my office on Tuesday 24th Sept. bringing enclosure 70A.

2. He said that it was easier to explain verbally than in writing, the reasons for his ⁱⁿfluence on an air lift and the circumstances which eventually prevented him from using the seat which had been allotted to him at considerable trouble, by O.C. Milan.
3. Briefly, he was engaged on investigations which concerned the late head of the Captured Enemy Material Section. It was necessary for him to bring evidence to Rome quickly, but after insisting on an air passage he contacted another important witness and left Milan by road very early to interview him before leaving by the courier.
4. Delays in finding the witness and the length of the evidence given, delayed his return until it was too late to fly that day.
5. Capt. Mc Kinnon was most apologetic about the whole affair and promised that there would be no repetition.



L.E. JARMAN, G/C,
S.S.O.

2639

25th September, 1946.

16.

S.S.O.

J.E.M.

Ref No. 15, I suggest you send a copy of 71A to

5. Comm in view of 68A & 70A, adding that we have accepted

Capt Mc Kinnon's apology & considers his case closed.

11/10.

J.E.M.

73A

FROM :+ AIR FORCES S. COMMISSION, A.C. ROME.
TO :- EXECUTIVE COMMISSION, ALLIED COMMISSION, ROME.
DATE :- 11th OCTOBER, 1946.
REF. :- AFSC/24/AIR.

ITALIAN MILITARY COURIER SERVICE.

With reference to our letter AFSC/24/1/AIR dated 11th September, 1946, Captain Mc Kinnon reported to this Headquarters on Tuesday 24th Sept. bringing a note from Colonel Bye, the head of the S.I.B. in Rome which stated that a note of apology was necessary.

2. Captain Mc Kinnon said that it was easier to explain verbally than in writing the reasons for his instance on an air lift and the circumstances which eventually prevented him from using the seat which had been allotted to him at considerable trouble, by O.C. Milan.
3. Briefly, he was engaged on investigation which concerned the late head of the Captured Enemy Material Section. It was necessary for him to bring evidence to Rome quickly, but after insisting on an air passage he contacted another important witness and left Milan by road very early to interview him before leaving by the courier.
4. Delays in finding the witness and the length of the evidence given, delayed his return until it was too late to fly that day.
5. Capt. Mc Kinnon was most apologetic about the whole affair and promised that there would be no repetition.
6. The Director has read my notes on this interview and has accepted Captain Mc Kinnon explanation and apology and considers the incident closed.

g/hm
12/10

L. E. Jarman
L.E. JARMAN, 2628
SENIOR STAFF OFFICER.
A.F.S.C., A.C. ROME.

From: Air Forces Sub-Commission, Allied Commission, Rome.
To : Italian Air Ministry.
Date: 26 September, 1946.
Ref : AFSC 24/1 Air

OVERWATER BRIEFING

It has been noted by staff officers of this Commission on recent trips from Rome to Sardinia, that no over water briefing is given to the passengers.

It is the policy of USAAF and RAF that all passengers flown over water be fully briefed on the safety equipment in the aircraft for use in the event of ditching.

It is strongly recommended that the Italian Courier Service should adopt a similar procedure before any over water flight.

Usually the pilot of the aircraft or other responsible officer should fully explain the correct procedure to be followed should the aircraft be forced down at sea.

Jxkm
29/9

for

A. C. Kepplinger
A. C. KEPPLINGER
MAJOR, AIR CORPS
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB-COMMISSION

2627

clm
29/9

71A

From : Air Forces Sub Commission, A.C., Rome.
 To : Air Forces Sub Commission, A.C., Milan.
 Date : 25th September, 1946.
 Ref : AFSC/24/Air.

ITALIAN AIR COURIER SERVICE - REGULATIONS AND PROCEDURE

With reference to your letter AFSC/W/24/Air dated 7th September 1946, Captain Mc Kinnon reported to this Headquarters on Tuesday 24th Sept. bringing a note from Colonel Iye, the head of the S.I.B. in Rome which stated that a note of apology was necessary.

2. Captain Mc Kinnon said that it was easier to explain verbally than in writing the reasons for his instance on an air lift and the circumstances which eventually prevented him from using the seat which had been allotted to him at considerable trouble, by C.C. Milan.
3. Briefly, he was engaged on investigations which concerned the late head of the Captured Enemy Material Section. It was necessary for him to bring evidence to Rome quickly, but after insisting on an air passage he contacted another important witness and left Milan by road very early to interview him before leaving by the courier.
4. Delays in finding the witness and the length of the evidence given, delayed his return until it was too late to fly that day.
5. Capt. Mc. Kinnon was most apologetic about the whole affair and promised that there would be no repetition.

L. E. Jarman

2625

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

pk'm
1/10

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

527cn Bye.

I think a letter of apology
from Capt DeKamou is indicated.

As 10/9

2624

From : Air Forces des Comanches, A.F., Rome.
 To : Mediterranean Allied Air Operations Headquarters,
 A.F., Italy, N.A.F., C.M.P.

ALLIED COMMISSION.

Date : 20th September, 1945.

Ref : AFHQ/25/1/Air.

ATTENTION AIR FORCE COMMISSION - INVESTIGATIONS AND PROSECUTION

Instances are constantly arising which show that considerable ignorance and indifference exists among Allied Military Personnel as to the regulations in force concerning the booking of airmen and travel in general on the Italian Air Control Service.

2. Bookings must be requested not later than 16.00 hours on the day preceding the flight, and when possible they should be made two or three days in advance. It is for any reason a passenger's wish that he cannot travel on the aircraft to which he has been assigned he must have immediate notice to cancel his booking.

3. In example of the irregularities at present existing is shown here since it shows the great inconvenience caused by officers who do not comply with the proper regulations.

4. An Allied officer enquired the Commanding Officer of the Air Forces 5th Commission detachment at Milan after office hours some weeks ago and stated that he be given a seat on the next day's aircraft for Rome.

He was informed that the plane was already full with high priority passengers and that there was also an overflow on the waiting list, so that he might, even with priority two, be unable to travel. He then requested that a special Baltimore aircraft be ordered to take him to Rome. The irreparability of this was explained at length, however he was given a note for the Air Booking Centre so that priority could be secured him on the basis of his travel orders. 2623

At 02.30 hrs on 6/9/45 he received another A.F.C. officer to inform him that the Air Booking Centre had not been able (at 18.00 hrs on the previous evening) to give him a ticket. He stated that it was the personal order of an Allied General that he be put on the morning's aircraft no matter who might be displaced in consequence.

The A.F.C. officer accompanying this statement at this time value further to arrange the passage for the 08.30 aircraft.

A considerable inconvenience to all parties concerned the passenger's arrival was obtained in the small hours of the morning, priorities debated with the

Intensions are currently existing which show that considerable improvements and modifications exist among Allied military personnel as to the regulations in force concerning the booking of seats and travel in general on the Italian Air Courier Service.

2. Bookings must be requested not later than 16.00 hours on the day preceding the flight, and when possible they should be made two or three days in advance. If for any reason a passenger finds that he cannot travel on the aircraft to which he has been assigned he must give immediate notice to cancel his booking.

3. In compliance of the regulations at present existing in Italy there exists the great inconvenience caused by officers who do not comply with the proper regulations.

4. An Allied officer approached the Commanding Officer of the Air Service Command Detachment at Milan after office hours some weeks ago and indicated that he be given a seat on the next day's aircraft for Paris.

He was informed that the plane was already full with high priority passengers and that there was also an overflow on the waiting list, so that he might, even with priority too, be unable to travel. He then requested that a special Baltimore aircraft be ordered to take him to Paris. The impossibility of this was explained at length, however he was given a note for the Air Service Command so that priority could be awarded him on the basis of his travel orders.

At 02.30 hrs on 6/9/45 he received another A.S.C. officer to inform him that the Air Booking Centre had not been able (at 16.00 hrs on the previous evening) to give him a ticket. He stated that it was the personal order of an Allied General that he be put on the morning's aircraft in position who might be displaced in consequence.

The A.S.C. officer was giving this statement at the same time promised to arrange the passage for the 06.30 aircraft.

A considerable inconvenience to all parties concerned the passenger-list was obtained in the small hours of the morning, prior to the departure with the Italian officer in charge, and eventually a passenger was notified that he would be unable to travel.

At 00.40 hrs the A.S.C. officer was to say that the officer was not present for the moment. Orders were given that his ticket be taken out to the aircraft.

At 03.45 hrs the Airport was up to say that the plane was empty and the officer had not arrived. Orders were given to delay the plane for five minutes while plane calls were made in an endeavour to trace him. At 03.50 the plane left without him.

At 15.00 hrs the officer telephoned A.S.C. Milan to state that officer had altered his plans and that he had decided not to fly to Paris at all.

— caty's Milan 24/9. indy.

gk'm
2/19

W. J. J.

6/1 23's

-2-

5. The above is an extreme instance but it does seem to show the inconvenience caused to this Sub Commission, to the Air Booking Centres and to the airfield staffs by Allied officers who fail to ~~make~~ their requests during the proper hours. It would be greatly appreciated therefore if steps could be taken through all Allied Headquarters in Italy to ensure that late bookings and cancellations are in the future reduced to instances where such action is essential.

Chisholm

C. M. L. GERRARD, W/Oct.
 Air Vice-Marshal,
 Director,
 Air Forces Sub Commission

2622

68A

From:- Director, Air Forces Sub-Commission, A.C., ROME.
To :- Executive Commissioner, A.C., ROME.
Date:- 11th September, 1946.
Ref :- AFSC/24/1/AIR.

ITALIAN MILITARY COURIER SERVICE.

Reference our conversation this morning concerning the use of the Italian Military Courier Service by Captain McKinnon, would you please advise us of what action you may be taking.

2. A complaint is contained in A.F.S.C. Milan letter AFSC/M/24/Air, of 7th September, 1946, a copy of which I gather you hold.

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

2621

5/12/46
17/9

11/9

18/9

67A

FROM :- Air Forces Sub-Commission, A.C., Milan.
 TO :- Air Forces Sub-Commission, A.C., A.C., Rome.
 DATE :- 7th September 1946.
 REF :- ATSC/M/24/AIR.

ITALIAN AIR COURIER SERVICE - REGULATIONS & PROCEDURE

Some misapprehension of the normal procedure and regulations in force still appears to exist amongst Allied military personnel travelling or requesting passage on the Italian Air Courier service.

2. It is essential that application to travel should be made at the latest by 16.00 hrs on the day preceding the flight, and if possible two or three days in advance.
3. Of even greater importance is the necessity to notify the fact in good time when a passenger finds it necessary to cancel his booking.

4. An example of the irregularities at present occurring may be cited to illustrate this point :-
 " At 17.50 hrs on 5/9/46 Capt. MACKINNON of S.I.B. Rome stopped an officer of ATSC Milan out of office hours and insisted that for most urgent reasons he must travel to Rome on the next day's plane.

" He was informed that the plane was already full with high-priority passengers and that there was also an overflow on the waiting-list, so that he might, given

2629

Some misapprehension of the normal procedure and regulations in force still appears to exist amongst Allied military personnel travelling or requesting passage on the Italian Air Courier service.

2. It is essential that application to travel should be made at the latest by 16.00 hrs on the day preceding the flight, and if possible two or three days in advance.

3. Cf even greater importance is the necessity to notify the fact in good time when a passenger finds it necessary to cancel his booking.

4. An example of the irregularities at present occurring may be cited to illustrate this point :-

" At 17.50 hrs on 5/9/46 Capt. MACKINNON of S.I.B. Rome stopped an officer of AFSC Milan out of office hours and insisted that for most urgent reasons he must travel to Rome on the next day's plane.

" He was informed that the plane was at ²⁶²⁰ full with high-priority passengers and that there was also an overflow on the waiting-list, so that he might, even with priority 2, be unable to travel. Captain Mackinnon then requested that a special Baltimore aircraft be ordered to take him to Rome. The impossibility of this was explained at length, however he was given a note for the Air Booking Centre so that priority could be awarded him on the basis of his travel orders.

" At 02.30 hrs on 6/9/46 Captain Mackinnon awakened another AFSC Milan officer to inform him that the Air Booking Centre had not been able (at 18.00 hrs on the previous evening) to give him a ticket. He stated that it

19/9/46

8.6.46

6.8.46

18.1/9.

10/9

P 143

24/11/46

and added General

was the personal order of Brigadier LUSH that he be put on the morning's aircraft no matter who might be displaced in consequence.

" The AFSC officer accepting this statement at its face value promised to arrange the passage, and Capt. MacKinnon gave his word that he would be at Milan Air Booking Centre at 08.30 hrs in the morning.

" At considerable inconvenience to all parties concerned the passenger-list was obtained in the small hours of the morning, priorities debated with the Italian officer in charge, and eventually a passenger was notified that he would be unable to travel.

" At 08.40 hrs the ABC rang up to say that Capt. *MacKinnon* MacKinnon was not present for the manifest. Orders were given that his ticket be taken out to the airfield.

" At 09.45 hrs the airport rang up to say that the plane was waiting and Captain MacKinnon had not arrived. Orders were given to delay the plane for five minutes while phone calls were made in an endeavour to trace him. At 09.50 the plane left without him. *He called*

" At 15.00 hrs Capt. MacKinnon telephoned AFSC Milan to state that other business had altered his plans and that he had decided not to fly to Rome at all."

5. Whilst the above instance represents an extreme case, it is not unusual for personnel to request Air Passages at odd hours of the day or night instead of in office hours. Nor is the necessity to give advance notice of travel or cancellations properly appreciated.

6. In view of the extreme inconvenience caused by such behaviour to the ABC, the airfield staff, the passengers and the AFSC, it would be much appreciated if the above information could be given as wide publicity as possible in order to reduce the number of such occurrences in the future as far as possible.



2619

D.C. REID F/O
Commanding

A.F.S.C. MILAN.

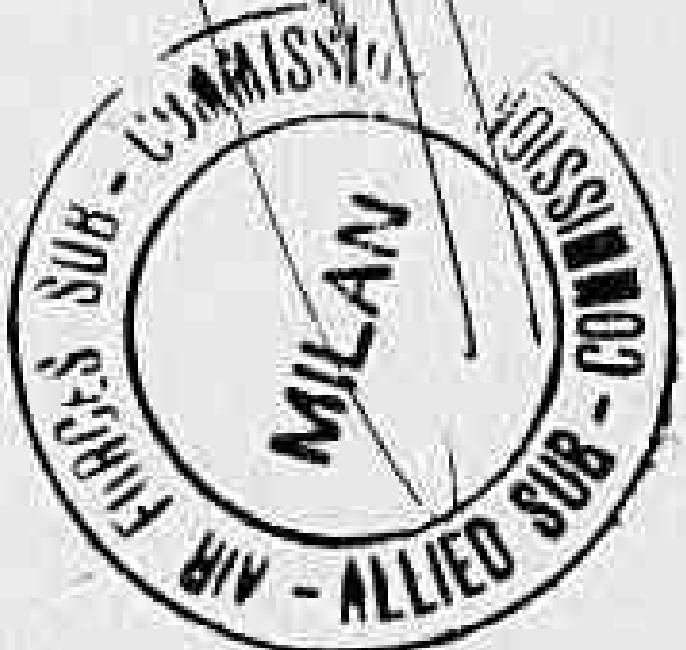
MacKinnon was not present for the manifest. Orders were given that his ticket be taken out to the airfield.

" At 05.45 hrs the airport rang up to say that the plane was waiting and Captain MacKinnon had not arrived. Orders were given to delay the plane for five minutes while phone calls were made in an endeavour to trace him. At 06.50 the plane left without him. *H. officer*

" At 15.00 hrs Capt. MacKinnon telephoned AFSC Milan to state that other business had altered his plans and that he had decided not to fly to Rome at all."

5. Whilst the above instance represents an extreme case, it is not unusual for personnel to request Air Passages at odd hours of the day or night instead of in office hours. Nor is the necessity to give advance notice of travel or cancellations properly appreciated.

6. In view of the extreme inconvenience caused by such behaviour to the AFSC, the airfield staff, the passengers and the AFSC, it would be much appreciated if the above information could be given as wide publicity as possible in order to reduce the number of such occurrences in the future as far as possible.



 2619

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

Copy to :- Brigadier M.S. LUCH, Executive Commissioner, A.C., Rome;

From: R.A. HQ., Air Military Computer Service

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

Date: 24th August 1943.

Ref : C1220/3011 Coll.

(T) 66A

MEMORANDUM FOR COL. MUSH.

With reference to the memorandum dated 23th July 1943 for-
warded by Lt. Col. Hugh Gervase to F/Lt. Reale, and the meeting held
at the F.A.B. HQ. on 22nd August 1943 at 1100 hrs. to which Col.
Remondino, Maj. Koppinger of AFSC, Lt. Col. Masoni, Lt. Col.
Beltrami and Lt. Col. Mushi were present.

After having examined the proposals in paras. 1, 2, and 3 of
the above mentioned memorandum, the following agreements have been
reached:

1. Milan will be informed in ample time, as it has been in the
past, of the type of s/c which will be employed the following day,
in order to dispose of all the available seats, and when one of the
s/c employed should land at Turin for maintenance and repairs at the
factory, Milan will receive a timely communication.

The following rules will be observed by the s/c leaving the
factory:

1. If major overhaul has been carried out and if it is a
question of new s/c not return to base, the flights generally will
be effected on a test flight and therefore no passengers will be
allowed.

2. If only slight repairs have been carried out, the s/c will
make the return flight as "normal" s/c, leaving at the fixed time and
after that Milan has obtained the communication in time to accept the
booking of the passengers.

3. As regard the sending to Milan of a reserve s/c, the question
will again be examined, pointing out the difficulty of economic na-
ture in retaining a crew outside base.

3. It is not advisable to alter the Rome-Milan-Turin 2617 to
Rome-Turin-Milan flight for the following reasons:

1. In case of bad weather, the s/c cannot pierce the clouds
over Turin because there is no radio assistance and there are moun-
tains in the city's vicinity. Consequently, the s/c would have to
perchute to Milan and pierce the clouds over this city in order to
proceed to Turin.

After having examined the proposals in paras. 1, 2, and 3 of the above mentioned memorandum, the following comments have been reached:

1. Milan will be informed in ample time, as it has been in the past, of the type of a/c which will be employed the following day, in order to release of all the available seats, and when one of the a/c employed should land at Turin for maintenance and repairs at the factory, Milan will receive a timely communication.

The following rules will be observed by the a/c leaving the factory:

1. If Milan's aircraft has been called out and if it is a question of new a/c that return to base, the flights necessarily will be scheduled as a 1st flight and therefore no passengers will be allowed.

2. If only slight repairs have been carried out, the a/c will make the return flight as "normal" a/c, leaving at the fixed time and after that Milan has obtained the communication in time to accept the booking of the passengers.

3. As regards the sending to Milan of a reserve a/c, the question will again be examined, pointing out the difficulty of economic nature in retaining a crew outside base.

4. It is not advisable to alter the Rome-Milan-Turin 2617 to Rome-Turin-Milan flight for the following reasons:

1. In case of bad weather, the a/c cannot clear the clouds over Turin because there is no radio assistance and therefore the mounting in the city's vicinity. Consequently, the a/c would have to negotiate to Milan and clear the clouds over this city in order to proceed to Turin.

2. The distance from Rome to Turin is 550 kms and the distance from Rome to Milan is 450 kms, while the distance from Milan to Turin is 350 kms. Consequently, the passenger who goes to Turin through Milan covers 550 kms., the one who would go to Milan through Turin would cover 700 kms.

3. To this must be added that the traffic with Milan is considerably superior to the traffic with Turin, and therefore, we deem more advisable to be favour the majority of the passengers. Also, because the insurance for every intermediate landing requires an increase of 150 lire in the fare.

See 11-13.

11-13-18.

THE CHIEF OF THE SERVICE

1st. Col. Gussone

Translated by Mercedes Vannutelli

0549

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

BEST COPY POSSIBLE

Roma 11, 24 Agosto 1945 -

A.F.S.C. - A.C.

P.C.

STATISTICO I° R. DALL'AS

RACCOMENDATO B.T.

STORICO TRASPORTI

STORICO ENOTURISMO

= ROMA =

= ROMA =

= GUIDONIA =

= GUIDONIA =

= C.F.ROCCIA =

Prot. n. 3140/SCM/2010

OGGETTO: Pro-memoria Ten. Col. MUSH.

Riferimento al pro-memoria in data 29 luglio 1945 indirizzato dal Ten Col. MUSH Gerardo al Lt. MED, ed alla riunione tenuta presso lo S.M. dell'Aeronautica il 22/8 alle ore 11,00 alla quale hanno partecipato il Col. REMONDINO, il Magg. IMPERLINI dell'A.F.S.C., il Ten. Col. GUSMONI, il Ten. Col. MELI-MERO e il Ten. Col. MUSH.

Esaminato le proposte di cui ai punti 1)2)3) del pro-memoria di cui sopra, sono stati raggiunti i seguenti accordi:

1) - Milano verrà informata tempestivamente (come già avviene da tempo) circa gli aerei che verranno impiegati il giorno successivo, in modo da poter disporre per l'utilizzazione di tutti i posti disponibili, e qualora uno degli aerei impiegati nell'andata dovesse fermarsi a Torino per manutenzione e riparazione presso Ditta, Milano ne riceverà tempestiva comunicazione.

Per gli apparecchi uscenti dalla Ditta dovranno osservarsi le seguenti norme:

- Se sono stati effettuati grandi lavori e ne si tratta di apparecchi nuovi, il rientro in sede, di massima, dovrà essere effettuato come volo di collaudo e pertanto non dovranno esservi a bordo passeggeri.

- Se sono stati effettuati piccoli lavori, l'apparecchio effettuerà il volo di rientro come apparecchio "bis" partendo all'orario prestabilito e dopo che Milano ha ottenuto la comunicazione in tempo per potere accettare le prenotazioni passeggeri.

2) - Circa l'invio a Milano di un apparecchio di riserva la questione verrà nuovamente esaminata in relazione alle difficoltà di carattere tecnico che incontrerebbe la permanenza dell'equipaggio fuori sede.

3) - Non è opportuno effettuare la variante Roma-Torino-2616 all'atto le linee Roma-Milano-Torino per le seguenti ragioni:

- In caso di condizioni meteorologiche avverse l'apparecchio non può forare su Torino perché manca l'assistenza radio, e nelle vicinanze ci sono colline e montagne. Di conseguenza l'aereo sarebbe costretto a dirottare su Milano per forare le nubi per poi dirigersi a Torino.

1) - Milano verrà informata tempestivamente (come già avviene da tempo) circa gli aerei che verranno impiegati il giorno successivo, in modo da poter disporre per l'addebiellamento di tutti i posti disponibili, e qualora uno degli aerei impiegati nell'andata dovesse fermarsi a Torino per manutenzione e riparazione presso Ditta, Milano ne riceverà tempestiva comunicazione.

Per gli apparecchi uscenti dalla Ditta dovranno osservarsi le seguenti norme:

- Se sono stati effettuati piccoli lavori e se si tratta di apparecchi nuovi, il rientro in sede, di mattina, dovrà essere effettuato come volo di collaudo e pertanto non dovranno esserci a bordo passeggeri.

- Se sono stati effettuati piccoli lavori, l'aereo b/c effettuerà il volo di rientro come apparecchio "b/c" partendo all'orario pre stabilito e dopo che Milano ha ottenuto la comunicazione in tempo per potere accettare le prenotazioni passeggeri.

2) - Circa l'invio a Milano di un apparecchio di riserva la questione verrà nuovamente esaminata in relazione alle difficoltà di carattere tecnico che incontrerebbe la permanenza dell'equipaggio fuori sede.

3) - Non è opportuno effettuare la variante Roma-Torino-2616 all'atto le linee Roma-Milano-Torino per le seguenti ragioni:

- In caso di condizioni meteorologiche avverse l'apparecchio non può tornare su Torino perché manca l'assistenza radio, e nelle vicinanze ci sono colline e montagne. Di conseguenza l'aereo sarebbe costretto a dirigersi su Milano per farare le nubi per poi dirigersi a Torino.

- Il percorso Roma-Torino è di 550 km. mentre quello Roma-Milano è di km. 500, mentre quello Milano-Torino è di km. 150; di conseguenza, non

./.

Allo n° 2 0/11/44 prot.

- 2 -

tre il passeggero che va a Torino passando per Milano percorre Km. 650, quello che andrebbe a Milano passando per Torino ne percorrerebbe 700. -
A questo è da aggiungere che il traffico con Milano è notevolmente superiore a quello con Torino, e pertanto è da ritenersi sia più opportuno favorire la sicurezza dei viaggiatori, tanto più che l'assicurazione per ogni atterraggio intorno a noi richiede L. 120 di aumento della tariffa. -

opinion

2615

65A ~~111~~

MINUTES ON THE CONFERENCE HELD AT THE ITALIAN AIR MINISTRY TO DISCUSS
MILITARY AIR COURIER SERVICE.

Conference attended by Major Keplinger, Col. Remondino,
Lt. Col. Gusseni, Lt. Col. Reniere and Lt. Col. Mush.

1. (a) Col. Remondino explained that the a/c which had not kept to Courier schedules and arrived at Milan from Turin or Rome at different hours (complain brought up by Lt. Col. Mush) were not a/c on the regular Rome-Milan-Turin run, or vice-versa, but a/c flying North or South to enter the Firm's Workshops for minor or major repairs or returning back to Base. These a/c were considered surplus to the regular run and made to land at Milan so as to pick up excess passengers proceeding to Turin or Rome.
 - (b) Lt. Col. Reniere (C.O. Transport Wing Centocelle) will in future inform Lt. Col. Gusseni (C.O. Military Courier Booking Office, Rome) who will in turn inform Col. Mush before 14.00 hrs the previous day of any surplus a/c landing at Milan proceeding or returning from Workshops.
 - (c) Aircraft fitted with brand new engines and returning to Rome will not be used to carry passengers as they must first undergo a two hours test by the Centocelle Transport Wing in order to check engine temperature etc.
-
2. (a) Col. Remondino stated that it would be difficult to keep one or two spare a/c at Milan purely due to administrative reasons. The crew would be forced to live on their own financial resources. Col. Remondino however closed the point by stating that a way would have to be found in order to accommodate the crew in the best possible manner. The Z.A.T. at Milan will be contacted and asked to cooperate by providing the necessary accommodation.
-
3. (a) Regarding Lt. Col. Mush's suggestion to change the run Rome-Milan-Turin to Rome-Turin-Milan, Lt. Col. Reniere explained that in bad weather the a/c would have to pierce the clouds near Milan before landing at Turin and then return to its final destination, Milan. Due to the high ground surrounding Turin it would be dangerous to pierce the clouds over Turin.
 - (b) Lt. Col. Gusseni explained that the change would effect the passenger transport tariffs. The Milan passengers would have to pay more due to a greater number of flying hours and the insurance rate increased due to a second landing at Turin.
 - (c) Col. Remondino explained that this point confirmed the necessity to keep a spare a/c at Milan in order to ensure air transport from Milan to Rome should the a/c on the regular run become unserviceable at Turin.

See - Col. Remondino's report will follow in a few days to confirm the minutes
11/5 1948 Major A.C. Keplinger

2614

(P.T.O.)

- (d) Col. Remondino : gested that the spare a/c at M¹ should be a G.12 and not an S.M.79 as the latter type of a/c will take fewer passengers. Two G.12 a/e will shortly be made serviceable by the Transport Wing.
-

TRANSLATION

From : I.A.F. "Stato Maggiore",
Air Military Courier Service.

To : A.F.S.C., A.C. ROME,
Attention: Maj. Kepplinger.

Date : 17th August, 1946.

Ref. : 2998/SCAM.

MEMORANDUM FROM LT. COL. MUSH

Reference to memorandum dated 29th July, 1946 from Lt. Col. MUSH,
to Lt. Reid - we would like to assure you that the U.C.A.M. at Milan
(Milan Booking Office) is regularly warned of the number and type of
aircraft which will be used for the flight of the following day.

This information is forwarded to the Milan Booking Office, in
order that the service may be carried out efficiently.

Transl. by Maria T.C.

FOR COL. GUSONI
Capt. CAROCELLI

2613

20/8

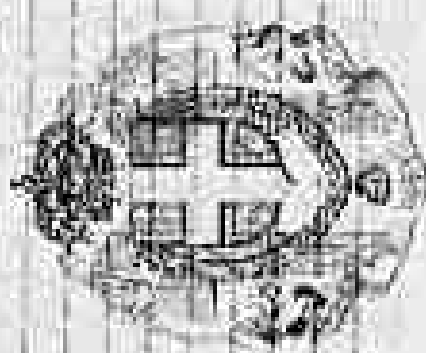
1724

Penna *F. Penn.* 1961

61 F

17469

State Magazine P. Krommholz



1

Resposta al p.^{to} V. del

Frost, J. S. - Allegany.

O G G E T T O

Man besorge sich um die argumente und nicht um die
id. v. d. Instanz. In German a man is required

L'CAPO DEL SERVIZIO

Gen. Col. Arthur G. Guernsey

original



2611

Prunier

RECEIVED DIVISION OF MAY 19 1961

But. N. 2000/1000 Allegati

Proposta al f. N. 11

OGGETTO

Il pugno italiano persegue l'obiettivo di unificare e rendere più unitaria
la vita culturale in Germania e in Europa

Il pugno italiano persegue l'obiettivo di unificare e rendere più unitaria
la vita culturale in Germania e in Europa. Il pugno italiano persegue l'obiettivo
di unificare e rendere più unitaria la vita culturale in Germania e in Europa.
Il pugno italiano persegue l'obiettivo di unificare e rendere più unitaria
la vita culturale in Germania e in Europa. Il pugno italiano persegue l'obiettivo
di unificare e rendere più unitaria la vita culturale in Germania e in Europa.

IL CAPO DEL SERVIZIO

Gen. Col. A. M. G. G. G. G.

di ordine

STABILE ADDETTO

Gen. Col. A. M. G. G. G. G.

2611



63A

FROM : Air Forces Sub-Commission, A.C. Milan
TO : Air Forces Sub-Commission, Hq. A.C. Rome
DATE : 6 August 1946
REF. : AFSC/M/24/Air

AIR COURIER SERVICE ROME-MILAN-TURIN

With a view to tracing the cause for delays in the departure of the Milan-Rome Air Courier from Linate Airfield, a statement has been requested from Lt.Col.Musch (I.A.P. Officer i/c Air Booking Centre, Milan) setting out the reasons for these delays and embodying proposals for their elimination.

2. A translation of this statement is enclosed herewith for any action considered appropriate.

adh
16/8
Enclosure 1 Memorandum from
Lt.Col.Musch

adh
D.G. REID F.
Commanding
A.F.S.C. MILAN



2610

See Air 8.

63B

Milan, 29 July 1946

To: A.P.S.C.

MILANMemorandum for Lt. Reid

Referring to our conversation of 22 July and to your letter AFSC/L/34/Air of the 27/7/1946, I beg to inform you the following:

The irregularities regarding time table occurring at Milan airfield are entirely due to factors arising at Turin.

Notwithstanding complaints made by this office especially in the past, it has never been possible to obtain punctual departure from Turin and even at present, though there is a slight improvement, delays are always occurring.

This delay cannot be made up at Milan owing to the short interval of time at disposal for the loading of passengers.

Not knowing in time which aircraft are available for the service it becomes very difficult in Milan to estimate the number of seats.

At Milan airfield the number of seats available is only known at the arrival of the planes from Rome, that is at about 11/12 hrs. Only at that time of the day it is possible to know how many places are available and very frequently not even then as often the aircraft G/12 have to be repaired in Turin and no one can tell how long these repairs will take. This happens especially when two G/12 aircraft are in service. It is therefore very important to know in advance which aircraft are due in Milan.

It is thought that much greater importance is given to the Rome Milan Turin services than to the return journey.

It is absolutely important that the Rome ²⁶⁰⁹ Milan Turin line should have a spare aircraft so as to avoid what happened

on Saturday 18th July when the departure of the aircraft S/95 was firstly delayed to 15.00 hrs. and then definitely cancelled.

The 40 passengers, some with high priority, were unable to leave and had to postpone their departure until Monday next. It is emphasised that passengers by paying the fare acquire some rights and may claim for damages if the journey be delayed for unimportant reasons.

See enclosed to 4/1/79
Rome insists on the impossibility of supplying Milan with a spare aircraft, but the reasons appear to be of a personal nature on the part of Stormo T.

It would be much better to effect the line Rome-Turin-Milan, as Milan is considered terminus, in order to avoid delays caused by refuelling. Arrangements should also be made to obviate the necessity of repairs during the journey with all the resultant inconvenience.

If an aircraft needs repairing this should be effected outside the regular journey schedule.

The following proposals have been put forward several times without any success. They are three:

- Yes*
JK
See memo 4/1/79
- a) Informing Milan before ^{14.00 hrs} ~~2 p.m.~~ of the aircraft which are going to be used the subsequent day and guaranteeing return for the following day.
 - b) Spare Aircraft to be held at Milan. Eventually two S/79.
 - c) Arrangements for the service to follow the route Rome-Turin-Milan instead of Rome-Milan-Turin.

Il Comandante 2608
P/te Musch Gerardo

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

To : Italian Air Ministry, Rome.

Date: 8th August 1946.

Ref : AFSC/24/1/Air.

RESPONSIBILITY OF CAPTAIN FLYING G.12
AIRCRAFT ON AIR COURIER SERVICE.

On a recent trip to MILAN in an unmodified G.12 aircraft, it was noticed by a member of this Sub-Commission that there was a lack of interest by the Captain regarding the safety and conduct of passengers on the aircraft. On several occasions, more than one person was in the aft section of the aircraft thereby promoting a tail heavy trim.

