

ACC

10000/135/51

10000/135/51

MILITARY COURIER, SUPERVISION
JUNE 1945 - APR. 1946

S.S.O.

AF33/24/2/AIR

MISUSE OF PETROL BY ITALIAN PERSONNEL. I beg report that at Lecce on 11th August 1945 whilst waiting to board the 09.30 hrs. aircraft for Rome, I noticed an Italian M.C.O. draining about three gallons of petrol from the aircraft.

P/O Smith (AF33 Lecce Det.) was present and I instructed him to take the name of the M.C.O. and the number of the coach of which he (the M.C.O.) was apparently the driver.

The petrol was given up only after representations had been made to the Deputy Commanding Officer of the airfield.

P/O Smith took the petrol into his possession and I instructed him to report the matter immediately to S/L Hester for action.

Whilst on the subject of petrol, it was noticed that the aircraft when refuelled at Imigliano, took 500 gallons of petrol by means of the pump refuelling method and an unknown quantity by the gravity refuelling method.

I do not know the refuelling organisation and arrangements, but assuming full refuelling arrangements to be available at Centocelle and Lecce, then over 500 gallons would appear to be an excessive amount for an intermediate refuelling.

14th Aug. 1945

A. W. Ruffell S/L
A. W. RUFFELL S/L
AIRCRAFT SAFETY

Min 2.

Action

Have spoken to G/L Ollason who will watch for disciplinary action at Lecce against the M.T. drivers.

Col Remondino was also informed and is endeavouring to tighten up on petrol misuse.

-3-

2692

S.E.O. (Hrm Air II). 11/3

Ref enclosure 18A when do you anticipate that the situation will clear itself up? Can the I.A.M. be advised to take any particular action to prevent recurrence?

9 April, 46.

W. N. Boden S.O.
W. N. Boden S.O.

H.

S.S.O. WNB

114

114

Reference minute 3. There is practically nothing I can do to prevent this recurring. The Air Ministry says they cannot get tankers and rail cars but I'm not certain that this is correct. I have spoken to General Pallacci and he is requesting the Ministry of Transport to return some thirty I.A.F. rail tankers to the I.A.F. for their exclusive use. If this happens there should be no further difficulty.

A. 4. 46.

W. Waller WNB
S.S.O.

S.

Air II. 1/2

Reference 19A, request your comments in extending the Air Courier Service to Bologna Airfield.

J. K. Mark, Lt. Col., R.C.

3/6/44
S.S.O. 26/4

6.

Ref M.S. I spoke with Col Gurnoni and he promised to inspect the airfield to see how good it might be for courier planes. It's a small field in the mountains and I don't believe it will be very suitable. It doesn't seem like there would be many passengers to make it worth while anyway. Ybass J.K.
Air II

ITALIAN MILITARY AIR COURIER SERVICE TIME-TABLE
(EFFECTIVE 15 APRIL, 1946)

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

To : See Distribution List.

The time-table listed below supersedes all previous time-tables posted to addressees.

ROME - MILAN - TURIN
Daily

Dep.	10.00	Rome	Arr.	13.15
Arr.	12.00	Milan	Dep.	11.15
Dep.	12.15		Arr.	10.30
Arr.	13.00	Turin	Dep.	10.00

ROME - BOLOGNA - TREVISO
Daily

Dep.	09.45	Rome	Arr.	12.30
Arr.	11.00	Bologna	Dep.	11.15
Dep.	11.15		Arr.	10.30
Arr.	12.15	Treviso	Dep.	10.00

ROME - NAPLES - BARI - LECCE
Mon - Wed - Fri (South)
Tues - Thurs - Sat (Return)

Dep.	09.30	Rome	Arr.	13.15
Arr.	10.20	Naples	Dep.	12.25
Dep.	11.00		Arr.	11.45
Arr.	12.00	Bari	Dep.	10.45
Dep.	12.30		Arr.	10.15
Arr.	13.15	Lecce	Dep.	09.30

ROME - PALERMO
Mon - Wed - Fri (South)
Tues - Thurs - Sat (Return)

Dep.	09.00	Rome	Arr.	10.45
Arr.	10.45	Palermo	Dep.	09.00

ROME - NAPLES - CATANIA
Tues - Thurs - (South)
Wed - Fri (Return)

Dep.	09.30	Rome	Arr.	12.00
Arr.	10.10	Naples	Dep.	11.20
Dep.	10.40		Arr.	10.55
Arr.	12.25	Catania	Dep.	09.10

ROME - CAGLIARI
Mon - Wed - Fri (South)
Tues - Thurs - Sat (Return)

Dep.	10.00	Rome	Arr.	11.00
Arr.	12.00	Cagliari	Dep.	09.00

ROME - ALGERO
Tues - Thurs - Sat (South)
Mon - Wed - Fri (Return)

Dep.	09.00	Rome	Arr.	10.20
Arr.	10.20	Alghero	Dep.	09.00

ROME - GENOA
Mon - Fri (North)
Tues - Sat (Return)

Dep.	09.30	Rome	Arr.	11.00
Arr.	11.30	Genoa	Dep.	09.00



- 2 -

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- ✓ 4. Maj. Newton - I.A.A.
- ✓ 5. Col. Cussoni - I.A.A.
- ✓ 6. Gen. D'Allo' - Presidency of the Council.
- ✓ 7. Cabinet of Naval Ministry (Italian)
- ✓ 8. Navy Sub-Commission, A.C.

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2689

2017

AIR FORCES SUB COMMISSION, A.C. ROME.

26 1720 APRIL 1946

ALLIED COMMISSION, BOLZANO

UNCLASSIFIED

ABLE FIVE FOUR FIVE PD REFERENCE IS MADE TO YOUR SIGNAL NAM ROGER ONE SEVEN
TWO THREE ZERO BAKER ABLE CHARLIE LOVE OBOE SERVICE BAKER ZENRA STROKE TWO SIX PD
REQUEST MORE DETAILED INFORMATION BE FURNISHED VIZ APPROXIMATE NUMBER OF PASSENGERS
IN CATEGORY OF FIRST PRIORITY REQUIRING AIR PASSAGE TO AND FROM BOLZANO CHIA BAGGAM
ING TO JUSTIFY EXTENDING AIR COURIER SERVICE TO BOLZANO AIRFIELD PD

2687

AFSC/24/2/AIR

ROUTINE

AIR STAFF

FRANK E. MARK LT. COL.

F.E.M.

R. CARTER F/LT.

LRKB V MEAV : NR 172015 : "P" "P"

FROM ACOM - BOLZANO : 17230B :
TO ACOM - ROME :
QSH GR 49 BT :

REF ACLO/BZ/26 (.) U N C L A S S (.) FOR AIR FORCE SUB COMMISSION
PD COLONEL -V I C E N Z I -REGIONAL PRESIDENT ITALIAN
AIR FORCE SHORTLY ESTABLISHING HQ -BOLZANO PD HE REPORTS LITTLE
DIFFICULTY IN PUTTING BOLZANO AIR PORT IN SERVICE ABLE CONDITION
POVIDED THIS IS IN ACCORDANCE WITH TOUR POLICY PD AIR
~~SE~~ SERIVE TO BOLA//BOLZANO WOULD BE VALUABLE AND REQUEST
-STRUCTIONS (.)

BT 1723 171230B

SENT (SH) NR 2015 "P" --- MEND WA CONITION PROVIDE IMI PROVIDED :

--- 2110 : AR AR

RECD HOS AT 2107 AR TNX

cy 26/4

J.L.M.
23/4

2686

24/2/1971

GA

LEKE V NEWS NR DWS 27/8
 ADD
 FROM AFSC (MILAN)
 TO AFSC ROME
 CRET

"OP"
 "INTERMEDIATE"

Air Force 5/2/87A

MS3/08

FROM JARMAN TO ~~BERGAM~~/BISDEE (.)
 MQ254 (.) UNCLASSIFIED (.) ALL RESERVE STOCKS OF AVIATION
 LIMATE, BERGAM, ALFA, HCNIC AND SISO ~~OR~~/CALENDE EXHAUSTED (.)
 KXX COURIERS MUST CARRY SUFFICIENT FUEL FOR RETURN FLIGHT (.)

2685

SUB-COM

Y.L. 4/4

BT 031600Z
 SENT RBJ E 2 K
 R 1500 ROVERO. AR K
 URT

1002/9/4 0811/4

24/2/87

17A

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

TO: EXECUTIVE OFFICER (B),
HEADQUARTERS, ALLIED COMMISSION,
ROME.

DATE: 26TH MARCH, 1946.

REF: AFSC/24/2/AIR.

Confidential.

T/MAJOR T.I. POWORTH (DSO) - 237759 - RE.

Reference attached papers. I am prepared to accept the apology contained in paragraph five of Major Poworth's letter dated the 19th March, but on referring to Colonel Hancock's letter of the 21st March it would seem that a reprimand would be fitting unless there really was a misunderstanding as between Major Poworth, Colonel Campbell and C.L.O. Lombardy Liaison Group.

2. I suggest that these papers be passed to Colonel Campbell for his remarks.

S.S.O. ^{WOB} for inf
Air 3



I.E. BRODIE, 2684
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copy to AFSC Milan.

LRKB V MEAV NR140 2 I MPORTA T
FROM A F SUB COMM (MILAN) 141000A
TO A F SUB COMM (ROME)
QSH GR38 BT
A A239(.) UNCLAS(.) 1313
REFERENCE YOUR A415 DATED 11 MARCH(.) BALTIMORE AIRCRAFT
USEFUL WITHIN THE LIMITATIONS IMPOSED BY AFSC(.)
HOWEVER IT WOULD BE IMPOSSIBLE TO MAKE OUT A STRONG CASE
FOR RETENTION// RETENTION(.) CAN ENSURE ECONOMICAL USE AND ELIMINATION
OF ABUSE
BT
THI 1512
CCNS: IN LINE 2 READ IMPOSED BT// BY IMI BY
LINE3 READ OUT A STRONG IMI TRONG// STRONG
SENT NR162 AT 1730 EAD BBBK
RECD NR162 1730 HH KKK



2683

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

TO :- Baltimore Flight (Linate)

DATE :- 8th March 1946.

