

0432

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

ACC

10000/135/53

MIL. CO
AUG. 19

10000/135/53

MIL. COURIER, MAIL TRANSPORT SERVICES
AUG. 1945 - JAN. 1947

2.

LOOSE MINUTEDIRECTOR.

1. With reference to enclosure 19A, D.D. states that he is positive that the I.A.F. will not be permitted to use Ciampino.
2. Group-Captain Howie stated in conversation with me that he thought it would be possible to accept using Centocelle or Guidonia if necessary.
3. Wing Commander Mac Arthur (Med/Me movements) said that there was no longer a shortage of R.A.F. transport aircraft in this theatre but A.V.M. Darvall promised to fix him.
4. I suggest we write to Caserta and say we can go ahead using one of the Italian airfields in Rome, provided the present ban on Udine for the I.A.F. is lifted.

Her commitment

W. M. Bisdée Wg. Cdr.

W.M. BIDEE, W/Cdr,
Senior Staff Officer.

15th April, 1946.

D.D. *OK 19/4* 3.

(149 Staging Post)
 Ref Para 2, I spoke with Widdowson on 16 & 18/4.
 He is making enquiries as to whether mail can be dealt with
 at Centocelle & further as to whether his service is required
 at all. No further action until we hear from Widdowson.

19/4 2. Also spoke Colm Remicchio who agrees in principle to this
 running his service if finally required by RAF. 2866

3. We shall have to try to get the RAF to supply his petrol
 as was arranged in connection with the 3782 detachment to
 A.H.Q. Italy at Pomigliano.

18/4

W.B.

21

A.C.C.

1. Summary of appreciation at I.A. is consolidated in the following table:

Serial No.	A/C type	Strength of A/C	Quantity of mail carryable per a/c in lbs	Work required for conversion in man/hours	Remarks
a	b	c	d	e	f
1	MC 202	28	146	100	A/C require fitting with overload fittings. Only one a/c at present fitted.
2	MC 205	26	146	100	
3	F 39	46	157	80/100	
4	Spitfire	12	214	40/60	

2. Making use of the entire operational fighter strength of the I.A.F. approximately 7,500 pounds of mail could be lifted daily.

3. It is difficult to visualize what kind of mail justifies the lack of economy in P.O.L. and yet can be risked in aircraft with a relatively low reliability and safety factor.

4. Flying fighters from A to B is not particularly good training for fighter pilots.

5. Urgent Service Official Mail normally only passes between places served by the Associated Carriers and Italian Courier Services. Extension of the Courier Service has already been offered.

6. Recommendations. It is recommended that the particulars at para 1 are submitted to HQ. MEDME without comment.

23 Aug, 45.

W.N. Bisdée w/c.

W.N. BISDEE S/C

2865

31A

From : Air Forces Sub-Commission, A.C. ROMA.
To : Ministry of Post and Telecommunications -
General Inspectorate of Postal Movements.
Date : 31st January, 1947.
Ref. : AFSC/24/4/AIR.

ITALIAN AIR MAIL - BALKAN STATES

Reference is made to your letter 401237/8/PA, dated 13th January, 1947.

2. Your request to make Udine Railway Station the concentration point for all Air Mail posted in the North of Italy addressed to the Balkans has been approved.
3. The R.A.F. aircraft leaves Rome on Tuesdays and Thursdays at 0900h and arrives at Udine at approx. 1115 hrs.
4. The Air Movements officer at R.A.F. Station Udine, Campo Moravide should be contacted by one of your representatives through the I.A.F. Liaison Officer on that aerodrome, prior to making use of the aircraft at Udine.

Trusting these arrangements will prove satisfactory to you.

A. G. Salter
A. G. SALTER, 2864
For AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

Copy to : R.A.F. CIAMPINO,
" " I.A.M.

30A

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

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

Date :- 27th January, 1947.

Ref. :- AHQI/3005/1/ORG.

ITALIAN AIR MAIL - BALKAN STATES.

29A

With reference to your letter AFSC/24/4/AIR dated 23rd January, 1947 the suggested project for making Udine Railway Station the concentration point for all air mail posted in the North of Italy addressed to the Balkans is approved.

M. Smith

N.V. SMITH
Flight Officer
For Wing Commander
Staff Officer i/c Administration,
AIR HEADQUARTERS, R.A.F. ITALY.