It is suggested that a painted notice should be displayed in this aircraft "Not more than one person at a time aft of the rear seats."

It should be the Captain's responsibility to ensure that this order is carried out.

On the same aircraft, another member of this Sub-Commission noticed that the "No Smoking" regulations on the ground were not being followed.

It is requested that these regulations are again brought to the attention of all concerned.

A. C. KEPPLINGER MAJOR
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

2607

inf. 8/8

From:- Air Forces Sub-Commission,
Allied Commission,
c/o Naples Liaison Group, APO.394.

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

Date:- 16th May, 1946.

Ref :- AFSC/N/55/AIR.

REPORT ON DUTY VISIT TO CATANIA.

1. The undersigned has completed a one day (14-15 May) trip to Sicily, and has the following to report :-

CATANIA AIRPORT. The R.A.F. Staging Post has closed down and only a small element still remains. I have made application for the R.A. to take over buildings which were used for waiting rooms and offices. They should be of great use for the Courier Service, as there is at present no suitable accommodation.

BOOKING ALLIED PASSENGERS. No satisfactory arrangement had been in force for granting priorities for Allied Passengers since the Allied Commission in Catania closed down. The only responsible Allied Unit still existing in the area is the Headquarters, British Troops in Sicily, whose Commanding Officer has agreed to handle requests in the future. A copy of our letter to him is being forwarded.

TRANSPORTATION OF FILMS. Owing to very difficult transport facilities, difficulty has been experienced in supplying films for entertaining troops in Sicily. An arrangement has been made for forwarding one film once a week from Naples to Catania, the weight factor being negligible.

*also a bundle of
application form for
air travel
20A*

28/2/51

h. h. A. K.

1. The undersigned has completed a one day (14-15 May) trip to Sicily, and has the following to report :-

CATANIA AIRPORT. The R.A.F. Staging Post has closed down and only a small element still remains. I have made application for the R.A. to take over buildings which were used for waiting rooms and offices. They should be of great use for the Courier Service, as there is at present no suitable accommodation.

BOOKING ALLIED PASSENGERS. No satisfactory arrangement had been in force for granting priorities for Allied Passengers since the Allied Commission in Catania closed down. The only responsible Allied Unit still existing in the area is the Headquarters, British Troops in Sicily, whose Commanding Officer has agreed to handle requests in the future. A copy of our letter to him is being forwarded.

TRANSPORTATION OF FILMS. Owing to very difficult transport facilities, difficulty has been experienced in supplying films for entertaining troops locally. An arrangement has been made for forwarding one film once a week from Naples to Catania, the weight factor being negligible.

*also a bundle of
application form for
air travel
20 A*



h. G. Watkins

(L.G. Watkins)
Flight Lieutenant, Commanding
Air Forces Sub Commission
Naples Detachment

(File on Report Form)

60A
(17)From : I.A.F. "Stato Maggiore"
Secretariat.

To : Air Forces Subcommission, AG, Rome.

Date : April 22, 1946.

Ref. : 009458/2.1.

Subject: Non-authorized use of Military Air Courier Service.

Reference to your letter AFSC/24/1/AG of April 12, 1946.

It was already known to this Stato Maggiore that Lt. of the I.A.F. on reserve Venturini made a trip by air to Milan with authorization of Air Transport Office, Council of Ministers.

From inquiries made by the I.A.F. officer of the Council of Ministers Air Transport Office it appears that he did not know of the unfavorable past of Lt. Venturini and was in fact also under the impression that he was an I.A.F. officer on the reserve.

For the above reasons the mentioned office did not object when Lt. Venturini requested the air passage to Milan on account of the I.A.F., and gave him the necessary authorization.

Considering that Lt. Venturini used his status as an I.A.F. officer on reserve and took advantage of competent department, this "Stato Maggiore" drew attention of Chiefs of Units, and officers attached to Military Air Courier Service Offices, to take particular care that such irregularities will not occur any longer.

Secretary to the Chief
"Stato Maggiore"
S. DE VITO

Translation by
Stefano Pagan

2605



18/5
C/L 29/6
C/L 20/5

STATO MAGGIORE DELL'AERONAUTICA
SEGRETERIA

60.4

Prot.n. 009468/S.1

Roma, li 22 APR. 1948

ALL' A.F.S.O. / A.C. = R O M A =

OGGETTO: Uso non autorizzato del servizio di corriere della R.A.-

Si risponde al foglio n. AFSC/34/1/AIR in data 12 Aprile u.s.-

Questo Stato Maggiore era già a conoscenza del fatto che il Tenente in congedo della R.A. VENTURINI, aveva compiuto un viaggio in aereo a Milano con autorizzazione rilasciatagli dall'Ufficio Aerei della Presidenza del Consiglio dei Ministri.-

Dalle indagini esperite è risultato che l'Ufficiale della R.A. addetto all'Ufficio Aerei della Presidenza del Consiglio dei Ministri, non solo non era al corrente dei precedenti sfavorevoli relativi al VENTURINI stesso, ma addirittura era da lui considerato come Ufficiale in congedo conosciuto nell'ambiente dell'Arma ed apprezzato.-

Per quanto sopra il predetto Ufficio non ha fatto alcuna obiezione quando il Tenente VENTURINI ha chiesto il passaggio in aereo per Milano per conto della R.A., rilasciandogli la relativa autorizzazione.-

Ciò premesso e tenuto conto che il Tenente VENTURINI avvalendosi della sua qualità di Ufficiale in congedo dell'Arma, ha carpito la buona fede degli organi competenti, questo Stato Maggiore ha richiamato l'attenzione dei Comandanti di Reparto e degli Ufficiali addetti agli Uffici Comandanti Aerei Militari, sulla necessità di porre particolare cura onde impedire irregolarità del genere.-

IL SOTTOCAPO DI STATO MAGGIORE

detto all'Ufficio Aerei della Presidenza del Consiglio dei Ministri, non solo non era al corrente dei precedenti sfavorevoli relativi al VENTURINI stesso, ma addirittura era da lui considerato come Ufficiale in congedo conosciuto nell'ambiente dell'Arma ed apprezzato.

Per quanto sopra il predetto Ufficio non ha fatto alcuna obiezione quando il Tenente VENTURINI ha chiesto il passaggio in aereo per Milano per conto della R.A., rilasciandogli la relativa autorizzazione.

Ciò premesso e tenuto conto che il Tenente VENTURINI eravendosi la sua qualità di Ufficiale in congedo dell'Arma, ha carpito la buona fede degli organi competenti, questo Stato Maggiore ha richiamato l'attenzione dei Comandanti di Reparto e degli Ufficiali addetti agli Uffici Corrieri Aerei Militari, sulla necessità di porre particolare cura onde impedire irregolarità del genere. =



IL SOTTOCAPO DI STATO MAGGIORE

Rennelli

STATO MAGGIORE - VERONA
SEGRETERIA

Prot.n. 000468/S1

Roma, li 22 APR 1946

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

OGGETTO: Uso non autorizzato del servizio di corriere della R.A..-

Si risponde al foglio n.AFSC/24/1/AIR in data 12 Aprile U.S..-

Questo Stato Maggiore era già a conoscenza del fatto che il Tenente in congedo della R.A. VENTURINI, aveva compiuto un viaggio in aereo a Milano con autorizzazione rilasciatagli dall'Ufficio Aerei della Presidenza del Consiglio dei Ministri..-

Dalle indagini esperite è risultato che l'Ufficiale della R.A. addetto all'Ufficio Aerei della Presidenza del Consiglio dei Ministri, non solo non era al corrente dei precedenti sfavorevoli relativi al VENTURINI stesso, ma addirittura era da lui considerato come Ufficiale in congedo conosciuto nell'ambiente dell'Arma ed apprezzato..-

Per quanto sopra il predetto Ufficio non ha fatto alcuna obiezione quando il Tenente VENTURINI ha chiesto il passaggio ²⁶⁰³ in aereo per Milano per conto della R.A., rilasciandogli la relativa autorizzazione..-

Ciò premesso e tenuto conto che il Tenente VENTURINI avvalendosi della sua qualità di Ufficiale in congedo dell'Arma, ha carpito la buona fede degli organi competenti, questo Stato Maggiore ha richiamato l'attenzione dei Comandanti di Reparto e degli Ufficiali addetti agli Uffici Corrieri Aerei Militari, sulla necessità di porre particolare cura onde impedire irregolarità del genere.=

in congedo della R.A. VENTURINI, aveva compiuto un viaggio in aereo a Milano con autorizzazione rilasciatagli dall'Ufficio Aerei della Presidenza del Consiglio dei Ministri.

Dalle indagini esperite è risultato che l'Ufficiale della R.A. addetto all'Ufficio Aerei della Presidenza del Consiglio dei Ministri, non solo non era al corrente dei precedenti sfavorevoli relativi al VENTURINI stesso, ma addirittura era da lui considerato come Ufficiale in congedo conosciuto nell'ambiente dell'Arma ed apprezzato.

Per quanto sopra il predetto Ufficio non ha fatto alcuna obiezione quando il Tenente VENTURINI ha chiesto il passaggio ²⁶⁰³ in aereo per Milano per conto della R.A.; rilasciandogli la relativa autorizzazione.

Ciò premesso e tenuto conto che il Tenente VENTURINI avvalendosi della sua qualità di Ufficiale in congedo dell'Arma, ha carpito la buona fede degli organi competenti, questo Stato Maggiore ha richiamato l'attenzione dei Comandanti di Reparto e degli Ufficiali addetti agli Uffici Corrieri Aerei Militari, sulla necessità di porre particolare cura onde impedire irregolarità del genere. =

IL SOTTOCAPO DI STATO MAGGIORE



Renzi

ITALIAN MILITARY COURIER AIRLINES

LINEE CORRIERI AEREI MILITARI ITALIANI

To: A.C. AIR PRIORITIES BOARD.
Al: Comitato Precedenza Aeree C.A.

TO BE SUBMITTED IN 3 COPIES
Da essere sottomesso in 3 copie

REQUEST FOR AIR PRIORITY - PASSENGERS
Richiesta di Precedenza Aerea - Passeggeri

1. RANK Grado - Titolo - Carica	NAME Cognome e nome	TELEPHONE N. Telefono N.
2. UNIT. Arm. ne-appartenenza	IDENTITY CARD N. Carta d'identità N.	
3. SPONSORING COMMISSION OR GOVT. DEPT. Commissione o Ministero interessato.		
4. PASSAGE REQUIRED. Passaggio richiesto.	FROM Da	TO a
5. TRAVEL AUTHORITY ISSUED BY Permesso di viaggio emesso da	PRESIDENZA DEL CONSIGLIO DEI MINISTRI GABINETTO	
6. DATE READY TO TRAVEL. Pronto a partire il giorno	25-4-46	
7. PERSONAL WEIGHT Peso personale	50	KGS.
	BAGGAGE Bagaglio.	10
8. IS RETURN TRIP BY AIR NECESSARY? È necessario il volo di ritorno?	STATE WHY. Indicare perchè	no
9. URGENCY OF PASSAGE. STATE FULL DETAILS. PRIORITY IS ASSESSED ON THE INFORMATION SUPPLIED TO THIS QUESTION. Urgenza del passaggio. Completi dettagli. La precedenza dipende dalle risposte date a questa domanda. Affari commoerziali		
10. NAME AND ADDRESS OF NEXT-OF-KIN. Nome e indirizzo del parente a cui rivolgersi. MARI - via De Rossi 30		

2600

AIR SCREENING AGENCY
Ufficio di Controllo Aereo

A. C. AIR PRIORITIES BOARD
Comitato Precedenze Aeree A. C.

AIR BOOKING OFFICE
Ufficio Traffico Aeree

20 APR 1946

0570

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

1. RANK
Grado - Titolo - Carica

2. UNIT
Amm ne-appartenenza

3. SPONSORING COMMISSION OR GOVT.
DEPT.
Commissione o Ministero interessato.

4. PASSAGE REQUIRED.
Passaggio richiesto.

5. TRAVEL AUTHORITY ISSUED BY
Permesso di viaggio emesso da

6. DATE READY TO TRAVEL.
Pronto a partire il giorno

7. PERSONAL WEIGHT
Peso personale

8. IS RETURN TRIP BY AIR NECESSARY?
È necessario il volo di ritorno?

9. URGENCY OF PASSAGE. STATE FULL DETAILS. PRIORITY IS ASSESSED ON THE INFORMATION SUPPLIED TO THIS QUESTION.
Urgenza del passaggio. Completati dettagli. La precedenza dipende dalle risposte date a questa domanda.

10. NAME AND ADDRESS OF NEXT-OF-KIN.
Nome e indirizzo del parente a cui rivolgersi.

AIR SCREENING AGENCY
Ufficio di Controllo Aereo

A. C. AIR PRIORITIES BOARD
Comitato Precedenze Aeree A. C.

AIR BOOKING OFFICE
Ufficio Traffico Aeree

Carlo Innocenzo Rietti - Roma - 1946 - 5.000

INSTRUCTIONS TO PASSENGERS

ISTRUZIONI PER I PASSEGGERI

1. SAFETY BELTS - ALWAYS FASTEN SAFETY BELTS BEFORE TAKE OFF AND LANDING.
Cinture di salvataggio - Applicare sempre le cinture di salvataggio prima di decollare e di atterrare.
2. USE OF MAE WEST - THE CAPTAIN (BEFORE TAKE OFF) WILL GIVE INSTRUCTIONS ON THE FITTING AND INFLATION OF THE MAE WEST.
Uso delle cinture di salvataggio - Il pilota darà istruzioni sul modo di montare e di gonfiare le cinture prima del decollo.
3. NO SMOKING - NO SMOKING IS PERMITTED IN OR NEAR THE AIRCRAFT.
Vietato fumare - Non è permesso fumare nell'apparecchio e vicino.
4. PASSENGERS ARE RESPONSIBLE FOR SEEING THAT THEIR OWN PERSONAL BAGGAGE IS LOADED ON THE PLANE BEFORE DEPARTURE AND UNLOADED ON ARRIVAL AT DESTINATION.
I passeggeri sono tenuti ad accertarsi che il proprio bagaglio venga caricato sull'aereo alla partenza e venga scaricato all'arrivo a destinazione.
5. THE AIR FORCE ADMINISTRATION AND ALLIED COMMISSION DISCLAIM ALL LIABILITY IN CASE OF ACCIDENTS OR LOSSES UNDER ANY CIRCUMSTANCES.
L'Amministrazione per i servizi dell'Aeronautica e la Commissione Alleata declinano ogni responsabilità per incidenti o danni occorsi in qualsiasi circostanza.
6. PASSENGERS ARE ALLOWED TO CARRY UP TO 15 KILOGRAMS OF BAGGAGE PERSONNEL TRAVELLING ON PERMANENT CHANGE OF STATION ARE ALLOWED UP TO 50 KILOGRAMS.
I passeggeri possono portare fino a 15 chilogrammi di bagaglio. Il personale che viaggia per cambio di sede può portare fino a 50 chilogrammi.
7. IF RETURN FLIGHT IS REQUESTED, PASSENGER SHOULD REPORT TO PRIORITIES OFFICER AND BOOKING OFFICE ON ARRIVAL.
Se il volo di ritorno è richiesto, il passeggero si presenti all'ufficiale alle precedenze e all'ufficio prenotazioni all'arrivo.

CIVILIAN INDEMNITY CERTIFICATE

I, THE UNDERSIGNED, FULLY UNDERSTAND THAT I TRAVEL IN A VEHICLE OF THE ALLIED COMMISSION AND OR ITALIAN MILITARY AIRCRAFT AT MY OWN RISK. IT IS ASSESSED ON THE INFORMATION SUPPLIED TO SONAL INJURIES OR LOSS OF BAGGAGE, I MAY NOT MAKE ANY CLAIM AGAINST THE ALLIED COMMISSION OR THE ITALIAN GOVERNMENT.

DATE

SIGNED

WITNESS

Il sottoscritto si rende pienamente conto che viaggia su un mezzo della Commissione Alleata e oppure su aereo militare Italiano a suo proprio rischio e che in caso subisca ogni danno nella persona o nel bagaglio, non potrà fare alcuna richiesta di

Use delle cinture di salvataggio - Il pilota darà istruzioni sul modo di montare e di gonfiare le cinture prima del decollo.

3. NO SMOKING - NO SMOKING IS PERMITTED IN OR NEAR THE AIRCRAFT.
Vietato fumare - Non è permesso fumare nell'apparecchio e vicino.
4. PASSENGERS ARE RESPONSIBLE FOR SEEING THAT THEIR OWN PERSONAL BAGGAGE IS LOADED ON THE PLANE BEFORE DEPARTURE AND UNLOADED ON ARRIVAL AT DESTINATION.
I passeggeri sono tenuti ad accertarsi che il proprio bagaglio venga caricato sull'aereo alla partenza e venga scaricato all'arrivo a destinazione.
5. THE AIR FORCE ADMINISTRATION AND ALLIED COMMISSION DISCLAIM ALL LIABILITY IN CASE OF ACCIDENTS OR LOSSES UNDER ANY CIRCUMSTANCES.
L'Amministrazione per i servizi dell'Aeronautica e la Commissione Alleata declinano ogni responsabilità per incidenti o danni occorsi in qualsiasi circostanza.
6. PASSENGERS ARE ALLOWED TO CARRY UP TO 15 KILOGRAMS OF BAGGAGE PERSONNEL TRAVELLING ON PERMANENT CHANGE OF STATION ARE ALLOWED UP TO 50 KILOGRAMS.
I passeggeri possono portare fino a 15 chilogrammi di bagaglio. Il personale che viaggia per cambio di sede può portare fino a 50 chilogrammi.
7. IF RETURN FLIGHT IS REQUESTED, PASSENGER SHOULD REPORT TO PRIORITIES OFFICER AND BOOKING OFFICE ON ARRIVAL.
Se il volo di ritorno è richiesto, il passeggero si presenti all'ufficiale alle precedenze e all'ufficio prenotazioni all'arrivo.

CIVILIAN INDEMNITY CERTIFICATE

I, THE UNDERSIGNED, FULLY UNDERSTAND THAT I TRAVEL IN A VEHICLE OF THE ALLIED COMMISSION AND OR ITALIAN MILITARY AIRCRAFT AT MY OWN RISK. MY CLAIM IS ASSESSED ON THE INFORMATION SUPPLIED TO SONAL INJURIES OR LOSS OF BAGGAGE, I MAY NOT MAKE ANY CLAIM AGAINST THE ALLIED COMMISSION OR THE ITALIAN GOVERNMENT.

DATE

SIGNED

WITNESS

Il sottoscritto si rende pienamente conto che viaggia su un mezzo della Commissione Alleata e oppure su aereo militare italiano a suo proprio rischio e che in caso subisca ogni danno nella persona o nel bagaglio, non potrà fare alcuna richiesta di indennizzo verso la Commissione Alleata o il Governo Italiano.

Date

Firmato

Testimonio

ITALIAN MILITARY COURIER AIRLINES

LINEE CORRIERI AEREI MILITARI ITALIANI

To. A.C. AIR PRIORITIES BOARD,
At: Comitato Precedenza Aeree C.A.

TO BE SUBMITTED IN 3 COPIES
Da essere sottomesso in 3 copie

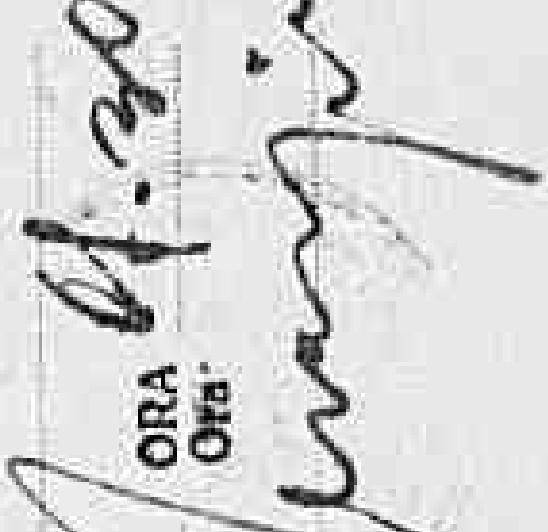
REQUEST FOR AIR PRIORITY - PASSENGERS
Richiesta di Precedenza Aerea - Passeggeri

1. RANK Grado - Titolo - Carica	NAME Cognome e nome		TELEPHONE N°. Telefono N°.
2 UNIT. Amm ne-appartenenza	IDENTITY CARD N°. Carta d'identità N°.		
3. SPONSORING COMMISSION OR GOVT. DEPT. Commissione o Ministero interessato.			
4. PASSAGE REQUIRED. Passaggio richiesto.	FROM Da	TO a	
5. TRAVEL AUTHORITY ISSUED BY Permesso di viaggio emesso da	PRESIDENZA DEL CONSIGLIO DEL MINISTRI GABINETTO		
6. DATE READY TO TRAVEL. Pronto a partire il giorno	25- April 46		
7. PERSONAL WEIGHT Peso personale	KG. KGS.	BAGGAGE Bagaglio.	KG. KGS.
8. IS RETURN TRIP BY AIR NECESSARY? È necessario il volo di ritorno?	STATE WHY. Indicare perché		
9. URGENCY OF PASSAGE. STATE FULL DETAILS. PRIORITY IS ASSESSED ON THE INFORMATION SUPPLIED TO THIS QUESTION. Urgenza del passaggio. Completati dettagli. La precedenza dipende dalle risposte date a questa domanda. servizio giornalistico della voce del manifesto			
10. NAME AND ADDRESS OF NEXT-OF-KIN. Nome e indirizzo del parente a cui rivolgersi. CAPPA. Via Areno 8. 2598			

Cognome e nome

Grado - Titolo - Carica

2. UNIT. Amm.ne-appartenenza	IDENTITY CARD N. Carta d'identità N.	TELEPHONE N. Telefono N.
3. SPONSORING COMMISSION OR GOVT. DEPT. Commissione o Ministero interessato.	FROM Da	TO a
4. PASSAGE REQUIRED. Passaggio richiesto.	PRESIDENZA DEL CONSIGLIO DEL MINISTRI GABINETTO	
5. TRAVEL AUTHORITY ISSUED BY Permesso di viaggio emesso da	25-Apr-46	
6. DATE READY TO TRAVEL. Pronto a partire il giorno	5-5	10
7. PERSONAL WEIGHT Peso personale	KGS. Kilogrammi	BAGGAGE Bagaglio.
8. IS RETURN TRIP BY AIR NECESSARY? È necessario il volo di ritorno?	STATE WHY. Indicare perchè	KGS. Kilogrammi
9. URGENCY OF PASSAGE. STATE FULL DETAILS. PRIORITY IS ASSESSED ON THE INFORMATION SUPPLIED TO THIS QUESTION. Urgenza del passaggio. Completare dettagli. La precedenza dipende dalle risposte date a questa domanda. servizio immediato della voce del mandato -		
10. NAME AND ADDRESS OF NEXT-OF-KIN. Nome e indirizzo del parente a cui rivolgersi. CAPPA. Vi- Aterno 8. 2598		

AIR SCREENING AGENCY Ufficio di Controllo Aereo	A. C. AIR PRIORITIES BOARD Comitato Precedenze Aeree A. C.	AIR BOOKING OFFICE Ufficio Traffico Aereo
 DATE Data SIGNATURE Firma GABINETTO	 PRIORITY AWARDED Precedenza accordata DATE AWARDED Data accordata SIGNATURE Firma	 DEPARTURE Partenza FLIGHT Volo SIGNATURE Firma ORA Ora 25 APR 1946

Cartolina Riello - Roma - 1946 - 5.000

INSTRUCTIONS TO PASSENGERS

ISTRUZIONI PER I PASSEGGERI

1. SAFETY BELTS - ALWAYS FASTEN SAFETY BELTS BEFORE TAKE OFF AND LANDING.
Cinture di salvataggio - Applicare sempre le cinture di salvataggio prima di decollare e di atterrare.
2. USE OF MAE WEST - THE CAPTAIN (BEFORE TAKE OFF) WILL GIVE INSTRUCTIONS ON THE FITTING AND INFLATION OF THE MAE WEST.
Uso delle cinture di salvataggio - Il pilota darà istruzioni sul modo di montare e di gonfiare le cinture prima del decollo.
3. NO SMOKING - NO SMOKING IS PERMITTED IN OR NEAR THE AIRCRAFT.
Vietato fumare - Non è permesso fumare nell'apparecchio e vicino.
4. PASSENGERS ARE RESPONSIBLE FOR SEEING THAT THEIR OWN PERSONAL BAGGAGE IS LOADED ON THE PLANE BEFORE DEPARTURE AND UNLOADED ON ARRIVAL AT DESTINATION
I passeggeri sono tenuti ad accertarsi che il proprio bagaglio venga caricato sull'aereo alla partenza e venga scaricato all'arrivo a destinazione.
5. THE AIR FORCE ADMINISTRATION AND ALLIED COMMISSION DISCLAIM ALL LIABILITY IN CASE OF ACCIDENTS OR LOSSES UNDER ANY CIRCUMSTANCES
L'Amministrazione per i servizi dell'Aeronautica e la Commissione Alleata declinano ogni responsabilità per incidenti o danni occorsi in qualsiasi circostanza.
6. PASSENGERS ARE ALLOWED TO CARRY UP TO 15 KILOGRAMS OF BAGGAGE PERSONNEL TRAVELLING ON PERMANENT CHANGE OF STATION ARE ALLOWED UP TO 50 KILOGRAMS.
I passeggeri possono portare fino a 15 chilogrammi di bagaglio. Il personale che viaggia per cambio di sede può portare fino a 50 chilogrammi.
7. IF RETURN FLIGHT IS REQUESTED, PASSENGER SHOULD REPORT TO PRIORITIES OFFICER AND BOOKING OFFICE ON ARRIVAL.
Se il volo di ritorno è richiesto, il passeggero si presenti all'ufficiale alle precedenze e all'ufficio prenotazioni all'arrivo.

CIVILIAN INDEMNITY CERTIFICATE

I, THE UNDERSIGNED, FULLY UNDERSTAND THAT I TRAVEL IN A VEHICLE OF THE ALLIED COMMISSION AND OR ITALIAN MILITARY AIRCRAFT AT MY OWN RISK. I AM ASSESSED ON THE INFORMATION SUPPLIED TO SONAL INJURIES OR LOSS OF BAGGAGE, I MAY NOT MAKE ANY CLAIM AGAINST THE ALLIED COMMISSION OR THE ITALIAN GOVERNMENT.

DATE

SIGNED

WITNESS

Uso delle cinture di salvataggio - Il pilota darà istruzioni sul modo di montare e di gonfiare le cinture prima del decollo.

3. NO SMOKING - NO SMOKING IS PERMITTED IN OR NEAR THE AIRCRAFT.
Vietato fumare - Non è permesso fumare nell'apparecchio e vicino.
4. PASSENGERS ARE RESPONSIBLE FOR SEEING THAT THEIR OWN PERSONAL BAGGAGE IS LOADED ON THE PLANE BEFORE DEPARTURE AND UNLOADED ON ARRIVAL AT DESTINATION.
I passeggeri sono tenuti ad accertarsi che il proprio bagaglio venga caricato sull'aereo alla partenza e venga scaricato all'arrivo a destinazione.
5. THE AIR FORCE ADMINISTRATION AND ALLIED COMMISSION DISCLAIM ALL LIABILITY IN CASE OF ACCIDENTS OR LOSSES UNDER ANY CIRCUMSTANCES.
L'Amministrazione per i servizi dell'Aeronautica e la Commissione Alleata declinano ogni responsabilità per incidenti o danni occorsi in qualsiasi circostanza.
6. PASSENGERS ARE ALLOWED TO CARRY UP TO 15 KILOGRAMS OF BAGGAGE PERSONNEL TRAVELLING ON PERMANENT CHANGE OF STATION ARE ALLOWED UP TO 50 KILOGRAMS.
I passeggeri possono portare fino a 15 chilogrammi di bagaglio. Il personale che viaggia per cambio di sede può portare fino a 50 chilogrammi.
7. IF RETURN FLIGHT IS REQUESTED, PASSENGER SHOULD REPORT TO PRIORITIES OFFICER AND BOOKING OFFICE ON ARRIVAL.
Se il volo di ritorno è richiesto, il passeggero si presenti all'ufficiale alle precedenze e all'ufficio prenotazioni all'arrivo.

CIVILIAN INDEMNITY CERTIFICATE

I, THE UNDERSIGNED, FULLY UNDERSTAND THAT I TRAVEL IN A VEHICLE OF THE ALLIED COMMISSION AND OR ITALIAN MILITARY AIRCRAFT AT MY OWN RISK. IT IS ASSESSED ON THE INFORMATION SUPPLIED TO SONAL INJURIES OR LOSS OF BAGGAGE, I MAY NOT MAKE ANY CLAIM AGAINST THE ALLIED COMMISSION OR THE ITALIAN GOVERNMENT.

DATE SIGNED
WITNESS

Il sottoscritto si rende pienamente conto che viaggia su un mezzo della Commissione Alleata e oppure su aereo militare Italiano a suo proprio rischio e che in caso subisca ogni danno nella persona o nel bagaglio, non potrà fare alcuna richiesta di indennizzo verso la Commissione Alleata o il Governo Italiano.

Data Firmato
Testimonio

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : ITALIAN AIR MINISTRY
DATE : 12TH APRIL 1946
REF : AFSC/24/1/AIR

UNAUTHORIZED USE OF IAF COURIER SERVICE

Reference is made to the inclosed request for Air Priority which gives the Italian Air Ministry as the sponsoring Government Department.

2. As Dottor Venturini is no longer a member of the IAF, and we have reason to believe that his trip was not for official business for the Italian Air Ministry, we request that an investigation be made concerning the reasons this request for airlift was granted and a report be submitted to this Sub-Commission.

WHL
15/4
From Capt. ...
no more ...
See 601
E.S. BASS, MAJOR AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.
A.C. C.M.F.

2597

ITALIAN MILITARY COURIER AIRLINES

LUNEE CORRIERI AEREI MILITARI ITALIANI

To: A.C. AIR PRIORITIES BOARD.
At: Comitato Precedenza Aeree C.A.

TO BE SUBMITTED IN 3 COPIES
Da essere sottomesso in 3 copie

REQUEST FOR AIR PRIORITY - PASSENGERS

Richiesta di Precedenza Aerea - Passeggeri

1. RANK Grado - Titolo - Carica	NAME Cognome e nome		Rodolfo VENTURINI	
2 UNIT. Aeronautica Amm.ne-appartenenza	IDENTITY CARD N. Carta d'identità N.	TELEPHONE N. Telefono N.		
3. SPONSORING COMMISSION OR GOVT. DEPT. Commissione o Ministero interessato.	Ministero dell'Aeronautica			
4. PASSAGE REQUIRED. Passaggio richiesto.	FROM Da	ROLLA TO	MILANO a	
5. TRAVEL AUTHORITY ISSUED BY Permesso di viaggio emesso da				
6. DATE READY TO TRAVEL. Pronto a partire il giorno	21 marzo 1946			
7. PERSONAL WEIGHT Peso personale	75	KGS.	BAGGAGE Bagaglio.	15 KGS.
8. IS RETURN TRIP BY AIR NECESSARY? È necessario il volo di ritorno?	STATE WHY. Indicare perchè		si per rientro in Sede	
9. URGENCY OF PASSAGE. STATE FULL DETAILS. PRIORITY IS ASSESSED ON THE INFORMATION SUPPLIED TO THIS QUESTION. Urgenza del passaggio. Completati dettagli. La precedenza dipende dalle risposte date a questa domanda. Si reca a Milano per incarico del Ministero dell'Aeronautica				
10. NAME AND ADDRESS OF NEXT-OF-KIN. Nome e indirizzo del parente a cui rivolgersi. Famiglia VENTURINI - Roma Via Giosuè Borsi 4 2595				

AIR SCREENING AGENCY
Ufficio di Controllo Aereo

A. C. AIR PRIORITIES BOARD
Comitato Precedenza Aeree C.A.

AIR BOOKING OFFICE

2 UNIT. Aeronautica Arm. ne-appartenenza	IDENTITY CARD N. Carta d'identità N.	TELEPHONE N. Telefono N.
3. SPONSORING COMMISSION OR GOVT. DEPT. Commissione o Ministero interessato.	Ministero dell'Aeronautica	
4. PASSAGE REQUIRED. Passaggio richiesto.	FROM Da	TO a
5. TRAVEL AUTHORITY ISSUED BY Permesso di viaggio emesso da	ROMA MILANO	
6. DATE READY TO TRAVEL. Pronto a partire il giorno	21 marzo 1946	
7. PERSONAL WEIGHT Peso personale	75 KGS.	BAGGAGE Bagaglio. 15 KGS.
8. IS RETURN TRIP BY AIR NECESSARY? È necessario il volo di ritorno?	STATE WHY. Indicare perché	si per rientro in Sede
9. URGENCY OF PASSAGE. STATE FULL DETAILS. PRIORITY IS ASSESSED ON THE INFORMATION SUPPLIED TO THIS QUESTION. Urgenza del passaggio. Completare dettagli. La precedenza dipende dalle risposte date a questa domanda. Si reca a Milano per incarico del Ministero dell'Aeronautica		
10. NAME AND ADDRESS OF NEXT-OF-KIN. Nome e indirizzo del parente a cui rivolgersi. Famiglia VENTURINI = Roma Via Giosuè Borsi 4 2595		

AIR SCREENING AGENCY Ufficio di Controllo Aereo	A. C. AIR PRIORITIES BOARD Comitato Precedenze Aeree A. C.	AIR BOOKING OFFICE Ufficio Traffico Aereo
RECOMMENDED PRIORITY "3" Precedenza raccomandata DATE 20/3/1946 Data	PRIORITY AWARDED Precedenza accordata DATE AWARDED Data accordata SIGNATURE Firma	DEPARTURE Partenza FLIGHT Volo SIGNATURE FIRMA
ORA 21-3-46 ORA 21-3-46		

INSTRUCTIONS TO PASSENGERS

ISTRUZIONI PER I PASSEGGERI

1. SAFETY BELTS - ALWAYS FASTEN SAFETY BELTS BEFORE TAKE OFF AND LANDING.
Cinture di salvataggio - Applicare sempre le cinture di salvataggio prima di decollare e di atterrare.
2. USE OF MAE WEST - THE CAPTAIN (BEFORE TAKE OFF) WILL GIVE INSTRUCTIONS ON THE FITTING AND INFLATION OF THE MAE WEST.
Uso delle cinture di salvataggio - Il pilota darà istruzioni sul modo di montare e di gonfiare le cinture prima del decollo.
3. NO SMOKING - NO SMOKING IS PERMITTED IN OR NEAR THE AIRCRAFT.
Vietato fumare - Non è permesso fumare nell'apparecchio e vicino.
4. PASSENGERS ARE RESPONSIBLE FOR SEEING THAT THEIR OWN PERSONAL BAGGAGE IS LOADED ON THE PLANE BEFORE DEPARTURE AND UNLOADED ON ARRIVAL AT DESTINATION.
I passeggeri sono tenuti ad accertarsi che il proprio bagaglio venga caricato sull'aereo alla partenza e venga scaricato all'arrivo a destinazione.
5. THE AIR FORCE ADMINISTRATION AND ALLIED COMMISSION DISCLAIM ALL LIABILITY IN CASE OF ACCIDENTS OR LOSSES UNDER ANY CIRCUMSTANCES.
L'Amministrazione per i servizi dell'Aeronautica e la Commissione Alleata declinano ogni responsabilità per incidenti o danni occorsi in qualsiasi circostanza.
6. PASSENGERS ARE ALLOWED TO CARRY UP TO 15 KILOGRAMS OF BAGGAGE PERSONNEL TRAVELLING ON PERMANENT CHANGE OF STATION ARE ALLOWED UP TO 50 KILOGRAMS.
I passeggeri possono portare fino a 15 chilogrammi di bagaglio. Il personale che viaggia per cambio di sede può portare fino a 50 chilogrammi.
7. IF RETURN FLIGHT IS REQUESTED, PASSENGER SHOULD REPORT TO PRIORITIES OFFICER AND BOOKING OFFICE ON ARRIVAL.
Se il volo di ritorno è richiesto, il passeggero si presenti all'ufficiale alle precedenze e all'ufficio prenotazioni all'arrivo.