REF :- AFSC/M/ 24/1946

BALTIMORE FLIGHT Linate

The attached instructions given to the Allied Commission Milan are forwarded to you for information.

A.F.S.C. Headquarters Milan must be informed of every flight made by the Baltimore aircraft before take off.

2. These instructions will remain in force until the Baltimore Flight is transferred to Littorio Rome.

L. J. J. J.
L.S. JARMAN G/C 2687
Commanding
A.F.S.C. MILAN.

Copies to :- A.F.S.C., A.C., Rome
No 1 24/7, Milan

BALTIMORE FLIGHT LINEATE

The attached instructions given to the Allied Commission Milan are forwarded to you for information.

A.F.S.C. Headquarters Milan must be informed of every flight made by the Baltimore aircraft before take off.

2. These instructions will remain in force until the Baltimore Flight is transferred to Littorio Rome.

L. E. JARVAN
L.E. JARVAN C/S 2687
Commanding
A.F.S.C. MILAN.

Copies to :- A.F.S.C., A.C., Rome
No 1 Z.A.T., Milan

J.K.M.
43

14 841
1013

27/10/43

0 7 4 8

FROM: AIR FORCE SUB-COMMISSION,
MILAN, ITALY.

TO: H.Q. COMANDANT, A.C. ROMA.

DATE: 12TH MARCH, 1946.

REF: AFSC/24/2/AL.

12A

The attached copy of a signal from Air Force Sub-Commission, Milan, is forwarded to you for necessary action.

1. This sub-commission has made repeated efforts to prevent unnecessary special flights being authorized on routes where the Military Courier Service is existing. Such authorizations are essential both in petrol and engine/airframe needs. Also by circumventing the system of priorities for air travel it becomes impossible to ensure the maintenance of proper security and movement discipline.

2. In the case in point the special flight was not even authorized, and no attempt appears to have been made to make use of the extra space in the aircraft.

3. It is suggested that Mr. Baworth be asked for an explanation both as to his use of the Baltimore and as to the carriage of what seems to have been a person who could not normally have been entitled to a passage on the Military Courier Service.

DD.
SSO. WNF
HVS
3/10.

I.M. BROWN, A.V. 2681
DIRECTOR,
AIR FORCE SUB-COMMISSION.

Copy: A.C. Milan.
A.C. Milan (Col. Hancock).

13A

AIR FORCES SUB COMMISSION, A.C., ROME

AIR FORCES SUB COMMISSION, MILAN.

A . 415

CONFIDENTIAL

YOUR MA231 8/3 DO YOU RECOMMEND WITHDRAWAL OF BALTIMORE
OR CAN YOU ENSURE ECONOMICAL USE AND ELIMINATION OF ABUSE (.)

2680

6AB
ROUTINE

A.F.S.C., A.C.

LROF V MDWS NR DWS 30/8 OP OP
 QVR 1
 FROM AFSC MILAN
 TO AFSC ROME
 INFO A C MILAN (ATTENTION COL. HANCOCK) BY HAND
 GRBT

CONFIDENTIAL (.) MA231 (.)
 MAJOR REMX ROWORTH, WAR MATERIALS DISPOSAL, ALLIED COMMISSION
 E MILAN, WITH A SIGNORA TOMEI PROCEEDED TO ROME P.M. 7 MARCH
 BY BALTIMORE AIRCRAFT AGAINST ADVERSE WEATHER FORECAST AND WITHOUT
 INFORMING THIS HEADQUARTERS OR RECEIVING AUTHORIZATION (.)
 NO OTHER PASSENGERS OR MAIL WERE CARRIED (.)
 REQUEST THAT HE BE ASKED TO GIVE AN EXPLANATION AND DISCIPLINARY
 ACTION TAKEN IF CONSIDERED NECESSARY (.)

BT 081225A
 SENT REJ AR K
 RD NR 30/8 310/// 081600A FS BB2B

2679

24/8/44
11A

MEMORANDUM FOR FILE

SUBJECT : Bus schedules for morning departure flights.

Discussed subject with transportation dispatcher. As schedule and departure times are to change for flights to Sicily and Sardinia as of 22 October a new bus schedule will be inaugurated. New bus departure times to be dictated to allow ten to fifteen minutes travel time to airport and one half hour before plane time for loading of passengers and baggage etc.

Close watch of this procedure will be maintained and if it is found that passengers are still arriving too late at the airport to warrant the planes departure on schedule, bus departures will then be changed again.

J.W. GILDAY,
Major, Air Corps,
Air III.

2678

AIR FORCES SUB COMMISSION,
ALLIED COMMISSION, ROME.

EXHIBITION FOR AIRBORNE ADEQUATE SUPERVISION OF ITALIAN AIR FORCE
COURIER SERVICES.

INTRODUCTION.

1. During the later stages of the war in Europe and since the cessation of hostilities, certain units of the I.A.F. have been employed in flying a courier service in Italy for the purpose of assisting the Allied Commission and Italian Government in the rehabilitation and administration of Italy.
2. The responsibility for seeing that the Italian Air Force and the above mentioned courier service are run in accordance with Allied requirements is vested in Air Forces Sub Commission of the Allied Commission in Italy.
3. The I.A.F.C. is unable to provide adequate supervision of the booking and staging organisation of the Italian Courier Services; an increase in the strength of Allied personnel for this purpose is considered to be unjustified.

FUNCTION.

4. To make use of the Allied Air Transport Organisation in Italy to supervise booking and traffic control in the I.A.F. Courier Services in order (i) to promote Allied standards of efficiency and (ii) to train the Italian so that eventually they will (if allowed by the Peace Terms) be self-sufficient in conducting internal courier and airline services efficiently.

FUNCTION.
Traffic Organisation.

5. It is proposed that H.Q. M.A.A.F., designate an Allied authority to undertake responsibility for the following items in respect of Italian Military aircraft:

- (a) checking air passage authority.
- (b) checking manifests.
- (c) unloading and loading.
- (d) maintenance and servicing.
- (e) briefing of crews for next stage.
- (f) arrival and departure procedure.
- (g) discipline in general.

6. Personnel To meet this increased commitment a number of I.A.F. personnel under command of a selected English speaking I.A.F. officer will be placed at the disposal of the authority charged with supervising the courier service at stopping-places.

7. Stopping Places without Allied Representatives. At airfields and aerodromes bases without Allied representatives the I.A.F. will be charged with

2677

FUNCTION.

4. To make use of the Allied Air Transport organization in Italy to supervise booking and traffic control in the I.A.P. Courier Service in order (i) to preserve Allied standards of efficiency and (ii) to train the Italians so that eventually they will (if allowed by the Peace Terms) be self-sufficient in conducting internal courier and airline services efficiently.

REQUIREMENTS.
Specific Organization.

5. It is proposed that U.S. M.A.A.P. designate an Allied authority to undertake responsibility for the following items in respect of Italian Military aircraft:-

- (a) checking air passage authority.
- (b) checking manifests.
- (c) unloading and loading.
- (d) maintenance and servicing.
- (e) briefing of crews for next stage.
- (f) arrival and departure procedure.
- (g) discipline in general.

2677

6. Personnel. To meet this increased commitment a number of I.A.P. personnel under command of a selected English speaking I.A.P. officer will be placed at the disposal of the authority charged with supervising the courier service at stopping-places.

7. Stopping Places without Allied Representatives. At airfields and aerodrome bases without Allied representatives the I.A.P. will be charged with establishing and forwarding Italian - named staging posts to be run on the same lines as those operated by the Associated Carriers. Allied representatives from the nearest Allied airfield will be responsible for supervising these staging posts as far as possible.

8. Loading System - Manifests. Aircraft flying on the I.A.P. courier service will be required to be loaded and manifested in accordance with normal procedure in use by aircraft of the Associated Carriers. This will involve introducing Load Certification Forms in addition to the manifest at present in use (printed in Italian and English).

9. Arrival and Clearance Procedure. Italian Captains of aircraft will be required to fill in arrival and clearance reports at Base Operations. It will be necessary to have such forms printed in Italian as well as English.

2.

10. P.O.L. Agreement. In order to facilitate the air who charging of P.O.L. to a I.A.F. it is essential that a receipt (3) clearly or word "Italian Air Force", (11) signed by the pilot, (12) quoting the aircraft number and quantity supplied, be obtained on every occasion an aircraft is refueled. At the end of each month a statement giving the total quantity of such commodity supplied, accompanied by copies of the individual expending receipts, is to be forwarded by stations to reach the Air Forces of Commission, Allied Commission, Rome, not later than the 7th of the succeeding month.
11. Maintenance. Italian technical personnel capable of carrying out minor maintenance and daily inspections on the Italian aircraft will be provided at each stopping place, and it will be the responsibility of the Allied representative to ensure that such maintenance is carried out properly. A.A.F.C. is responsible for ensuring the adequacy of all other maintenance of Italian military aircraft. The Allied representative will also be responsible for servicing of Italian aircraft.
12. Aircraft Safety. Records for ensuring safety of aircraft flying on Italian courier services is set out at Appendix A (in course of preparation not attached)
13. Signals Regulations - R.A.F. These are set out in R.A.F. Signal Publication No. 1 published in June 1944. Latest amendments certain details of regulations in North Italy. These publications are held by all A.F.C. and R.A.F.A.C. stations, and will be used by the I.A.F. The English-speaking Italian is to be on duty with the control tower and base operations during the operating hours of the I.A.F. services.
14. Right of Way. Provisional arrangements for accommodation etc. are to be made at all stops for the various categories of passengers and crew, in case unserviceability requires a right stop.
15. Disciplines. It is to be ensured that at all times when I.A.F. aircraft are sitting on the airfield there is an individual responsible for the maintenance of discipline and the smooth running of the staging procedure. It not able to speak Italian he should be accompanied by an interpreter.
16. Priority Regulations. It is desired to ensure quality of all aircraft and eliminate unauthorized movement of passengers and cargo by Italian military aircraft. For this purpose it is intended to introduce a priority system that is in accordance with agreed international priority policies.
17. Air Priorities Board. It is proposed that an air priorities board be set up to govern priorities on Italian military aircraft. This board will constitute a sub-board of the A.A.F. Air Priorities Board, and will be known as the I.A. 2675 priorities board. It will consist of:-
Chairman
U.S.A. Representative
British Representative
A.F. Representative

Aircraft.