*org I**action please**my 21/1*

2863

From : Air Forces Sub-Commission, A.C. ROME.
To : Air Headquarters, R.A.F. ITALY, C.M.F.
Date : 23rd January, 1947.
Ref. : AFSC/24/4/AIR.

ITALIAN AIR MAIL BALKAN STATES

Reference your letter A.HQI/3005/1/ORG., dated 31st December, 1946.

2. The Italian Ministry of Post and Telecommunications have altered their original plan by making Udine Railway Station the concentration point for all air mail posted in the North of Italy addressed to the Balkans, and not Milan.
3. They also confirm that the mail will be in sealed bags.
4. It is requested that your approval to this project be granted as soon as possible.

2862

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

Area: ADVISORY
SUBJECT: ADVISORY
SUBJECT: ADVISORY

To: A.S.T. A.S. ADVISORY

Date: 23rd January 1970

Ref: 002227/0724

For reference 0000/0000 AIR of the 17th December 1969

Subject: AIR 0000/0000, ADVISORY, ADVISORY, ADVISORY

Reference you letter mentioned above (letter addressed to the A.S.T. in Italy and sent to this Ministry for information) is confirmed that it is the intention of the Ministry of Foreign Affairs of Italy to concentrate the traffic of concentration at the Rome railway station with office all the air mail correspondence mailed in Southern Italy and addressed to Italian countries. This action would allow the mail to reach its destination with greater celerity than at present.

2) If, as it would seem, the Allied Commission saw no difficulty in authorizing the traffic on the A.S.T. aircraft, it is confirmed that the correspondence mailed and addressed as in para 1, it could be arranged to have all the air mail correspondence addressed to Austria, Hungary etc... and mailed in the provinces of Slovenia, Piedmont, Lombardy and Veneto concentrated at the railway station. They could, then, be made up into closed packages, composed only of sacks, this in accordance with the intentions expressed by the Allied Commission. These sacks could be delivered to the nearest airport and this would be the responsibility of the office sending them.

In this case, the original idea of using the Milan railway station as the concentration point for the correspondence would be definitely abandoned.

Should the proposal of this Inspectorate be agreed upon, as is much hoped, we would want to know with all creativeness.

2861

*Ministero delle Poste
e delle Telecomunicazioni*

ISPETT. GEN. MOV. POSTALE

Dir. II Sez. II
Prot. N° 401237/8/PA.

Allegati

Roma

18 GEN. 1947

Mod. 167

ALLIED COMMISSION
AIR FORCES SUB
COMMISSION
ROMA

Registra al f. N° AFSC/24/4/AIR
del 17 dicembre 1946.

OGGETTO: Corriere aereo per l'Austria, l'Ungheria, la Jugoslavia e la Romania.

Con riferimento alla lettera sopra di-
stinta, diretta al Quartiere Generale della
R.A.F. in Italia, e qui trasmessa in copia,
per conoscenza) si conferma che sarebbe inten-
dimento di questo Ispettorato Generale del
Movimento Postale di sottrarre, all'Ufficio
di Roma Ferrovia, il concentramento delle cor-
rispondenze aeree impostate nell'Italia Set-
tentrionale e dirette negli Stati Balcanici,
per dar modo a detto corriere di raggiungere
le località di destinazione più rapidamente
di quanto non avvenga ora.

Se, come sembra, codesta On. Commissio-
ne Alleata non avesse difficoltà ad autoriz-
zare l'imbarco, sugli apparecchi della R.A.F.
in sosta a Udine, delle corrispondenze aeree
come sopra impostate e come sopra dirette,
si potrebbe disporre che tutte le corrispon-
denze aeree dirette in Austria, Ungheria, etc.,
impostate nelle Province della Liguria, Pie-
monte, Lombardia e Veneto affluissero a Udine

2860

./.

Ferrovia per essere comprese in dispacci chiusi, formati esclusivamente con sacchi, secondo gli intendimenti manifestati da codesta On. Commissione Alleata, da consegnarsi al vicino Aeroporto a cura dello stesso Ufficio speditore.

In questo caso, la primitiva idea di fare, di Milano Ferrovia, il concentramento delle corrispondenze della specie verrebbe definitivamente abbandonato.

Qualora la proposta di questo Ispettorato dovesse essere accolta, come si spera, si gradirebbe conoscere, con tutta esattezza, l'orario di arrivo a Udine degli apparecchi per Vienna in partenza da Roma il martedì e il giovedì.