CIVILIAN INDEMNITY CERTIFICATE

I, THE UNDERSIGNED, FULLY UNDERSTAND THAT I TRAVEL IN A VEHICLE OF THE ALLIED COMMISSION AND OR ITALIAN MILITARY AIRCRAFT AT MY OWN RISK. I MAY NOT MAKE ANY CLAIM AGAINST THE ALLIED COMMISSION OR THE ITALIAN GOVERNMENT.

DATE

1944

SIGNED

WITNESS

Il sottoscritto si rende pienamente conto che viaggia su un mezzo della Commissione Alleata e oppure su aereo militare Italiano a suo proprio rischio e che in caso subisca ogni danno nella persona o nel bagaglio, non potrà fare alcuna richiesta di indennizzo verso la Commissione Alleata o il Governo Italiano.

PUTTING AND INFLATION OF THE MAE WEST.
 Uso delle cinture di salvataggio - Il pilota darà istruzioni sul modo di montare e di gonfiare le cinture prima del decollo.

3. NO SMOKING - NO SMOKING IS PERMITTED IN OR NEAR THE AIRCRAFT.
 Vietato fumare - Non è permesso fumare nell'apparecchio e vicino.
4. PASSENGERS ARE RESPONSIBLE FOR SEEING THAT THEIR OWN PERSONAL BAGGAGE IS LOADED ON THE PLANE BEFORE DEPARTURE AND UNLOADED ON ARRIVAL AT DESTINATION.
 I passeggeri sono tenuti ad accertarsi che il proprio bagaglio venga caricato sull'aereo alla partenza e venga scaricato all'arrivo a destinazione.
5. THE AIR FORCE ADMINISTRATION AND ALLIED COMMISSION DISCLAIM ALL LIABILITY IN CASE OF ACCIDENTS OR LOSSES UNDER ANY CIRCUMSTANCES.
 L'Amministrazione per i servizi dell'Aeronautica e la Commissione Alleata declinano ogni responsabilità per incidenti o danni occorsi in qualsiasi circostanza.
6. PASSENGERS ARE ALLOWED TO CARRY UP TO 15 KILOGRAMS OF BAGGAGE PERSONNEL TRAVELLING ON PERMANENT CHANGE OF STATION ARE ALLOWED UP TO 50 KILOGRAMS.
 I passeggeri possono portare fino a 15 chilogrammi di bagaglio. Il personale che viaggia per cambio di sede può portare fino a 50 chilogrammi.
7. IF RETURN FLIGHT IS REQUESTED, PASSENGER SHOULD REPORT TO PRIORITIES OFFICER AND BOOKING OFFICE ON ARRIVAL.
 Se il volo di ritorno è richiesto, il passeggero si presenti all'ufficiale alle procedure e all'ufficio prenotazioni all'arrivo.

CIVILIAN INDEMNITY CERTIFICATE

I, THE UNDERSIGNED, FULLY UNDERSTAND THAT I TRAVEL IN A VEHICLE OF THE ALLIED COMMISSION AND OR ITALIAN MILITARY AIRCRAFT AT MY OWN RISK. IT IS ASSESSED ON THE INFORMATION SUPPLIED TO SONAL INJURIES OR LOSS OF BAGGAGE, I MAY NOT MAKE ANY CLAIM AGAINST THE ALLIED COMMISSION OR THE ITALIAN GOVERNMENT.

DATE

1948

SIGNED

WITNESS

Il sottoscritto si rende pienamente conto che viaggia su un mezzo della Commissione Alleata e oppure su aereo militare Italiano a suo proprio rischio e che in caso subisca ogni danno nella persona o nel bagaglio, non potrà fare alcuna richiesta di indennizzo verso la Commissione Alleata o il Governo Italiano.

Data

Firmato

Testimonio

APPENDIX "A"
APPENDICE "A"

ITALIAN MILITARY COURIER LINE
LINEA CORRIERE MILITARE ITALIANO

TO BE SUBMITTED IN 3 Copies
DA ESSERE SOTTOMESSA IN 3 COPIE

DATE 1ST APRIL 1946
DATA

To. - A. C. AIR Priorities Board.
Al Comitato Precedenze Aeree - Commissione Alleata.

REQUEST FOR AIR PRIORITY - PASSENGERS & FREIGHT
RICHIESTA DI PRECEDENZA AEREA - PASSEGGERI E MERCI

1. Passengers No. 1 Rank, Name & Initials. DOTT. RODOLFO VENTURINI
N° Passaggero, Grado, Nome e iniziali, Tessere d'identità civile N°

1a. Type of Freight
Genere del carico

2a. Passengers Unit MINISTRY OF ITALIAN AIR FORCE Telephone No.
Corpo del passeggero Telefono N°

2. Unit requesting Shipment CHIEF LIAISON OFFICE Telephone No.
Corpo che richiede il trasporto Telefono N°

3. Point of Origin MILAN Destination ROME
Luogo di partenza Destinazione

4. Latest arrival date and time necessary for accomplishment of mission (Date & time)
Massima data di arrivo e tempo necessario al compimento della missione. (Data e ora)

3RD APRIL 1946

5. Date available for commencing journey
Data disponibile per l'inizio del viaggio

6. Detailed information to justify the need for AIR PRIORITY.
Informazioni dettagliate che giustificano la necessità della precedenza aerea

RETURN TO PROPER STATION

2594

REQUEST FOR AIR PRIORITY - PASSENGERS & FREIGHT

RICHIESTA DI PRECEDENZA AEREA - PASSEGGERI E MERCI

1. Passengers No. 1 Rank, Name & Initials. DOTT. RODOLFO VENTURINI
 N° Passeggero, Grado, Nome e Iniziali, Tessere d'identità civile N°

1a. Type of Freight
 Genere del carico

2a. Passengers Unit MINISTRY OF ITALIAN AIR FORCE
 Corpo del passeggero

2. Unit requesting Shipment CHIEF LIAISON OFFICE
 Corpo che richiede il trasporto

3. Point of Origin MILAN
 Luogo di partenza

4. Latest arrival date and time necessary for accomplishment of mission (Date & time)
 Massima data di arrivo e tempo necessario al compimento della missione. (Data e ora)

3RD APRIL 1945

5. Date available for commencing journey
 Data disponibile per l'inizio del viaggio

6. Detailed information to justify the need for AIR PRIORITY.
 Informazioni dettagliate che giustificano la necessità della precedenza aerea

RETURN TO PROPER STATION

2594

6a. Is return trip by Air necessary? State why and when.
 È necessario il volo di ritorno? Indicare perché e quando

7. Government Department or Agency in the interest of which travel is performed.
 Ufficio o Agenzie governative nel cui interesse è fatto il viaggio

PRECEDENCY COUNCIL OF MINISTERS

7a. Party to whom traveler reports for conference or business.
 Ente o persona ai quali il viaggiatore si presenta per conferire o per affari

MINISTRY OF ITALIAN AIR FORCE

0 5 8 3

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

8. Personal weight 150 lbs.
Peso personale libbre
 Baggage 30 lbs.
Bagaglio libbre
 Total 180 lbs.
Totale libbre

9. Remarks. If return trip authorized, traveler reports to priorities and booking representatives upon landing.
Osservazioni. Se il volo di ritorno è autorizzato, il viaggiatore deve rapportarne all'addetto alle precedenzae

10. Next of Kin

Parente al quale rivolgersi

Name *FAMIGLIA VENTURINI - ROMA*

Nome

VIA GIOSUE' BORSI 4

Address

Indirizzo

AIR SCREENING AGENCY
 AGENZIA AERONAUTICA DI SICUREZZA

Official

Funzionario

RANK & SERVICE

Grado e servizio

Recommended Priority

Precedenza raccomandata

Date 1ST APRIL 1945

Data

Signed

Firma

Colonel

CHIEF LIAISON OFFICER

A. C. A. P. B.

Priority Off. Name

Ufficiale alle precedenzae, Nome

Priority Awarded

Precedenza accordata

Date Awarded

Data accordata

Signed

Firma

FOR OFFICIAL USE ONLY

Flight

Volo

Time

Ora

Date

Data

Priority

Precedenza

Plane diesel
0.900
2.4.46
4

Muscip

3.4.46

happ. hup

0585

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

AIR SCREENING AGENCY
AGENZIA AERONAUTICA DI SICUREZZA

Official
Funzionario
RANK & SERVICE
Grado e servizio
Recommended Priority
Precedenza raccomandata

FOR OFFICIAL USE ONLY

Time direct

Flight
Volo
Time
Ora
Date
Data
Priority
Precedenza

Date
Data
101 APRIL 1943

Signed
Firma
Lutens Thelin

A. C. A. P. B.
COLONEL
CHIEF DIVISION OFFICER

A. C. A. P. B.

Priority Off. Name
Ufficiale alle precedenza, Nome
Musch

Priority Awarded
Precedenza accordata
4

Date Awarded
Data accordata
3.4.46

Signed
Firma
happ. hup

57A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : ITALIAN AIR MINISTRY
DATE : 10TH APRIL 1946
REF : AFSC/24/1/AIR

UNAUTHORIZED USE OF IAF COURIER SERVICE

Inclosed is a copy of a request for Air Priority and a letter from the Milan office of the Allied Commission concerning the air travel granted on this request.

2. It appears from the above correspondence that the Presidency of the Council of Ministers is recommending Air Priorities for civilians whose business is not directly benefitting the Italian Government.

3. In checking the Allied Commission Air Priorities Board Directive of 15 November 1945, pages 6 and 8, we can find no basis for awarding priorities to civilians in the above category.

4. It is requested that an investigation be made concerning the above case and a report be made to this Sub-Commission.

Wet 11/4

cy8
E.M. SAGE, MAJOR AC
FOR AIR VICE-MARSHAL
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C. 2593

FROM : AIR FORCES SUB-COMMISSION, ROME
TO : MAJOR BENTLEY
DATE : APRIL 3TH 1946

LOOSE MINUTE

A letter has been sent to the Italian Air Ministry asking for an explanation on this.

Possibly our new system of limiting the applications from the Presidency of the Council will eliminate much of our trouble.

WAG 11/4
cy
E.S. BASS, MAJOR AC
AIR II A.F.S.C.

2592

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
APO 394

Office of the Chief Liaison Officer

28 March 1946

LCMB/CLO/34

SUBJECT: Italian Military Airlines

TO : EXECUTIVE COMMISSIONER, ALLIED COMMISSION HQ.
A.P.O.

1. For some time past, permits for air travel are being issued by the Air Booking Office, Allied Commission Hq. bearing a stamp of the Presidency of the Council of Ministers as per attached specimen.
2. Tests have been made recently as to the bonafides of passengers in possession of this travel authority and it has been found that they have no connection with the Ministry nor was their visit to the North to do with business for the Italian Government. The person named in the enclosed permit gave the impression of being entirely undesirable.
3. It is suggested that the matter is worth looking into as there appears to be something irregular.

2591

W 44 11/4
/s/ CL. A.W. HANCOCK,
C.B.E.
Chief Liaison Officer

Encl.

ITALIAN MILITARY COURIER AIRLINES

LIN 3 CORRIERI AEREI MILITARI ITALIANI

TO: A.C. AIR PRIORITIES BOARD
At: Comitato Precedenza Aerea C.A.

TO BE SUBMITTED IN 3 COPIES
Da essere consegnato in 3 copie

REQUEST FOR AIR PRIORITY - PASSENGERS

Richiesta di Precedenza Aerea - Passeggeri

1. N° N°	RANK Grado	NAME Nome	TELEPHONE N. Telefono N.
	Civilis	VERBANICH Renato	ROME 62119 Milano 32120
2. UNIT Corpo	IDENTITY CARD N° Carta d'identità N°		
	1044		
3. SPONSORING COMMISSION OR GOVT. DEPT. Commissione o Ministero interessato.	VICE PRESIDENZA DEL COMANDO		
4. PASSAGE REQUESTED Passaggio richiesto.	FROM Da	TO a	
	ULIO	MILANO	
5. TRAVEL AUTHORITY ISSUED BY Permesso di viaggio emesso da	PRESIDENT OF THE COUNCIL OF MINISTERS CABINET		
6. DATE READY TO TRAVEL Pronto a partire il giorno	8 MARZO 1946		
7. PERSONAL WEIGHT Peso personale	62	BAGGAGE Bagaglio	12.300 KGS. consentito
8. IS RETURN TRIP BY AIR NECESSARY? E' necessario il volo di ritorno?	STATE WHY. Indicare perché	SI' - per l'urgenza dei compiti 14/3/1946	
9. URGENCY OF PASSAGE STATE FULL DETAILS. PRIORITY IS ASSESSED ON THE INFORMATION SUPPLIED TO THIS QUESTION. Urgenza del passaggio. Completare dettagli. La precedenza dipende dalle risposte date a questa domanda.			
Motivi di servizio della Vice Presidenza			
			2590

10. NAME AND ADDRESS OF NEXT OF KIN.
Nome e indirizzo del parente a cui rivolgersi.

Pietro VERBANICH presso Rimaldi
Milano Via C. Porta 7 Tel. 32120

0590

Renato

2. UNIT
Corpo

IDENTITY CARD N°
Carta d'identità N°
Comune di
TELEPHONE N°
TELEFONO NO 3
Telefono N°
MILANO 82180

3. SPONSORING COMMISSION OR GOVT.
DEPT.
Commissione o Ministero interessato.

4. PASSAGE REQUIRED.
Passaggio richiesto.

5. TRAVEL AUTHORITY ISSUED BY
Permesso di viaggio emesso da

6. DATE READY TO TRAVEL
Pronto a partire il giorno

7. PERSONAL WEIGHT KGS.
Peso personale
BAGGAGE KGS.
Bagaglio
consentito

8. IS RETURN TRIP BY AIR NECESSARY?
E' necessario il volo di ritorno?

9. URGENCY OF PASSAGE STATE FULL DETAILS
THIS QUESTION.

FROM TO
Da a
PRESIDENCY OF THE COUNCIL OF MINISTERS
CABINET
8 April 1946
Si' - per l'urgenza dei compiti
14/3/1946
Urgenza del passaggio. Completati dettagli. La precedenza dipende dalle risposte date a questa domanda.
Motivi di servizio della Vice Presidenza
2590

10. NAME AND ADDRESS OF NEXT OF KIN.
Nome e indirizzo del parente a cui rivolgersi.

Pietro Mazzoni
Milano Via G. Rossa 7 tel. 32180

AIR SCREENING AGENCY Ufficio di Controllo Aereo	A. C. AIR PRIORITIES BOARD Comitato Precedenze Aeree A. C.	AIR BOOKING OFFICE Ufficio Traffico Aereo
RECOMMENDED PRIORITY Precedenza raccomandata	PRIORITY AWARDED Precedenza accordata	DEPARTURE Partenza
DATE Data	DATE AWARDED Data accordata	FLIGHT Volo
SIGNATURE Firma	SIGNATURE Firma	SIGNATURE Firma
Seal. Residency of the Council	Seal. AC. Hq.	ORA Ora

INSTRUCTIONS TO PASSENGERS

ISTRUZIONI PER I PASSEGGERI

1. SAFETY BELTS - ALWAYS FASTEN SAFETY BELTS BEFORE TAKE OFF AND LANDING.
Cinture di salvataggio - Applicare sempre le cinture di salvataggio prima di decollare e di atterrare.
2. USE OF MAE WEST - THE CAPTAIN BEFORE TAKE OFF, WILL GIVE INSTRUCTIONS ON THE FITTING AND INFLATION OF THE MAE WEST.
Uso delle cinture di salvataggio - Il pilota darà istruzioni sul modo di montare e di gonfiare le cinture prima del decollo.
3. NO SMOKING - NO SMOKING IS PERMITTED IN OR NEAR THE AIRCRAFT.
Vietato fumare - Non è permesso fumare nell'apparecchio e vicino.
4. PASSENGERS ARE RESPONSIBLE FOR SEEING THAT THEIR OWN PERSONAL BAGGAGE IS LOADED ON THE PLANE BEFORE DEPARTURE AND UNLOADED ON ARRIVAL AT DESTINATION.
I passeggeri sono tenuti ad accertarsi che il proprio bagaglio venga caricato sull'aereo alla partenza e venga scaricato all'arrivo a destinazione.
5. THE AIR FORCE ADMINISTRATION AND ALLIED COMMISSION DISCLAIM ALL LIABILITY IN CASE OF ACCIDENTS OR LOSSES UNDER ANY CIRCUMSTANCES.
L'Amministrazione per i servizi dell'Aeronautica e la Commissione Alleata declinano ogni responsabilità per incidenti o danni occorsi in qualsiasi circostanza.
6. PASSENGERS ARE ALLOWED TO CARRY UP TO 15 KILOGRAMS OF BAGGAGE. PERSONNEL TRAVELLING ON PERMANENT CHANGE OF STATION ARE ALLOWED UP TO 50 KILOGRAMS.
I passeggeri possono portare fino a 15 chilogrammi di bagaglio. Il personale che viaggia per cambio di sede può portare fino a 50 chilogrammi.
7. IF RETURN FLIGHT IS REQUESTED, PASSENGER SHOULD REPORT TO PRIORITIES OFFICER AND BOOKING OFFICE ON ARRIVAL.
Se il volo di ritorno è richiesto, il passeggero si presenti all'ufficio alle priorità e all'ufficio prenotazioni all'arrivo.

CIVILIAN INDEMNITY CERTIFICATE

I, THE UNDERSIGNED, FULLY UNDERSTAND THAT I TRAVEL IN A VEHICLE OF THE ALLIED COMMISSION AND OR ITALIAN MILITARY AIRCRAFT AT MY OWN RISK. I AM ASSESSED ON THE INFORMATION SUPPLIED TO ME THAT THE ALLIED COMMISSION AND OR ITALIAN MILITARY AIRCRAFT ARE NOT RESPONSIBLE FOR PERSONAL INJURIES OR LOSS OF BAGGAGE. I MAY NOT MAKE ANY CLAIM AGAINST THE ALLIED COMMISSION OR THE ITALIAN GOVERNMENT.

Vieta fumare - Non è permesso fumare nell'apparecchio e vicino.

1. PASSENGERS ARE RESPONSIBLE FOR SEEING THAT THEIR OWN PERSONAL BAGGAGE IS LOADED ON THE PLANE BEFORE DEPARTURE AND UNLOADED ON ARRIVAL AT DESTINATION.
I passeggeri sono tenuti ad accertarsi che il proprio bagaglio venga caricato sull'aereo alla partenza e venga scaricato all'arrivo a destinazione.
2. THE AIR FORCE ADMINISTRATION AND ALLIED COMMISSION DISCLAIM ALL LIABILITY IN CASE OF ACCIDENTS OR LOSSES UNDER ANY CIRCUMSTANCES.
L'amministrazione per i servizi dell'aeronautica e la Commissione Alleata declinano ogni responsabilità per incidenti o perdite o perdite di bagagli sotto qualsiasi circostanza.
3. PASSENGERS ARE ALLOWED TO CARRY UP TO 15 KILOGRAMS OF BAGGAGE. PERSONNEL TRAVELLING ON PERMANENT CHANGE OF STATION ARE ALLOWED UP TO 50 KILOGRAMS.
I passeggeri possono portare fino a 15 chilogrammi di bagaglio. Il personale che viaggia per cambio di sede può portare fino a 50 chilogrammi.
4. IF RETURN FLIGHT IS REQUESTED, PASSENGER SHOULD REPORT TO PRIORITIES OFFICER AND BOOKING OFFICE ON ARRIVAL.
Se il volo di ritorno è richiesto, il passeggero si presenti all'ufficio alle procedure e all'ufficio prenotazioni all'arrivo.

CIVILIAN INDEMNITY CERTIFICATE

I, THE UNDERSIGNED, FULLY UNDERSTAND THAT I TRAVEL IN A VEHICLE OF THE ALLIED COMMISSION AND OR ITALIAN MILITARY AIRCRAFT AT MY OWN RISK. I MAY NOT MAKE ANY CLAIM AGAINST THE ALLIED COMMISSION OR THE ITALIAN GOVERNMENT.

DATE

SIGNED

WITNESS

Il sottoscritto si rende pienamente conto che viaggia su un mezzo della Commissione Alleata e oppure su aereo militare Italiano a suo proprio rischio e che in caso subisca ogni danno nella persona o nel bagaglio, non potrà fare alcuna richiesta di indennizzo verso la Commissione Alleata o il Governo Italiano.

Data

Firmato

Testimonio

file 74/1/AIR

FROM: AIR BOOKING OFFICE - A.C. MILAN
 TO : C/C JARMAN - A.F.S.C. A.C. MILAN

DATE: MARCH 13th 1946
 REF.: A.F.S.C./M/354/6/ORG



Sir,

in reply to your est. letter I beg to draw your kind attention to the following facts:

- 1) I having attended an A.C.A.F.B. meeting in Rome returned only this morning and referring to my assistants understood that:
- 2) On the 12th of March both of my employees were in the A.B.O. from 14.00 to 15.00 hrs. At 15.00 hrs Miss Coronelli left the office, suffering from a slight attack of headcold and leaving only Mr Kaufmann on duty. Mr Kaufmann having had to see several persons inside the A.C. building on matters connected with the courier service, had to leave the office several times during the following hour. He left the office at 16.00 hrs leaving a note at the door, bearing the names of passengers to leave to day the 13th.
- 3) Generally, during office hours there is always someone in this office, in fact even on Wednesday afternoon counted by A.C. Rome A.C. Milan and A.C. Turin as a Half - holiday.
- 4) Passengers recommended by the A.F.S.C. with priority claimed by C/C Jarman do not need any confirmation the afternoon previous of the flight and I beg to draw your attention to the fact that so far no A.F.S.C. passenger with prio. claimed by C/C Jarman ever had any reason to complain about losing his seat in favour of any other passenger regardless of that persons priority.
- 5) If for any quite special reasons this office should be closed during office hours any kind of information can be obtained through the Air Screening Office (Secretarial Office) in this building 4th floor room 411.
- 6) Although I feel sure that the state of affairs on the 12th is due mainly to a combination of unfortunate circumstances, and I deeply deplore its consequences I can assure you that the same thing should non happen again.

2589

Copies to: A.F.S.C., C/C Jarman (Milan) I remain, Sir
 Capt. Petrillo (Adj. S.) Milan truly Yours

G. MUSCH MAJ.
 A.C.A.F.B.

J. W. H. noted.

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

TO :- Air Booking Centre,
Allied Commission, Milan.

DATE :- 13th March 1946.

REF :- AFRC/1/354/4/010.

16/3

up M960

354/6/010

PROCEDURE-RESERVATIONS FOR AIR BOOKING SERVICE

It is understood that the Air Booking Centre, Palazzo Montecattini, Milan is theoretically open to receive requests for air travel between the hours of 09.00 to 12.00 and 14.00 to 17.00 daily. In actual fact it frequently results that no one is available in the Air Booking Office between these hours.

2. On 12th March 1946 this unit made twenty telephone calls, none of which was answered, to the Air Booking Centre between the hours of 14.00 and 17.00, and sent a representative five times, on each of which occasions the office was found to be empty.

3. No information regarding the courier service could be obtained from any source throughout the whole afternoon and evening prior to the morning of the aircraft's departure, and applicants for passage had to be informed accordingly.

4. In order to prevent a repetition of this most unsatisfactory state of affairs it is requested that steps be taken to make information regarding the

PROCEDURE-REGULATIONS FOR AIR COURIER SERVICE

It is understood that the Air Booking Centre, Palazzo Montecattini, Milan is theoretically open to receive requests for air travel between the hours of 08.00 to 17.00 and 14.00 to 17.00 daily. In actual fact it frequently results that no one is available in the Air Booking Office between these hours.

2. On 12th March 1946 this unit made twenty telephone calls, none of which was answered, to the Air Booking Centre between the hours of 14.00 and 17.00, and sent a representative five times, on each of which occasions the office was found to be empty.

3. No information regarding the courier service could be obtained from any source ²³⁸⁷ throughout the whole afternoon and evening prior to the morning of the aircraft's departure, and applicants for passage had to be informed accordingly.

4. In order to prevent a repetition of this most unsatisfactory state of affairs it is requested that steps be taken to make information regarding the Courier Service available from other sources (e.g. Information Office or Adjutante Office) when the Air Booking Centre is closed during normal hours, and it would be appreciated if this office could be informed as to what arrangements have been made.

Reference

L. E. JARRAR G/C
Commanding
A.F.S.C. MILAN.

Copies to :- Capt. Petrillo, Adjutant Section, A.C. Milan (for inf.)
A.F.S.C. A.C. Rome. (for inf.)

off when they is
 1. removed

Deputy Director

Department of Justice

South Commission

have the best

known the

Learn No

Actions of the board

54A

From :- Air Forces Sub-Commission, Local Detachment.
 To :- Air Forces Sub-Commission, Allied Commission - Com.
 Date :- 7th. February 1946.
 Ref. :- AFSC/14/21/AM.

AIR SERVICE BARI - TIRANA.

Further to our letter of even reference dated 2nd. February, attached are two signals on the above subject received from the Albanian Mission in Bari. From these signals it is obvious that the Mission in Tirana is not in a position to give the Italians any assistance, although asked by their people in Bari to do what they could in the matter.

2 Major Ruggero went to Tirana on Monday last as arranged but once again he was unable to evacuate any Italians. Furthermore he was told by the Albanian Commissioner there that he would not be able to evacuate any more Italians until the situation was clarified and would not receive permission to land if he returned to Tirana. Thus the service has been forcibly suspended by Albanian action and I have informed British A area through F/Ed. Instance that the service will not be resumed until I have received definite instructions from higher authority in view of the delicate situation now obvious.

W. C. Quason

W. C. Quason

G.O. A.F.S.C.

112300.



*Copy
to AFSC
14/2*

Deputy Director
Displaced Persons Unit
Commission will let us
know the time in case
we are following

14/2

2586 such as
of Poland (B.) & inform AFSC that B.C. 24/2
Presence of results & flight - 11/2 of the committee
& No. of Albanian Mission down last 6 months
also
to AFSC & take up with AFSC
Ministry 14/2

COPY.

54B

From :- Rear B.M.H. Albania.

To :- B.M.H. Albania.

G/1/1 Restricted. Ref. my G/1/1 of 30 Jan. Have spoken to Group Captain Eliason Air Forces Sub-Commission who would like B.M.H. to inform Albanians that Italian crew of aircraft is guaranteed and checked by A.F.S.C. and should not be searched or subject to check at Tirana. Crew have been instructed to remain at all times beside their aircraft. Eliason states that unless permission is given to WDA or other unit in Tirana to compile passenger list for final approval by B.M.H. i.e. procedure similar to that employed when Italian Consul was still in Tirana, A.F.S.C. will have to suspend bi-weekly service as it is too much of a one-sided agreement if Albanians can enter and no Italians can leave on the aircraft.

COPY.

From :- B.M.H. Albania.

To :- Air Forces Sub-Commission
Inf. Rear B.M.H.

G 669 Confidential. Ref. your G/1/1 dated 31. Please inform Group Captain Eliason Italian plane NOT RFP. NOT our responsibility. Consider it purely an Italian-Albanian affair and we have been instructed by AFHQ not to interfere in such matters. Your para 2 see our G/668 of 31. Will keep you informed.

2584

53A

FROM : AIR FORCES SUB COMMISSION,
ALLIED COMMISSION, INCOB.

TO : AIR FORCES SUB COMMISSION,
ALLIED COMMISSION, ROME.
& for information:
AIR FORCES SUB COMMISSION,
ALLIED COMMISSION, BARI.

DATE : END FEBRUARY 1946.

REF. : AFSC/L/24/AIR.



BARI - TIRANA AIR SERVICE

The complaints regarding the above service have been investigated in accordance with your AFSC/24/AIR dated 2nd January.

2. On 28 January, I interviewed Major Ruggero, O.C. the Autonomous Squadron who runs this service and he agreed that the crews had on occasions had to undergo treatment referred to but had borne this with dignity as they felt any complaints would cause trouble which would go against Italian interests. This was later confirmed by Unita Aerea Ops. Officer who thinks that the complaints were made by a member of the Italian Mission.

3. On 31st January, I discussed the matter further with Unita Aerea Ops. Staff, Major Ruggero, Capt. Vos of the Albanian Mission, and T/lt. Lawrence. It appears that the Italian Mission to Tirana left there suddenly for reasons unknown about 16 days ago and returned to Italy. They are at present in Bari. On their withdrawal no competent authority remained to issue exit permits for repatriates to Italy. UNRA at Tirana were asked to do this and agreed but A.M.C. authority was required. This authority has been asked for but the decision, still awaited, has gone to a very high level. Capt. Vos is still working on this, trying to get necessary authority. The Albanian Mission however cannot undertake the screening at Tirana as they are not allowed to interest themselves in Italian affairs. The result is that Italian aircraft are repatriating Albanians but returning empty at present, a task rather distasteful and worthless as far as the Italians are concerned. In the interest of the poor wretches still awaiting repatriation at Tirana they do not wish the service to be suspended. The Minister does not seem to be aware of this fact. They do ask however that the matter

The complaints regarding the above service have been investigated in accordance with your AFSC/24/11 dated 22nd January.

2. On 22 January, I interviewed Major Ruggero, C.O. the Autonomous Squadron who runs this service and he agreed that the crews had on occasions had to undergo treatment referred to but had borne this with dignity as they felt any complaints would cause trouble which would go against Italian interests. This was later confirmed by Unita Aerea Ops. Officer who thinks that the complaints were made by a member of the Italian Mission.

3. On 21st January, I discussed the matter further with Unita Aerea Ops. Staff, Major Ruggero, Capt. Vos of the Albanian Mission, and P/It. Lawrence. It appears that the Italian Mission to Tirane left there suddenly for reasons unknown about 16 days ago and returned to Italy. They are at present in Bari. On their withdrawal no competent authority remained to issue exit permits for repatriates to Italy. UNRA at Tirana were asked to do this and agreed but A.M.S. authority was required. This authority has been asked for but the decision, still awaited, has gone to a very high level. Capt. Vos is still working on this, trying to get necessary authority. The Albanian Mission however cannot undertake the screening at Tirane as they are not allowed to interest themselves in Italian affairs. The result is that Italian aircraft are repatriating Albanians but returning empty at present, a task rather distasteful and worthless as far as the Italians are concerned. In the interest of the poor wretches still awaiting repatriation at Tirana they do not wish the service to be suspended. The Minister does not seem to be aware of this fact. They do ask however that the matter be treated with the utmost urgency in order to be able to evacuate these Italians who are by all accounts in a pitiful plight. They have been informed that nothing can be done at this level until A.M.S. give further instructions.