12. Aircraft safety - provision for ensuring safety of aircraft flying on Italian courier services is not out of place (in course of preparation not attached).

13. Signals - signals are not out of place in A.C. signal publication No. 1 published in June 1944. Latest amendments contain details of regulations in force. These regulations are held by all A.C. and A.C. stations in North Italy. One Italian-speaking Italian is to be on duty with the control tower and have operations during the operating hours of the A.C. services.

14. Flight logs - Provisional arrangements for accommodation etc. can be made at all stops for the various categories of passengers and crew, in case emergency arising requires a night stop.

15. Discipline - It is to be ensured that at all times when A.C. aircraft are waiting on the airfield there is an individual responsible for the maintenance of discipline and the smooth running of the staging procedure. If not able to speak Italian he should be accompanied by an interpreter.

16. Excluded personnel - It is desired to ensure unity of all aircraft and eliminate unauthorised movement of passengers and cargo by Italian Military aircraft. For this purpose it is intended to introduce a priority system that is in accordance with agreed international priorities policies.

17. Air priorities board - It is proposed that an air priorities board be set up to govern priorities on Italian Military aircraft. This board will constitute a sub-board of the A.C. Air priorities board, and will be known as the A.C. Air priorities board. It will consist of:-

Chairman

U.S.A. Representative

British Representative

A.C. Representative

Principal Italian Representative

An Italian Representative for each Fighting Service.

Executive Officers.

18. Composition of A.C. Air priorities board - It is proposed that the first four vacancies be filled as follows by the A.C., D.N., and S.S.O. of A.C. respectively, and the A.C. representatives vacancy by the Disputing Officer of A.C. The Italian Government will be asked to appoint Italian representatives, the principle one being responsible for the operating of all Italian personnel travelling on the Courier Service. The Executive Officer's vacancy will be provided by the A.C. Priority Board.

19. Procedure - The A.C. Priority Board is to draw up and maintain by agreement a list of U.S.A., British, and Italian posts carrying the right to issue orders for air travel by Italian Military aircraft. This list will be brought in on the lines of A.C. Administration. Memorandum No. 33 dated 26 June 45. Distribution of this list will be as required by A.C. Air priorities Board, with three copies to Air priorities Board, A.C., Naples.

3.

20. Air Travel Orders. All orders giving authority to travel by Italian military aircraft are to include the following information:

(a) Destination. The above named is authorized to travel by aircraft operated by Italian Military Air Courier Service.

(b) Capacity. Authority is given for the cargo described hereunder to be flown by aircraft operated by I.A.C.S.

21. Emergency Landings. The I.A.C. Air Priorities Board will nominate Air Couriers for all Italian, U.S.A., and Italian passengers. When agencies are to be equipped for home and such other stopping places as may be required.

22. Priorities Board Control Officers. The I.A.C. Air Priorities Board will select British speaking Italian officers to be placed at all Air Priorities Board control offices dealing with Italian traffic. They will be responsible, under the supervision of Air Priorities Officers of I.A.C. Air Priorities Board for giving priorities to Italian traffic.

23. Regulation of Priorities. Priority control is to be exercised in accordance with the instructions issued by I.A.C. dated 25th December, 1944, and such instructions as may be issued by the I.A.C. Air Priorities Board.

24. Functions of Executive Officer. The Executive Officer of the I.A.C. Air Priorities Board will be responsible for maintaining close contact with the I.A.C. Air Priorities Board and to help and advise as required, to ensure that the selected Italian officers under training as Air Priorities Control Officers be given every opportunity to become proficient in their task in order that at an early date they will form a substantial nucleus to enable the Italian Government to operate their own Air Priority Control.

25. Policy and Discipline. All matters relating to policy as regards running of the I.A.C. Courier Service or matters relating to discipline of I.A.C. personnel engaged in running it are to be referred to I.A.C. to Allied Commission in Italy.

26. A close liaison is to be maintained between the I.A.C. and I.A.F.S. in order to ensure an (1) adequate standard of air transportation (14) economy in Allied personnel and I.A.C., and (15) planning of 'weather lines'.

2674

select English speaking Italian citizens to be placed at all air priorities Board control offices dealing with Italian traffic. They will be responsible, under the supervision of air priorities controllers of the Air Priorities Board for giving priorities to Italian traffic.

23. Recommendation of Policy. Priority control is to be operated in accordance with ACP, directive 35/09 S.C.P.O dated 20th December, 1942, and such instructions as may be issued by the H.Q. A.C. Air Priorities Board.

24. Direction of Executive Officer. - Air Priorities Board. The Executive Officer of the Air Priorities Board will be responsible for maintaining close contact with the H.Q. A.C. Air Priorities Board and to help and advise as required. To ensure that the selected Italian citizens under training as air priorities controllers be given every opportunity to become efficient in their task in order that at an early date they will form a substantial nucleus to enable the Italian Government to operate their own air priority control.

25. Policy and Dispositions. All matters relating to policy as regards running of the I.A.P. Council service or matters relating to discipline of I.A.P. personnel engaged in running it are to be referred to H.Q. S.C. to Allied Commission in Italy.

26. A close liaison is to be maintained between the H.Q. S.C. and H.A.P.S. in order to ensure an (1) adequate standard of air transportation (2) economy in Allied personnel and S.O.S., and (3) planning of 'stockpiles'.

2674

Distribution:

- | | | | | | | | |
|-----------|---|---|---|---|--------------------------------|---|-------------|
| Copy Rec. | 1 | 4 | 2 | - | H.Q. MAP | - | For action. |
| " | " | 5 | | - | File. | | |
| " | " | 4 | | - | H.A.P.S. | | |
| " | " | 5 | | - | ACP. Priorities Board, Naples. | | |
| " | " | 6 | | - | Despatching Office, A.C. | | |
| " | " | 7 | | - | 246 Group Adv. H. MAP. | | |
- + 829 to D.D. for onward transmission - 13/8.

For information.

SOUTHERN COURIER LINES

TABLE SHOWING OCCASIONS WHEN COURIER AIRCRAFT HAVE CONTAINED MORE THAN 8 PASSENGERS IN SA 79s. DURING AUGUST 1945.

Cagliari Roma		Roma Cagliari		Roma Palermo		Palermo Roma		Roma Napoli Bari Lecce	
Date	N. of penguins	Date	N. of extra penguins	Date	N. of extra penguins	Date	N. of extra penguins	Date	N. of extra penguins
29/8/45	1	31/8/45	4	31/8	1	29/8	1	31/8/45	7 *
27/8/45	2	30/8/45	2	22/8	11 *	27/8	1	28/8/45	1
28/8/45	1	29/8/45	1	20/8	1	22/8	2	27/8/45	11 *
20/8/45	1	27/8/45	2	16/8	2	3/8	1	24/8/45	1
19/8/45	4	24/8/45	3	15/8	1 *	2/8	4	22/8/45	12 *
13/8/45	1	20/8/45	1					23/8/45	2
		17/8/45	3					20/8/45	1
		16/8/45	1						
		15/8/45	4						
		13/8/45	2						
		11/8/45	1						
		10/8/45	2						
		8/8/45	2						
		3/8/45	2						
		1/8/45	2						

* Probably SM 82. A/c type not shown on manifest

~~X~~ Probably SM 82. A/c type not shown on manifest.

8A

GRAPH SHOWING COMPOSITION OF PASSENGER LOADS ON SOUTHERN
COURIER SERVICES FOR THE MONTH OF AUGUST

260
 250
 240
 230
 220
 210
 200
 190
 180
 170
 160
 150
 140
 130
 120
 110
 100
 90
 80
 70
 60
 50
 40
 30

2670

210
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10

2670

Cagliari Rome Rome Cagliari Rome Palermo Palermo Palermo Rome Rome Napoli Bari
Napoli Rome

Italians { authorized by Italian Govt. =
non authorized " " (various) =
allies { authorized by A.C. =
various =

7A

A.C. PERSONNEL CARRIED BY ITALIAN AIR SERVICE.

	MAY	JUNE	JULY
Rome-Milan-Turin.	} 157	} 936	482
Milan-Turin-Rome.			483
Rome-Bologna-Treviso			224
Treviso-Bologna-Rome			251
Cagliari		} 66	25
Florence	2		
Palermo			23
Bari			7
Naples	2		5
Lecce	2		9

1. a.
 2667
 24/2/AIR.

6A
17/17

AIR FORCES SUB COMMISSION,
ALLIED COMMISSION, ROME.

Ref. APSC/24/2/AIR

Date : 11th ~~June~~ *July* 1945

List of Appendices : -

Appendix A. Particulars of IAF Courier Service as at July 1st, 1945.

Appendix B. Particulars of passengers & freight carried from Rome by the Courier Service during June 1945.