IL DIRETTORE GENERALE



27A

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

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

Date :- 31st December, 1946.

Ref. :- AIR/I/3005/1/ORG.

ITALIAN AIR MAIL - BALKAN STATES.

26A

φ With reference to your AIRC/21/1/Air dated 17th December, 1946, may it be confirmed that the mail in question will be conveyed in sealed bags from Milan to Udine under arrangements made by the Italian Civil Post Office and that transfer to the R.A.F. at Udine Airport will be similarly arranged.

2. It is pointed out that there is no British A.P.O. in Milan.

N.V. Smith
N.V. SMITH
Flight Officer
for Wing Commander
Staff Officer i/o Administration,
AIR HEADQUARTERS, R.A.F. ITALY.

A8

24/11/AIK.

Orig I

2859
Please check on φ. and
note Para 2 before replying.
my 7/1

264

MEMO :- AIR FORCES SUB COMMISSION, A.C. ROME.

TO :- AIR HEADQUARTERS, R.A.F. ITALY.
 Copy to: MINISTERO DELLE POSTE E DELLE TELECOMUNICAZIONI
 INSISTENTE GEN. MOVIM. POSTALE.
 R.A.F. CIAMPINO.
 R.A.F. UDINE.

DATE :- 17th DECEMBER, 1946.

REF. :- AFSC/24/4/AIR.

ITALIAN AIR MAIL - BALKAN STATES.

At the moment all Italian Air Mail addressed to the Balkans wherever it is posted in Northern Italy, is assembled at the Post Office in Rome and sent to R.A.F. Station Ciampino where it is flown by the R.A.F. to Vienna.

2. The Italian Ministry have requested that all Air Mail to the Balkans posted in Northern Italy should be assembled in Milan, forwarded to Udine by train and from there be loaded on to the R.A.F. aircraft for Vienna. This will help considerably to hasten the arrival of Mail from Northern Italy to the Balkan Station.

3. The present arrangement with R.A.F. Ciampino will still be the same for all Air Mail posted in Southern Italy.

4. It is requested that necessary action be taken by your formation and this Sub Commission be informed of your decision.

2858
 A.C. SAFFER, S/Lt.
 AIR VICE MARSHAL
 DIRECTOR
AIR FORCES SUB COMMISSION.

25A

From:- R.A.F. Unit Ciampino (SF) C.M.F.
To :- Air Forces Sub Commission, Allied Commission, Rome.
Date:- 12th December, 1946.
Ref :- CPO/7/3/Air.

ITALIAN AIR MAIL ARRANGEMENTS.

The attached letter has been received from the Ministry of Post and Telecommunications. A copy of the translation made by this Unit is also attached, and does not appear to indicate in what manner this Unit is involved.

2. Although there would appear to be no difficulty in changing the present arrangement so far as the R.A.F. is concerned, it is considered that this matter should have been taken up through your formation in the first instance, since it involves arrangements being made with R.A.F. Station Udine through Air Headquarters, R.A.F. Italy.

3. It is requested that the necessary action be taken by your formation.

W.S. Le Geyt
(W.S. LE GEYT). F/LT.
For Wing Commander Commanding,
R.A.F. Unit Ciampino (SF) C.M.F.



TRANSLATION.

From:- MINISTERO DELLE POSTE E DELLE TELECOMUNICAZIONI
Inspet. Gen. Movim. Postale Div.2. Sez. 2.

To :- U.S. R.A.F. Unit Ciampino (SF) ROMA.

Date:- 4th December, 1946.

Ref :- 857778/3/P.A.

472917 * 3.

AIRLINE D.C.A.M. ROME - BOLOGNA - TREVISO - UDINE.

Sir,

The Italian Air Mail which is addressed to Austria, Roumania, Hungary and Yugoslavia, wherever it is posted is assembled at the Post Office of Roma Ferrovia, to be forwarded by R.A.F. plane on Thursday (Rome - Udine - Vienna) which leaves Ciampino at 0900 hours.

As from 1st December the Air Line Rome (Centocelle) - Bologna - Treviso - Udine has started the flights in substitution of the Air Line Rome - Bologna - Venice - Treviso, which on the same date was suppressed, we beg you to inform us if you find any difficulty that the Air Mail for Austria, Hungary and for the Balkan States posted in Northern Italy, be assembled in Milan - Ferrovia to be forwarded by train to Udine and there loaded on to your plane; this will permit to realize a noticeably advance in forwarding the above mentioned mail.