4. As regards para. 4 of the Minister's letter, while there may have been some irregularities previously, although none have ever been reported, either to me or the Albanian Mission, there certainly are not now and have not been for several months. The police at Bari originally scrutinised documents only, but on the suggestion that contraband was being carried, they started to search all baggage and that is still being done on every flight.

S.S. I will have this at monthly meeting on 15/2.
A. vom. 9/1. All acc. before hand. 16/2 14/2

As far as the passengers are concerned, the passenger list is scrutinized by Capt. Vos and approved by him and a copy of this list is given to the police who allow no one to travel except those listed. The only exception is the Albanian Courier who travels occasionally and he is treated as diplomatic staff.

5. Ref. para 6 of the Minister's letter and your para. 4 the following has been arranged:

Capt. Vos will signal his Mission in Albania quoting this conference and state that:

(a) The aircraft and crew are guaranteed by the A.P.S.C. and are covered by an authorized pass. They are also briefed to remain in the vicinity of the aircraft while at Tirana and have no chance of indulging in any irregular practice; therefore they should not be subject to search.

(b) It would be greatly appreciated if a member of the Mission could meet the aircraft and watch the embarking of passengers for the return flight. While they cannot interfere a report from them on procedure or any suggestions for improvement would be most valuable and helpful.

6. As on a previous occasion Units Aerea Staff and Maj. Ruggero have been warned that if they consider any irregularities are occurring, they must report immediately to R. It. Lawrence or myself in order that complaints can be investigated by the competent authority without delay. R. It. Lawrence will watch the procedure at Bari from time to time.

7. It seems that little can be done at this level to rectify complaints of treatment at Tirana, and for future occasions I humbly suggest that this is a matter for the Department of the Italian Foreign Minister. It would appear that the A.P.S.C. commitment finishes in providing the necessary air liaison during the flights, and maintaining liaison between other interested authorities, such as the Police and the Albanian Mission in Bari.

8. In the meantime the service is being continued as it was felt by all concerned that if it were suddenly suspended, there might be serious repercussions when it was re-started and things would be much more serious in future for the crews and for the Italians waiting repatriation.

it has been since

See 527

2

conference and state that:

(a) The aircraft and crew are guaranteed by the A.P.S.C. and are covered by an authorized pass. They are also briefed to remain in the vicinity of the aircraft while at Tirana and have no chance of indulging in any irregular practice; therefore they should not be subject to search.

(b) It would be greatly appreciated if a member of the mission could meet the aircraft and watch the embarking of passengers for the return flight. While they cannot interfere a report from them on procedure or any suggestions for improvement would be most valuable and helpful.

6. As on a previous occasion Unite Aereo Staff and Maj. Ruggero have been warned that if they consider any irregularities are occurring, they must report immediately to F.Mt. Lawrence or myself in order that complaints can be investigated by the competent authority without delay. F.Mt. Lawrence will watch the procedure at Bari from time to time.

7. It seems that little can be done at this level to rectify complaints of treatment at Tirana, and for future occasions I humbly suggest that this is a matter for the Department or the Italian Foreign Minister. It would appear that the A.P.S.C. commitment finishes in providing the necessary air lift²⁵⁸² entering the flights, and maintaining liaison between other interested authorities, such as the Police and the Albanian Mission in Bari.

8. In the meantime the service is being continued as it was felt by all concerned that (if it were suddenly suspended, there might be serious repercussions when it was re-started and things would be much more serious in future for the crews and for the Italians waiting repatriation.

It has been sure

See 52A

We cannot proceed further till the report mentioned in 52A

1/2 HMB

McDermott
T.O. CIAA CM, 62/Capt.,
Officer Commanding,
A.P.S.C., A.C.,
Iccce Detachment.

(60)

Don't appear
Regulation
A.P.S.C. staff
but other
sponsored

FROM : 11. SAC, NEW YORK, ITALY;
 12. SAC, NEW YORK, ITALY;
 TO : 11. SAC, NEW YORK, ITALY;
 12. SAC, NEW YORK, ITALY;
 13. SAC, NEW YORK, ITALY;
 14. SAC, NEW YORK, ITALY;
 15. SAC, NEW YORK, ITALY;
 16. SAC, NEW YORK, ITALY;
 17. SAC, NEW YORK, ITALY;
 18. SAC, NEW YORK, ITALY;
 19. SAC, NEW YORK, ITALY;
 20. SAC, NEW YORK, ITALY;
 21. SAC, NEW YORK, ITALY;
 22. SAC, NEW YORK, ITALY;
 23. SAC, NEW YORK, ITALY;
 24. SAC, NEW YORK, ITALY;
 25. SAC, NEW YORK, ITALY;
 26. SAC, NEW YORK, ITALY;
 27. SAC, NEW YORK, ITALY;
 28. SAC, NEW YORK, ITALY;
 29. SAC, NEW YORK, ITALY;
 30. SAC, NEW YORK, ITALY;
 31. SAC, NEW YORK, ITALY;
 32. SAC, NEW YORK, ITALY;
 33. SAC, NEW YORK, ITALY;
 34. SAC, NEW YORK, ITALY;
 35. SAC, NEW YORK, ITALY;
 36. SAC, NEW YORK, ITALY;
 37. SAC, NEW YORK, ITALY;
 38. SAC, NEW YORK, ITALY;
 39. SAC, NEW YORK, ITALY;
 40. SAC, NEW YORK, ITALY;
 41. SAC, NEW YORK, ITALY;
 42. SAC, NEW YORK, ITALY;
 43. SAC, NEW YORK, ITALY;
 44. SAC, NEW YORK, ITALY;
 45. SAC, NEW YORK, ITALY;
 46. SAC, NEW YORK, ITALY;
 47. SAC, NEW YORK, ITALY;
 48. SAC, NEW YORK, ITALY;
 49. SAC, NEW YORK, ITALY;
 50. SAC, NEW YORK, ITALY;
 51. SAC, NEW YORK, ITALY;
 52. SAC, NEW YORK, ITALY;
 53. SAC, NEW YORK, ITALY;
 54. SAC, NEW YORK, ITALY;
 55. SAC, NEW YORK, ITALY;
 56. SAC, NEW YORK, ITALY;
 57. SAC, NEW YORK, ITALY;
 58. SAC, NEW YORK, ITALY;
 59. SAC, NEW YORK, ITALY;
 60. SAC, NEW YORK, ITALY;
 61. SAC, NEW YORK, ITALY;
 62. SAC, NEW YORK, ITALY;
 63. SAC, NEW YORK, ITALY;
 64. SAC, NEW YORK, ITALY;
 65. SAC, NEW YORK, ITALY;
 66. SAC, NEW YORK, ITALY;
 67. SAC, NEW YORK, ITALY;
 68. SAC, NEW YORK, ITALY;
 69. SAC, NEW YORK, ITALY;
 70. SAC, NEW YORK, ITALY;
 71. SAC, NEW YORK, ITALY;
 72. SAC, NEW YORK, ITALY;
 73. SAC, NEW YORK, ITALY;
 74. SAC, NEW YORK, ITALY;
 75. SAC, NEW YORK, ITALY;
 76. SAC, NEW YORK, ITALY;
 77. SAC, NEW YORK, ITALY;
 78. SAC, NEW YORK, ITALY;
 79. SAC, NEW YORK, ITALY;
 80. SAC, NEW YORK, ITALY;
 81. SAC, NEW YORK, ITALY;
 82. SAC, NEW YORK, ITALY;
 83. SAC, NEW YORK, ITALY;
 84. SAC, NEW YORK, ITALY;
 85. SAC, NEW YORK, ITALY;
 86. SAC, NEW YORK, ITALY;
 87. SAC, NEW YORK, ITALY;
 88. SAC, NEW YORK, ITALY;
 89. SAC, NEW YORK, ITALY;
 90. SAC, NEW YORK, ITALY;
 91. SAC, NEW YORK, ITALY;
 92. SAC, NEW YORK, ITALY;
 93. SAC, NEW YORK, ITALY;
 94. SAC, NEW YORK, ITALY;
 95. SAC, NEW YORK, ITALY;
 96. SAC, NEW YORK, ITALY;
 97. SAC, NEW YORK, ITALY;
 98. SAC, NEW YORK, ITALY;
 99. SAC, NEW YORK, ITALY;
 100. SAC, NEW YORK, ITALY;

ITALY - TIRRENA AIR FORCE

The complaints regarding the above service have been investigated in accordance with your WFO/11/11 dated 2nd January.

On 12 January, I interviewed Major Ruggero, C.O. the autonomous squadron who runs this service and he agreed that the crews had on occasions had to undergo treatment referred to but had borne this with dignity as they felt any complaints would cause trouble which would go against Italian interests. This was later confirmed by Unite Area Ops. Officer who thinks that the complaints were made by a member of the Italian Mission.

On 21st January, I discussed the matter further with Unite Area Ops. Staff, Major Ruggero, Capt. Von of the Albanian Mission, and 2/Lt. Lawrence. It appears that the Italian Mission to Tirana left there suddenly for reasons unknown about 16 days ago and returned to Italy. They are at present in Bari. On their withdrawal no competent authority remained to issue exit permits for repatriates to Italy. UNRA at Tirana were asked to do this and agreed but A.M. authority was required. This authority has been asked for but the decision, still awaited, has gone to a very high level. Capt. Von is still working on this, trying to get the necessary authority. The Albanian Mission however cannot undertake the screening at Tirana as they are no longer to interest themselves in Italian affairs. The result is that Italian aircraft are repatriated by Albanians but returning empty at present, a task rather distasteful and worthless as far as the Italians are concerned. In the interest of the poor wretches still awaiting repatriation at Tirana they do not wish the service to be suspended. The Minister does not seem to be aware of this fact. They do ask however that the matter be treated with the utmost urgency in order to be able to evacuate those Italians who are by all accounts in a very bad state.

2581

mons Squadron who runs this service on the ground that the ground this Squadron had to under a treatment referred to but had borne which would be against Italian interests. This was later confirmed by Unit's Area Ops. Officer he thinks that the complaints were made by a member of the Italian Mission.

3. On 31st January, I discussed the matter further with Units Area Ops. Staff, Major Ruggiero, Capt. Vox of the Albanian Mission, and 7/Lt. Innocence. It appears that the Italian Mission to Tirana left there suddenly for reasons unknown about 18 days ago and returned to Italy. The area at present is Bari. In their withdrawal no competent authority remained to issue exit permits for representatives to Italy. When at Tirana were asked to do this and were read but authority was required. This authority has been asked for but the decision, still awaited, has come to a very high level. Capt. Vox is still working on this, trying to get necessary authority. The Albanian Mission however cannot undertake the processing at Tirana as they are not allowed to interact themselves in Italian affairs. The result is that Italian interest are regrettable Albanians but returning empty at present, a task rather distasteful and worthless as far as the Italian are concerned. In the interest of the poor wretches still awaiting repatriation at Tirana they do not wish the service to be suspended. The Minister does not seem to be aware of this fact. They do ask however that the matter be treated with the utmost urgency in order to be able to evacuate these Italian who are by all accounts in a pitiful plight. They have been informed that nothing can be done at this level until . . . Give further instructions.

4. As regards para. 4 of the Minister's letter, while there may have been some irregularities previously, although none have ever been reported, either to me or the Albanian side, there certainly are not now and have not been for several months. The police at Bari originally scrutinized documents only, but on the suggestion that they should search all the documents in the area, they have been instructed to do so.

in for as the passengers are concerned, the passenger list is scrutinized by Capt. Von and approved by him and a copy of this list is given to the police who allow no one to travel except those listed. The only exception is the Italian courier who travels occasionally and he is treated as a domestic agent.

5. Sub. par. 8 of the Italian Law on our part, the following has been arranged:

Capt. Von will inform the Italian in Italy, noting this correspondence as it is that:

(a) The aircraft and crew are controlled by the
who are covered by a uniformed pass. They are also briefed to remain in the vicinity of the aircraft while it is in and have no chance of interfering in any irregular or other manner, as they should not be subject to search.

(b) It could be greatly appreciated if a number of the Italian could meet the aircraft and watch the unloading of passengers for the return flight. While they cannot interfere a report from them on procedure or any other matters for improvement would be most valuable and helpful.

6. As on a previous occasion British forces have and . . . have been warned that if they consider any irregularities are occurring, they must report immediately to Lt. Lawrence or myself in order that complaints can be investigated by the competent authority without delay. Lt. Lawrence will watch the procedure at Bari from time to time.

7. It seems that little can be done at this level to rectify complaints of treatment at Bari, and for future occasions I have suggested that this is a matter for the Department of the Italian Foreign Minister. It could appear that the . . . 2580 . . . could finish in providing the necessary of air list, and flights, and maintaining liaison between other interested authorities, such as the police and the Italian Consul in Bari.

8. In the meantime the service is being continued as it has felt by all concerned that if it were suddenly suspended, there might be serious repercussions which it can be restored and things would be much more serious in Bari for the crews and for the Italian civilian population.

COPY

FROM A.F.S.C. BARI
TO A.F.S.C. ROME
INFO A.F.S.C. LEGGE
QSR BT

QSR52 UNCLASSIFIED . AIRCRAFT SERVICE BARI -TIRANA TEMPORARILY
SUSPENDED . C/CAPT. OLIAZON SENDING EXPLANATION .

BT

(original on 24/Air.)

237

FROM: AIR FORCE SUB-COMMISSION,
ATTACHED REGISTRATION, ROME.

TO: AIR FORCE SUB-COMMISSION,
LECCE DETACHMENT.

DATE: 22ND JANUARY, 1946.

REF: AFSC/21/AIR.

51A

AIR SERVICE BARI - TIRANA.

The enclosed copy of letter 38633/207/Col from the Italian Air Ministry is forwarded to you for information and for action on paragraphs 5 and 6.

2. As regards paragraph 5, will you please confirm ^{its validity} ~~its validity~~ officially with the Albanian Mission and other authorities in Bari.

3. As regards paragraph 6, will you please ask the Albanian Mission to see if they can help, for example, by sending a Senior Allied Officer, (preferably of the Mission) to Tirana to see what he can fix on the spot.

4. I think you had better go to Bari yourself personally and discuss these matters. If this service benefits the Albanians in any way I think you would have a good lever in getting the causes of humiliation removed by saying that the Service Bari-Tirana will be withdrawn unless satisfactory arrangements can be agreed.



I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

2578

D.D. 22/1/46
S.S.O. WNS 23/1
A.3. 23/1
S.L.O. 25/1

From : Italian Air Ministry.
 To : A.S.S.C., Rome.
 Date : 17th January 1946.
 Ref : 95635/227/Col12.

AIR SERVICE BARI-TIRANA

Reference is made to our previous letter No. 31455 dated 20th October 1945 in which this Ministry informed you of some regrettable inconveniences caused by the Albanian personnel in charge of the various services on Tirana Airfield, and giving details showing the delicate situation arising therefrom.

Whilst the Albanian courier (with the rank of Lt.) is allowed to travel in uniform armed with a gun, and undergoes no Italian control, the crew of the aircraft are meticulously searched. The search is undertaken by a political Albanian Commissioner (often in a very rough way) and sometimes the subject is undressed in order to ascertain the possession of arms, value, correspondence or material possibly required on the spot.

With the aircraft on the air courier service the Albanians carry to Tirana very large parcels and cases, sometimes very heavy, the contents of which it would appear is manufactured and metallic material which is exported from Italy without any counterparty payment.

The embarkation of passengers and loading of freight at Bari is supervised by a British officer and **2577** control relating to the identity of passengers and to the nature of goods carried is made by agents of the Allied Police at Bari Airfield.

In consideration of the above and as the personnel of the aircourier Bari - Tirana has only the task of supervising the aircraft, we would like to point out that the responsibility for every irregularity concerning the identity of passengers and the type of freight carried is to be attributed to the Allied Police at Bari Airfield exclusively.

We therefore ask that the Italian personnel be treated

Conform with
 Albanian Mission
 1. This action taken
 Bari.

Reference is made to our previous letter No 31455 dated 20th October 1945 in which this Ministry informed you of some regrettable inconvenience caused by the Albanian personnel in charge of the various services at Tirana Airfield, and giving details showing the delicate situation arising therefrom.

Whilst the Albanian courier (with the rank of Lt.) is allowed to travel in uniform armed with a gun, and undergoes no Italian control, the crew of the aircraft are meticulously searched. The search is undertaken by a selected Albanian Commission (often in a very rough way) and sometimes the subject is addressed in order to ascertain the possession of arms, valuables, correspondence or material specially acquired on the spot.

With the exception of the air courier service the Albanian crew to Tirana carry very large parcels and cases, sometimes very heavy, the contents of which it would appear is manufactured and metallic material which is exported from Italy without any counter-bill guarantee.

4. The embarkation of passengers and loading of freight at Bari is supervised by a British Officer and -12577 to the identity of passengers and to the nature of goods carried is made by agents of the Italian Police at Bari Airfield.

5. In consideration of the above and to the personnel of the air courier Bari - Tirana has only the task of supervising the aircraft, we would like to point out that the responsibility for every irregularity concerning the identity of passengers and the type of freight carried is to be attributed to the Italian Police at Bari Airfield exclusively.

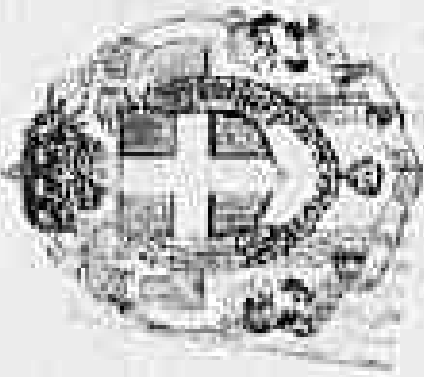
6. We therefore ask that the Italian personnel be treated at Tirana the same way as we expect the Italian courier in Italy. If our personnel continue to be searched vexed and undergo humiliating control, this Ministry will be forced to ask for the suspension of the air service Bari - Tirana.

Think we had better stop this service until the pig heads send some courtesy
WHL 23/1



Transmitted by C. D. 200000.

*Confirms with
Albanian Division
L. H. 200000
Bari*
*Let Albanian
L. H. 200000
Bari*
*Let Albanian
L. H. 200000
Bari*
*Let Albanian
L. H. 200000
Bari*



Ministero dell'Aeronautica

GABINETTO DEL MINISTRO
Segreteria

207 C.C.

Allegato

OGGETTO Servizio Aereo Bari - Tirana.

AIR FORCE SUB COMMISSION
A.C. R O M A

(tramite Ufficio Collegamento Aer.)

Resposta al foglio del

Dir.

M.F.

Si fa seguito al foglio N°31455 in data 20 Ottobre 1945 col quale questo Ministero segnalava taluni incresciosi inconvenienti a cui da luogo il personale albanese incaricato dei vari servizi sull'Aeroporto di Tirana, comunicando altri elementi atti ad illustrare la delicata situazione determinatasi.

2. Mentre il corriere albanese (con il grado di Tenente) viaggia in uniforme ed armato di pistola, senza subire controllo alcuno da parte italiana, il personale della R. Aeronautica che costituisce l'equipaggio dei velivoli, all'uscita ed all'entrata dell'Aeroporto di Tirana viene meticolosamente perquisito. La perquisizione viene fatta da un Commissario politico albanese (spesso con modi assolutamente inurbani) e talvolta si effettua mediante svestimento, allo scopo di accertare il possesso di armi, di valuta, di corrispondenza o di materiale eventualmente acquistato sul posto.

3. Con i velivoli adibiti al servizio aereo vengono spesso dagli albanesi trasportati a Tirana colli e casse voluminose, talvolta pesantissimi, il che fa ritenere che il contenuto di essi sia costituito da manufatti e materiali metallici che vengono portati dall'Italia senza garanzia di contropartita.

4. L'imbarco dei passeggeri e delle merci a Bari viene curato da un Ufficiale britannico in servizio presso la Missione Militare Albanese di Bari, e tutte le operazioni di controllo relative alla identità delle persone e alla natura delle merci trasportate vengono svolte da agenti della Polizia Alleata dell'Aeroporto di Bari.

5. Per quanto sopra, considerata che l'azione del personale addetto al corriere aereo Bari - Tirana si limita alla semplice condotta del velivolo, si fa presente che, *inoltre, la re*

0611

Oggetto. Servizio Aereo Bari - Tirana.

Si fa seguito al foglio N°31455 in data 20 Ottobre 1945 col quale questo Ministero segnalava taluni incresciosi inconvenienti a cui da luogo il personale albanese incaricato dei vari servizi sull'Aeroporto di Tirana, comunicando altri elementi atti ad illustrare la delicata situazione determinatasi.

2. Mentre il corriere albanese (con il grado di Tenente) viaggia in uniforme ed armato di pistola, senza subire controllo alcuno da parte italiana, il personale della R'Aeronautica che costituisce l'equipaggio dei velivoli, all'uscita ed all'entrata dell'Aeroporto di Tirana viene meticolosamente perquisito. La perquisizione viene fatta da un Commissario politico albanese (spesso con modi assolutamente inurbani) e talvolta si effettua mediante sequestro, allo scopo di accertare il possesso di armi, di valuta, di corrispondenza o di materiale eventualmente acquistato sul posto.

3. Con i velivoli adibiti al servizio aereo vengono spesso dagli albanesi trasportati a Tirana colli e casse voluminosi, talvolta pesantissimi, il che fa ritenere che il contenuto di essi sia costituito da manufatti e materiali metallici che vengono portati dall'Italia senza garanzia di contropartita.

4. L'imbarco dei passeggeri e delle merci a Bari viene curato da un Ufficiale britannico in servizio presso la Missione Militare Albanese di Bari, e tutte le operazioni di controllo relative alla identità delle persone e alla natura delle merci trasportate vengono svolte da agenti della Polizia Alleata dell'Aeroporto di Bari.

5. Per quanto sopra, considerata che l'azione del personale addetto al corriere aereo Bari - Tirana si limita alla semplice condotta del velivolo, si fa presente che, ~~ad opera del personale albanese, la responsabilità di qualsiasi irregolarità riguardante la identità dei passeggeri e la natura delle merci trasportate dovrebbe essere attribuita esclusivamente alla Polizia Alleata dell'Aeroporto di Bari.~~

./.



Roma. 19. Anno



Deutsche

4

1572

Allegretto

Risposta al Foglio del

Qm

10

292

OGGETTO

$$= 2$$

6. Si chiede altresì che al personale italiano venga usato a Tirana lo stesso trattamento da noi fatto in Italia al corriere albanese. - Ove il nostro personale dovesse continuare ad essere assoggettato, da parte albanese, ad angherie, perquisizioni e controlli vessatori ed offensivi, questo Ministero si sentirebbe costretto a chiedere la sospensione del servizio aereo Bari-Tirana. =

IL MINISTRO 2574

Michael

FROM : AIR FORCES SUB COMMISSION, A.C., ROME.
TO : ITALIAN AIR MINISTRY.
DATE : 8th DECEMBER 1945.

AIR COURIER SERVICE

Recent information received by this office indicates that pilots of the Air Courier planes are not observing the necessary safety precautions.

2. For example: On a recent flight to Milan the pilot climbed his plane to 18,000 feet while attempting to get over bad weather. In so doing several of the passengers aboard became unconscious due to lack of oxygen. Finally the pilot turned back, got under the overcast and made Milan after three hours and forty five minutes of flying. This was some two hours too long. It was hazardous and uneconomical.

3. It is the belief of the undersigned that the pilots of the Courier Service are striving for some kind of record and in so doing are taking unnecessary chances which may prove disastrous.

4. Also, it is possible that the pilots are not being properly briefed before departing on flights. In this connection, it is recommended that more attention be given to briefing of the pilots before taking off on flights. They should be made to understand that they are "Captain" of the plane and that the safety of the aircraft and passengers is their responsibility. Also, that the "180 degree turn" is the most important maneuver in flying. 2573

5. The purpose of this letter is not to reduce the enthusiasm or the desire of pilots to complete their flights but to remind those in supervisory capacities to insure that pilots exercise normal safety precautions and use sound judgement at all times.

WILLIAM L. LEE
Brigadier General, USA
DEPUTY DIRECTOR

48A

From: Headquarter
No. 249 Wing,
R.A.F., C.I.F.

To : Air Division,
A.C.C., Italy.

Date: 10th. November, 1945.

Ref : 249W/S.205/8/ORG.

ITALIAN AIR CREW - COURIER CREWS

1. Complaints have been received from No. 212 Staging Post at Treviso, that Italian Courier Aircrew, flying the ROME/BOLOGNA/TREVISO route, are arriving at Treviso without any form of identification.
2. These Italian crews are entitled to night stop at the R.A.F. Transit Hotel in Treviso and it is necessary that proper identification should be carried, to prevent abuse of this privilege.
3. As the Italian crews concerned are stationed at Rome, would you issue the crews concerned with some form of pass, to enable them to be properly identified.
4. The passes could be issued temporarily to the crew engaged on the route on that particular day.

*Reinforce now
series necessary passes.*

Copy to:

No. 212 Staging Post.

J. C. Fenton
(G. C. FENTON) S/LDR.,
for Group Captain, Command
H.Q., No. 249 Wing.

2572



FROM : AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.
TO : ~~2405~~ ITALY
DATE : 14 December 1945.
REF : A 771 7/12/45
OUR 24/11 A/R

ITALIAN FLYING CONTROL AT BOLOGNA

In reply to your signal of 7/12/45, re two Italian a/c/ landing against red flare signal from ground control people, we have the following to report:

2. The ship captains involved maintain that they saw only one red flare which under Italian flying control regulations is a signal to "land with extreme caution." Please be assured that this is being brought to the attention of all courier pilots with instructions to abide closely by all signals and instructions from airdrome and traffic control people at each and every field.
3. Furthermore, we are informed that there will be a closer liaison between Italian and British unit on Bologna Airfield so that the Italians will be promptly notified when there is a change in status re serviceability of the field.
4. As regards the other subject mentioned the Italian signals officer has conferred with the ASC, Northern Italy and has arrived at an amicable agreement with them regarding the installation of Italian signals equipment at Bologna a/d.

J. W. GILDAY
Major, Air Corps
Air Vice Marshal
Air Officer Commanding

2571

FROM : AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.
TO : ANO, ITALY
DATE : 14 December 1945.
REF : A 771 7/12/45
OVR 2-1/1/ AIR

ITALIAN FLYING CONTROL AT BOLOGNA

In reply to your signal of 7/12/45, re two Italian a/c/ landing against ref flare signal from ground control people, we have the following to report:

2. The ship captains involved maintain that they saw only one red flare which under Italian flying control regulations is a signal to "land with extreme caution." Please be assured that this is being brought to the attention of all courier pilots with instructions to abide closely by all signals and instructions from airdrome and traffic control people at each and every field.

3. Furthermore, we are informed that there will be a closer liaison between Italian and British unit on Bologna Airfield so that the Italians will be promptly notified when there is a change in status re serviceability of the field.

4. As regards the other subject mentioned the Italian signals officer has conferred with the ASC, Northern Italy and has arrived at an amicable agreement with them regarding the installation of Italian signals equipment at Bologna a/d.

J. W. GILDAY
Major, Air Corps
Air Vice Marshal
Air Officer Commanding

2571

SECRET.

CYPHER MESSAGE.

WL 3875/245. 500w 12/41. L.P. (Lda.) Ltd. 61-104

454

To—	AFSC AC Rome	Date	7/12/41
From—	AND Italy	Receipt	Despatch
		Time of	
		System	

A 771. 7 December. SECRET Serial No. 1010

The Italian Officer has arrived at Bologna to establish Italian flying base and install SAT (WES) Italian radio service. This headquarters has no information regarding this affair as has collection. He has extensive knowledge to take no further action pending reply from Rome. [Letter to Rome 3 M 9 message received 240/10 and 241/11. Italian Capt. Scavone and Lora landed Bologna AM today against dead enemy light signal. English inch which meets sound independent change to the useful way. Weather at Bologna seems clear and the aircraft had sufficient fuel to return to base. An investigation the pilot stated that they had been ordered to land at Bologna by the Italian Air Ministry. The message number given by the I.C. aircraft safety number 2570. Italian Italy is that there is a report and the Italian Officer referred to above was part of Italian military machine. This is not considered as operation of Italian

Box 071720H

7230810

100 072820A

Hyatt



Fructus 3

FROM: AIR FORCES -COMMISSION,
ALLIED COMMISSION, ROME.

TO: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, LECCE.

DATE: 19TH NOVEMBER, 1945.

REF: AFSC/36/AIR.

454

CONFIDENTIAL.

439
With reference to your letter AFSC/14/36/AIR please see attached copy of letter to the Italian Air Ministry.

2. Although I agree that the Italians should be encouraged to look after their own interests, I feel that some assistance from the Allies in the peculiar difficulties in the Balkans may be necessary, and I had hoped that you would take the matter up at Bari with the British Albanian Mission if one still exists. If you have not already done so I would like you to take action as soon as possible, so that the British Military Mission in Albania may be asked to give any assistance which they may be able to afford.
3. The implication in the correspondence which has so far taken place on this matter is that no officer from Unita Aerea has been over to Tirana for some time, and I think it would be a good thing for you to suggest to General Gaeta that a high ranking officer from Unita Aerea does in fact go on one of the routine flights, with instructions to handle the matter with discretion and tact.

[Signature]
I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

2564

[Handwritten initials]
S.S.O. WAB
S.H.O. RUL

4449
AIR SERVICES SUB-COMMISSION, ALLIED COMMISSION,
ALBANIA.

MSC/36/AIR.

19th November, 1945.

AIR SERVICES - TIRANA.

379
With reference to your letter 31455/5751/Coll, I have had certain enquiries made and it seems that satisfactory arrangements were recently made to overcome the complaints which you state in your letter.

2. I have not taken this matter up officially, nor do I propose to do so, as I think it would cause more ill feeling than good-will in Tirana.

3. If, however, the difficulties to which you refer continue, it is suggested that a high ranking officer of United Forces should fly over to Tirana in one of the flights usually undertaken; he should also call for the assistance of the British Military Mission at Tirana in which I would have no objection to the officer quoting this Sub-Commission as requesting their assistance.

4. It is noted in your letter 954/SCM/5900.Coll that your Cabinet has informed your Ministry of Foreign Affairs on this matter, but if any further assistance is required from us, I will be glad to give you such assistance as lies within my power.

Yours

2568

I.E. BRIDLE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Doctor M. Cevoletto,
Minister for Air,
Italian Air Ministry,
Rome.

Copy: A.F.S.C. Lecce.

43A

From : AIR FORCES SUB COMMISSION.
ALLIED COMMISSION. LECCE.
To : AIR FORCES SUB COMMISSION.
ALLIED COMMISSION. ROME.
Date : 8th NOVEMBER 1945.
Ref. : AFSC/L/36/AIR.

AIR SERVICES TO TIRANA

Ref. your signal A.889 dated 5th November and recent correspondence on above subject, no action was taken until 7 November as the Unit which undertook the operations at the time of the complaint has since moved to Guidonia. Further, the aircraft now carrying out these flights are based at Bari, and the liaison officer concerned was not available in the district.

2. On 7th, I had an opportunity to discuss this with Col. Colavolpe who arrived here from Guidonia. From these discussions it seems there is little ground for complaint now as satisfactory arrangements were made recently, to prevent a recurrence of trouble. I feel however that this is a case for the Italian Liaison Officer in Tirana who can, I think, have the assistance of the British Military Mission which, I am informed, still exists in Tirana. I propose to inform Gen. Gaeta in the near future that unless the Italians are capable of looking after their own interests, I shall recommend the dis-continuation of the service.

3. I consider no further action is necessary.

W. C. Ollason 2567
W.C. OLLASON, Gp/Capt,
OFFICER COMMANDING,
AIR FORCES SUB COMMISSION,
LECCE DETACHMENT.



FROM: AIR FORCE SUB-COMMISSION, A.C., ROME.

TO : "STATO MAGGIORE".

DATE: 6TH NOVEMBER 1945.

REF : AFSC/24/1/AIR

SUBJECT: USE OF SAFETY BELTS.

One of our represent atives returning on the flight from Turin-Milan-Rome as of 5 Nov. reports that apparently no effort was made on the part of any crew members to instruct passengers in use of safety belts, nor did they ascertain wether passengers were fastening same before and during take offs and landings.

This office respectfully suggests that this matter be called to Col. Reineros attention that he might again instruct his crews to inspect each safety belt at the above mentioned times.

JWD
J.W. GILDAY
MAJOR, AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

2566

41A

ROUTING MESSAGE

FROM : AIR FORCES SUB COMM. (ROME)
 TO : AIR FORCES SUB COMM. (LESC)

URGENT 1100Z 14 OCT 45 /./
 REQUEST YOU REPORT PROGRESS IN ACTIONING LETTER AFSC/14/1/AIR
 DATED 29TH AND 31ST OCTOBER /./

138A

139A

W.A. Bindee W/OB

W.A. BINSORE W/CDR
 AIR 102 WING AL
 AIR OFFICER COMMANDING.

2564

PRIORITY : ROUTINE

(TRANSLATION)

40A

(c)

FROM: ITALIAN CONSUL,

"STATO MAGGIOR", MILITARY AIR COURIER SERVICE, ROME.

TO: AFSC, A.M., ROME.

COPY TO: MINISTER'S CABINET, ROME.

(REF. YOUR LETTER 31258 DATED 18/10/45.)

DATE: 24-10-45.

REF.: 954/30AM/5900 COM.

AIR SERVICE-TO-TIRANA.

B

We FEEL it our duty to forward to you copy of a letter, ref 232 dated 25/9/45 from the Italian Mission in Albania, reporting a number of regretful occurrences on Tirana Airport.