PLAN FOR MAKING MAXIMUM USE OF ITALIAN
MILITARY AIRCRAFT TO AUGMENT ALLIED AIR
TRANSPORT FACILITIES IN ITALY.

INTRODUCTION

1. During the later stage of the war in Europe and since the cessation of hostilities, certain Units of the I.A.F. have been employed in flying a courier service in Italy for the purpose of assisting the Allied Commission and Italian Government in the rehabilitation and administration of Italy.
2. Particulars of the I.A.F. Courier Transport Services as at present run, together with details of the strength capacity endurance and speeds of all Italian Military aircraft available for courier work are shown at Appendix A.
3. The Courier Service is centralized on Rome and most passengers and freight are carried to and from Rome. As a guide to the quantities of freight and passengers being carried to the various places in Italy served by the Courier Service, details of this for the month of June are set out at Appendix B.

AIM

2665

4. To make maximum use of Italian Military Aircraft to augment or replace Allied Air Transportation Services in Italy.

FACTORS AFFECTING THE ATTAINMENT OF THE AIM

5. Strength of Aircraft. Approximate strength of Italian Military aircraft available for transportation work.

0 7 6 4

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

PLAN FOR MAKING MAXIMUM USE OF ITALIAN
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AIM

2665

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FACTORS AFFECTING THE ATTAINMENT OF THE AIM

5. Strength of Aircraft. Approximate strength of Italian Military aircraft available for transportation work is shown at Appendix A. With more accuracy, the strength at the end of June was 49 land planes of Italian origin and 32 Balmorals (to be converted for transportation by 15th August). In addition, it would be reasonable to earmark 13 Cant Seaplanes for Courier work, and this would not be likely to prejudice the I.A.F. Air Sea Rescue commitment. One hundred Italian Military aircraft can therefore be made available for transportation work. Only 32 aircraft are at present employed on scheduled services.
6. Practicable Sustained Effort. On the strength of the serviceability attained by No 2 Squadron which is carrying out the bulk of the courier work at present, it may be estimated that in the Courier Service as a whole, at least 50% serviceability can be relied on. This figure is

- 2 -

based on the scale of effort of No 2 Squadron during May and June which has produced 14.5 flying hours daily on a strength of 29 aircraft. On this basis the Courier Service as a whole (100 aircraft) could produce at least 50 hours daily.

7. Daily Lift. The No 2 Squadron Average Daily lift in June was 7000 kgs. on a daily flying average of 14.4 hrs. The total number of aircraft available for the Courier Service (100) should therefore be able to produce a lift of $7000 \times 50 = 24,510 \text{ kgs} = 53,000 \text{ lbs}$ plus 14.4
8. Possible Surplus Lift. The average daily lift for No 2 Squadron does not represent the total lift of the Courier Service, as three seaplanes a week and some land planes not belonging to this Unit are also engaged on transport work. If the total daily lift is therefore estimated at twice this figure (14,000 kgs = 31,000 lbs) a surplus of 22,000 lbs daily lift remains available for new loads.
9. Priority System. Plans have been submitted to H.Q. M.A.A.F. for bringing the Courier Service under the Allied Priority System. Pending a decision, steps have been taken towards eliminating indiscriminate quality of loads on the Courier Service. It is considered however that if bookings were subjected to Allied Priorities, a greater amount of space than the figure mentioned in para. 8 above would become available to absorb loads at present carried by the Associated Carriers.
10. Fighters. In addition, to the transport type aircraft mentioned in Appendix "A" the I.A.F. has 118 Fighters (Aircobras, Spitfires and Italian types). These aircraft are not allowed to carry out offensive training under the interim policy for the I.A.F., and it has been suggested by the Chief of Staff at M.A.A.F. that these aircraft might after slight modification, be used for Mail services in Italy.

Aircraft Safety.

11. The standard of aircrews at present engaged on the Courier Service is very high. Most of the pilots are ex civil airlines, many with a remarkable amount of flying experience. If the Service were expanded, to full capacity, care would have to be taken in selecting pilots to be authorized to fly courier services, but with the present lack of any alternative field of employment for Italians in aviation, it is not considered that any difficulty would be met with in ensuring an adequate

does not represent the total lift of the Courier Service, as there are seaplanes a week and some land planes not belonging to this Unit are also engaged on transport work. If the total daily lift is therefore estimated at twice this figure (14,000 kgs = 31,000 lbs) a surplus of daily lift remains available for new loads.

22,000 lbs

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12. Since the Courier Service has been running (over six months), there have been one forced landing without casualties, and no accidents. Steps have been taken to inculcate Allied methods of airfield control and aircraft safety precautions, and substantial progress made. There is no doubt that all Allied methods and standards could be ensured without delay of any policy likely to improve the prospects of the I.A.F. were made contingent upon their adoption.

Maintenance and Replacement.

13. Maintenance for the I.A.F. is at present carried out at Centocelli (Rome) and Lecce. With the liberation of the North, considerable stocks of aircraft spares became available so that repair facilities are at present adequate. Stocks of spares for Allied type aircraft may not be held, but spares are supplied as required from Allied sources.

- 3 -

14.- Certain of the aircraft factories in the North are being allowed to complete orders for aircraft of the types used by the Courier Service. The I.A.F. are being permitted to exchange some of their older aircraft for the new ones being turned out. The makers are overhauling the older aircraft. This policy is inevitably temporary since the factories making aircraft and aircraft spares will soon be unable to continue manufacture owing to lack of raw material and coal. It is considered that if a policy for employing the I.A.F. for air transport work other than on a short term basis is envisaged, it is essential that provision be made for replacement of aircraft either from Italian or Allied sources, and similarly for supplying spares. It is considered impracticable to work the Courier Service at maximum effort without prospect of replacements.

15.- Airfields. The airfields at present used by the Courier Service are not all adequate to ensure maximum aircraft safety. It is desirable that the Courier Service should be allowed to operate on airfields at present confined to Allied use.

16. Supervision. It is desirable that the Courier Service be brought under some degree of supervision by Allied Staging Posts as recommended in a plan recently submitted to H.C.C.A.F.

17. P.O.L. Unrestricted P.O.L. is at present supplied to the I.A.F. for the Courier Service. It will be necessary to ensure that these supplies can be continued. Between two or three hundred thousand gallons of 100 octane are being drawn for the whole of the Italian Air Force monthly, the bulk being used by the Courier Service.

CONCLUSIONS.

18. By the middle of August 1945, the Italian Air Force will be in a position to lift 22,000 lbs daily of the load at present carried in Italy by the Associated Carriers.

19. It should be possible to increase this figure by subjecting Italian Courier Service bookings to the Allied Priority System.

20. If the scale of effort of the I.A.F. engaged on transportation work is to be increased and the increased effort sustained, it is essential that provision be made for the replacement of aircraft and supplying of aircraft spares.

21. It is desirable that Italian aircraft employed on the Courier Service be allowed to land at Allied airfields, and that some supervision be exercised over their activities by Allied Staging Posts.

22. Expansion of the Courier Service will involve increases in stocks of Allied P.O.L. released to the I.A.F.

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W. J. J. J.

G/Cpt.
Senior Staff Officer
for Air Officer Commanding

Distribution :

- Copy No 1. Air 1.
- No 2. Transport Command.
- No 3. File.
- No 4. H.Q. M.A.A.F. (A.I.S.)
- No 5. H.Q. M.A.A.F. (216 Group)
- No 6. H.Q. M.A.A.F. (for forwarding to AOC 216 Gr. at his request).

SECRET
AF ENCLIX 'A'

IR FORCED SUB COMMISSION
ALLIED COMMISSION

PARTICULARS OF I.A.F. COURIER SERVICE AS AT 1st JULY 1945

Units engaged on Courier Transport.

1. 2 Squadron, Centocelle. The bulk of the Courier work is carried out by this Unit whose aircraft types, strength and description are shown below :

Serial No	Type	No of a/c	No of engines	No of passengers	No of load in Kgs	Maximum Endurance & Cruising Speed	
						a	b
1	S. 79	21	3	7	1,200	4:20	at 200 mph
2	S. 84	6	3	8	1,300	4:00	at 150 mph
3	S. 75	2	3	24	3,000	5:00	at 175 mph
4	S. 73	1	3	12	1,500	4:30	at 135 mph
5	G. 12	1	3	18	2,000	6:30	at 187 mph
6	Sai 202	1	1	2	None	(for communication work)	

2. No 1 Squadron, Lecce. This consists of 21 SM. 82s of which a small number are detached to Centocelle to assist No 2 Squadron on special missions. In addition, 8 CZ 1007's attached to No 1 Squadron are being converted for transportation work. These aircraft are considered suitable for carriage of freight but no passengers. The description of the SM. 82 and CZ 1007 is as follows :

Serial No	Type of a/c	No of pass	Max load in Kgs	Max. Endurance	Remarks	
					a	b
1	SM. 82	20	+	1000	6:30	at 140 mph. Inefficient climb. Unsuitable for mountainous overland routes.
2	Cant Z 1007			1400	5:00	at 190 mph. Unreliable type of engine. Freely.

3. Nos 28 & 132 Squadrons. These consist of 32 Baltimores. They are

No	a/c		engines		passengers		Kgs		Cruising Speed	
	a	b	c	d	e	f	g	h	i	j
1		S. 79	21	3	7	1,200	4:20	at	200 mph	
2		S. 84	6	3	8	1,300	4:00	at	150 mph	
3		S. 75	2	3	24	3,000	5:00	at	175 mph	
4		S. 73	1	3	12	1,800	4:30	at	135 mph	
5		C. 12	1	3	18	2,000	6:30	at	187 mph	
6		Sat 202	1	1	2	None	(for communication work)			

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			b	c		
1	SM. 82	20	+	1000	6:30 at 140 mph. Inefficient climb. Unsuitable for mountainous overland routes.	
2	Cant Z 1007			1400	5:00 at 190 mph. Unreliable type engine. freight fly.	