This Ministry will take action in informing the offices concerned as soon as you have informed your determination on the subject.

Yours,

The General Manager 2856

(Sgd/ ? ? ?)

87

Ministero delle Poste
e delle Telecomunicazioni

Ispett. Gen. Movim. Postale

60362 Mod. 167 25B
- 4 DIC. 1946

Telex: 2 2
Tel. N. 857778/3/P.A.

Allegato

Commanding
R.A.F. Unit
CIAMPINO (S.P.) ROMA

Regista al f. N.
del

OGGETTO: Linea S.C.A.M. Roma - Bologna - Treviso
Udine.-

Signore,

60161
L. B. B. H.

Le corrispondenze aeree italiane, a destina-
zione dell'Austria, Romania, Ungheria e Jugoslavia,
vengono concentrate, dovunque impostate, all'Ufficio
Postale di Roma - Ferrovia, per essere inoltrate
col volo R.A.F. del Giovedì (Roma - Udine - Vienna)
in partenza da Ciampino alle ore 0900.

Poichè, dal 12 Dicembre, è entrata in esercizio
l'avio-linea Roma (Centocelle) - Bologna - Tre-
viso - Udine, in sostituzione di quella Roma - Bolo-
gna - Venezia - Treviso (che, in pari data, è stata
soppressa), Vi preghiamo di far conoscere se avrete
difficoltà a che la posta aerea per l'Austria, per
l'Ungheria e per i Paesi Balcanici, impostata nella
Italia Settentrionale, possa essere concentrata a
Milano - Ferrovia per esser quindi inoltrata, via
treno, ad Udine, e quivi imbarcata sui vostri appa-
recchi; ciò che permetterebbe di realizzare un sen-
sibile anticipo nell'istradamento delle corrispon-
denze anzidette.-

Questo Ministero si riserva di impartire op-
portune disposizioni agli Uffici interessati, non
appena avrete fatto conoscere le vostre determina-
zioni al riguardo.

Con osservanza.

2855
Il Direttore Generale

24A

From : Air Forces Sub Commission, A.C., Rome.
To : Allied and Foreign Air Liaison Section,
MEDME Detachment, Air Headquarters, Italy.
Date : 15th May, 1946.
Ref : AFSC/24/4/Air.

OPERATING MAIL SERVICE WITH ITALIAN AIRCRAFT

Reference your MEDME/4214/AFALS, dated 9th May, 1946.

2. The proposal for Italian Air Force aircraft to carry British mail on the Bari, Naples, Rome, Udine route is held in abeyance pending the arrangement of mail handling facilities in Rome.
3. Permission cannot be obtained for Italian aircraft to use Ciampino airfield. It has therefore been suggested to A.D.A.P.S., G.H.Q., C.M.F., through the British A.P.O. Rome, that British personnel could meet Italian aircraft landing at Centocelle Airport.
4. A reply to this proposal is awaited by this Sub-Commission. In the meantime you may wish to contact G.H.Q. personally for their opinion.

A. Hart
A. HART, F/Lt,
Air Vice-Marshal, 2854
Director,
Air Forces Sub Commission.

g 16/5

23A

From:- Allied & Foreign Air Liaison Section,
MEDE Detachment, Air Headquarters Italy.

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

Date:- 9th May, 1946.

Ref :- MEDE/4214/AFALS.

Operating Mail Services - "Italian Aircraft"

19A

Reference is made to this Section's letter
of even reference dated 10th April, 1946:

2. It would be appreciated if this Section
could now have your comments.

P. Wainsley sh.

(P. WAINSLEY)
Squadron Leader,
for Air Vice-Marshal,
Air Officer Commanding,
Air Headquarters Italy.

h/5
N. 372
24/4/48

2853

Subject:- Mails-Carriageof-Air

To:- Air Forces Sub Commission
H.Q. Allied Comm. ion
C.M.F.