The Minister's Cabinet has informed the Ministry of Foreign Affairs of this matter, so as to eliminate the occurrences in question.

2563

(Col. Remondino)

translated by: Spt. Cuno.

AIR SERVICE HQ TIRANA.

B

We FEEL it our duty to forward to you copy of a letter, ref
032 dated 26/0/45 from the Italian Mission in Albania, reporting
a number of regretful occurrences on Tirana Airport.

The Minister's Cabinet has informed the Ministry of Foreign
Affairs of this matter, so as to eliminate the occurrences in que-
tion.

2563

(Col. Remondino)

translated by: Sgt. Cumbo.



40 B
(t)TRANSLATION

(From : Italian Mission in Albania - Tirana.
To : Air Base Command, Lecce.
Unita' Aerea Command, Bari.
"Balkan" Office - Lecce.
Date : 26th September, 1945.
Ref. : 232.

AIR SERVICE.

As far as punctuality and efficiency are concerned, the Lecce - Bari - Tirana Air Service functions perfectly. This cannot however be said for the loading and unloading of the aircraft on this line.

The person on the airport who issues most of the instructions is a partisan (an ex "Ala Littoria" porter), who treats our pilots with no respect. Apparently his attitude has impressed our pilots so much that they now carry out his instructions without any opposition.

He is in charge of the loading and gives priority to parcels addressed to the Albanian Military Mission in Bari, which very often, are bulky and heavy; he enters the aircraft and reads the nominal roll of the passengers without any control from our part.

Under these conditions it is possible that he may allow a person to board the aircraft despite our disapproval.

2562

This procedure should actually be the contrary. One of our crew should board the aircraft and read the passengers nominal roll; no strangers should be allowed to board the aircraft, and no parcels should be loaded without the control of our crew. A principle of dignity and security should enforce this arrangement.

Will you please, therefore study this question and issue strict instructions on the matter.

We have also been informed that a partisan boards the aircraft when it reaches the landing strip, before the take-off run to inspect the aircraft.

This also should be forbidden.

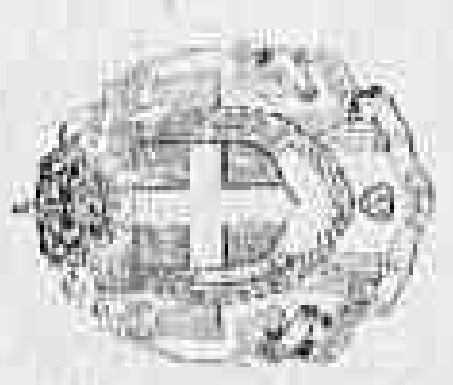
- 2 -

No English, American, French, Yugoslav or Russian aircraft is treated with such a degree of inferiority.

CHIEF OF ITALIAN MISSION
IN ALBANIA

Translated by Sgt. Cumbo.

2561



Ministero dell'Interno

STAMPATO IN ALBANIA

Servizio Generale di Amministrazione

954/SCAK

1 foglio

900 fogli

OGGETTO Servizi aerei (Tirana)

1234

407

24/10/1945

AIR FORCE SUB COMMISSION
(Tramite Ufficio Collegamento
Cabinette del Ministro = SEDE =)

GABINETTO DEL MINISTRO = SEDE =
(Rife foglio 21258 del 23/10/45)

Per doverosa conoscenza si trasmette copia
del foglio n.232 del 26/9/1945 della missione ita-
liana in Albania che riferisce alcuni inconvenienti
verificatisi sull'aeroporto di Tirana.

Il Gabinetto del Ministro ha provveduto a se-
gnalare la questione al Ministero degli Esteri affin-
chè gli inconvenienti in parola siano eliminati.

IL CAPO DI STATO RACCIORE
(Gen.S.A. Mario Aimone CA2560)

Remondini

Si prega di inviare per ogni foglio un solo esemplare e indicare nella risposta
il numero dell'originale e la data di ricezione o di invio.

Doc. 954/SCAM 1 (Rife foglio 21258 del 23/10/45)

OGGETTO Servizi aerei (Tirana)

Per doverosa conoscenza si trasmette copia del foglio n.232 del 26/9/1945 della missione italiana in Albania che riferisce alcuni inconvenienti verificatisi sull'aeroporto di Tirana.

Il Gabinetto del Ministro ha provveduto a segnalare la questione al Ministero degli Esteri affinché gli inconvenienti in parola siano eliminati.

IL CAPO DI STATO MACGIORE
(Gen.S.A. Mario Aimone CA2560)

Remondin

MISSIONE ITALIANA ALBANIA

Tirana 26 settembre 1945

Prot. n. 232

COMANDO BASE AEREA = LECCO E =
COMANDO 'UNITA' AEREA = BARI I =
UFFICIO BALCANIA = LECCO E =

OGGETTO: Servizio Aerei.-

Il servizio aerei Lecce-Bari-Tirana è perfetto dal punto di vista puntualità ed efficienza. Non altrettanto può dirsi per quanto concerne le operazioni di carico e di scarico.

Chi comanda più è il partigiano dell'Aeroporto (un ex facchino dell'Ala Littoria) il quale tratta i nostri aviatori senza alcun riguardo. Probabilmente questo suo modo di fare ha impressionato i nostri aviatori al punto che esse sono diventati dei puri e semplici esecutori dei suoi ordini.

Egli infatti dispone anzitutto per il carico dei pacchi diretti alla Missione Militare Albanese in Bari, che spesso sono voluminosi e pesanti; sale sulla carlinca, fa l'appello dei partigiani senza nessun controllo da parte nostra.

In queste condizioni è possibile che qualche persona da essi aiutata e da noi rifiutata possa salire impunemente a bordo.

La procedura dovrebbe essere invece l'inverso. Sulla carlinca a fare l'appello dovrebbe salire uno dei nostri; nessun estraneo dovrebbe salire a bordo, come pure nessun pacco dovrebbe essere caricato senza il controllo dei nostri. Un principio di sicurezza di 2534 dovrebbe fare adottare un tale sistema.

Si prefa pertanto di voler studiare la questione e di impartire ai riguardo ordini rigorosi.

Viene notato infine che un partigiano sale a bordo all'atto della partenza per sorvegliare l'aereo nell'atto in cui si arresta per prendere la pista di lancio.

Anche questo dovrebbe essere vietato.

Nessun aereo, inglese, americano, francese, jugoslavo, russo viene trattato in tale situazione d'infioritura come a Mosca.

IL CAPO DELLA MISSIONE ITALIANA

Il servizio aerei Lecce-Bari-Tirana è perfetto dal punto di vista puntualità ed efficienza. Non altrettanto può dirsi per quanto concerne le operazioni di carico e di scarico.

Chi comanda più è il partigiano dell'Aeroporto (un ex facchino dell'Ala Littoria) il quale tratta i nostri aviatori senza alcun riguardo. Probabilmente questo suo modo di fare ha impresso nato i nostri aviatori al punto che esse sono diventati dei puri e semplici esecutori dei suoi ordini.

Egli infatti dispone anzitutto per il carico dei pacchi diretti alla Missione Militare Albanese in Bari, che spesso sono voluminosi e pesanti; sale sulla carlinga, fa l'appello dei partigiani senza nessun controllo da parte nostra.

In queste condizioni è possibile che qualche persona da essi aiutata e da noi rifiutata possa salire impunemente a bordo.

La procedura dovrebbe essere invece l'inverso. Sulla carlinga a fare l'appello dovrebbe salire uno dei nostri; nessun estraneo dovrebbe salire a bordo, come pare nessun pacco dovrebbe essere caricato senza il controllo dei nostri. Un principio di ²³sicurezza di sicurezza dovrebbe fare adottare un tale sistema.

Si prega pertanto di voler studiare la questione e di impartire al riguardo ordini rigorosi.

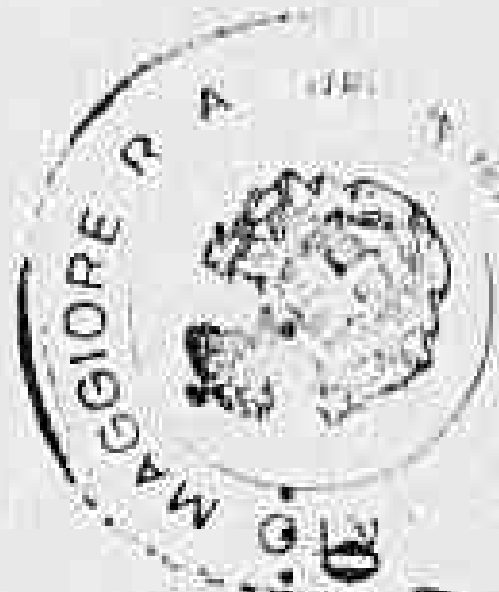
Viene notato infine che un partigiano sale a bordo all'atto della partenza per sorvegliare l'aereo nell'atto in cui si arresta per prendere la pista di lancio.

Anche questo dovrebbe essere vietato.

Nessun aereo, inglese, francese, americano, jugoslavo, russo viene trattato in tale situazione d'infioritura come a Mosca.

IL CAPO DELLA MISSIONE ITALIANA
ALBANIA
F/to (TFO T V R C A T O)

P.....C.....C.O.
IL CAPO DELL'UFFICIO
(Cap. A. J. Caroselli)



From: Air Forces Sub Commission, HQ Allied Commission, Rome

To: Air Forces Sub Commission, Detachment Lecce.

Date: 31st October, 1945.

Ref: AFSC/24/1/AIR.

CONFIDENTIAL

Air Services (TIRANA)

Further to our letter of even reference dated 29th October, 1945, the Air Vice Marshal has expressed the wish that the problem should if possible be settled unofficially, possibly by a suitable officer making the journey and interceding diplomatically with the Partisan's Commanding Officer. This might be arranged through British Liaison Officer with the Albanian Mission in Bari. It is not thought that matters would be assisted by any official complaint which might even cause a rather dangerous reaction.


D.H.C. SMITH, F/Lt.
Air Vice Marshal,
Air Officer Commanding.

2558

38A

FROM : AIR FORCEY HQ-COMMISSION, A.C., ROMA.
 TO : AIR FORCEY HQ-COMMISSION, DETACHMENT LEGOS.
 DATE : 20TH OCTOBER 1943.
 REF : 12/1/12.

AIR MINISTRY (TIRANA)

To enclose letter Ref 3145/37/1 3011 directed to this office by the Air Minister, and ask that you take whatever action you deem advisable as regards the subject discussed therein.

W. S. GILBY
 MAJOR, AIR CORPS,
 AIR VICE MARSHAL
AIR OFFICER COMMANDING

Copy to Italian Air
 Ministry.

2557

Air 3 / I think it advisable for this to be shown to S10.
 for his suggestions as to how to overcome the latter (desert helpers).
 2. I hope AFSC Sec will contact the Albanian Mission
 in Bari that the correct British liaison officer (if any at this time) - it
 might be a good thing, to write to Sec on this line, subject to
 confirmation by S10, as to the correctness of my to procedure
 suggested above.

30/10

M. H. C.

See 39A

TRANSLATION

From : Italian Air Ministry. Minister's Cabinet - Rome.
To : A.F.S.C., A.C. ROME.
Date : 20th October, 1945.
Ref. : 31455/5731 Coll.

AIR SERVICES (TIRANA)

We feel it our duty to inform you that the partisan, in charge of the various duties on TIRANA airport, adopts an aggressive attitude towards the Italian pilots on the Lecce, Bari, Tirana air line.

It has been brought to our notice that he issues arbitrary instructions and is arrogant. For instance: -

- a)- he is in charge of the loading and gives priority to parcels addressed to the Albanian Military Mission in Bari, even though they may be heavy and bulky;
- b)- he enters the A/C and reads the nominal roll of the passengers without permitting the Captain of the A/C to effect the appropriate check;
- c)- he sees that a partisan boards the A/C when it reaches the landing strip, before the take-off run, to inspect the A/C, and treats the passengers, in a continuous obvious degree of humiliating inferiority.

This attitude is only taken with Italian aircraft.

It is obvious that this has greatly disturbed the moral of the Italian pilots, who consider this treatment an insult to their prestige and dignity.

Will you kindly take the best possible action to eliminate the above mentioned regretful occurrence, as we feel certain you fully recognize the rightful dignity of the I.A.F. personnel, who, by carrying out their duties scrupulously, deserve the same considerations as other foreign pilots.

THE MINISTER

Translated by Sgt. Cumbo.



Ministero dell'Aeronautica

GABINETTO DEL MINISTRO
SEGRETARIA

Prot. N. 31435 S. Allegato
1984

Roma, 20 OTT. 1945 374
19

ALLA COMMISSIONE AEREA
SOTTOCOMMISSIONE PER L'AERONAUTICA
IN UTILE
(tramite Ufficio Collegamento)

ROMA

Proposta all'Ufficio
Dir. N. 2

OGGETTO Servizi aerei (Tirana).-

Si ritiene doveroso portare a conoscenza di codesta ARSO che il partigiano, incaricato dei vari servizi sull'aeroporto di TIRANA, usa un trattamento provocatorio nei riguardi degli aviatori italiani addetti al servizio aereo Lecce - Bari - Tirana.-

E' stato difatti segnalato che egli dà ordini arbitrari e comette scorruzioni, come ad esempio:

- a)- dispone il carico, sempre con precedenza sul resto, di pochi diretti alla missione militare Albanese in Bari, anche se volutinosi e pesanti;
- b)- entra nell'interno dell'aereo e fa l'appello dei passeggeri, senza voler consentire il giusto controllo da parte del Comandante del velivolo;
- c)- fa salire a bordo un partigiano all'atto delle 2555, per la sorveglianza dell'aereo nel momento in cui questo deve arrestarsi per prendere la pista di lancio, ponendo l'equipaggio, e in particolare modo il Comandante dell'aereo, in un continuo, evidente stato di umiliante inferiorità.-

Detta linea di condotta viene praticata solamente per gli aerei italiani.-

E' ovvio che tale stato di cose ha vivamente turbato il morale degli aviatori italiani, che considerano il trattamento di cui sopra come un'offesa al loro prestigio e alla loro dignità.

Nella cortesia che esorta ARSO, riconoscerà pienamente giusto

OGGETTO Servizi segreti (Tirana).-

Si ritiene doveroso portare a conoscenza del codesta AFSC che il servizio, incaricato dei vari servizi sull'aeroporto di TIRANA, usa un trattamento provocatorio nei riguardi degli aviatori italiani addetti al servizio aereo Lecce - Bari - Tirana.-

E' stato difetti segnalato che egli dà ordini arbitrari e commette soprusi, come ad esempio:

- a)- dispone il cerico, sempre con precedenza sul resto, ai pochi diretti alla missione militare Albanese in Bari, anche se volunerosi e pesanti;
- b)- entra nell'interno dell'aereo e fa l'appello dei passeggeri, senza voler consentire il giusto controllo da parte del Comandante del velivolo;
- c)- fa salire a bordo un partigiano allietto della **2555**, per la sorveglianza dell'esercito nel momento in cui questo deve arrestarsi per prendere la pista di lancio, ponendo l'equilibrio, e in particolar modo il Comandante dell'aereo, in un continuo, evidente stato di umiliante inferiorità.-

Detta linea di condotta viene praticata solamente per gli aerei italiani.-

E' ovvio che tale stato di cose ha vivamente turbato il morale degli aviatori italiani, che considerano il trattamento di cui sono come un'offesa al loro prestigio e alla loro dignità.

Nella certezza che codesta AFSC. riconoscerà pienamente giustato tutelare il decoro del personale della R.Aeronautica, personale che, adempiendo scrupolosamente al proprio dovere, merita le stesse considerazioni degli aviatori stranieri, si prega voler svolgere la migliore

1././

36A

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME.
 TO : DISPATCH OFFICE ALLIED COMMISSION.
 DATE : 20TH OCTOBER 1943.
 REF : AFSC/24/1/AIR.

LOADING FOR ALLIED COMMISSION COURIER AIRCRAFT

Reference your DO/A/43, the enclosed table indicates the maximum number of passengers and amount of freight at present allowable on Italian courier planes. This will serve to rescind any previous load-limit tables used to date.

2. With this information we believe you will be in a position to draft a reply to the chief Commissioner's request of 9 October, reference 3752/EG.

J. W. GILDAY,
 MAJOR, AIR CORPS,
 AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Inclosure.

Copy to Italian Air Ministry.

2553

Handwritten notes:
 Air 3. Suggests copy to AFSC. Refer to letter and/or attach
 as an Appendix in contribution to the Air Ministry Direction now
 being prepared.
 14/30/44 Copies of load table
 directed to all AFSC
 officers. See 24/AIR
 1

3LB

19 October 1945.

MEMORANDUM)

TO)

A.O.C.

D.D.

S.S.O.

AIR III

A meeting was held with Lt Col Adrower, Lt Col Reniero, Lt Col Gussone and Major Sass to determine the correct loads for the various types of aircraft for the courier service.

2. A few changes were made from the loads previously authorized to permit the center of gravity to be correct, previous loads being tail heavy. The SM 82 was changed as the pilots could not fly it from Centocelle with the previous loads.

3. A table showing present authorized loads is attached.

E. J. Sass
E. J. SASS,
Major, Air Corps.

2551

<u>TYPE OF A/C</u>	<u>NUMBER ASSIGNED</u>	<u>NUMBER OF PASSENGERS</u>	<u>FREIGHT & BAGGAGE CARRIED W/PASS. (Kgs)</u>	<u>FREIGHT CARRIED W/NO PASSENGERS</u>
SM 73	1	14	500	1700
SM 75	-	18	600	2100
SM 79	25	8	350	1200
SM 82	16	20	500	2100
SM 84	3	8	350	1200
G 12	3	18	500	2000
Ca 506	21	11	165	1100
Rs 14	8	6	390	990

Note: - Normal weight of one passenger - 80 Kgs.

Baggage allowance per passenger - 15 Kgs.

<u>NUMBER OF PASSENGERS</u>	<u>FREIGHT & BAGGAGE CARRIED W/PASS. (Kgs)</u>	<u>FREIGHT CARRIED W/NO PASSENGERS</u>	<u>CRUISING SPEED M.P.H.</u>	<u>MAXIMUM ENDURANCE</u>	<u>FUEL CONSUMPTION PER HR (Litrs)</u>
14	500	1700	138	4:40	550
13	600	2100	168	5:00	550
8	350	1200	136	4:20	550
20	500	2100	138	4:30	520
8	350	1200	180	4:00	750
13	500	2000	168	6:30	650
11	165	1100	144	5:00	530
6	390	990	159	4:00	370

passenger - 80 Kgs.

passenger - 15 Kgs.

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 8752/90

9 October 1945

SUBJECT: Overloading of Italian Courier Aircraft.

TO : Establishments Section.

Reference the attached copy of letter AFSC/24/1/Air dated 6 October 1945 from the Air Forces Sub Commission, subject as above.

Please prepare a draft Establishment Memorandum to cover the points mentioned in the attached letter, co-ordinating as may be necessary with the originating sub commission, and submit the draft for approval of the Executive Commissioner before issue.

Chief Staff Officer,
To the Executive Commissioner.

Copy with Col. Remond & H. ...
Copy to: Air Forces Sub Commission.

2549



34A

HEADQUARTERS ALLIED COMMISSION
DISPATCH OFFICE
APO 394

Inter Office Memorandum

From : Dispatch Office
To : A 3. Air Forces Sub-Commission
Date : 5 October 1945
Ref : DO/A/45

Subject : Loading for AC Courier Aircraft.

1. The attached passenger and freight table has been supplied to the undersigned by Colonelio Reinerio as maximum loads for the above aircraft. It will be noted that the loads for some aircraft are less than those which we have hitherto been working to. I gather that this reduction is due to the condition of the tyres.
2. It would be appreciated if this office could have your instructions.

H. Bentley Major
H. BENTLEY
Dispatch Officer

2548

HB/tv



	<u>Passengers</u>		<u>Freight</u>		<u>Total weight</u> 34 B <u>without passengers</u>
S.M. 79	8	+	350 Kgs	or	1000 Kgs
S.M. 84	8	+	350 Kgs	or	1000 Kgs
S.M. 73	14	+	500 Kgs	or	1500 Kgs
G - 12	16	+	600 Kgs	or	1900 Kgs
S.M. 82	18	+	600 Kgs	or	2000 Kgs
S.M. 75	18	+	600 Kgs	or	2000 Kgs

2547

33A

FROM : AIR FORCE AT COMMISSION, ALLIED COMMISSION, ROMA.

TO : CHIEF COMMISSIONERS, ALLIED COMMISSION, ROMA.

DATE : 25 OCTOBER 1943.

REF : 1000/24/1/1/1/1.

OVERSIGHT OF AIRCRAFT OVERLOADING

It has come to the attention of this office that Italian military aircraft performing courier services have in many instances been overloaded both with passengers and cargo. Upon questioning pilots of the overloaded aircraft, it has been ascertained that Allied Commission officials at various stations, namely Bologna, Treviso, and other stations where no A.F.C. personnel are on duty, have insisted and in some cases more or less ordered the pilots of these aircraft to take more passengers aboard than is authorized to be transported.

3. Orders and directives emanating from this office forbid the overloading of aircraft under any circumstances. Pilots are held responsible for the compliance with these orders and directives. When filled with passengers, who have no knowledge of aircraft and the capabilities of them, order or insist that pilots carry an overload, or put the Italian pilots "over the barrel," so to speak.

2546

4. It must be remembered that pilots of aircraft are responsible for the aircraft which they fly, and therefore responsible for the safety of their passengers. The overloading of aircraft is not conducive to safety.

5. Some of the confusion of loading aircraft is probably due to not having Air Priority established for passenger and freight travel. This being the case, every A.C. official seems to think that his passengers should have A-1 priority.

6. An Air Priority Board is being set-up by this office and will be functioning in the near future. All passengers and cargo will then be given a priority rating. The dispatcher at each station will be responsible for maintaining the priorities.

Italian military aircraft performing courier service have in many instances been overloaded both with passengers and cargo. Upon questioning pilots of the overloaded aircraft, it has been ascertained that pilots to assigned aircraft at various stations, namely Bologna, Treviso, and other stations were to A.C. personnel are on duty. Have insisted that in some cases more or less overloaded the pilots of those aircraft to take more passengers aboard than is authorized to be transported.

2. Orders and directions transmitted by this office forbid the overloading of aircraft under any circumstances. Pilots are held responsible for any attempts to fly those aircraft in excess of their capacity. When Allied Commission officers who have no knowledge of aircraft and the capabilities of them, order or insist that pilots carry an overall load that station pilots "over the barrel," so to speak.

2546

3. It must be remembered that pilots of aircraft are responsible for the aircraft while they fly, and therefore responsible for the safety of their passengers. The overloading of aircraft is not conducive to safety.

4. Some of the confusion of loading aircraft is probably due to not having air priority established for passengers and cargo. This being the case, every A.C. official seems to think that his passengers should have A-1 priority.

5. An Air Priority Board is being set-up of this office and will be functioning in the near future. All passengers and cargo will then be given a priority status. The dispatcher at each station will be responsible for maintaining the priorities.

6. It is requested that the Chief Commissioner have a memorandum drafted to inform all Allied Commission personnel that they must not insist that airplanes be overloaded, and that they are not to interfere with air traffic in any way.

WILLIAM L. DRE
Brigadier General, USA
DUTY SECTION

INTER DEPARTMENT MEMORANDUM.

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

To: Allied Commission Despatch Office.

Date: 17th September, 1943.

Ref: AFSC/24/V/Air.

Accommodation of Italians Travelling for A.C. Purposes
at Bologna.

1. In confirmation of a recent telephonic conversation between Wing Commander Bisdor and Major Birch, action is required to arrange for accommodation of Italian Courier passengers in the event of diversion of aircraft to Bologna.
2. Owing to weather conditions in Northern Italy during winter, it is probable that diversion of Italian aircraft to Bologna involving night stopping, will be not infrequent.
3. There is at present no system of dealing with Italian Courier passengers required to night stop at Bologna. Accommodation is very difficult ^{or} impossible to arrange and an unfair responsibility is thrown on the shoulders of the Italian Air Force detachment commander at Bologna airfield. Whether this officer is technically responsible for arranging accommodation is uncertain, but in practice it is obvious that he would be treated as the responsible authority by the passengers on the aircraft and could hardly disclaim such responsibility seeing that he is on the Courier Service Staff.
4. A.C. Liaison Section Bologna disclaim all responsibility for dealing with Italian Courier Passengers' accommodation.

WNB

W.M. BISDOR, W.O.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

FROM : A.F. J. MILAN
 TO : PREFECT - MILAN
 DATE : 6/9/45
 REF. : AFSC/M/24/AIR

31 (A)
 (MILAN)
 1. In order to be able to
 2. In order to be able to
 3. In order to be able to
 4. In order to be able to
 5. In order to be able to
 6. In order to be able to
 7. In order to be able to
 8. In order to be able to
 9. In order to be able to
 10. In order to be able to

We have been informed that some regulations have been violated by some of your employees of the Linote Airport between the 1st and the 4th of this month. The offences were the following:

1. Some of your employees smoked near a petrol pump.
2. Either more some of them passed the marked limits; this is against the airport regulations by doing this they were putting in danger the crew and passengers lives on the a/c which were landing and taking off without mentioning the danger of their own lives.
3. The maximum weight to be carried by the Baltimores a/c is of 6 passengers, notwithstanding these regulations about 8 passengers were authorised to travel out of a list of 11 people. This is 2 more than the fixed number.
4. The list was neither compiled nor authorized by the Allied authorities and amongst the passengers there were a child and a maid who certainly were not flying on official duty.

In order that these infractions be not repeated and not to endanger human lives any longer by persons not aware of flying regulations, the following instructions are to be

2544

1. No passenger can be accepted on the a/c under the control of this A.F.J.C. unless they have been authorized by the A.C. and A.F.J.C.
2. No more than 6 passengers can travel on Baltimore a/c.
3. Owing to the shortage of petrol and to the frequent postponements of trip for passengers travelling on official duties, all other persons not in possession of the above mentioned requirements must not apply to travel by air.

A.C.B. DIAMANT S/L
 Commanding A.F.J.C. Milan

the 1st and the 4th of this month. The offences were the following:

1. Some of your employees smoked near a petrol pump.
2. Either more some of them passed the marked limits; this is against the airport regulations by doing this they were putting in danger the crew and passengers lives on the a/c which were landing and taking off without mentioning the danger of their own lives.
3. The maximum weight to be carried by the Baltimore a/c is of 6 passengers, notwithstanding these regulations about 8 passengers were authorised to travel out of a list of 11 people. This is 2 more than the fixed number.
4. The list was neither compiled nor authorised by the Allied authorities and amongst the passengers there were a child and a maid who certainly were not flying on official duty.

In order that these infractions be not repeated and not to endanger human lives any longer by persons not aware of flying regulations, the following instructions are to be **2544**

1. No passenger can be accepted on the a/c under the control of this A.T.S.C. unless they have been authorized by the A.C. and A.T.S.C.
2. No more than 6 passengers can travel on Baltimore a/c.
3. Going to the shortage of petrol and to the frequent postponements of trip for passengers travelling on official duties, all other persons not in possession of the above mentioned requirements must not apply to travel by air.

Copies to : Gen. Pirri-Milan
Col. Sordini C.C. Liniate
A.T.S.C. Rome ✓

R.C.L. DIAMANTI S/I
Commanding A.T.S.C. Milan



5/3/45
JPC

31A

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

TO :- Prefettura di Milano.

DATE :- 6th September 1945.

REF :- AFSC/M/294/AIR



Siamo venuti a conoscenza che alcune irregolarità sono state perpetrate dai vostri impiegati all'Aeroporto di Linate tra il 1 ed il 4 di questo corrente mese. Le infrazioni sono le seguenti :-

- 1) Alcuni vostri dipendenti fumavano vicinissimo ai depositi di benzina.
- 2) Inoltre alcuni, infrangendo le regole dell'Aeroporto, circolavano oltre i limiti fissati e questo comportamento metteva in pericolo le vite dell'equipaggio e dei passeggeri sugli aeroplani che atterravano e decollavano, per non parlare delle loro stesse vite.
- 3) Il limite massimo di portata degli apparecchi Baltimore è di sei passeggeri; nonostante questo di una lista di undici passeggeri ne furono approvati per la partenza ben otto, due in più del limite massimo.
- 4) Questa lista non era stata compilata né approvata dalle autorità alleate e fra i passeggeri si trovavano un bambino ed una cameriera, questi ultimi non viaggiavano certo in missione ufficiale.

Per impedire che infrazioni del genere si ripetano e che non ci sia più rischio per le vite umane dovuto a persone che non sono bene informate sulle regole vigenti negli aeroporti, è necessario dare le seguenti istruzioni :-

- 1) Nessun passeggero può essere accettato sugli aeroplani che operano sotto il controllo di questa Sotto-Commissione, a meno che detti passeggeri siano stati approvati dalla A.C. e dalla A.F.S.C.

- 2) Non possono essere accettati più di sei passeggeri sui Baltimore.

2543

Siamo venuti a conoscenza che alcune irregolarità sono state perpetrate dai vostri impiegati all'Aeroporto di Linate tra il 1 ed il 4 di questo corrente mese. Le infrazioni sono le seguenti :-

- 1) Alcuni vostri dipendenti fumavano vicinissimo ai depositi di benzina.
- 2) Inoltre alcuni, infrangendo le regole dell'Aeroporto, circolavano oltre i limiti fissati e questo comportamento metteva in pericolo le vite dell'equipaggio e dei passeggeri sugli aeroplani che atterravano e decollavano, per non parlare delle loro stesse vite.
- 3) Il limite massimo di portata degli apparecchi Baltimore è di sei passeggeri; nonostante questo di una lista di undici passeggeri ne furono approvati per la partenza ben otto, due in più del limite massimo.
- 4) Questa lista non era stata compilata né approvata dalle autorità alleate e fra i passeggeri si trovavano un bambino ed una cameriera, questi ultimi non viaggiavano certo in missione ufficiale.

Per impedire che infrazioni del genere si ripetano e che non ci sia più rischio per le vite umane dovuto a persone che non sono bene informate sulle regole vigenti negli aeroporti, è necessario dare le seguenti istruzioni :-

- 1) Nessun passeggero può essere accettato sugli aeroplani che operano sotto il controllo di questa Sotto-Commissione, a meno che detti passeggeri siano stati approvati dalla A.C. e dalla A.F.S.C.
- 2) Non possono essere accettati più di sei passeggeri sui Baltimore.
- 3) Considerando la mancanza di benzina e le costanti rimanenze a terra dei passeggeri che viaggiano per missioni legittime ed ufficiali, tutte le altre persone che non sono in possesso dei soprannominati requisiti, dovranno assolutamente astenersi dal presentare domande per viaggi.

Copie a :-

Generale Biffi, Milano

Col. Subini, P.S. Minato

R.G.E. DIAMANT S/L

Commanding

A.F.S.C Milan



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

To:- Italian Air Ministry.

Date:- 4th September, 1945.

Ref:- AFSC/24/1/Air.

I.A.P. Courier Service - Carriage of Unauthorized
Passengers and Goods.

With reference to your letter 27041/OS 11-3/4799 Coll dated the 27th August, 1945, we have notified the D.P.M., Northern Italy and No. 45 Flight that Major RADDINO will collect the confiscated material.

2. It is requested that this is done without delay.

L. E. JARMAN, G/CAPO.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

29A

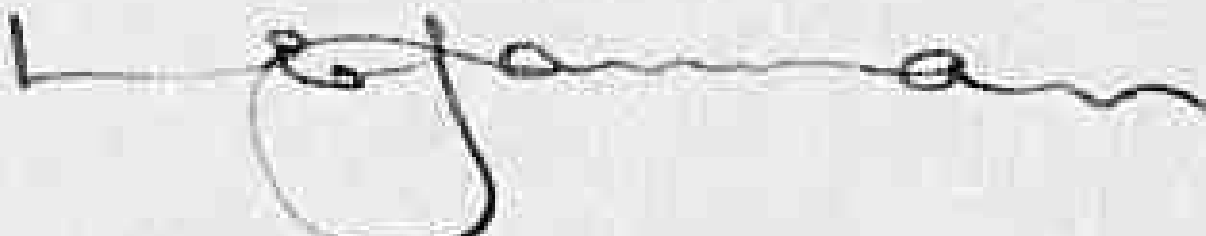
From:- Air Forces Sub Commission, A.C. Rom.
To:- Provost Marshal, Headquarters R.A.F. MND/121, Caserta.
Date:- 14th September, 1945.
Ref:- MND/24/1/Air.

I.A.F. Courier Service - Carriage of Unauthorised
Passengers and Goods.

16A

With reference to your letter MND/2000/25/52 dated the 23rd July, 1945, the Italian Air Ministry have notified us that Major MARINO of the Northern Italy Aeronautical Command is the officer authorized to collect the confiscated material retained by No. 45 Flight.

2. The Italian Air Ministry has been instructed to collect the goods as soon as possible.


L.M. JARMAN, G/CAPT.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

2541

Copy to:- D.P.M., Northern Italy.
D.A.P.M., No. 45 Flight, RAF.

245

FROM : SP41 MAGGIORE. I. .P. 1st Sect. (1)
TO : AIR FORCES SUB COMMISSION. A.C. Rome.
DATE : 27 . AUGUST . 45.
REF. : 27041/Op. 11-3/4799 Cell. 8A

NON AUTHORIZED PASSENGERS AND FREIGHT CARRIED
ON I.A.F. COURIER SERVICE.
----- 24A

Ref. your AFSC/24/1/AIR, para 5, dated 26 June and
further to our letter n° 26898/Op. 11-3, dated 14th
August 1945.