3. Nos 28 & 132 Squadrons. These consist of 32 Baltimores. They are being converted for transport work and the conversion is expected to be completed by August 15th. They will then be capable of carrying 6 passengers or 1000 kgs. of freight for 4 hrs 30' at 190 mph. At present, they are used for communication work.

4. Seaplane Wing. Aircraft of this wing are at present flying, three times a week, a courier service between Sardinia and Lake Bracciano (Rome). It is considered that up to 13 CZ 506 could be made available for courier work without prejudicing the I.A.F. Air Sea Rescue Commitment. Description of the CZ 506 is as follows:

No of passengers	Max. Load in Kgs.	Max. Endurance
10	1,200	6:30 at 190 mph.

- 2 -

Schedules.

4. Routes Flown. These constitute 44 return services from Rome daily and are scheduled as follows:

- (a) Rome - Naples - Bari - Lecce and reverse route.
Every day except Sunday.
Time of departure Rome 0930 arrival Lecce 1315.
" " " Lecce 0930 " Rome 1315.
- (b) Rome - Palermo - Rome.
Monday - Wednesday - Friday.
Time of departure Rome 0930 arrival Palermo 1115.
" " " Palermo 1515 " Rome 1700.
Calling at Pomigliano for passengers from Naples on request.

- (c) Rome - Cagliari - Rome. (Landplane).
Tuesday - Thursday - Saturday.
Time of departure Rome 0930, arrival Cagliari 1110.
" " " Cagliari 1520 " Rome 1700.

- (d) Cagliari - Naples (Mistral) - Cagliari (Seaplane).

NOTE: only till 2nd July.

- Mondays - Wednesdays - Fridays.
Time of departure Cagliari 0900 arrival Naples 1030.
" " " Naples 1500 " Cagliari 1630.

- (e) Route 1. ROME - MILAN - TURIN - MILAN - ROME.

Leave Rome daily at 0930 hrs. Arrive Milan 1150 hrs.
Leave Milan 1230 hrs. and arrive Turin at 1250 hrs.
An overnight stop will be made for refuelling & maintenance at Turin.

The following day the return flight will be made leaving Turin at 0900 hrs arriving at Milan 0930 hrs.

Leave Milan 1000 hrs arriving Rome 1220 hrs.

- (f) Route 2. ROME - BOLOGNA - TREVISO - BOLOGNA - ROME.

Leave Rome daily 0915 hrs arriving Bologna at 1035 hrs.

Leave Bologna at 1045 hrs arrive at Treviso at 1115 hrs.

Leave Treviso the following day at 0930 hrs after refuelling and maintenance arriving at Bologna at 1005 hrs.

Leave for Rome at 1030 hrs arriving at 1145 hrs.

5. Proposed new route. It is proposed to run seaplane services from Rome (Lake Bracciano) to Genoa, Venice and Trieste when these bases become available. The only port in the North sufficiently clear of

Calling at Pomigliano for passengers from Naples on request.

- (c) Rome - Cagliari - Rome. (Lanipiane).
 Tuesday - Thursday - Saturday.
 Time of departure Rome 0930, arrival Cagliari 1110.
 " " Cagliari 1520 " Rome 1700.

- (d) Cagliari - Naples (Miside) - Cagliari (Seaplane) .
 NOTE : only till 2nd July.
 Mondays - Wednesdays - Fridays.
 Time of departure Cagliari 0900 arrival Naples 1030.
 " " Naples 1500 " Cagliari 1630.

- (e) Route 1. ROME - MILAN - TURIN - MILAN - ROME.
 Leave Rome daily at 0930 hrs. Arrive Milan 1130 hrs.
 Leave Milan 1230 hrs. and arrive Turin at 1250 hrs.
 An overnight stop will be made for refuelling & maintenance at **Turin**.

The following day the return flight will be made leaving Turin at 0900 hrs arriving at Milan 0930 hrs.
 Leave Milan 1000 hrs arriving Rome 1220 hrs.

- (f) Route 2. ROME - BOLOGNA - TREVISO - BOLOGNA - ROME.
 Leave Rome daily 0915 hrs arriving Bologna at 1035 hrs.
 Leave Bologna at 1045 hrs arrive at Treviso at 1115 hrs.
 Leave Treviso the following day at 0930 hrs after refuelling and maintenance arriving at Bologna at 1005 hrs.
 Leave for Rome at 1030 hrs arriving at 1145 hrs.

5. Proposed new route. It is proposed to run seaplane services from Rome (Lake Bracciano) to Genoa, Venice and Trieste when these bases become available. At present the only port in the North sufficiently clear of mines for use by seaplane is Leghorn. It should be possible to run a service to Venice by the Middle of August 1945.

6. Bookings. Booking of seats on the Courier Services from Rome wards are made through the Allied Commission which maintains priority for their own personnel. Bookings on the services to the South are made through the Italian Air Ministry but one or two seats are reserved daily for A.C. purposes.

7. Payments. By A.C. Nil. By individuals: forbidden. By Ministries ; on an interdepartmental basis to Italian Air Ministry.

APPENDIX "B"

TRAFFIC OF PASSENGERS, GOODS AND MAIL FROM ROME
DURING THE MONTH OF JUNE 5

L I N E	FROM ROME	T O	LOAD	I N KGS	PASSENGERS	TOTAL KGS
			MAIL	FRIGHT	ADULTS ITALIANS	UPLIFT IN KGS
Rome-Naples	Naples		2112.185	41.450	8	12159.635
Bari-Lecce	Bari		372.250	93.250	2	14865.500
	Lecce		28.950	188.960	2	18417.910
T O T A L			2519.385	323.660	12	45443.045
Rome-Cagliari	Cagliari		2692.325	1321.915	8	31814.240
Rome-Palermo	Palermo		1433.905	324.500	3	26158.405
Rome -						
Milan	Bologna		975.	765.	16	8940.
Padua -	Trevise		2208.	2155.	47	22563.
	Milan		6078.	8265.	104	83743.
	Turin		112.	280.	2	3392.
	Bolzano		--	135.	5	2335.
	Florence		--	200.	4	1600.
	Verona		--	80.	1	880.
T O T A L			9373.	11880.	179	123453.
G R A N D					332	
T O T A L			16018.615	13650.075	202	226868.690
					83743	

31000 KGS

30000

29000

28000

27000

26000

25000

24000

23000

22000

21000

20000

19000

18000

17000

16000

15000

14000

22563

18417

2659

14865

Padua -	Milan	6078.	8265.	104	243	83743.
Trevi	Turin	112.	280.	2	13	3392.
	Bolzano	--	135.	5	6	2335.
	Florence	--	200.	4	3	1600.
	Verona	--	80.	1	3	880.
TOTAL		9373.	11180.	179	332	123453.
GRAND		16018.615	13850.075	202	783	226868.690
TOTAL						63743
31000 KGS		31814				
30000			26158			
29000						
28000						
27000						
26000						
25000						
24000						
23000						
22000						
21000						
20000						
19000						
18000						
17000						
16000						
15000						
14000						
13000						
12000						
11000						
10000						
9000						
8000						
7000						
6000						
5000						
4000						
3000						
2000						
1000						
	NAPLES					
	BARI					
	LECCE					
	CAGLIARI					
	PALERMO					
	BOLOGNA					
	TREVISI					
	MILAN					
	TURIN					
	BOLZANO					
	FLORENCE					
	VERONA					

2659

22563

26158

18417

14665

12159

8940

3392

2335

1600 880

SA

From : Air Forces Sub Commission, Rome
 To : C.G. AAF/MTO,
 attention A - 5
 Date : 11th August 1945
 Ref : A330/24/2/Air

Reference conversation with Lt.Col. Alston, a breakdown of Italian Air Force personnel was delivered by phone to M.A.A.F. A.L.S. several days ago upon request of S/Ldr. Ward. Information that such data is not available did not originate with the Air Forces Sub Commission.

2. The only directive now available at AAFSC/MTO regarding reduction of U.S.I.T.I. troops according to Capt. Forti, is AAF/MTO message MX 56376, dated 19th June 1945. This Sub Commission does not have a copy of the message.

3. A copy of Directive on Supervision of I.A.F. Courier Service as requested by Lt.Col. Alston is attached hereto. (Enclosure 1).

In connection therewith, a summary of traffic which left Rome in July 1945 on I.A.F. courier service and a copy of I.A.M. Regulations regarding the Organisation and the Running of the Military Air Courier Service are attached (Enclosure 2 and 3) for your information.

4. Forwarded also for your information are the following letters:
 Enclosure 4 - SM 95 Aircraft for I.A.F. Courier Service.
 " 5 - Construction of Pist G - 12 Aircraft.

5. Whenever information or action on the American side relating to the activities of the Air Forces Sub Commission is proposed request that the Deputy Director be informed in order **2657** he may assist in expediting such action.

C.J. EGSTAFF,
 Lt.Col. A.C.,
 Deputy Director.