2. Major Radino of Northern Italy Aeronautical Command
is the officer authorized to draw the requisitioned
goods at the "I.A.F. - 45 Flight - X P.T.C." in Milan.
3. The procedure of selling the goods has been laid down
in the a/m letter.

UNDERCHIEF OF STAFF.

Col Remondino.

10/30
6508 2540
24/1/45

STATO MAGGIORE R. AERONAUTICA Roma, 11 27 AGO 1945 287
I° REPARTO

All'Air Forces Sub Commission - A.C.

e, per conoscenza

ROMA

Al Gabinetto del Ministro

SEDE

Al Comando Aeronautica Alta Italia

MILANO

Prot.n. 27041/Op 11-3/479968

OGGETTO: Trasporto di passeggeri e merci non autorizzati, a bordo del corriere aereo della R.A.

1. Riferimento foglio AFSC/24/I/AIR - paragrafo 5 - del 26 giugno u.s. e seguito al nostro foglio n. 26898/OP.11-3 datato 14 agosto 1945.
2. Il Maggiore RADINO del Comando Aeronautica Alta Italia è lo Ufficiale autorizzato del ritiro della merce sequestrata e giacente presso la "D.A.P.M. - 45° Flitht - X° P.T.C." - di Milano.
3. Le modalità per la vendita della merce sono già state emanate con il foglio a cui si fa seguito.

2539



IL SOTTOCAPO DI STATO MAGGIORE

27A

AIR FORCES SUB-COMMISSION, AIR D COMMISSION,
ROME.

AFSC/24/1/AIR.

1st September 1945.

Dear

It is understood that GENERAL GATTA has recently visited Linate to investigate alleged grievances, and that he is in favour of abolishing the Italian Command under COLONEL SORRINI. The A.F.S.C. representative in MILAN and, I understand, GENERAL BIFFI, are not in favour of GENERAL GATTA's suggestion because if the Command were abolished abuses would undoubtedly take place. It is, therefore, recommended that the Italian Command under COLONEL SORRINI, or some other senior officer, shall remain at Linate. Would you please let me know what action you propose to take.

2. I understand that GENERAL BIFFI, in a letter dated 14th August wrote to your Ministry concerning the behaviour of some Courier Service Aircrews (presumably from No. 2 Squadron and possibly the Ministerial Flight) which is in direct contrast to the exemplary conduct of the aircrews of the Baltimore and Meteorological flights. In order to safeguard the good name of the Regia Aeronautica you may like to consider whether or not the worst of these crews, whose names I believe have been notified to you, shall be grounded, or at least should not be allowed to go to MILAN any more. If you have not been told the names of these aircrews, I believe that GENERAL BIFFI would be able to give you the necessary information.

3. I also understand that the accommodation in MILAN for the Italian Air Force aircrews is unsatisfactory and you may like to investigate whether better accommodation, for example in a hotel, can be found. It is believed that it may have been due to the unsatisfactory accommodation and feeding facilities that the aircrews were taking advantage of the British Staging Post Cafeteria and having all their meals there, which is, of course, contrary to the spirit for which a Cafeteria is provided. In connection with the feeding of Italian aircrews in the Cafeteria at Linate, I obtained permission provided the aircrews in question are bona fide Courier crews who have just landed or are about to take off; the Cafeteria must, of course, not be used as a Mess or a Hotel.

Draft by Jk Jannan (on letters from Milan 1/9)

D.D. 6/9/45
S.L.O. 1/9/45
A.I. 1/9/45

Yours

2538

General M. Albano Gat,
Chief of Air Staff,
Italian Air Ministry,
Rome.

Copy: A.F.S.C. A.C. Milan.

26A

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

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

DATE :-- 20th August 1943.

REF :-- AFSC/124/1A-J

COURTESY SERVICE

- 1) For your information General Gaeta is up here on leave and has spent a considerable time at the aerodrome at Linate investigating alleged abuses.
- 2) ~~from~~ General Gaeta is in favour of abolishing the Italian Command under Col. ~~Soub~~ and allowing the pilots to carry on much as they please. Such an arrangement, in the opinion of General Tifri and the undersigned would lead to a recrudescence of those abuses which it has been our constant aim to reduce to a minimum.
- 3) It is desired to refer you to General Tifri's letter of August 14th to the Air Ministry concerning the behaviour of these transport crews which in direct contrast to the exemplary conduct of the crews of the met and Baltimore flights.
- 4) It is suggested that the Air Ministry should be induced to ground several crews whose conduct is not warranted to bring credit to the I.A.F.. These crews are known to all, but should they have slipped the memories of the authorities the necessary data could be supplied from here.

Spasian and 1/2

R.C.E. DIAMANT 5/1

Commanding

A.F.S.C. Milan.

2537

W.C.C. Irish.
W.C.C. personal data.
W.C.C. personal data.

24/10/2019
6/1/2020
2/6/20

25A

FR : AIR FORCES SUB COMMISSION, A.C. HOME.

TO : H.Q. AIRCRAFT SAFETY WRT, NORTHERN ITALY, RAF CEF.

DATE: 22nd August, 1945.

REF : AFSC/24/1AIR.

ITALIAN COURIER SERVICE.

23A

Reference your letter AFSC/MI/51/AIR. Enclosed is a copy of Italian Courier Services Schedule for your information.

2. The aircraft are all fitted with W/T, and it is intended that they will be fitted with R/T (6440) R/cs.

The W/T frequencies allotted are for the Italian network only, but an English speaking Italian Officer will shortly be accommodated at the Aircraft Safety Centre, who will act as Liaison Officer between the R.A.F. and Italian Aircraft Safety organisations.

3. Allied personnel are carried on these Italian aircraft and it is requested that you give the crews all help and advice where necessary.

4. Any particular infringement of flying discipline, or failure to book "in" or "out" will, if referred to this H.Q. be referred to the appropriate authority for action.

W.N. Biddle W/COR.

W.N. BIDDLE, W/COR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air

Air Report

1/23/8

D.D. to see 4/27/8

2536

24A
(c).

FROM : STAFF OFFICE, I.A.E. 1st. Sec. Section
 : I.A.E. 1st. Sec. Section, STAFF OFFICE, STAFF.
 and for information :
 AIR FORCE STAFF OFFICE, I.A.E. 1st. Sec. Section.
 AIR FORCE STAFF OFFICE, STAFF.
 1st. I.A.E. 1st. Sec. Section, STAFF.
 DATE : 14. 11. 45.
 REF. : 14/12/45. 14/3/4582 3681.

TRANSPORT OF NON AUTHORIZED PASSENGER ON ITALIAN AIRCRAFT
 BY AIR AND MILITARY COURIER SERVICE.

A control made by Allied authorities on the 27th May on an aircraft of the Rome-London airline, in transit at Cologne, disclosed that goods not on the freight list, were abusively carried.

2. These goods were requisitioned by the Allied authorities and were held by the "I.A.E. 1st. Sec. Section" in Milan at the disposal of the Italian Air Force authorities.

3. Your Command must inform to this effect the name of the person, to be forwarded to the I.A.E. 1st. Sec. Section, who will be authorized to withdraw the above mentioned goods from the I.A.E. 1st. Sec. Section.

4. The I.A.E. 1st. Sec. Section must be kept with the goods and will give the proceeds to the I.A.E. 1st. Sec. Section after forwarding this report.

(c) THE STAFF OFFICE.



2534

23/8
 25/8

STATO MAGGIORE R AERONAUTICA
1^a Sezione Operazioni

Roma, li 11 1945

24 A

AL COMANDO AVIAZIONE ALTA ITALIA
e, p.c.
All'AFSC/AC
Al GABINETTO DEL MINISTRO
Al COMANDO NUCLEO I^a Z.A.T.

MILANO

ROMA
SEDE
MILANO

Prot.n. 46838/11 4552 bll.

OGGETTO: Trasporto merce non autorizzato a bordo del corriere aereo militare della R.Aeronautica.

Da un controllo effettuato dalle Autorità Alleate il 27 maggio u.s. su di un apparecchio della linea MILANO-ROMA, in transito per Bologna, fu riscontrata merce trasportata abusivamente e non elencata nei manifesti di volo.

Tale merce fu sequestrata dalle Autorità Alleate e trovata ora presso la "D.A.P.M. - 45° FLIGHT - X° P.T.C." di Milano a disposizione delle Autorità Aeronautiche italiane.

Codesto Comando segnali telegraficamente allo scrivente il nominativo di un incaricato da segnalare alla AFSC/AC e che sarà autorizzato a ritirare la merce citata presso l'Ente suddetto.

La Sezione di Commissariato del Comando Nucleo I^a Z.A.T. provvederà alla vendita della merce e verserà l'importo ricavato direttamente all'O.N.F.A. dandone comunicazione per conoscenza a questo Stato Maggiore.



IL CAPO DI STATO MAGGIORE 2533

From:- Headquarters, A. I., N. Italy, R.A.F., C.M.F.

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

Date:- 9th August, 1945.

Ref.:- ASC/NI/51/AIR.

ITALIAN COURIER SERVICE

A complaint has been received at this Headquarters referring to unauthorised Italian aircraft landing at Treviso airfield. Nothing is known about these aircraft and neither does the pilot book in. Quite rightly, the controlling authority at this airfield objects to these happenings and have requested us to take the matter up with the proper authorities.

2. Will you please supply us with all information concerning air movements of Italian Courier Services - their schedules and destinations, also whether the aircraft are fitted with R/T and W/T.

3. These facts are necessary to us as a Unit primarily responsible for the safety of aircraft, and it is vital that we have some knowledge of the Italian Flying Schedules.

4. Perhaps you would inform the Italian Air Force that we can give them all facilities to safeguard their aircraft in the event of bad weather etc., and institute diversions for them if necessary.

627 14/8

24/8/AIR

SENIOR CONTROLLER,
A.S.C.(N.I.), R.A.F.

7w. Officer. Commanding.

2532

22A

ALL ORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

AFSC/24/1/AIR.

7th August, 1945.

Dear

21A.

Your letter concerning the Italian Air Force Courier Service to MILAN and BOLZANO reference HCO/1306/M of the 30th July, has been brought to my attention, and I would like to thank you for the trouble you have taken in informing us of your appreciation of this Service, and I am glad to know that your people confirm that this Service is becoming more efficient, which is, of course, our intention.

Yours

[Signature]

2531

LT/COL. A.H. GREENDINING,
Industry Sub-Commission,
H.Q. A.C. Rome.

INDUSTRY AIRPORT COMMISSION
AND 324
INDUSTRY SUB-COMMISSION

mm/etl

Tel. 439081, Ext. 432

30 July 1945

Ref. HCO/1306/4

SUBJECT : Air Transport to Milan and Bologna.

TO : Transportation Dispatch Office.

Air transport by Italian planes run under your auspices has been frequently utilized in recent months by the officers of this Sub-Commission, and it is desired to put on record our appreciation of this service which we have noted as constantly developed in efficiency.

cc: RAF S/C A.C. ✓

A. H. Giesbrecht
A. H. GIESBRECHT
Lt. Colonel
Acting Director
Industry Sub-Commission

K628 3/7/45

2530

24/1/45

FROM: AIR FORCES SUB COMMISSION, A.C. ROME.
TO : AIR FORCES SUB COMMISSION, A.C. MILAN.
DATE: 31st July, 1945.
REF : AFSC/24/1/Air.

PETROL - IRREGULARITIES ON COURIER SERVICE.

Reference your report and that of Lt. Col. Salvatoneddi GAETANO on the shortage of petrol discovered in his aircraft, can any further evidence or witnesses be produced which will enable this office to present the matter to Italian Air Ministry for action.

2. Reference your para 2 stating that another case has been discovered, this office would again welcome full details.

L.B.P.
W.B. ROYCE, W/CDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

19A
FROM: AIR FORCE HQS COM. HQ, A.C. HQ.

TO: ITALIAN AIR MINISTRY.

DATE: 31st July, 1945.

REF: AFSC/24/1/AF.

CARRIAGE OF UNAUTHORISED PASSENGERS AND GOODS BY
COMBAT SERVICE AIRCRAFT.

With reference to our AFSC/24/1/Air dated 26th June, and your 26376/OP 11/3/3837 Coll dated 13th July, 1945.

2. The goods in question are held by the D.A.P.M. R.A.F. 45 Flight. It will be appreciated if you would arrange for these to be collected by a representative of your Air Force, and the name of the person concerned submitted to this H.Q.

3. The address of D.A.P.M. 45 Flight, is c/o "F" P.O. H.Q.

W.B.R.
W.B. ROUSE, W/O. R.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copy to: D.A.P.M. 45 Flight.

CONFIDENTIAL

18A

From: Deputy Provost Marshal,
Provost & Security Unit,
Sub Headquarters,
North Italy.

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

Date: 27th July, 1945.

Ref: SIB/NL/990/45.

I.A.F. COURIER SERVICES. CARRIAGE OF UNAUTHORISED
PASSENGERS AND GOODS.

14A

Reference is made to your AFSC/24/1/AIR dated
18th July, 1945.

2. The goods in question are held by the D.A.P.M.,
R.A.F., 45 Flight, and it would be appreciated if you
would arrange for these to be collected by a representative
of the Italian Air Force.

W. G. Parry
(W.G. PARRY)
SQUADRON LEADER
for A/DEPUTY PROVOST MARSHAL

Copy to: D.A.P.M., R.A.F., 45 Flight.

526
862
2527
18/1

24/1/air

17A

PETROL. INVESTIGATIONS ON COURIER ROUTES.

B

1. Enclosed is the pilot's statement regarding the withdrawal of petrol from a courier aircraft at Linate. From the figures printed below it will be observed that the pilot has ~~to~~ ^{failed} show how he expended 650 litres, and he denies drawing the further 170 gallons which are short.

2. Another case has occurred in which petrol was being siphoned from an aircraft at Linate during operations. The British N.I.O., who discovered this abuse, is not available at present, but details will be dispatched to you as soon as these are available.

3. Petrol brought from Rome
" drawn at Milan

2100 litres
500

Total

2600

Consumption

Rome to Veroliate

1130

Balance 2250
Given to S.I.M.I. 1600

Balance unaccounted 650 litres
for

In addition 170 gallons are to be accounted for, which the pilot denies drawing.

2526

DeLaurant S/kh



from the aircraft at the time of landing. The British R.O.C. who discovered this abuse, is not available at present; but details will be ascertained to the extent as these are available.

1. Petrol brought from Rome
" " " " at Milan

2100 litres
300

Total 2400

Consumption

Rome to Meridote

150

Balance 2450
Given to S.I.I. 1500

Balance unaccounted 1050 litres
for

In addition 170 gallons are to be accounted for, which the pilot denies owning.



2526
Debianant S/kh

12538

87

24/1/45

REPORT.

The undersigned Lt. Col. Di Gaetano Salvatore, states the following:

On the 12th inst. at 11.25 hrs I landed at Linate Airport arriving from Rome on an S.79 102/8.

I reported to Col. Subini office, in order to collect the bonus required for the supplying of fuel.

A bonus for 310 Gallons was released to me. I loaded only 140 Gallons, because the a/c has no petrol pipe.

L.A.C. Baglioni and L.A.C. Veneroni can witness the above, as they were helping the riggers for the supplying.

The 140 Gallons have then been refuelled in 3-4-5- and 6 tanks. The a/c left Rome full of fuel at 08.50 hrs and landed at Linate at 11.25 hrs, after the a/c left Milan at 13.40 hrs approx.

As it appears 1600 litres of petrol have been taken away from the a/c and given to the S.I.A.T. firm.

On the following day 3 small barrels of petrol and 2 oil cans were removed by the specialists of the a/c.

The petrol of the specialists was loaded at Rome, after my approval, by Sgt. Rossi and Sgt. Ricci.

This petrol has been used by the two specialists for proceeding to Novara and Biella respectively, after having obtained the approval at Rome by Maj. Piva Adriano. They went to these localities for collecting their items of kit left there after the armistice.

Lt. Col. SALVATORE DI GAETANO

Linate 17/7/45

2525

067

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

BEST COPY POSSIBLE



D I C H I A R A Z
=====

Il Sottoscritto Tener Pilota DI GAETANO SALVA.

Il giorno 12 u.s. alle ore 11,25 atterrava, proveniente da Roma, nel velivolo S.79 e IO2/8, sull'Aeroporto di Linate.

Dopo essere passato dalla torre controllo, si recava presso l'ufficio del colonnello Subini per ritirare il buono occorrente per il rifornimento di carburante.

Gli è stato rilasciato un buono per 310 galloni, senonchè, essendo il velivolo sprovvisto del tubo di rifornimento, sono stati caricati a bordo solo 140 galloni, come possono testimoniare, l'av. sc. Baglioni e l'av. Veneroni, che si trovavano ad aiutare il motorista del velivolo nelle operazioni di rifornimento.

I 140 galloni, sono stati quindi messi solo nei serbatoi 3-4-5- e 6.

L'apparecchio era partito da Roma al completo di carburante alle ore 08.50 ed atterrava a Linate alle ore 11.25. Ripartiva quindi alle ore 13.40 circa ed atterrava a Vergiate dopo un quarto d'ora.

Come risulta dal verbale di consegna apparecchio, sono stati scartati quest'ultimo e versati alla ditta S.I.A.I. litri 1600 di benzina.

La mattina del giorno seguente, sono stati portati via dagli specialisti dell'apparecchio, n° 3 fustini di benzina e 2 lattine d'olio.

La benzina di proprietà degli specialisti, era stata caricata col consenso del Sottoscritto, dal Mar. mot. ROSSI e dal Serg. mo

Tale benzina è servita ai due specialisti per recarsi, preventivamente ottenuto il consenso a Roma, dal proprio Comandante Magg. PIVA Adriano, rispettivamente a Novara e a Biella, i quali specialisti hanno ritirato la propria roba, abbandonata localmente, dopo l'armistizio.

Il 25/1/45

(Ten. Pil. Salvatore)

roni, che si trovavano ad aiutare il motorista del velivolo nelle operazioni di rifornimento.

I 140 galloni, sono stati quindi messi solo nei serbatoi 3-4-5- e 6.

L'apparecchio era partito da Roma al completo di carburante alle ore 08.50 ed atterrava a Linate alle ore 11.25. Ripartiva quindi alle ore 13.40 circa ed atterrava a Vergiate dopo un quarto d'ora.

Come risulta dal verbale di consegna apparecchio, sono stati scaricati quest'ultimo e versati alla ditta S.I.A.I. litri 1600 di benzina.

La mattina del giorno seguente, sono stati portati via dagli specialisti dell'apparecchio, n° 3 fustini di benzina e 2 lattine d'olio.

La benzina di proprietà degli specialisti, era stata caricata col consenso del Sottoscritto, dal Mar.mot. ROSSI e dal Serg. mo

Tale benzina è servita ai due specialisti per recarsi, preventivamente ottenuto il consenso a Roma, dal proprio Compo Magg. PIVA Adriano, rispettivamente a Novara e a Biella, tati specialisti hanno ritirato la propria roba, abbandonata località, dopo l'armistizio.

Il 25/2/45

(Ten. Pil. Salvatore)

Linate 17/7/1945

16A

From - Provost Marshal, R. UAAF, GTF.
 To - Air Forces Sub-Commission,
 ALLIED COMMISSION, ROME.
 Date - 23rd July, 1945.
 Ref. - FM/2000/25/52 CONFIDENTIAL

14A

I.A.F. Courier Services.
Carriage of Unauthorised Passengers
and Goods.

Reference your AFSC/24/1/AIR,
 the Provost Marshal, R.A.F., M.A.A.F.,
 is appreciative of your assistance in
 this matter.

2. The Deputy Provost Marshal,
 R.A.F., NORTHERN ITALY, has been instructed
 to get into touch with you with a view to
 handing over the confiscated goods to a
 representative of the Italian Air Force.



Blood/FK
 Provost Marshal
 R.A.F., M.A.A.F.

uf 24/7

CONFIDENTIAL

SIP/NL/990/45

ROYAL AIR FORCE

SPECIAL INVESTIGATION BRANCH

21. FIVE

To:-

Provençal,
 A.A.A.S. (out).

Subject:-

ALLIED CONTROLS ITALIAN AIRPORTS DURING 1945
AND FORTHWITH FOR REPORT - ON AIRPORTS

Origin:-

Report No. 145 from Sgt. HALLOCK, S.I.B. No. 45
Flight A.A.S. Police.

Exhibits:-

Statements marked "a" to "g" inclusive.

Observations:-

On the 25/6/45 in consequence of the above mentioned report, I visited Centocelle Airport and obtained statements from Captain PELLERINI, Lt. BHICOM and Lt. ARWELL, of the Royal Italian Air Force, (copies of statements attached marked "a", "b" and "c" respectively). On the 25/6/45 I obtained statements from Lt. GLASS from SCUTTO and SPENCER RUSSO, both radio telegraphists at Centocelle Airport. (copies of statements attached marked "d" and "e" respectively). On the 30/5/45 I contacted 3/Lt. S.A. BOLLAND, Organisation Officer, Royal Air Force sub Commission, Rome. 3/Lt. BOLLAND informed me that at present, owing to lack of personnel, it was impossible to have an R.A.F. Staging Post at Centocelle Airport, but that action had already been taken in an attempt to obtain one in the near future. On the 1/7/45 I contacted Lt. PIACENTINI and obtained a statement, (copy attached marked "f"). Both Sgt BOSTON and Lt. PIACENTINI strongly denied any knowledge of leaving witnesses at a farm, as mentioned in Lt. BOLLAND's report. On the 10/7/45 I interviewed PIACENTINI who strongly asserted that Capt. PELLERINI was not receiving any reward in return for transporting her goods to Rome. A statement was obtained. (copy attached marked "g"). Further enquiries revealed that all bookings for air transportation from Centocelle Airport, 2523 military or civilian, are made through the PIACENTINI office; Allied ~~control~~ Commission, Rome, and that all planes leaving Centocelle Airport for the North, were personally checked against the manifest prior to

28/1/46

24/1/46

0675

785017

15A

21. FIVE

On the 20/6/43 I contacted the airport and obtained reports, I visited Centocelli Airport and obtained reports from Captain REINHOLD, Lt. BRUNER and Lt. BRUNER, of the Royal Italian Air Force, (details of BRUNER's attachment were "1", "2" and "3" respectively). On the 24/6/43 I obtained statements from Lt. BRUNER from BRUNER on BRUNER to BRUNER, both radio telegraphists at Centocelli Airport. (Details of statements attached marked "1" and "2" respectively). On the 30/6/43 I contacted 1/1st Lt. BRUNER, Organization Officer, Royal Air Force and Commander, Base. 3/1st Lt. BRUNER informed me that at present, owing to lack of personnel, it was impossible to have an O.R.F. stationing Lt. BRUNER at Centocelli Airport, but that action had already been taken in an attempt to obtain one in the near future. On the 1/7/43 I contacted Lt. BRUNER and obtained a statement. (Copy attached marked "3"). Both Sgt. BRUNER and Lt. BRUNER strongly denied any knowledge of leaving witnesses as a form, as mentioned in Lt. BRUNER's report. On the 10/7/43 I interviewed BRUNER and BRUNER, who strongly asserted that Capt. BRUNER was not receiving any reward in return for transporting her goods to base. A statement was obtained. (Copy attached marked "4"). Further enquiries revealed that all bookings for air transportation from Centocelli Airport, 2523 military or civilian, are made through the Office, Allied ~~Army~~ Commission, Rome, and that all planes leaving Centocelli Airport for the North, were personally checked against the manifest prior to departure, by Major BRUNER Captain Officer, A.C.F. Rome. All northward bound planes leaving Centocelli Airport, and all planes arriving at Centocelli were checked by the Commanding Officer of Centocelli, Lt. Col. BRUNER, and the local Carabinieri. On the 14/7/43 I again contacted 1/1st Lt. BRUNER, who informed me that as a result of the breach of regulations made by Capt. BRUNER on the 27/2/43, Capt. BRUNER has been grounded for two months and would therefore lose flying pay for that period. Frequent checks made by this unit during the last month, of planes arriving at, and

R.T.O.

24/1/44

24/1/44

24/1/44

cont. 1-

departing from Centocelle Airport in , failed to reveal any further breaches of regulations of Italian aircrew or passengers, and all planes now have manifests correct in all details.

Recommendation: "A". I respectfully suggest that a copy of this report be forwarded to the U.S.S. No. 45 flight, S.O.A.P.

"B". I respectfully suggest that a copy of this report be forwarded to the officer commanding the ~~unit~~ Air Force sub Commission, Rome, for his information.

In the State,
15/7/45.

Special Investigation Branch,
37, Flight.

FORWARDED BY AIR MAIL

C. W. Taylor

DEADLY

Chavell

0679

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

"A"

In the year 1945, on the 26th, June at 1500 hours at the Airport of Cento-
cello, Rome.

Before me undersigned Of. for Of-the Judicial Police is Captain PELLERINI
Aristide fu Adolfo e Vitalina Aurelia, born at Catania on the 14.0.1906,
Living in Rome at No. 10 Via Iotazia, who states as follows:-

On the 26.5.45, during the evening I went to the home of CONTRAS, living
in Milan, No. 11 Via Durini, who is the proprietor of an important fashion
store. I have known this family for many years. I was prone to carry
into Rome, 2 boxes containing fashion suits for women, that had to be
exposed in Rome. I was asked to do this because at 100 hours the wireless
had communicated that the economic border existing between northern Italy
and central Italy had been abolished. Therefore I did not think that it
was illegal to transport such articles, this I did as a favour to an old
friendship. My only fault is that being the aircraft doing service for
the Allies I should have requested for an authorisation for this transport.
(For this fault of mine I have been punished by my G.O.). The family
CONTRAS was supposed to leave Milan for Rome on the 31.5.45 and could
not carry the boxes on the car with them because they had too much luggage.
We had agreed that I would bring the two boxes to my home where they would
collect them as soon as reached Rome. At the airport at Bologna the air-
craft was searched by the R.A.M. Police and the two boxes were confiscated.
The boxes were not hidden but could be plainly seen and when the Police
asked me I truthfully told them what they contained and how I was in the
possession of them. The aircraft was an STB, No. 403/2 of the airline
MILAN - ROME and I was in command. At the airport of Bologna the R.A.M.
Police found two passengers (Lt. Col. GARNIERO and a Captain, whose name
I do not know), that were not registered on the aircraft manifest. Both
Officers had regular travelling papers and according to what they said
they had been verbally authorised by the Allied Commander of the Staging
Post of Milan.

I have no more to add.

Real, confirmed and undersigned.

Signed. CAPTAIN ARISTIDE PELLERINI.

Signed. GIOVANNI TOMMASO, V. BRIG. P.S.

The above statement has been translated by me to the best of my ability.

Signed. MASSIMO COCCO-FRANCESCO,
Interpreter.

2521

B

In the year 1945 on the 26th, June at 1500 hours at the Airport of Centocello, Rome/
Before me undersigned Officer of the Judicial Police is present Motorist Sgt. BURTON Giuseppe di Rocca e di Giampa Stella, born at Scordia, (Catania) on the 10.3.1917, living at No. 44 Via Fenezia, who states as follows:-

In Milan at the Airport of Linate, in my suitcase, 15 pairs of silk stockings were put by the airman RUSSO, 10 pairs by Maresciallo ANZALDI, 11 pairs of silk stockings by Lieutenant BARTOLI, 6 pairs of silk stockings by Captain PALERMO. The remaining 11 pairs were mine. The above said stockings had been bought in various shops in Milan. Beside these were 12 tubes of toothpaste which belonged as follows:- Lieutenant BARTOLI - 3, Maresciallo ANZALDI - 3, Airman RUSSO - 3. The other three tubes belonged to me. The above said articles were confiscated at Bologna by the Allied Police. I was travelling in the aircraft J.73 No. 103/2.
I have no more to add.

Read, confirmed and undersigned.

Signed. Sgt. Motorist Giuseppe BURTON
Signed. GIOVANNI Tommaso, V. Brig. PS
Signed. Maresciallo Francesco, Interpreter.

C

In the year 1945, on the 26th, June at the Airport of Centocello, Rome before the undersigned Officer of the Judicial Police is present E/Lt. BARTOLI Tino Leone di Genaro e di Fallini, born at Montemarignano (Ancona), on the 11.5.1913, living at Rome No. 20 Via Fidenae, who interrogated states:-

In company of Motorist Sergeant BURTON Giuseppe and Mechanic RUSSO Lino, members of the crew of the aircraft J.73, No. 103/2, working on the airline Rome - Milan. When in Milan we bought in a tobacco store 3 cartons of matches (I do not remember the name of the street where they were bought). One of the cartons contained 100 boxes of book matches. The other two cartons contained 100 boxes of safety matches and 100 boxes of wax matches. These matches were bought for personal use. At the airbase of Bologna our aircraft was searched by the Allied Police and the matches confiscated.
I have no more to add.

Read, confirmed and undersigned.

Signed. E/Lt. BARTOLI Tino Leone.
Signed. GIOVANNI Tommaso, V. Brig. PS.

The above statement has been translated by me to the best of my ability

I have no more to add. -

Read, confirmed and undersigned.

Signed. CAPT. Motorist Giuseppe BURIONE

Signed. GIOVANNI TOMMASO, V. Brig. P.S.

The above statement has been translated by me to the best of my ability

Signed. MAESTROCKO-FRANCESCO,

Interpreter.

- C -

In the year 1945, on the 26th. June at the Airport of Centocelle, Rome before the undersigned officer of the Judicial Police is present - P/Lt. BARTOLI Timo Leone di Generso e di Fallini, Veraga, born at Monte - marciano-(Ancona), on the 11.5.1913. Living at Rome No. 25 Via Fidene, who interrogated stated:-

In company of Motorist Sergeant BURIONE Giuseppe and mechanic RUZZO Ironing, members of the crew of the aircraft 873. No. 103/2, working on the airline ROMA - MILAN. When in Milan we bought in a tobacco store 3 cartons of matches (I do not remember the name of the street where they were bought). One of the cartons contained 100 boxes of book matches. The other two cartons contained 100 boxes of safety matches and 100 boxes of wax matches. These matches were bought for personal use. At the Airforce of Bologna our aircraft was searched by the Allied-Police and the matches confiscated.

2520

I have no more to add. -

Read, confirmed and undersigned.

Signed. P/Lt. BARTOLI Timo Leone.

Signed. GIOVANNI TOMMASO, V. Brig. P.S.

The above statement has been translated by me to the best of my ability

Signed. MAESTROCKO-FRANCESCO.

Interpreter.

2017. D

TO: LIAISON BRANCH,
SERIAL INVESTIGATION BRANCH.

37. FLIGHT.

Statement of 1st. class Airman ROBERTO ANTONIO DI ANTONIO, di Giovanna, born at CATANIA on the 34/5/10, living in Rome at Centocelle Airport.

who said:-

On the aircraft 3.73 - 103/2, that left MILAN on the 27/5/45 that was searched by the Allied Police at the airport of BOLOGNA, a package addressed to me was found, it contained 1 radio valve, 5 tubes of toothpaste, 3 boxes of face powder, 3 combs and 20 boxes of matches. The parcel was sent to me by the airman CARLUCCIO GALESSIMO stationed at the airport of MILAN (27448). To ANTONIO who was transferred in a hurry from Rome to MILAN, I had lent 1500 Lira which he had to give me back, but being that I needed a radio valve and this valve could not be found in Rome, I asked him to buy me one in Milan and send it to me. It is possible that CARLUCCIO paid for the valve less than I had loaned him, as he thought to send me also the other articles for recompense of the sum loaned to him. I have no more to add.

Seen confirmed and unambiguous.

Rome 29/5/45

Signed ANTONIO ANTONIO.

The above statement has been translated by me to the best of my ability.
ANTONIO ANTONIO Interpreter.

ROYAL AIR FORCE.

SERIAL INVESTIGATION BRANCH.

37. FLIGHT.

Statement of Maresciallo GIUSEPPE FRANCESCO MARIO di Giovanna di Felice 2519
Mussale, born at BACOLA (NAFLTS) on the 20/5/11, living in Rome at
95 Via Galizia.
who said:-

On the aircraft 3.73 - 103/2 of the airline MILAN - ROMA, that was searched by the R.A.F. Police at the airport of BOLOGNA, was found a parcel addressed to me, containing from what the R.A.F. Police in Rome found 100 boxes of matches and 15 tubes of toothpaste. This parcel was sent to me without me knowing anything about it, by the airman ANTONIO, that is stationed at MILAN. I believe he sent me the parcel as a gift, because we have known each other a long time.

The above statement has been translated by me to the best of my ability.

Signed, 20000 Kamukoo Ario.

AUGUSTO30000 Francisco. Interpreter.

ROYAL AIR FORCE.
SPECIAL INVESTIGATION BRANCH.
37, FLI 1.

COPY. F

Statement of Lieutenant PIACENTINI Alfredo fu Carlo e Piacentini Concetta, born at Siena on the 4/2/900, living in Rome in Via Volturni 24. who said:-

On the aircraft S.73 No. 103/2 of the Milan Rome airline, to it was searched by the R.A.F. Police at the Bologna airfield were found some articles belonging to me, precisely: 1 crocodile skin, 2 pieces of leather, one length of suit cloth (mens), 2 lengths of suit cloth (womens) rayon, and 20 henkerchiefs.

I had been to Milan on leave where my family is, and I was made to ride on the aircraft to return to the Airport of Centocelle. During the trip I was asked as a member of the crew.

The articles that were confiscated by the R.A.F. Police were articles that were at my home and I had been asked by my relatives to bring them to Rome to have them confectioned into clothes, and out of the leather I was to make a bag for my sister, being that my family is staying in Milan only for the moment and have to come back before long to Rome.

I state that from the day I arrived in Milan on the 21/5/45 I never left on any aircraft until the 27/5/45. I never before made any trips either for duty or for pleasure on the Milan - Rome airline before the 21/5/45.

I have no more to add.

Read, confirmed and undersigned.

Rome. 1/1/45.

Tenente PIACENTINI Alfredo.

The above statement has been translated by me to the best of my ability.

MASTROICCO Francesco. Interpreter.

2518

COPY. 6

ROYAL AIR FORCE.
SPECIAL INVESTIGATION BRANCH.
17. FLIGHT.

Statement of CONTRERAS Rosita fu Camillo e fu Colasanti Vittoria, born at Sesto-Romano on the 7/5/94 living in Milan at Via Torino 11.- Proprietress of the firm "ROSITA" with branch offices in Rome in Via Nazionale and Via Veneto.
 Who saith:-

The model suits that were in two boxes that were confiscated from Captain FELLEGRINI Aristide on the Bologna airdrome, belonged to me and had to be put on exhibition in my shops in Rome.

Because I couldn't bring the two boxes with me to Rome, on account of lack of room in the automobile, I asked Captain FELLEGRINI who is an old family-friend, to bring them in the aircraft.

I had agreed with the captain that as soon as I arrived in Rome I would go to his house to collect the boxes. On the evening of the 26/5/45 the wireless communicated that the economic border between Northern and Southern Italy had been abolished, that is why I asked Captain FELLEGRINI to do the above said favour. Next morning the aircraft left Milan.

I have no more to add.

Read confirmed and undersigned.

Rome 10/6/45

Rosita CONTRERAS.

The above statement has been translated by me to the best of my ability.

MASERUCCHIO Francesco. Interpreter.

11A

FROM: AIR FORCES HQ D. HEMING, A.C. HOME.

TO : PROTEST HOSPITAL, H.A.A.F. (Adv)
 Copy to: D.A.P.H. NO. 15 FINEST.
 " " TRAVELING OFFICER, A.C. HOME.

DATE: 10th July, 1945.

REF: AFHQ/24/1/AIR.

I.A.F. COURTESY SERVICES. CARRIAGE OF UNAUTHORIZED
 PASSENGERS AND GOODS.

Referring to this Headquarters letter AFHQ/24/Air dated 26th June, 1945, the Italian Air Ministry have notified us of the following punishments to the pilot and crew of S.E. 73 No. 102/3.

1st Pilot. 15 days close arrest.
 30 days open arrest.
 Dismissed from the service.
 Co-pilot. 10 days close arrest.
 B/Sgt. 10 days close arrest.

2. The Air Ministry agrees that the confiscated material should be sold and that the profit given to the orphans of the R.A.
 Such a measure has apparently been taken in the past for similar cases.



L. E. JARMAN, G/CAPT.
 SENIOR STAFF OFFICER. 2517

11/7

file

13A

TO : AIR OFFICER COMMANDING

I had a long conversation with Col. Remondino on the granting of air passages to wives and families of officers and came away with very little satisfaction.

There is a new Italian A.M.O. which alters all previous regulations and is valid for one year from 1st June 1945; obviously an order to cover the present emergency.

S/O Legat is obtaining a copy and will translate the relevant passages which seem to indicate that the Air Ministry is paying for all moves of I.A.F. personnel on posting.



L.E. GARNAT S/OPT

S.S.O.

9th July 1945

2.

S.S.O. ✓

I think his draft ^{to I.A.F. which} you showed me last evening ^{25/6} is suitable, thank you.

11/7

PBB soc.

Reply in 24/air

151 A

my

old file

12A
(t)

FROM : I.A.P. STATO NAUTICO

TO : A.P.S.C.

DATE : 8/7/45

REF. : 26375/CE 11/3/3837 COME.

TRANSPORT OF NON AUTHORIZED PASSENGERS AND GOODS BY COURIER
SERVICE AIRCRAFT OF THE ITALIAN AIR FORCE.

8A

Reference your AFSC/24/1/AIR dated 26/6/45.

2. The Transport Wing C.O. has already inflicted the following charges to the crew of the SM. 73 10.102/1.

- a) 1st Pilot Capt. BELLECHINI ALBERTO, grounded for one month 15 days close arrests, 10 days open arrests.
- b) Co Pilot Lt. BARTOLI PIRO 10 days close arrests.
- c) P/Eng. Sgt. AUTOMI GIUSEPPE; 10 days close arrests.

3. The undersigned has also ordered the discharge of the 1st Pilot Capt. BELLECHINI.

4. Ref. para. 5, this Hq. agrees that the confiscated material should be sold and that the profit made be given to the Orphans of the R.A. Such a measure has been taken in the past for similar cases.

5. Herewith copy of the orders given by the Unita Aerea to the Transport Wing.

2515

IL CAPO DI STATO NAUTICO
C.O. 181 SECTION
F.COL. E. SAVI

SSO
I agree that punishment is heavy but not, I think, excessive. I think it is right to have a copy of the report to the report. I agree that it might be a little bit too much. 18/7

0940 14/7/45
24/1/45

Ade

I feel that the punishment is a little too drastic for the crime. I assume that they have made a mistake and a deterrent.

JFE 20/7

14/7/45

STATO MAGGIORE R. AERONAUTICA

Sezione (Operazioni)
UFFICIO OPERAZIONI

Roma, li 27/15 12/41

→ All'Air Forces Sub Commission - A.C.

R O M A

e, per conoscenza

Al Gabinetto del Ministro

S E D E

Prot. n. 26378 all. 2

OGGETTO: Trasporti di passeggeri e merci non autorizzati a bordo di apparecchi del corriere aereo militare della R.A. -

1. Riferimento al foglio AFSC/24/1/AIR del 20.0.1945.

2. Il Comando dello Stormo Trasporti aveva già inflitto le seguenti punizioni ai membri dell'equipaggio del velivolo S.73 n. 102/3:

- a) Capo equipaggio Capitano A.A.r.n. pilota PELLEGRINI Aristide: 1 mese di sospensione dai voli, 15 gg. Arresti di Rigore, 30 gg. Arresti Semplici;
- b) 2° pilota Ten. A.A.r.n. BARTOLI Timo: 10 gg. Arresti Rigore;
- c) motorista Sergente BURTONI Giuseppe: 10 gg. Sala di Rigore; -

3. Lo scrivente ha successivamente ordinato l'allontanamento del servizio ed il collocamento in congedo del capo equipaggio; Cap. Pellegrini,

4. Con riferimento al comma 5. questo Stato Maggiore concorda che il materiale confiscato sia venduto ed il ricavato devoluto a beneficio degli Orfani della R.A. - Tale procedimento è già stato adottato, per il passato, in casi analoghi.

5. Si acclude copia delle disposizioni ribadite nell'occasione all'Unità Aerea per lo Stormo Trasporti. -



d'ordine

IL CAPO DI STATO MAGGIORE

0 6 8 9

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

785017

OGGETTO: Trasporti di passeggeri e merci non autorizzati a bordo di apparecchi del corriere aereo militare della R.A. -

1. Riferimento al foglio AFSC/24/1/AIR del 20.6.1945.
2. Il Comando dello Stormo Trasporti aveva già inflitto le seguenti punizioni ai membri dell'equipaggio del velivolo S.73 n. 102/3:
 - a) Capo equipaggio Capitano A.A.r.n. pilota PELLEGRINI Aristide: 1 mese di sospensione dai voli, 15 gg. Arresti di Rigore, 30 gg. Arresti Semplici;
 - b) 2° pilota Ten.A.A.r.n. BARTOLI Timo: 10 gg. Arresti Rigore;
 - c) motorista Sergente BURTONI Giuseppe: 10 gg. Sala di Rigore;
3. Lo scrivente ha successivamente ordinato l'allontanamento dal servizio ed il collocamento in congedo del capo equipaggio; Cap. Pellegrini,
4. Con riferimento al comma 5. questo Stato Maggiore concorda che il materiale confiscato sia venduto ed il ricavato devoluto a beneficio degli Orfani della R.A. - Tale procedimento è già stato adottato, per il passato, in casi analoghi.
5. Si acclude copia delle disposizioni ribadite nell'occasione all'Unità Aerea per lo Stormo Trasporti. -

2514



d'ordine
IL CAPO DI STATO MAGGIORE
IL CAPO DELLA 1ª SEZIONE
(Ten. Col. *[Signature]*)

[Signature]

From :- Stato Maggiore 3. Aeronautica.
1 Sezione Operazioni. Ufficio Operazioni. ~~XXXX~~

C O P Y.

To :- Comando Vitta Aerea.
for info. - Ministero dell'Aeronautica - Gabinetto Rome.
Min. dell'Aero. Direz. Pers. Milit. Rome.
" " " Aviaz. Civ. Rome.
Comando Stormo Trasporti Centocelle.

Date :- 8th. July 1945.

Ref. :- 26373/OP.81/3.

NON AUTHORIZED PASSENGERS AND GOODS ON BOARD
THE I.A.F. AIR COURIER.

Following an inspection carried out by the Allied Authorities on A/C S.73 No.102/3 on the 27th. May 1945, -- an MILAN - TURIN Courier in transit at Bologna -- non authorized passengers and goods were found on the A/C.

The Captain of the aircraft, Capitano A.A. ~~XXXX~~; Pilot

PELLEGRINI ARISTIDE.

responsible for the infraction, was unable to explain and give good reasons for the presence of the passengers and goods in question.

While the 2 passengers were granted permission to carry on their journey, the goods were confiscated.

The infraction, though mainly the responsibility of the captain of the crew, is also to a lesser degree the responsibility of the rest of the crew. And this violation of the Regulations is made more serious still, by the fact that the strict Instructions concerning the transport of passengers and goods on Military Air Service Couriers, have ~~XXXX~~ repeatedly been brought to the notice of all the personnel concerned.

Consequently, your H.Q. will immediately discharge ²⁵¹from the I.A.F. Capt. PELLEGRINI and, will bring this punishment to the Notice of the Personnel of Transport Wings, so that all will realize the severity of violating the respective discipline Instructions.

The Cabinet of the Ministry is asked to request the Civilian Societies to bring these Instructions to the notice of all the Military Personnel in their employ.

As regards the rest of the crew, the addressee will make the necessary enquiries and ascertain the extent of the responsibility carried by them, and award the relevant punishments. This Office requests to be informed of all the proceedings.

It is pointed out that all those who violate Instructions

0692
Declassified E.O. 12356 Section 3.3/NND No. 785017

authorities on 4/3 8.3 NO. 102/3 on the 2/4. May 1945, --
an MILAN - TURIN Courier in transit at Bologna -- non authorized
passengers and goods were found on the 4/3.

The Captain of the aircraft, Capitano A.A. ~~XXXX~~: Pilot

~~PELLICERINI ARISTIDE.~~

responsible for the infraction, was unable to explain and give
good reasons for the presence of the passengers and goods in
question.

While the 2 passengers were granted permission to carry
on their journey, the goods were confiscated.

The infraction, though mainly the responsibility of the
captain of the crew, is also to a lesser degree the responsibility
of the rest of the crew. And this violation of the Regulations
is made more serious still, by the fact that the strict Instruct-
ions concerning the transport of passengers and goods on Military
Air Service Couriers, have ~~XXXX~~ repeatedly been brought to the
notice of all the personnel concerned.

Consequently, your H.Q. will immediately discharge ²⁵¹from
the I.A.F. Capt. PELLICERINI and, will bring this Punishment to
the Notice of the Personnel of Transport Wings, so that all
will realize the severity of violating the respective discipline
Instructions.

The Cabinet of the Ministry is asked to request the
Civilian Societies to bring these Instructions to the notice of
all the Military Personnel in their employ.

As regards the rest of the crew, the addressee will
make the necessary enquiries and ascertain the extent of the
responsibility carried by them, and award the relevant punishments.
This Office requests to be informed of all the proceedings.

It is pointed out that all those who violate Instructions
of this nature, will, besides being discharged from the Service,
be also awarded other punishments.

We will take this opportunity to point out that Conduct
Reports asked for in letter ref. 26306/OP. 6 dated 4/7/45. be made
out with all consciousness of justice, fairness and severity for
all those breaking any of the rules laid out.

(SGD) Il Capo Di Stato Maggiore.
Aimone Cat.

C O P I A

STATO MINISTERO D. AERONAUTICA

1^a Sezione Operazioni

UFFICIO OPER. E PER CO. SCANZA

Al Comando Unità Aerea

" " " "

Al Ministero dell'Aeronautica - Gabinetto

" " " "

" " " "

Al Comando Stormo Trasporti

BARI

SEDE

Direz. Pers. Milit.

ROMA

Direz. Aviaz. Civ.

ROMA

CENTOCELLE

Prot. n. 26372/1011/3

OGGETTO: Trasporti di passeggeri e merci non autorizzati a bordo del
corriere aereo della R.A.-

Da un controllo effettuato dalle Autorità Alleate il giorno 27.5.1945
sull'apparecchio S.73 n. 102/3 della linea MILANO-TORINO in transito per
Bologna, furono riscontrati passeggeri e merci trasportati abusivamente
e non elencati nel manifesto di volo.

Il capo equipaggio, Capitano A.A.R.N. pilota

PELLEGRINI Aristide,

responsabile dell'infrazione, non ha saputo dare esaurienti spiegazioni
circa la presenza sul velivolo dei passeggeri e delle merci citate.

Mentre i due passeggeri furono autorizzati a proseguire il viaggio, la
merce è stata sequestrata.

L'infrazione, commessa principalmente dal capo equipaggio ed in misura
minore dagli altri membri dell'equipaggio, assume particolare gravità in
considerazione delle categoriche disposizioni impartite e più volte riba-
dite circa la disciplina del traffico dei passeggeri e delle merci sui ve-
livoli adibiti al servizio ai corrieri aerei militari.

Pertanto coèsto Comando disponga l'immediato collocamento in congedo
del Capitano A.A.R.N. Pellegrini e disponga altresì che il provvedimento
sia portato a conoscenza di tutto il personale dello Stormo Trasporti, per-
ché questo si renda conto della gravità delle sanzioni cui può andare in-
contro contravvenendo alle norme di disciplina stabilite.

Il Gabinetto del Ministro è pregato volerne dare comunicazione alle So-
cietà civili che hanno riassunto personale richiamato in servizio milita-
re.

Nei riguardi degli altri membri dell'equipaggio, coèsto Comando svolga
le indagini necessarie, accertando le rispettive responsabilità e prenua
a loro carico i provvedimenti più opportuni, quando comunicazione a que-
sto Stato Maggiore.

Resta inteso che tutti coloro i quali incorreranno in infrazioni del
tipo di cui trattasi, dovranno essere allontanati dal servizio, oltre ai
provvedimenti disciplinari o penali del caso da adottare nei loro riguar-
di.

Con l'occasione si ribadisce che i rapporti informativi richiesti con
rioglio n.26306/OF.6 del 4 c.m., vanno compilati con elasto senso di severi-
tà per coloro il cui comportamento generale lasci a desiderare.-

0693

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

785017

sull'apparecchio S.73 n. 102/3 della linea MILANO-TORINO in transito per Bologna, furono riscontrati passeggeri e merci trasportati abusivamente e non elencati nel manifesto di volo.

Il capo equipaggio, Capitano A.A.R.n. pilota

PELLEGRINI Arisulue,

responsabile dell'infrazione, non ha saputo dare esaurienti spiegazioni circa la presenza sul velivolo dei passeggeri e delle merci citate.

Mentre i due passeggeri furono autorizzati a proseguire il viaggio, la merce è stata sequestrata.

L'infrazione, commessa principalmente dal capo equipaggio ed in misura minore dagli altri membri dell'equipaggio, assume particolare gravità in considerazione delle categorie di disposizioni impartite e più volte ribadite circa la disciplina del traffico del passeggeri e delle merci sui velivoli adibiti al servizio ai corrieri aerei militari.

Fertanto codesto Comando dispone l'immediato collocamento in congedo del Capitano A.A.R.n. Pellegrini e dispone altresì che il provvedimento sia portato a conoscenza di tutto il personale dello Stormo Trasporti, perché questo si renda conto della gravità delle sanzioni cui può andare incontro contravvenendo alle norme di disciplina stabilite.

Il Gabinetto del Ministro è pregato volerne dare comunicazione a società civili che hanno riassunto personale richiamato in servizio militare.

Nei riguardi degli altri membri dell'equipaggio, codesto Comando svolge le indagini necessarie, accertando le rispettive responsabilità e prenua a loro carico i provvedimenti più opportuni, uandone comunicazione a questo Stato Maggiore.

Resta inteso che tutti coloro i quali incorreranno in infrazioni del tipo di cui trattasi, dovranno essere allontanati dal servizio, oltre ai provvedimenti disciplinari o penali del caso da adottare nei loro riguardi.

Con l'occasione si ribadisce che i rapporti informativi richiesti con foglio n.26306/OF.6 del 4 c.m., vanno compilati con giusto senso di severità per coloro il cui comportamento generale lasci a desiderare.

p.....c.....c.

f/to IL CAPO DI STATO MAGGIORE
Gen. Aimone Cal



LCH/1c

11 A

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION
ALLIED FINANCIAL AGENCY

3 July 1945

FAH/O.80

SUBJECT : Travel By Italian Aircraft
TO : The Commandant,
Headquarters 2675 Regiment AG.

1. I wish to take this opportunity of commenting on the excellent service provided by Italian aircraft operating for the Allied Commission between Rome and Milan.

2. On 20 June and again on 30 June I travelled on Italian aircraft, operated by Italian personnel, between Rome and Milan in one and three quarter hours. I have flown many thousands of miles by air and wish to say that the service compared very favourable with that provided by the air lines in the United States.

LAURENCE G. MOORE,
Lt. USNR

Copy to: Major H.J. BURCH
Dispatch Office

2511

Certified true copy

Copy to AIR FORCE S/C.



AIR FORCE SC
10A
C O F Y
=====

To: Air Force Sub-Commission

PRESIDENZA DEL CONSIGLIO DEI MINISTRI

- Cabinet -

Rome, 2 July, 1945

N.39640/19.11

To : Allied Commission

Subject : Collaboration of the Dispatch Office A.C.-

The Presidency of the Council of Ministers feel it their duty to point out to the Allied Commission the excellent work carried out by the Dispatch Office in supplying land and air transportation to Italian Government officials who have been transferred.

Through the good offices and the constant collaboration of the Dispatcher, Major H.J. Birch, it was possible, in spite of the serious difficulties arising from the present situation, to convey a number of Italian Diplomats to the ports of embarkation and to enable our officials to reach their posts with the greatest possible speed.

This proved particularly useful since the liberation of Northern Italy when, owing to the bad conditions of the roads, all newly appointed officials had to be dispatched to their posts by air.

While extending to the Allied Commission their sincere thanks for the precious help so far received from Major H.J. Birch in the air transportation field, the Presidency of the Council of Ministers, express the wish that they may be able to continue to avail themselves also in the future of the collaboration of this particular Officer.

(Signed)

The Chief of Cabinet

FLORES

Good show. Please check that the original of this letter went to the Executive Commission or AC HQ
7/7

2510

9/7

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

TO: REGIONAL COMMISSIONER,
HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
LOMBARDIA REGION, APO. 394.

DATE: 27TH JUNE, 1945.

REF: AFSC/24/1/AIR.

ITALIAN AIR COURIER SERVICES.

514

Thank you for your letter F/0219 of the 22nd June concerning the possible abuse of the Italian Air Courier Services.

2. When these Services were inaugurated at the urgent request of the Allied Commission, because the Staff of this Sub-Commission was unable to undertake the work connected with it, it was agreed that the booking of air passages in ROME was to be made with the Transport Officer, H.Q. Allied Commission, ROME, and at terminal and intermediate stages, through the Regional Commissioner or the officer deputed by him.

3. Therefore the control and supervision of these Services (North of ROME) is entirely in the hands of the Allied Commission; no seats are reserved for use by the Italian Air Ministry or the Italian Government, but these are given when practicable, but only to persons travelling on Government business. I do not know whether journalists could be included as being on Government business, although I would say that most of the political leaders who have been travelling by air have been on Government business.

4. The main difficulty confronting the authority granting air passages is the possibility, and indeed likelihood, of abuse, and it will be appreciated that whenever suspicions are aroused as to the purpose of the passage, that we be informed of the details so that full enquiries may be made. In this connection the Italian Air Ministry is aware that should the Services (South of ROME) be abused, there is a probability that the Services will be cancelled, and it is my belief that the Italian Air Ministry, at any rate, are playing the game to the best of their ability, although the authorities on whose recommendation some passages are booked may not be quite so conscientious.

5. In order to lessen the chances of abuse occurring, two courses of action are being taken:

- (1) At their own suggestion the Italian Air Ministry is arranging for air passages of Government Officials and persons travelling on Government business to be paid for by the Ministry concerned on an inter-departmental basis to the Italian Air Ministry.

2549

2. When these Services were inaugurated at the urgent request of the Allied Commission, because the Staff of this Sub-Commission was unable to undertake the work connected with it, it was agreed that the booking of air passages in Rome was to be made with the Transport Officer, H.Q. Allied Commission, Rome, and at terminal and intermediate stages, through the Regional Commissioner or the officer deputed by him.

3. Therefore the control and supervision of these Services (North of Rome) is entirely in the hands of the Allied Commission; no seats are reserved for use by the Italian Air Ministry or the Italian Government, but these are given when practicable, but only to persons travelling on Government business. I do not know whether journalists could be included as being on Government business, although I would say that most of the political leaders who have been travelling by air have been on Government business.

4. The main difficulty confronting the authority granting air passages is the possibility, and indeed likelihood, of abuse, and it will be appreciated that whenever suspicions are aroused as to the purpose of the passage, that we be informed of the details so that full enquiries may be made. In this connection the Italian Air Ministry is aware that should the Services (South of Rome) be abused, there is a probability that the Services will be cancelled, and it is my belief that the Italian Air Ministry, at any rate, are playing the game to the best of their ability, although the authorities on whose recommendation some passages are booked may not be quite so conscientious.

5. In order to lessen the chances of abuse occurring, two courses ²⁵⁰⁹ of action are being taken:

(i) At their own suggestion the Italian Air Ministry is arranging for air passages of Government Officials and persons travelling on Government business to be paid for by the Ministry concerned on an inter-departmental basis to the Italian Air Ministry.

(ii) This Sub-Commission is pressing M.A.A.F. to allow supervision at airfields by R.A.F. or U.S.A.A.F. officials representing R.A.F. Transport Command, A.T.C. or M.A.F.S.

6. As regards the individual Italian journalists and political leaders whom you think may have travelled by air unnecessarily, I can only assure that they had been authorised either by Headquarters, Allied Commission, Rome, or by your representative in Milan, depending on which way they were travelling, in which case they would have obtained a Travel Order and the flight would have been authorised. In making this statement I do not cast aspersions on either authority because I have every reason to believe that MAJOR BIRCH at this end and LIEUTENANT CORVIER at your end are doing their best to avoid abuse of these Air Services.

Continued/2.....

7. In the event an accident it has been agreed that American and British personnel are covered in the same way as they would be had they travelled by American or British aircraft; in the case of Italians, however, the Allies accept no responsibility, and it is believed that the Italian Government is taking steps to insure their passengers, and that the premium required will be included in the cost of the air passage.

8. I again thank you for the personal interest you are taking in this matter, and would be glad if you would let me know of any specific case of abuse, with all particulars possible, so that we may chase the Italian Government.

I. E. Brodie

I. E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copy:
H.Q. Commandant, A.C. Rome.
S/Ldr. R. Diamant, A.F.S.C. Milan.

2508

LOOSE MINUTE.

S.S.O.

1. I have talked with Major Birch on this subject and the following points were made:-

- (a) Colonel Poletti is himself a major offender in authorising phoney passages in A.C. transport.
- (b) Passengers for the North sometimes offer to pay the Dispatching Office for their passage indicating that the journey is not being made for disinterested reasons.
- (c) The classes of passengers who are most likely to be abusing the service are those travelling on behalf of a Government department or on behalf of (but not as members of) the A.C.
- (d) There is at present no financial factor restraining the unrestricted use of the Air Lines by any Italian for his own purposes who:-
 - (i) Joins the A.C.
 - (ii) Gets the A.C. Sub-Commission to authorise his journey on their behalf.
 - (iii) Gets an Italian Ministry to authorise his journey on their behalf.

Thus the Italian Air Ministry is not being paid for any passages on the Northern routes, though I dare say they have made covert arrangements to charge on the Southern routes which they control more directly.

- (e) Even if interdepartmental cost system is introduced those who travel under d (i) KMA or (ii) above will not be eliminated.
- (f) The system of booking either at Rome or Milan is such that any Sub-Commission or Govt. department may authorise anyone at all to travel on their behalf. Journalists and politicians undoubtedly do travel as arranged by the Ministry of Information or the Sub-Commission for political enlightenment (?). Public relations.

The fact that travel representing substantial material benefit to the public is being supplied without any reimbursement to the Ministry paying for it appears to me to be weakening the position of the Air Ministry and the government generally. It is thought the British Government had taken over the railways at home and were running them free to all and sundry out of public revenue.

of) the A.C.

- (d) There is at present no financial factor restraining the unrestricted use of the Air Lines by any Italian for his own purposes who:-
- (i) Joins the A.C.
 - (ii) Gets the A.C. Sub-Commission to authorize his journey on their behalf.
 - (iii) Gets an Italian Ministry to authorize his journey on their behalf.

Thus the Italian Air Ministry is not being paid for any passages on the Northern routes, though I dare say they have made covert arrangements to charge on the Southern routes which they control more directly.

- (e) Even if interdepartmental cost system is introduced those who travel under (i) and (ii) above will not be eliminated.

- (f) The system of booking either at Rome or Milan is such that any Sub-Commission or Govt. department may authorize anyone at all to travel on their behalf. Journalists and politicians undoubtedly do travel as arranged by the Ministry of Information or the Sub-Commission for political enlightenment (?). public relations.

The fact that travel representing substantial material benefit to the public is being supplied without any reimbursement to the Ministry paying for it appears to me to be weakening the position of the Air Ministry and the government generally. It is as though the British Government had taken over the railways at home and were running them free to all and sundry out of public revenue.

3. I suggest that the answer is to set up a department in A.C. for vetting all applications for passage throughout Italy with liaison officers in each of the Italian Ministries & each regional commission, and to arrange in some manner or another that for every Italian passenger travelling on the Courier Service someone initiating the authorization is going to be hit financially - not necessarily in his own pocket but in the funds of his own department. I suggest a high level A.C. conference is required after consultations with the Finance Sub-Commission.

Cont.....Page 2.

Page - 2.

4. Suggest that reply to Colonel Poletti should point out that it is his responsibility to see that bookings at Milan are only authorised for genuine I.C. or Government duty.

28th. JUNE 1945.

W. H. Bisdée
W. H. BISDEE
Wing Commander.

2506

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : ITALIAN AIR MINISTRY

DATE : 26th JUNE 1945

REF. : AFSC/44/15

COURIER SERVICES - CARRIAGE OF UNAUTHORISED PASSENGER AND GOODS.

On 27th May 1945 a check on the Courier aircraft, flying from Milan, to Rome, via Bologna, revealed many irregularities.

2. It was carrying unauthorised passengers and carrying material not listed on the manifest; this material being merchandise for a civilian firm. Brief details of the Special Investigation Branch report are attached.

3. The Air Officer Commanding considers this a grave breach of discipline by the pilot, particularly as there have been other criticisms of overloading and unauthorised passengers and requests that you take action against those concerned and inform him of the punishment inflicted.

4. He also requests that you issue instructions to prevent further irregularities and to frame and publish orders which will permit the confiscation of unauthorised goods found in I.A.F Courier aircraft.

5. He suggests that these confiscated goods should be sold and proceeds devoted to some charity for the benefit of I.A.F. orphans. He is certain that the I.A.F. Officers responsible for the Courier Service are endeavouring to prevent any act which will jeopardise the safety of the passengers and that they will continue to increase its effectiveness and efficiency.

L. E. J. J. J.
L. E. J. J. J. G/CPT.
AIR VICE MARSHAL
AIR OFFICER COMMANDING

29/6

REPORT BY SPECIAL INVESTIGATION BRANCH No.

FLIGHT, R.A.F.

On the 26th May, 1945 I was informed by P/Lt. Moseley, R.A.F.M., 45 Flight, that a Capt. MORRIS of 61 Staging Post, Bologna Airfield, had expressed the opinion that procedure operated by the Italian Air Force Airline, working in co-operation with the Staging Post, seemed to be highly irregular inasmuch as, all types of passengers were entering and leaving Italian Aircraft without reporting in to the Traffic Office of the Staging Post, and that various a/c appeared to be carrying excessive loads that were not entered on the a/c Manifests.

Accordingly on the 27th May 1945 accompanied by Cpl. TOWNE E. S.I.S. Capt. SPENCER A. and Cpl. SMITH J. of Home Security Section I proceeded to Bologna Airport and contacted a Lt. CARLO Cesare in the Italian Transport Group, Centocelle Airfield (South) Rome who is the Liaison and Traffic Officer for Italian a/c staying at Bologna Airport. Lt. CARLO stated that the Italian a/c staying at Bologna Airfield were operating a route, Rome - Milan - Milan - Rome and that Captains of a/c coming from Rome were always in possession of regular a/c Manifests, either RAP or TAB forms but a/c Commanders coming from Milan were rarely in possession of a/c documents. Lt. CARLO has a desk in the Staging Post Traffic room where he waits for the Captains of his Aircraft to bring in their documents and settle any queries they may have regarding passengers freight etc. During a conversation I had with the Lt. it appeared to me that he was not quite clear exactly what duties were required of him in his capacity as Traffic Officer. I outlined to him the general procedure followed by R.A.F. Traffic Officers and I have observed that he has since met his a/c on landing and checked passengers and freight against the Aircraft Manifest.

On the same day 27/5/45) accompanied by the above mentioned N.C.O.s I searched Italian Aircraft, Savoie Marchetti 73 No. 102/3 which landed on Bologna Air-port at 11:40 hrs. from Milan in passage to Rome.

The Captain of the a/c Capt. PALLADINI Airside was in possession of an R.A.F. Manifest showing the total complement of the a/c as consisting of three Italian Nuns with personal baggage well being 40 and a half kilos. On inspection of the a/c Nuns I found that there was an Italian Colonel and a Captain of the R.A. travelling without Air Permits and several packages other than shown on the Manifest. I questioned the crew regarding two large brown paper packages.

0704

the Traffic Office of the Staging Post, and that various a/c appeared to be carrying excessive loads that were not entered on the a/c Manifests.

Accordingly on the 27th day of August 1945, I accompanied by Capt. TORRE B. S. I. A. and Capt. G. J. of the Security Section I proceeded to Bologna Airport and conferred with Lt. G. J. of the Italian Transport Group, Genocchia Airfield (north) some who is the Liaison and Traffic Officer for Italian a/c staging at Bologna Airport. Lt. G. J. stated that the Italian a/c staging on Bologna Airfield were operating a Ponte, some of them in possession of regular a/c Manifests, either RAF or IAF forms but a/c documents coming from them were merely in possession of a/c documents. Lt. G. J. has a desk in the Staging Post Traffic room where he waits for the Captain of his aircraft to bring in their documents and settle any queries they may have regarding passengers freight etc. During a conversation I had with the Lt. it appeared to me that he was not quite clear exactly what duties were required of him in his capacity as Traffic Officer. I outlined to him the general procedure followed by R.A.F. Traffic Officers and I have observed that he has since met his a/c on landing and checked passengers and freight against the Aircraft Manifest.

On the same day (27/8/45) accompanied by the above mentioned R.A.F. I searched Italian Aircraft, Savoia Marchetti 73 No. 102/3 which landed on Bologna Airport at 11:40 hrs. from Milan in passage to Rome.

The Captain of the a/c Capt. P. G. I. was in possession of an R.A.F. Manifest showing the total complement of the a/c as consisting of three Italian Nuns with personal effects weighing 40 and a half kilos. On inspection of the a/c I found that there was an Italian Colonel and a Captain of the R.A. travelling without Air Permits and several packages other than shown on the Manifest. I questioned the crew regarding two large brown paper packages and a large suitcase stowed in the rear part of the Aircraft. Various members of the Aircrew including the Officers said that the packages belonged to the "uns". I then asked the three Nuns to identify their baggage which they did, leaving the two brown packages and the suitcase. Capt. Pellegrini then came forward and claimed the two brown paper parcels as his property. The various owners of several other parcels not listed on the Manifest were identified and the goods were taken into the Offices of the Staging Post and searched in the presence of W/O KEANE Officer Commanding 61 Staging Post and are enumerated on this report under heading "Exhibits". All this property is being retained by this office pending your instructions as to its disposal.

follows:

Capt. PELLEGRINI 1st Pilot stated that the property he had claimed really belonged to a CONTRERAS ROSITA living at No. 11 Via Dorini Milan. He first stated that he was intending to deliver the goods to a shop in Rome, he did not know the address of the shop, or the name of the owner. The Capt. later changed his and said he was taking it to his home in Rome and CONTRERAS was travelling to Rome by road to collect it. He insisted that he was not receiving any payment for this service. Lt. BARTOLO TIMO 2nd PILOT Ly. PIACENTINI Alfredo F/Mechanic and SGT BURTONI Giuseppe, F/Mechanic, all stated that their property was for their personal use.