0776

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

785017

AOÛT 1944 AUGUST

AOÛT - AUGUST						
D	L	M	M	V	S	
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

28

SEPTEMBRE-SEPTEMBER						
D	L	M	M	V	S	
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

LUNDI

MONDAY

241-125

4A

LIST C PASSENGERS LEAVING ON THE 6.7.45

205 ROME + BARI : PFC. GUY B IATA (15 kgs).
ALLIED COMMISSION

206 ROME + PALERMO : DR. MARSANO (15 kgs)
ALLIED SUB COMMISSION

207 ROME + PALERMO : Mr. RENZETTI (15 kgs)
ALLIED COMMISSION

LIST OF PASSENGERS LEAVING ON THE 7.7.45

208 ROME + CACLIARI : MAJ. ANDERSON (15 kgs)
ALLIED COMMISSION

209 ROME + CACLIARI : MISS ARBORIO MELLA DIS. ELIA (15 kgs;)
ALLIED COMMISSION

LIST OF PASSENGERS LEAVING ON THE 9.7.45

210 ROME + PALERMO : DUCOT (15 kgs)
ALLIED COMMISSION

211 ROME + PALERMO : CAPT. AIRLIO ALESSANDRO (15 kgs)
ALLIED COMMISSION.

2655

FROM : AIR FORCE'S SUB COMMISSION A.C. 2044

TO : HQ. MAAT (attention) ALS.

DATE : 22nd June 1946

REF : ADSC/24/AM

SUPERVISION OF ITALIAN AIR FORCE COURIER SERVICES

Further to the meeting which took place at JIS Office on 20th June between AIS, W/C Dunning (216 ~~Wood~~) and Air I A.T.S.O., and further to discussion at A.T.S.O. Rome, proposals are submitted for ensuring improved running of the I.A.F. Courier Services as set out in the following paragraphs.

2. It is proposed that 216 ~~Wood~~ Group Staging Posts undertake to supervise the refuelling, loading and embarkation procedure for the I.A.F. Courier Services where such Staging Post are situated on bases used by the I.A.F.

3. To enable Staging Post to accept this increased commitment it is proposed to establish adequate numbers of Italian personnel under a specially selected Italian Officer at each staging post, in accordance with 216 ~~Wood~~ Group requirements.

4. At bases where no P.A.F. Staging Post exists such as the Searlane Bases and (in the future) Bologna, it is proposed to set up Italian Staging Posts to be run under the same regulations as R.A.F. ones.

5. Enclosed is a draft directive for issue by you to all R.A.F. Staging Post Commanders (AFSC will forward a ²⁶⁵⁴ directive to the Italian Staging Posts envisaged in Para 4 above) on their responsibilities and methods of dealing with Italian Courier Aircraft.

6. Details of the aircraft employed and existing schedules of the Italian Courier Service are shown at Appendix A.

SUPERVISION OF ITALIAN AIR FORCE COURIER SERVICES

Further to the meeting which took place at AHS Office on 20th June between AHS, W/C Dunning (216 ~~Head~~) and Air I A.S.C., and further to discussion at A.S.C. Home, proposals are submitted for ensuring improved running of the I.A.F. Courier Services as set out in the following paragraphs.

2. It is proposed that 216 ~~Head~~ Staging Posts undertake to supervise the refuelling, loading and embarkation procedure for the I.A.F. Courier Services where such Staging Post are situated on bases used by the I.A.F.
3. To enable Staging Post to accept this increased commitment it is proposed to establish adequate numbers of Italian personnel under a specially selected Italian Officer at each staging post, in accordance with 216 ~~Head~~ requirements.
4. At bases where no I.A.F. Staging Post exists such as the Sardinia Bases and (in the future) Bologna, it is proposed to set up Italian Staging Posts to be run under the same regulations as I.A.F. ones.
5. Enclosed is a draft directive for issue by you to all I.A.F. Staging Post Commanders (AHS will forward a 216 ~~Head~~ five to the Italian Staging Posts envisaged in Para 4 above) on their responsibilities and methods of dealing with Italian Courier aircraft.
6. Details of the aircraft employed and existing schedules of the Italian Courier Service are shown at Appendix A.

L. J. J. J.

L. J. J. J. J.
AIR VICE MARSHAL
AIR OFFICER CO-ORDINATING.

AIR FORCES SUB COMMISSION
ALLIED COMMISSION ROUTE.

APPENDIX "A".

Ref: - AFSC/24/ATR.

17th. June, 1945.

PARTICULARS OF I.A.P. COURIER TRANSPORT SERVICES AS AT 1ST. JUNE, 1945.

Units engaged on Courier Transport.

1. 2 Squadron, Centocelle. The bulk of the courier work is carried out by this unit whose aircraft types, strength and description are shown below:-

Serial No.	Type.	No. of a/c	No. of Engines.	No. of passengers.	Load in kgs.	Maximum Endurance.
a	b	c	d	e	f	g
1.	S.79	24	3	7	1,200	4:20 @ 200 m.p.h.
2.	S.84	6	3	8	1,300	4:00 @ 150 m.p.h.
3.	S.75	2	3	24	2,000	5:00
4.	S.73	1	3	12	1,800	4:30
5.	C.42	1	3	18	2,000	5:30
6.	Sai.202	1	1	2	None (for communication work)	

2. No. 1 Squadron, Lecce. This consists of 24 S.M. 82s of which most of the serviceable aircraft are detached to Centocelle to augment No. 2 Squadron. The description of the S.M. 82 (usually 5-7) is as follows:-

Type of Aircraft.	No. of passengers.	Load in kgs.	Maximum Endurance
d	e	f	g
S.M. 82.	20	1000	4:30 @ 140 m.p.h.
	0	3000	

- 2a. Nos. 28 & 132 Squadrons. (32) ^{only} Baltimore carrying 2 passengers and freight limited by bulk only. Endurance 4:30 @ 190 m.p.h. These aircraft are not yet converted for courier work but will carry up to 6 passengers.

SCHEDULES.

2652

3. Routes Flown. These are as follows:-

(a) Rome - Naples - Bari - Lecce and reverse route, every day except Sunday.

Time of departure Rome 0930 arrival Lecce 1345
" " " Lecce 0930 " Rome 1515

(b) Rome - Palermo - Rome.

Monday - Wednesday - Friday.

Time of departure Rome 0930 arrival Palermo 1115
" " " Palermo 1515 " Rome 1700

APPENDIX "A".

2.

(e) Route 1. ROME - MILAN - TURIN - MILAN - ROME.

Leave Rome daily at 0930 hrs. arrive Milan 1150 hrs.
 Leave Milan 1230 hrs and arrive Turin at 1250 hrs.
 An overnight stop will be made for refuelling and maintenance at Turin.
 The following day the return flight will be made leaving Turin at 0900 hrs
 arriving Milan 0930 hrs.
 Leave Milan 1000 hrs arriving Rome 1220 hrs.

(f) Route 2. ROME - BOLOGNA - TREVISO - BOLOGNA - ROME.

Leave Rome daily 0915 hrs arriving Bologna at 1035 hrs.
 Leave Bologna at 1045 hrs and arrive at Treviso at 1115 hrs.
 Leave Treviso the following day at 0930 hrs after refuelling and maintenance,
 arriving at Bologna 1005 hrs.
 Leave for Rome at 1030 hrs arriving at 1145 hrs.

4. Proposed new route.

- (i) Cagliari to Rome and return. (Seaplane) from 2nd. July.
- (ii) Lake Bracciano (Rome) to Venice (and possibly Trieste) and return (Seaplane).

2651

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION. POME.

DRAFT DIRECTIVE FOR ISSUE BY HEADQUARTERS, NO. 246 GROUP TO STAGING POST
COMMANDERS IN ITALY ON DEALING WITH ITALIAN COURIER AIRCRAFT.

List of Appendices:-

- Appendix "A". - A.C. Despatching Office Booking and Loading Instructions.
- Appendix "B". - Specimen Staging Post Record Ledger.
- Appendix "C". - Specimen Advance Booking Ledger.
- Appendix "D". - Specimen Freight Label.
- Appendix "E" 1-3. - Specimen I.A.F. Freight Manifests.
- Appendix "F". - Aircraft Safety Regulations for Courier Service.

INTRODUCTION.

1. It has been decided that 246 Group Staging Posts in Italy are to supervise the Italian Air Force Courier Services as from 1st. July, 1945.

INTENTION.

2. To explain how the I.A.F. Courier Services are to be supervised.

EXECUTION.

3. Sphere of Responsibility. Staging Post Commanders are to be responsible for the following items with regard to I.A.F. courier aircraft landing at airfields where they are situated.

- (a) Checking Manifest.
- (b) Control of unloading and deplaning.
- (c) Unloading, loading, and preparation of fresh manifest
- (d) Briefing of crews for next stage.
- (e) Arrival and departure procedure.
- (f) Discipline generally.

4. Personnel. To meet this increased commitment a number of I.A.F. personnel under command of a selected English speaking officer will be attached to each Transport Command Staging Post.

5. Bases without Transport Command Staging Posts. At airfields and seaplane bases without Transport Command Staging Posts, the I.A.F. will be charged with establishing and forming Italian manned Staging Posts to run on the same basis as R.A.F. ones.

6. Booking and Loading System. This is set out in A.C. Despatch Office Instructions at Appendix "A". It is intended to bring the system in use in Courier Services not controlled by the A.C. into line with the system as at Appendix "A". (Specimen Record and Booking Ledgers, air Freight label and Manifest forms are shown at Appendices "B", "C", "D" and "E".)

7. F.O.L. Accounting. In order to facilitate the accurate charging of F.O.L.

1. It has been decided that 213 Group Staging Posts in Italy are to supervise the Italian Air Force Courier Services as from 1st July, 1945.

INTENTION.

2. To explain how the I.A.F. Courier Services are to be supervised.

EXECUTION.

3. Sphere of Responsibility. Staging Post Commanders are to be responsible for the following items with regard to I.A.F. courier aircraft landing at airfields where they are situated.

- (a) Checking Manifest.
- (b) Control of unloading and denloading.
- (c) Unloading, loading, and preparation of fresh manifest.
- (d) Briefing of crews for next stage.
- (e) Arrival and departure procedure.
- (f) Discipline generally.