The names of the Italian Colonel and Captain were entered on the Aircraft Manifest and they were allowed to proceed on instruction of W/C KEATS after being warned by him that any further passenger found on aircraft whose names were not on the Manifest would not be allowed to complete their journey in the a/c. A/C and Manifests checked by me since the 27/5/45 to the present date have been in order.

Acting on information received from Lt. LANE Traffic Officer of 61 Staging Post I questioned the occupants of a local farm who told me that on about the 23/5/45 an Italian Air Force Officer and Sergeant in civilian clothes, left some suitcases in their care for a night and collected them the following morning when they boarded an Italian a/c. The owner of the farm pointed out to me the two men as Lt. PIACENTINI and Sgt. BURTONI. From this it appears that Italian aircrews are carrying goods and travelling on the Airline when they are off duty. I ascertained that an Italian a/c nightstopped at the Staging Post on the 23/5/45 owing to bad weather conditions.

On the 2/6/45 whilst engaged on duties on Bologna Airport I was contacted by a CONTRERAS SILVIO who requested that I give him the goods that were being transported by CAIT. PELLEGRINI 2nd Pilot stating that the goods belonged to his wife and they wished to dispose of them in Rome. I obtained a statement from CONTRERAS which is attached

travelling to Rome by road to collect it. He insisted that he was not receiving any payment for this service. Lt. BARTOLO TIMO and PILOT Lt. PIACENTINI Alfredo F/Mechanic and SGT BURTONI Giuseppe, F/Mechanic, all stated that their property was for their personal use.

The names of the Italian Colonel and Captain were entered on the Aircraft Manifest and they were allowed to proceed on instruction of W/C KEATS after being warned by him that any further passenger found on aircraft whose names were not on the Manifest would not be allowed to complete their journey in the a/c. A/C and Manifests checked by me since the 27/5/45 to the present date have been in order.

Acting on information received from Lt. LANE Traffic Officer of 61 Staging Post I questioned the occupants of a local farm who told me that on about the 23/5/45 an Italian Air Force Officer and Sergeant in civilian clothes, left some suitcases in their care for a night and collected them the following morning when they boarded an Italian a/c. The owner of the farm pointed out to me the two men as Lt. PIACENTINI and Sgt. BURTONI. From this it appears that Italian aircrews are carrying goods and travelling on the Airline when they are off duty. I ascertained that an Italian a/c nightstopped at the Staging Post on the 23/5/45 owing to bad weather conditions.

On the 2/6/45 whilst engaged on duties on Bologna Airport I was contacted by a CONTRERAS SILVIO who requested that I give him the goods that were being transported by CAIT. ^{25/5/45} ~~25/5/45~~ stating that the goods belonged to his wife and they wished to dispose of them in Rome. I obtained a statement from CONTRERAS which is attached marked A and told him that I could only release the property on instructions from my Commanding Officer.

S.S.O.

Please inform the I.A.N. of the irregularities in the form of a précis of evidence from R.A.F. Police. Instruct the I.A.N. take necessary disciplinary action, informing us of punishment inflicted.

1. Suggest to I.A.N. that the contraband be sold or returned to the owners subject to heavy fines and that the proceeds be given to an I.A.F. Children's Charity fund - we would like the receipt for the cash by the 'Charity' to be seen personally by the C.A.S., D/CAS or Chief. Int. O. but this can best be put over to the I.A.N. verbally.

2. The offence, punishment, a disposal of the 'fine' to be given as wide publicity as possible (if necessary in the press) at all

Courier Service plans.

4. When we get a reply to "para 2 above, we will ask D.A.P.M. to release the goods to a particular individual who is to be nominated by the I.A.M.

5. I would like to be informed of the sequel to all this.

6. Please thank D.A.P.M. for this good detective work and their reports.

26/6.

PTS
AOC.

1A

On the 26th. May, 45 I was informed by 2571. McSweeney,
D.A.P.M. 45 Flight, that a Capt. Worrell 2571.

port Group, Centocelle Airport, (South), Rome.
300 boxes of matches, (not properly packed). Claimant:
Lt. BARBOLI RINO, of Italian Transport Group, Centocelle
Airport, (South) Rome.

Approx. 7 metres of brown silk, 4 metres of flowered silk
20 silk scarves, 12 reels of silk thread, 2 metres of
fine leather, 1 crocodile skin, Claimant: Lt. PIACENTINI
ALFREDO, of Italian Transport Group, Centocelle Air-
port, (South) Rome.

57 pairs of silk stockings, 12 tubes of tooth paste.
Claimant: Sgt. BURTONI GIUSEPPE, of Italian Transport
Group (South) Centocelle Airport, Rome.

One parcel addressed to Maresciallo MUSCO PIERANO,
R/Telegraphist, Centro Radio, Centocelle Airfield,
(South), Rome, containing 100 boxes of matches and
16 tubes of toothpaste. No claimant.

One parcel addressed to Lt. Annunzio, R/Telegraphist SUITO
ANTONIO, Centro Radio, Centocelle Airport, (South), Rome,
containing 1 radio valve, 6 tubes of toothpaste, 3
boxes of face powder, 3 combs, 20 boxes of matches.
No claimant.

All Italian property. Approx. total value: 520,000 Lire.

How disposed of: Retained at this office pending instructions as to
disposal and recorded in Property Register.

Observations: [On the 26th May, 45 I was informed by 2501 MACCARELLI,
D.A.P.M. 45 Flight, that a Capt. WOLFF of Staging
Post, Bologna Airfield, had expressed the opinion that
procedure operated by the Italian Air Force Airline,
working in co-operation with the Staging Post, seemed
to be highly irregular inasmuch as, all types of pas-
sengers were entering and leaving Italian Aircraft
without reporting in to the Traffic Office of the
Staging Post, and that various Aircraft appeared to be
carrying excessive loads that were not entered on the
Aircraft Manifests.

Accordingly on the 27th May, 45 accompanied by Cpl.
TOWLER E., S.I.B., Sgt. STEEL E.A., and Cpl. SHILL J. of
No. 12 Security Section, I proceeded to Bologna Airport
and contacted a Lt. CASOLI CESARE of Italian Transport
Group, Centocelle Airfield, (South), Rome, who is the
Liaison and Traffic Officer for Italian Aircraft stag-
ing at Bologna Airport. Lt. CASOLI stated that the
Italian Aircraft staging on Bologna Airfield were oper-
ating a Route, ROME - MILAN, MILAN - ROE, and that

.....

Captains of aircraft coming from Rome are always in possession of regular Aircraft Manifests, either R.A.P. or I.A.P. Forms, but Aircraft Commanders coming from Milan were rarely in possession of Aircraft documents. Lt. CAJOLI has a desk in the Staging Post Traffic room where he waits for the Captains of his Aircraft to bring in their documents and settle any queries they may have regarding passengers, freight etc. During a conversation I had with the Lt. it appeared to me that he was not quite clear exactly what duties were required of him in his capacity as Traffic Officer. I outlined to him the general procedure followed by R.A.P. Traffic Officers and I have observed that he has since met his Aircraft on landing and checked passengers and freight against the Aircraft Manifest.

On the same day, (27/5/45), accompanied by the above mentioned M.C.O. I searched Italian Aircraft, Savoia Marchetti 73, No. 102/3 which landed on Bologna Airport at 11:40 hrs. from Milan in passage to Rome.

The Captain of the Aircraft, Capt. PELLICCHINI Aristide was in possession of an R.A.P. Manifest showing the total complement of the Aircraft as consisting of three Italian Nuns with personal baggage weighing 40 and a half kilos. On inspection of the Aircraft however I found that there was an Italian Colonel and a Captain of the Regia Aeronautica travelling without Air Permits and several packages other than shown on the Manifest. I questioned the crew regarding two large brown paper packages and a large suitcase stowed in the rear part of the Aircraft. Various members of the Aircrew including the Officers said that the packages belonged to the Nuns. I then asked the three Nuns to identify their baggage which they did, leaving the two brown paper packages and the suitcase. Capt. PELLICCHINI then came forward and claimed the two brown paper parcels as his property. The various owners of several other parcels not listed on the Manifest were identified and the goods were taken into the Offices of the Staging Post and searched, in the presence of Wing Commander HEATS, Officer Commanding 61 Staging Post, and are enumerated on this report under heading "Exhibits". All this property is being retained by this office pending your instructions as to its disposal.

Explanations regarding the property were given by the owners as follows:-

Captain PELLICCHINI, 1st Pilot, stated that the property he had claimed really belonged to a CONTERAS Rosita, living at No. 11 Via Dorini, Milan. He first stated that he was inten-

against the Aircraft Manifest.

On the same day, (27/5/45), accompanied by the above mentioned M.C.O.s I searched Italian Aircraft, Savoia Marjetti 73, No. 202/3 which landed on Bologna Airport at 11:40 hrs. from Milan in passage to Rome.

The Captain of the Aircraft, Capt. PELLICCHINI Aristide was in possession of an R.A.M. Manifest showing the total complement of the Aircraft as consisting of three Italian Muns with personal baggage weighing 40 and a half kilos. On inspection of the Aircraft however I found that there was an Italian Colonel and a Captain of the Regia Aeronautica travelling without Air Permits and several packages other than shown on the Manifest. I mentioned the crew regarding two large brown paper packages and a large suitcase stowed in the rear part of the Aircraft. Various members of the Aircrew including the Officers said that the packages belonged to the Muns. I then asked the three Muns to identify their baggage which they did, leaving the two brown paper packages and the suitcase. Capt. PELLICCHINI then came forward and claimed the two brown paper parcels as his property. The various owners of several other goods were taken into the Manifest were identified and the goods were taken into the Offices of the Staging Post and searched, in the presence of Wing Commander KEATS, Officer Commanding 61 Staging Post, and are enumerated on this report under heading "Exhibits". All this property is being retained by this office pending your instructions as to its disposal.

Explanations regarding the property were given by the owners as follows:-

Captain PELLICCHINI, 1st Pilot, stated that the property

2500

he had claimed really belonged to a CONTINENTAL Rosita, living at No. 11 Via Dorini, Milan. He first stated that he was intending to deliver the goods to a shop in Rome, he did not know the address of the shop, or the name of the owner. The Capt. later changed his story and said he was taking it to his home in Rome, and CONTINENTAL was travelling to Rome by road to collect it. He insisted that he was not receiving any payment for this service. Lt. BARTOLI Tino, 2nd Pilot, Lt. PIACENTINI Alfredo, E/Mechanic, and Sgt. BURTONI Giuseppe, E/Mechanic, all stated that their property was for their personal use.

The names of the Italian Colonel and Captain were entered on the Aircraft Manifest, and they were allowed to proceed on instructions of Wing Commander KEATS after being warned by him that any further passenger found on Aircraft, whose names were not on the Manifest, would not be allowed to complete their journey in the Aircraft.

Aircraft and Manifests checked by us since the 27/5/45; to the present date have been in order.

.....

Acting Airfield Liaison Officer of 6 Staging Post I questioned the occupants of a local farm who told me that on about the 23/5/45 an Italian Air Force Officer and Sergeant in civilian clothes, left some suitcases in their care for a night and collected them the following morning when they boarded an Italian Aircraft. The owner of the farm pointed out to me the two men as Lt. PIACEM-TINI and Sgt. BERTONI. From this it appears that Italian Aircrews are carrying goods, and travelling on the Airline when they are off duty. I ascertained that an Italian Aircraft nightstayed at the Staging Post on the 23/5/45 owing to bad weather conditions.

On the 2/6/45 whilst engaged on duties on Bologna Airfield I was contacted by a CONTRERAS Silvio who requested that I give him the goods that were being transported by Capt. PELLIGRINI, stating that the goods belonged to his wife, and they wished to dispose of them in Rome. I obtained a statement from CONTRERAS which is attached marked "A", and told him that I could only release the property on instructions from my Commanding Officer. I confirmed from Major WAX, Chief Public Safety Officer for the Province of Bologna, that no offence has been committed by CONTRERAS.

Recommendations: I respectfully suggest that one copy of this report be forwarded to the appropriate authority in order that the Italian Aircrew personnel mentioned in this report may be dealt with accordingly.

In the field.
3/6/45.

(sgt) M. Baldeck Sgt.
M. Baldeck Sgt.
Special Investigation Branch
No. 45. Flight. Det. Bologna.

Forwarded

(sgt) A. McSevery P/Lt.
D.A.P.M. 45. Flight.

Approved

(sgt) R.W. Johnson W/Cdr.
Deputy Provost Marshal N. ITALY.

2/99

Translated copy."A"STATEMENT OF A WITNESS.

In the year 1945 on the 2nd of June, in Bologna, before the undersigned PESCEMINI Lelio Brig. di P.S. attached to S.I.B., R.A.F. Police is present:- CONTERAS Silvio born at Chieti on the 22/5/1891 living at No.11 Via Durini, Milan, who states as follows:

The two packs containing ladies outfits, (exposition models), found on the plane piloted by Capt. PELLEGRINI are mine, or I mean my wives who has a ladies outfitting industry in Milan with some branches in Rome. These packs were handed by me to Capt. PELLEGRINI, who is a friend of mine, and I asked him to take them to Rome where I would collect them from his house. No compensation has been given by me to Capt. PELLEGRINI for the transport of the above mentioned goods.

I have nothing else to add. Read over, confirmed and undersigned:

(signed) Silvio CONTERAS.

(signed) PESCEMINI Lelio
Brig. di P.S.

CONFIDENTIAL.

ROYAL AIR FORCE.
SPECIAL INVESTIGATION BRANCH.
27. NIGHT.

SIB/NE/920/45
37/115

To:-

Provost Marshal,
R.A.A.F. (adv).

Subject:-

ITALIAN AIR FORCE PLANES SUSPECTED OF CARRYING
DOWNHOUND.

Origin:-

Telephone message from Sub-M., P.A.S.U., at 10.00 hrs.
on the 26/5/45.

Exhibits:-

Copy of signal received from 45 Flight, BOLONGA (att.
marked "A").
List of passengers on aircraft. (att; marked "B").

Observations:-

On the 28/5/45 at 10.10 hrs., in response to the
above telephone message, I visited R.A.F. Q. Movements,
where I ascertained that the only aircraft due to
arrive in ROME from MILAN on the 28/5/45 would arrive
at CENTOCCELLE airport at about 15.45 hrs. At 11.00 hrs.,
on the same day, in company with Sgt. WALKER M.S., I
visited Centocelle airport, where I confirmed the fact
that no aircraft would be arriving from Milan until
15.00 to 15.30 hrs. At 14.45 hrs., I again visited
Centocelle airport, where I learned that the aircraft
from MILAN had already arrived at about 14.00 hrs.
A list of the passengers was obtained, (att. marked
"B"), and it was learned that the aircraft and passen-
gers had been searched prior to their departure from
BOLONGA by Allied Military Police. No explanation
could be obtained for the early arrival of the aircraft
at ROME. It was also ascertained that all civilian
passengers are checked by the Italian Police on their
arrival at the airport.

Recommendations: "A" I respectfully suggest that a copy of this

report be forwarded to the D.A.P.M., No. 45 Flight,
R.A.F. Police for his information.

In the field.
30/5/45.

(signed) J.O. Monks Sgt.
Special Investigation Branch.

Forwarded as at "A"

(signed)

C.W. Taylor 2/97 E/Lt.
D.A.P.M. 37. 115

List of passengers on aircraft. (att:warred "B").

Observations: On the 28/5/45 at 10.10 hrs., in response to the above telephone message, I visited R.A.P. J. Movements, where I ascertained that the only aircraft due to arrive in ROME from MILAN on the 28/5/45 would arrive at CENTOCCELLO airport at about 15.45 hrs. At 11.00 hrs., on the same day, in company with Sgt. WALKER R.S., I visited Centocello Airport, where I confirmed the fact that no aircraft would be arriving from Milan until 15.00 to 15.30 hrs. At 14.45 hrs., I again visited Centocello airport, where I learned that the aircraft from MILAN had already arrived at about 14.00 hrs. A list of the passengers was obtained, (att. termed "B"), and it was learned that the aircraft and passengers had been searched prior to their departure from BOLOGNA by Allied Military Police. No explanation could be obtained for the early arrival of the aircraft at ROME. It was also ascertained that all civilian passengers are checked by the Italian Police on their arrival at the airport.

Recommendations: "A" I respectfully suggest that a copy of this report be forwarded to the D.A.P.M., No. 45 Flight, R.A.P. Police for his information.

In the field.
30/5/45.

(signed) J.O. Jones Sgt.
Special Investigation Branch.

Forwarded as at "A" (signed) C.W. Taylor 2497 P/lt.
D.A.P.M. 37. 11.11.45

Approved (signed) J.W. Goldsack P/lt. for
DEPUTY PROVOST MARSHAL
M. ITALY.

COPY. "A".

UNCLASSIFIED.

From

45 FLIGHT

To.

R.A.P. POLICE. ROME (I4 SIGS PASS).

S/LDR. HEANLY

AFM SID

H.Q. P & SU

RAF POLICE ROME.

PASSENGER CHECK MANIFEST AND SEARCH AIRCRAFT ITALIAN AIR FORCE FLYING
SERVICE ROME BOLOGNA MILAN CARRYING CONTRABAND.

BT FROM --- M. BALDOCK SGT
45 FLIGHT BOLOGNA

COPY. "B".

List of passengers in only Italian air force aircraft arriving in Rome
from Milan, on the 28/5/45.

Col. L. DEVERMORE.	(American).	Major PALMIERI	(American).
Capt. HATCHER	(British).	Lt. GEORGE CASHMAN.	(American).
P. MALFATTI (Italian).	ARDESANI (Italian).	BERTINARIO	(Italian).

6A.

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Headquarters Commandant

HJB/ejb
26 June 1945

HQC/lc/8

SUBJECT: Italian Air Service (Payment for travel).

TO : Air Forces Sub-Commission
(ATTN: Wing Comdr. Gisbee)

1. The booking of seats for passengers and the space for freight on the Air Couriers (Italian aircraft), is carried out on written applications without any question of payment.
2. The planes were intended for communication between this Headquarters and the Regions, and the passengers were authorized by means of Travel Orders issued by the Adjutant for the Chief Commissioner at Headquarters Allied Commission and by the Regional Commissioners in the Regions.
3. As it was not considered likely that the numbers authorized by Travel Orders would make a full load, I was instructed by Air Forces Sub-Commission to transport Allied Military personnel of other units on competent travel orders and Italians under orders from Italian Government.
4. It was assumed that payment would be adjusted between the Allied Commission and the Italian Government.
5. It is suggested that the services now operating might be organized so that the cost be met, by making a charge for passengers, mail, and freight.
6. If it is decided that payment will be made, then the method of collection will have to be arranged. For personnel on Travel Orders, this will be a paper transaction either between Allied Commission and the Italian Government for A.C. orders, or an internal transaction in the case of Ministries of the Italian Government. With larger aircraft, there would be available a number of seats on which a charge could be made in actual cash, and the amount charged could be substantial, say twenty lire a mile for passengers and a proportionate amount for freight. Airmail is a good source of income; in fact, for weight and space, it is the best payload possible.
7. At present a ledger is kept of passengers and freight but it is doubtful if payment could be guaranteed for journeys made in the past.

8. The present method of accepting bookings only on receipt of letter from an Italian Ministry or through the Political Liaison section of this Headquarters ensures as far as possible that the journeys are necessary.


Colonel
R. H. ROBERTSON
Hq. Commandant.

2494

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO - 394

R/0219

22 June 1945

MEMORANDUM:

TO : Air Forces Sub-Commission
Headquarters, Allied Commission

1. I have noted that many Italian civilians, including Italian journalists and political leaders, are using the services provided by AL AC from Rome to Milano and vice versa. It seems to me that a charge should be made for this service because many are taking advantage of the free passage and are going to Rome or coming to Milano when, if there were payment, they would probably stay home.

2. I would suggest that such passengers be made to pay. The funds could then be turned over to an Italian charity or given to the Italian Government. Perhaps you have a better suggestion. The average price by motor at the present time is about 10,000 lire for a one way trip.

3. A document could be drawn up, to be signed by contributing passengers, that we are assuming no responsibility for the departure of the plane at a given time, the security of their reservations, or recourse in the event of an accident.

Charles Poletti 2493
CHARLES POLETTI
Colonel
Regional Commissioner

24/1/45
0414/25/6/45

FROM:- ALL FORCES SUB COMMISSION, A.C. ROME.
TO:- HEADQUARTERS, ALLIED COMMISSION, ROME.
DATE:- 19th. JUNE, 1945.
REF:- AFSC/24/1/AIR.

A.C. AIR COURIER SERVICE N.ITALY.

Reference is made to your letter HQC/10/8 dated 16th. June, 1945, and to the attached report by Major Birch.

2. The authorisation of the new routes is dependent upon the petrol position at Milan and Turin. There is a supply of 100 octane petrol at Turin but confirmation is required that 8000 gallons per month is available before the alteration is made.
3. Major Birch's suggested improvement for despatching should give greater control and prevent unauthorised journeys; this Headquarters agrees to its adoption.
4. I should like to discuss, further, with Major Birch the timing of the new schedules as it is noted that an early take off is not to be made.

2492

L. E. Jarman
L.E. JARMAN, G/C.
AIR VICE MARSHAL,
AEH OFFICER COMMANDING.

ALLIED COMMISSION
OFFICE OF THE HEADQUARTERS COMMANDANT

3A

SUBJECT: AC Air Courier Service - Northern Italy.

FILE No. HQC/10/8

TO : Air Officer Commanding,
Air Forces Sub-Commission.

16 June 1945

1. I enclose herewith a copy of Major Birch's report on his recent flight around the Northern Regions which he carried out on Thursday and Friday, 14 and 15 June 1945.

2. It is recommended and requested that you give authorization to the alteration in the schedule as shown in Appendix 'A' of Major Birch's report.

3. In regard to para. 3 of the report, "Dispatching", with your concurrence it is proposed to adopt the suggestion contained in the report.

4. Your authorization to adopt this new schedule at a very early date will be very much appreciated by this Headquarters.

2791

24/1/46
24/1/46
24/1/46

R. H. Robertson
R. H. ROBERTSON
Hq. Commandant.

Colonel

3B

c
P
YHEADQUARTERS
ALLIED COMMISSION
DISPATCH OFFICE
APO 394

16 June 1945

TO : HQ Commandant.

SUBJECT: Air Courier Service to the North.

Resulting from my trip round the Northern Regions the following suggestions and notes of facts brought to light are passed for your information and consideration.

1. SCHEDULE:

a) It is considered by this Office and by the two Regions concerned that a service should be run Flight AC 1 Rome-Milan-Turin (Airport d'Italia Corso Francia - Fiat Works) daily, each way. Timings as per Appendix A.

b) It is considered that a service should be run Flight AC 2 Rome-Bologna-Treviso-Bologna-Rome daily. Timings as per Appendix A.

2. FUELING:

a) Flight AC 1: It is suggested and agreed by the Commandant of the Centocelle Airfield that the plane should start with full tanks and arrangements be made to take on a minimum of 100 gallons up to a maximum of 200 gallons at Turin.

b) Flight AC 2: It is suggested that the plane take off from Centocelle on half tanks and fill completely at Treviso for return journey.

c) It would appear that there is a regular train service from Genova to Turin and petrol could be shipped in barrels by this train.

Alternatively could arrangements be made to draw petrol from 146 Staging Post at Aeroporto Italia (Corso Francia - Fiat Works). 2:90

d) There was no supply of fuel available for our plane at Milan although it was stated at the conference that arrangements have been made to have fuel there.

3. DISPATCHING:

a) It is suggested that the dispatching, including the making of manifests should be done solely and completely by this Headquarters and not by the Regions. For this purpose it would be necessary to train dispatchers and send them

up to live at the Regions (Lombardia Region suggested this and offered to put an office and sufficient road transport at the disposition of our dispatching.)

b) It is suggested that manifests be made out to cover to the next staging point only, and not as at present one manifest for the whole journey. (This was the original method used by Italian Air Lines and I believe is at present in use by MATS).

4. CONTROL ON THE AIRFIELDS:

With the exception of Centocelle, all aircraft movements are controlled from a tower. Lt. Col. Reinerio stated that there would be no difficulty in building a wooden control tower but he cannot obtain a signaling lamp. He is considering building a wooden tower and signaling by flags until such time as a lamp can be obtained.

5. It was noted that the runway at Turin (Aeroporto d'Italia - Corso Francia - Fiat Works) was considered to require improving and arrangements are already in hand to smooth out the ground to a width of 100metres on each side.

6. At all the fields the Staging Post's Staffs were extremely good to us and made every effort to help us.

7. Owing to the fact that a number of passengers suffer from air sickness I have asked the authorities at Centocelle to provide a receptacle on all the planes used for the regular service.

8. EMERGENCY:

Could arrangements be made for Flight AC 1 to land at Pisa Airfield and obtain fuel if, owing to weather conditions, it is found necessary to refuel on the return journey.

2489
/s/ H. J. Birch
/t/ H. J. BIRCH
Major
Dispatch Officer

3C

APPENDIX "A"

	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr
ROME	09.30							12.20
MILAN		11.50	12.20			09.30	10.00	
TURIN				12.50	09.00			

ROME	09.15							18.00
BOLOGNA		10.30	10.45			16.30	16.45	
TREVISO				11.15	16.00			

2188

2A
From:- Air Forces Sub-Commission,
Allied Commission,
c/o A.M.G., Naples, A.P.O. 394.

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

Date:- 13th June, 1945.

Ref :- AFSC/N/24/AIR.

SEAPLANE SERVICE - NAPLES/SICILY/NAPLES.

1. Attached please find translation of letter, reference 00849/CA dated 8th June, received from LtK Col. Dentice regarding the above matter.
2. The letter speaks fully for itself and is a result of discussions which took place when the Air Officer Commanding and Wing Commander Clift were recently here.

4
D122 13/6/45
24/1/46

W.L. Minter

(W.L. Minter)

Wing Commander, Commanding
Air Forces Sub-Commission
Naples Detachment.

Copy to:-

Wing Commander V.H. Clift,
Air Forces Sub-Commission,
TARANTO

2487

(Translation)

From: Italian Air Force Command,
Via Posillipo, 223, Naples.

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

Date: 8th June, 1945.

Ref : CC645/CA.

AIR TRANSPORT SERVICE - NISIDA/AUGUSTA.

The undersigned submits the following report for your consideration.

Up to the 1st of May, 1945, the aircraft proceeding from Rome to Sicily landed three times weekly at Pomigliano Airfield. Two places were reserved to this Command for the transport of passengers and although these were not sufficient to fulfil the frequent requests for passages received from the Italian Armed Forces (Army and Navy) and from other Italian Government Officials, it could at least arrange accommodation for those who had to report to Sicily immediately for important and urgent duties.

For over a month, as indicated above, the call at Naples has been suspended and the undersigned has been requested by H.E. ROMANO, Officer Commanding the Italian Army, Naples, from H.E. SELVAGGI, Prefect of Naples, and from other Government Officials to endeavour to re-institute an air transport service for Sicily in view of the fact that no city South of Naples is now connected by air with the before-mentioned island.

This request is fully supported by this Command, and it is thought that an air service for Sicily would also be of considerable value to the Italian Air Force. It is therefore hoped it may be possible to institute an air transport service to be operated by seaplanes twice or three times weekly :-
Departure from Nisida at 0900 hrs, arrival at Augusta at about 1030 hrs - Departure the same day from Augusta at 1600 hrs, arrival at Nisida at about 1730 hrs.

The personnel required to maintain the service can be accommodated at Nisida. Four buoys are available for mooring the seaplanes. Further, if necessary owing to rough sea, the

0729

The undersigned submits the following report for your consideration.

Up to the 1st of May, 1945, the aircraft proceeding from Rome to Sicily landed three times weekly at Pomigliano Airfield. Two places were reserved to this Command for the transport of passengers and although these were not sufficient to fulfill the frequent requests for passages received from the Italian Armed Forces (Army and Navy) and from other Italian Government Officials, it could at least arrange accommodation for those who had to report to Sicily immediately for important and urgent duties.

For over a month, as indicated above, the call at Naples has been suspended and the undersigned has been requested by H.E. ROMANO, Officer Commanding the Italian Army, Naples, from H.E. SILVAGGI, Prefect of Naples, and from other Government Officials to endeavour to re-institute an air transport service for Sicily in view of the fact that no city South of Naples is now connected by air with the before-mentioned island.

This request is fully supported by this Command, and it is thought that an air service for Sicily would also be of considerable value to the Italian Air Force. It is there²⁴⁸⁶ hoped it may be possible to institute an air transport service to be operated by seaplanes twice or three times weekly :-
Departure from Nisida at 0900 hrs, arrival at Augusta at about 1030 hrs - Departure the same day from Augusta at 1600 hrs, arrival at Nisida at about 1730 hrs.

The personnel required to maintain the service can be accommodated at Nisida. Four buoys are available for mooring the seaplanes. Further, if necessary owing to rough sea, the landing could be effected at Lago di Patria where there is an I.A.F. Detachment and a buoy has already been fixed.

It will be appreciated if the Air Forces Sub-Commission may favourably consider the possibility of instituting this air transport service, enabling us to fulfil a much-felt want.

(Signed) Officer Commanding.
(Ten.Col.A.A.r.n.Fil.L.Dentice di Accadia)

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

24/1/45

Cause Service

Captains Criticisms

1A

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Headquarters Commandant

RHR/ejb
13 June 1945

HQC/10/8

SUBJECT: Air Courier Service.

TO : AOC, Air Forces Sub-Commission.

1. The undernoted letters are forwarded to you for your information and whatever action may be considered necessary by you:

AGR/134, dated 9 June 1945
IR/AGR/1.7, dated 3 June 1945
AGR/134, dated 4 June 1945

2. There would appear to be a certain amount of truth in the allegations made in these letters, but a portion is certainly based on imagination and lack of knowledge. I have taken the liberty of informing, through the Commanding Officer at the airport, the pilots that they will adhere to the instructions printed on the manifest and that they should resist any requests at intermediate airports to increase the load beyond that which is laid down.

3. If you consider it necessary, an instruction can be sent to those responsible for the intermediate airports pointing out the instructions laid down in the printing on the manifest and that the pilot is the Captain of the aircraft and that his say is final. 2485



R. H. Robertson Colon
R. H. ROBERTSON
Hq. Commandant.

Tel. 262

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

JAR/emg

AGP/134

9 June 1945

SUBJECT: Safety precautions A.C. courier.

TO : Dispatch Office
Attention: Major Birch.

I attach herewith two memoranda I have received ~~recently~~ from two officers of this Sub-Commission who have recently traveled by air to Milan. The state of affairs revealed by them appears serious and I thought you should know about it so that an inquiry can be instituted.

*J. A. Rudditham*J. A. RUDDITHAM
Deputy DirectorEnclosures
as above

2184

ALLIED COMMISSION

Lombardia Region

127C
1C

IR/AGR/1.7

3 June 1944

SUBJECT: Safety Precautions - AC Air Courier

TO : Director, Agriculture Sub-Commission
Allied Commission

1. It is desired to point out a certain lack of safety precautions on the AC Air Courier Service, Milan-Rome, in order that some steps may be taken to rectify these omissions.

2. On 2 June 1945 I left Milan on the 10 o'clock Air Courier for Rome. The stated passenger capacity of the Italian Air Force aircraft which was performing the service was six persons. None of the passengers was weighed, nor was any of the baggage. No instructions were given regarding seating, movement inside the aircraft, behavior during take-off and landing, or smoking.

3. After the stop-over at Bologna three additional passengers were picked up. These people did not appear to be traveling on competent orders. Again no instructions were given to the passengers, but during the take-off it was necessary to crowd all passengers forward into the cockpit and against the bulkhead of the passenger space in order to get the plane air borne at all. In addition, during the gasing up, the cap of the port wing tank had not been replaced tightly and a spray of gasoline was passing the port exhaust pipe for the remainder of the trip.

4. In view of the facts related above one does not feel too confident of safety in traveling in these Italian aircraft, and it is suggested that it might be very simple to impose the necessary safety precautions and so render the Air Courier Service much more useful than it is at the moment.

283

J. R. G. Sutherland

J. R. G. SUTHERLAND
Major, P.P.C.I.I.
Regional Agriculture Officer
Lombardia Region

INTER-OFFICE MEMORANDUM

FVB/emg

1 D

AGR/134

4 June 1945

SUBJECT: A. C. Air Courier Service with Italian
Planes and Personnel, Milan to Rome.

TO : Mr. Pudderham

I would like to submit the following report on the conditions encountered in traveling by air on the above-mentioned service from Milan to Rome 1 June 1945.

In contrast to the ordinary safety precautions and equipment which are used in A.T.C. service, on this plane there were no safety belts at all, no parachutes, no precautions of any kind given to the passengers as to their actions during landing and take-off.

Every seat on the plane was filled when we left Milan; when we took off from Treviso we had 4 more passengers than seats and when we left Bologna we had at least 7 more passengers than there were accommodations for. It was necessary that 3 or 2 persons crowd into the front compartment (in which there are 3 seats) for the take-off. It is questioned if there were the proper travel orders for more passengers than there were accommodations.

While no accidents of any kind occurred, or even any close calls, I did not make this trip with a very great feeling of security. If these were the normal conditions encountered on this courier service, I would hesitate sending anybody on trips for travel by this service.

I feel that the overcrowding of these planes should be investigated, especially inasmuch as neither passengers nor luggage are weighed. Incidentally, the passenger list included one American civilian, 2 non-coms, 1 American and 1 British; from Bologna to Rome one other allied officer, but for the rest it was entirely Italian civilians, including women and children.

F. V. BURCALOW.

0 7 3 4