2653

4. Personnel. To meet this increased commitment a number of I.A.F. personnel under command of a selected English speaking officer will be attached to each Transport Command Staging Post.

5. Bases without Transport Command Staging Posts. At airfields and seaplane bases without Transport Command Staging Posts, the I.A.F. will be charged with establishing and forming Italian named Staging Posts to run on the same basis as R.A.F. ones.

6. Booking and Loading System. This is set out in A.C. Despatch Office Instructions at Appendix "A". It is intended to bring the system in use in Courier Services not controlled by the A.C. into line with the system as at Appendix "A". (Specimen Record and Booking Ledgers, air freight label and Manifest forms are shown at Appendices "B", "C", "D", "E" and "F".)

7. I.O.L. Accounting. In order to facilitate the accurate charging of I.O.L. to the Italian Air Force, it is essential that a receipt (i) clearly endorsed "Italian Air Force", (ii) signed by the pilot, (iii) quoting the aircraft No. and quantity supplied, be obtained on every occasion an aircraft is refuelled. At the end of each month a statement giving the total quantity of each commodity supplied, accompanied by copies of the individual supporting receipts, is to be forwarded to reach the Air Forces Sub-Commission, Allied Commission, Rome, not later than the 7th of the succeeding month.

8. Maintenance. Italian Technical Personnel capable of carrying out minor maintenance and daily inspections on Italian aircraft will be attached to each Staging Post.

9. Aircraft Safety. Procedure for ensuring safety of aircraft flying on Italian Courier Services is set out at Appendix "G".

2.

10. Signals Facilities - I.A.F. These are set out in I.A.A.F. Signal Publication No. 1 published in June, 1944. Latest amendments contain details of facilities in North Italy. This publication is held by all R.A.F. Staging Posts.

11. Night Stops. Staging Post Commanders should make provisional arrangements for accommodating the various categories of passengers and crew, in case unserviceability requires a night stop.

12. Discipline Generally. Staging Post Commanders are to ensure that at all times when I.A.F. aircraft are waiting on the airfield there is an individual responsible for the maintenance of discipline, and ensuring the smooth running of the staging procedure. If not able to speak Italian, he should be accompanied by an interpreter in Italian.

2649

APPENDIX "A"

HEADQUARTERS 151ST COMBATTON

ABO 304

Detachment Office.

A.O. AIR CARRIER SERVICE

INSTRUCTIONS FOR SOILING PASSENGERS IN PORTIONS

Required:

1. Manifest (Book with pages of 3 different columns)
2. Ledger (Records of passengers transported)
3. Ledger for advance booking passengers and freight
4. Air freight labels (Coloured)

Method:

1. When a man is entered in the Advance Booking Ledger, the priority column will be marked "1", "2" or "3", depending on the first, second or third class. Priority will be given by the Dispatcher on instructions from the Regional Commissioner or an officer appointed by him.
2. Passengers travelling on orders issued by Headquarters United States will be given priority shown in these orders. In the event of doubt regarding travel orders, a ruling will be obtained from the Regional Commissioner or from the officer appointed by him.
3. No passenger will be booked or permitted to travel without competent travel orders.
4. One manifest will be written up as follows in triplicate:
 - (a) Will in all details of passengers and freight with individual weights.
 - (b) Will in details of pilot, plane number, etc., at the airport.
 - (c) Obtain the pilot's signature on manifest and then the Dispatcher will sign the manifest.
5. The dispatcher must go out to the airport to dispatch and meet all planes. The Dispatcher is responsible for ensuring that the load is not above the maximum weight allowed for the particular type plane in use.
6. One copy of the manifest remains in the book. Two copies are given to the pilot who hands one in at the next stop and the second to Centocilla Airfield, home, on his return.
7. IF THE LOAD IS TOO GREAT, THE PILOT WILL HAVE TO SIGN "2647" AND THE PLANE WILL NOT DEPART UNTIL AN ADJUTANT HAS BEEN MADE. ONE FINAL DECISION IS FINAL.
8. Details of the manifest will be entered in a permanent ledger. This is the record of all loads actually transported.

1. When a plane is entered in the A/V column to this column, the priority column will be marked "A", "B" or "C", depending on the priority of the mission. Priority will be given by the Dispatcher on instructions from the Regional Commissioner or an officer appointed by him.
2. Passengers travelling on orders issued by Headquarters Allied Commissions will be given priority above all other orders. In the event of doubt regarding travel orders, a ruling will be obtained from the Regional Commissioner or from the officer appointed by him.
3. No passengers will be booked or permitted to travel without completed travel orders.
4. The manifest will be written up as follows in triplicate:
 - (a) Will give all details of passengers and freight with individual weights.
 - (b) Will give details of pilot, plane number, etc., at the airport.
 - (c) Obtain the pilot's signature on manifest and then the Dispatcher will sign the manifest.
5. The dispatcher must go out to the airport to dispatch and meet all planes. The Dispatcher is responsible for ensuring that the load is not above the maximum weight allowed for the particular type plane in use.
6. One copy of the manifest remains in the book. Two copies are given to the pilot who hands one in at the next stop and the second to Centocella Airport, Rome, on his return.
7. IF THE LOAD IS TOO HEAVY, THE PILOT WILL ADVISE NO SIGN TO THE DISPATCHER AND THE PILOT WILL NOT RETURN UNTIL AN ADVISORY HAS BEEN MADE. THE PILOT'S DECISION IS FINAL.
8. Details of the manifest will be entered in a permanent ledger. This is the record of all loads actually transported.
9. All civilians travelling without Allied travel orders are requested to sign an indemnity as shown at Appendix "A" (See over page).

NOTE:- Coloured labels will be attached to each bag of mail, etc., showing the destination. Manifests and coloured labels will be supplied by Allied Commission Headquarters. Please return old labels to HQ at intervals so that further use may be made of them.

(Sd). H.J. BENCE, Major.
 Dispatch Officer
 HQ. Allied Commission.

APPENDIX A: NO DISSEMINATIONS FOR THE FOLLOWING

I, the undersigned, fully understand that I have in a vehicle (no, automobile, motorcycle, etc.) made in

on aircraft of the Allied Commission/Allied Military Government of (auto, etc.) (no, automobile, motorcycle, etc.) made in

Italian Military Aircraft at my own risk and in the event of an accident, (Allegato 1 in case of Italian, or a mio proprio rischio, etc.) not done

I may not make any claim against the Allied Commission, the Allied Forces, (no incidents nor of a possible negligence against the Commission Allied-

or the Italian Government.

(in Force Allegato 1 il Governo Italiano)

Date

(Signature)

785017

ALPHABETICALLY

RECORDS INDEXED

NAME	NAME
DATE	DATE
RELATIONSHIP	RELATIONSHIP
U.S. CITIZENSHIP	U.S. CITIZENSHIP
U.S. RESIDENCE	U.S. RESIDENCE
U.S. EMPLOYMENT	U.S. EMPLOYMENT
U.S. EDUCATION	U.S. EDUCATION
U.S. MILITARY SERVICE	U.S. MILITARY SERVICE
U.S. FOREIGN SERVICE	U.S. FOREIGN SERVICE
U.S. GOVERNMENT SERVICE	U.S. GOVERNMENT SERVICE
U.S. BUSINESS SERVICE	U.S. BUSINESS SERVICE
U.S. PROFESSIONAL SERVICE	U.S. PROFESSIONAL SERVICE
U.S. ACADEMIC SERVICE	U.S. ACADEMIC SERVICE
U.S. ARTIST SERVICE	U.S. ARTIST SERVICE
U.S. SPORTSMAN SERVICE	U.S. SPORTSMAN SERVICE
U.S. OTHER SERVICE	U.S. OTHER SERVICE

2646

Declassified E.O. 12356 Section 3.3/NND No

APPENDIX "C"

ADVANCE BOOKING: 120,000

BOLOGNA - STEFANO - MILANO

[illegible]

The Captain of this a/c is instructed that no passengers are to be carried unless properly authorised travel orders are produced to him. It is requested (which will be submitted to the TRANSPORT Office at HQ. Allied Commission, Rome, at the end of the circuit). Freight and mails from Rome will take except in cases of urgency whereby passengers will be credentially equipped to show that they are passengers detailed personally by the Regional Commission.

Il pilota di questo apparecchio ha istruzioni che nessun passeggero può essere trasportato a meno che non gli siano esibiti permessi di viaggio autorizzati (che sarà presentato all'Ufficio TRASPORTO alla Commissione Alleata, Roma alla fine del circuito). Il carico e la posta da Roma devono avere eccezione in caso che si tratti di passeggeri la cui grande urgenza sia specificata dai Commissari Regionali o dai loro sottocapi come previsto.

MAXIMUM LOADING WEIGHTS

MASSIMO DEL PESO DA CARICARE

S. M. 79

7 passengers plus 800 lbs. or 2000 lbs. without passengers.

7 passeggeri più 355.5 Kg. o 888.8 Kg. senza passeggeri.

S. M. 82

20 passengers plus 2000 lbs. or 6000 lbs. without passengers.

20 passeggeri più 888.8 Kg. o 2666.4 Kg. senza passeggeri.

INSTRUCTIONS TO PASSENGERS

ISTRUZIONI AI PASSEGGERI

- (1) Safety belts — Always fasten safety belts before take off and before landing.
- (1) Cinture di salvataggio — Applicare sempre le cinture prima di decollare e di atterrare.
- (2) Use of Mae West — The Captain (before take off) will inflate the Mae West.
- (2) Uso delle cinture di salvataggio — Il pilota darà istruzioni di gonfiare le cinture prima del decollo.
- (3) No smoking — No smoking is permitted in or near the aircraft.
- (3) Vietato fumare — Non è permesso fumare nell'apparecchio.

Instructed that no passengers are to be carried unless properly authorised travel orders are produced to him. It is requested that you will complete this proforma TRANSPORT Office at HQ. Allied Commission, Rome, at the end of the circuit). Freight and mails from Rome will take priority over intermediate passengers. Passengers will be credentially equipped to show that they are passengers detailed personally by the Regional Commissioners or their deputies as applicable.

Questo ha istruzioni che nessun passeggero può essere trasportato a meno che non gli siano esibiti permessi di viaggio autorizzati. Si richiede che sia riempito questo modulo TRASPORTO alla Commissione Alleata, Roma alla fine del circuito. Il carico e la posta da Roma devono avere in precedenza sui passeggeri intermedi. I passeggeri la cui grande urgenza sia specificata dai Commissari Regionali o dai loro sottocapi come previsto.

MAXIMUM LOADING WEIGHTS

MAXIMO DEL PESO DA CARICARE

	S. M. 82
Lbs. without	20 passengers plus 2000 lbs. or 6000 lbs. without passengers.
Kg. senza	20 passeggeri più 888.8 Kg. o 2666.4 Kg. senza passeggeri.

INSTRUCTIONS TO PASSENGERS

ISTRUZIONI AI PASSEGGERI

- (1) Safety belts — Always fasten safety belts before take off and landing.
- (1) 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 instruction on the fitting and inflation of the Mae West.
- (2) 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.
- (3) Vietato fumare — Non è permesso fumare nell'apparecchio e vicino.

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

Retained by pilot
to A.C.

**Captain
Pilota.**

Route
Rotta

2674

DETAIL OF FREIGHT CARRIED WITH APPROXIMATE WEIGHTS
DETTAGLI DEL CARICO TRASPORTATO CON PESO APPROSSIMATO

[illegible]

The Captain of this a/c is instructed that no passengers are to be carried unless properly authorised travel orders are produced to him. It is requested (which will be submitted to the TRANSPORT Office at HQ. Allied Commission, Rome, at the end of the circuit). Freight and mails from Rome will take except in cases of urgency whereby passengers will be credentially equipped to show that they are passengers detailed personally by the Regional Commissioners.

Il pilota di questo apparecchio ha istruzioni che nessun passeggero può essere trasportato a meno che non gli siano esibiti permessi di viaggio autorizzati modulo (che sarà presentato all'Ufficio TRASPORTO alla Commissione Alleata, Roma alla fine del circuito). Il carico e la posta da Roma devono avere la eccezione in caso che si tratti di passeggeri la cui grande urgenza sia specificata dai Commissari Regionali o dai loro sottocapi come previsto.

MAXIMUM LOADING WEIGHTS

MASSIMO DEL PESO DA CARICARE

S. M. 79	S. M. 82
7 passengers plus 800 lbs. or 2000 lbs. without passengers.	20 passengers plus 2000 lbs. or 6000 lbs. without passengers.
7 passeggeri più 355.5 Kg. o 888.8 Kg. senza passeggeri.	20 passeggeri più 888.8 Kg. o 2000.4 Kg. senza passeggeri.

INSTRUCTIONS TO PASSENGERS

ISTRUZIONI AI PASSEGGERI

- (1) Safety belts — Always fasten safety belts before take off and landing.
- (1) Cinture di salvataggio — Applicare sempre le cinture di atterraggio.
- (2) Use of Mae West — The Captain (before take off) will inflate the Mae West.
- (2) Uso delle cinture di salvataggio — Il pilota darà il segnale di gonfiare le cinture prima del decollo.
- (3) No smoking — No smoking is permitted in or near the aircraft.
- (3) Vietato fumare — Non è permesso fumare nell'apparecchio.

that no passengers are to be carried unless properly authorized travel orders are produced to him. It is requested that you will complete this proforma at the Office at HQ. Allied Commission, Rome, at the end of the circuit. Freight and mails from Rome will take priority over intermediate passengers. It will be essentially equipped to show that they are passengers detailed personally by the Regional Commissioners or their deputies as applicable.

azioni che nessun passeggero può essere trasportato a meno che non gli siano esibiti permessi di viaggio autorizzati. Si richiede che sia riempito questo modulo alla Commissione Alleata, Roma alla fine del circuito. Il carico e la posta da Roma devono avere la precedenza sui passeggeri intermedi. In caso di grande urgenza sia specificata dai Commissari Regionali o dai loro sottocapi come previsto.

LOADING WEIGHTSPESO DA CARICARE

S. M. 82

30 passengers plus 2000 lbs. or 6000 lbs. without passengers.

30 passeggeri più 898,8 Kg. o 2666,4 Kg. senza passeggeri.

INSTRUCTIONS TO PASSENGERSISTRUZIONI AI PASSEGGERI

- (1) Safety belts — Always fasten safety belts before take off and landing.
- (1) 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 instruction on the fitting and inflation of the Mae West.
- (2) 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.
- (3) Vietato fumare — Non è permesso fumare nell'apparecchio e vicino.

735017

Retained by n
FEST

**Captain
Pilota**

Route
Rotta

2

We
P[illegible]

785017

Retained by next staging post. Appendix

Route
Rotta

DETAIL OF FREIGHT CARRIED WITH APPROXIMATE WEIGHTS
TITAGLI DEL CARICO TRASPORTATO CON PESO APPROSSIMATO

[illegible]**TOTAL**

The Captain of this a/c is instructed that no passengers are to be carried unless properly authorized travel orders are produced to (which will be submitted to the TRANSPORT Office at HQ. Allied Commission, Rome, at the end of the circuit). Freight and mails from except in cases of urgency whereby passengers will be creditably equipped to show that they are passengers detailed personally by the Regi-

Il pilota di questo apparecchio ha istruzioni che nessun passeggero può essere trasportato a meno che non gli siano esibiti permessi modulo (che sarà presentato all'Ufficio TRASPORTO alla Commissione Alleata, Roma alla fine del circuito). Il carico e la posta da Roma, eccetto in caso che si tratti di passeggeri la cui grande urgenza sia specificata dai Commissari Regionali o dai loro sottocapi come previsto.

MAXIMUM LOADING WEIGHTS

MASSIMO DEL PESO DA CARICARE

S. M. 79

7 passengers plus 800 lbs. or 2000 lbs. without passengers.

7 passeggeri più 355,5 Kg. o 888,8 Kg. senza passeggeri.

S. M. 82

20 passengers plus 2000 lbs. or 6000 lbs. without passengers.

20 passeggeri più 888,8 Kg. o 2666,4 Kg. senza passeggeri.

INSTRUC

ISTRU

- (1) Safety belts — Always fasten and
- (1) Cinture di salvataggio — Applicare e di atterrare.
- (2) Use of Mae West — The Captain and Inflation of the Mae West.
- (2) Uso delle cinture di salvataggio — gonfiare le cinture prima del decollo.
- (3) No smoking — No smoking is permitted.
- (3) Vietato fumare — Non è permesso fumare.

Instructed that no passengers are to be carried unless properly authorized travel orders are produced to him. It is requested that you will complete this proforma TRANSPORT Office at HQ. Allied Commission, Rome, at the end of the circuit). Freight and mails from Rome will take priority over intermediate passengers. Passengers will be creditably equipped to show that they are passengers detailed personally by the Regional Commissioners or their deputies as applicable.

Chio ha istruzioni che nessun passeggero può essere trasportato a meno che non gli siano esibiti permessi di viaggio autorizzati. Si richiede che sia riempito questo modulo TRASPORTO alla Commissione Alleata, Roma alla fine del circuito). Il carico e la posta da Roma devono avere la precedenza sui passeggeri intermedi, i passeggeri la cui grande urgenza sia specificata dai Commissari Regionali o dai loro sottocapi come previsto.

MINIMUM LOADING WEIGHTS

MINIMO DEL PESO DA CARICARE

	S. M. 82
lbs. without	26 passengers plus 2000 lbs. or 6000 lbs. without passengers.
Kg. senza	20 passeggeri più 888.8 Kg. o 2666.4 Kg. senza passeggeri.

INSTRUCTIONS TO PASSENGERS

ISTRUZIONI AI PASSEGGERI

- (1) Safety belts — Always fasten safety belts before take off and landing.
- (1) 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 instruction on the fitting and inflation of the Mae West.
- (2) 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.
- (3) Vietato fumare — Non è permesso fumare nell'apparecchio e vicino.

Appendix F.

Regulations to observed by Staging
Posts to ensure safety of aircraft
on Italian Courier Service.

(In course of preparation).

OUTGOING SIGNAL.

FROM: A.F.S.B.COMM(ROME).

TO: HQ. MATS. NAPLES.

UNCLASSIFIED(.) P.320 TOO. 161720B. JUNE. REFERENCE
YOUR 151130R Lt.Col. EGGSTAFF and Wing Commander BISDEE
Reporting afternoon one eight June(.) Request you arrange
accommodation(;) ~~XXXXXX~~.

W.A. Biddle
W.M. BISDEE, W/C.
AIR-VICE MARSHAL,
AIR OFFICER COMMANDING.

Priority Routine.

2642

15/525/17
17A

9804

N 51/16

CONFIDENTIAL

TO : MR. HART (TRANS) DIRECTOR DEPT. OF JUSTICE
FROM : MR. [illegible] AND COMMISSIONER [illegible] [illegible] [illegible]
SUBJECT: [illegible]

RE: [illegible]

REFERENCE IS MADE TO THE REPORT OF MR. [illegible] ON THE [illegible] [illegible]

IT IS REQUESTED THAT YOU ADVISE THE [illegible] [illegible] ST REPRESENTATIVE

THAT THE [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

MR. [illegible]

MR. [illegible]

THE [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

THE [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

B

END

11/11/11 AT 1523

D.D. K. [illegible] Bidu. to go.
R/S 10/6



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