12 L of C Postal Unit
C.M.F.
P/52/593
29 April 46

22A

8 21A

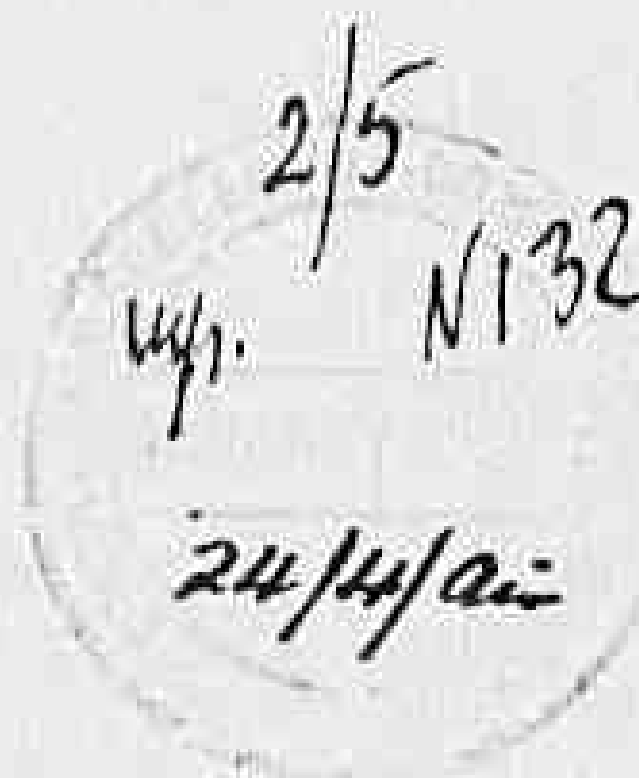
Receipt of your AFSC/24/4Air dated 27 April 46,
addressed to British APO Rome. is acknowledged.

The letter has been referred to A.D.A.P.S. G.H.Q. C.M.F.
from whom you will no doubt receive a reply in due course.

A. Atkinson

Capt. RE
(A Atkinson)
Officer Commanding

Copies to:- A.D.A.P.S.
File



2852

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

To : British Apo, Rome.

Date : 27th April 1946

OPERATING MAIL SERVICE WITH ITALIAN AIRCRAFT

There is a plan underway to use Italian Air Force Aircraft on the Bari, Naples, Rome, Udine route to carry British mail, as there is a shortage of R.A.F. personnel to continue this route.

2. According to H.Q. 249 Wing at Bari, the Italian plane would have to land only at airfields having an R.A.F. Staging Post to handle the mail. This is impossible at Rome, as Ciampino airfield is American controlled and permission cannot be obtained for Italian aircraft to use the field at the present time.
3. It is understood that the British APO always sends men to the airfields to meet mail planes, and if this is true for Rome, it is thought that Italian plane could just as well land at Centocelle Airfield on this route. The British personnel could probably handle this mail without the services of the Staging Post.
4. If it is not possible to land this Italian plane at Centocelle with the British mail, the starting of this service with the Italian planes will not be possible at this time.
5. Your comments on this would be appreciated.

cjs
E.J. SASS Maj.
Air Vice Marshal,
Director,
Air Forces Sub Commission.

MAIL MOVEMENT from 1st APRIL to 19th APRIL 1946

— 324 —
 150 p.m.
 TRANSIT
 X APO = UNKNOWN
 OFF & CIVIL MAIL = 5.902

UDIN — NAPLES
 FOR ROME
 APO = 51
 OFF = 109
 CIVIL = NIL

FROM ROME
 CIVIL MAIL = 61

— 323 —
 TRANSIT
 X APO = 393
 OFF & CIVIL MAIL = 2176

NAPLES UDINE
 FOR ROME
 APO = 30
 OFF = 246
 CIVIL = 556

FROM ROME

— 322 —
 TRANSIT
 X A.P.O = UNKNOWN
 OFF & CIVIL MAIL = 874

VIENNA - BARI
 FOR ROME
 APO = 9
 OFF = 8
 CIVIL = NIL

FROM ROME

— 321 —
 TRANSIT
 X APO = UNKNOWN
 OFF & CIVIL MAIL = 1355

BARI - VIENNA
 FOR ROME
 APO = 18
 OFF = 257
 CIVIL = 255

FROM ROME

— SPECIAL MED —
 TRANSIT
 X APO = UNKNOWN
 OFF & CIVIL MAIL = 468

BARI - UDINE
 FOR ROME
 APO = 6
 OFF = 35
 CIVIL = NIL

FROM ROME

X APO APO Mail included in above figures

— 322 —
 TRANSIT
 X A.P.O. = UNKNOWN
 OFF. & CIVIL MAIL = 874

VIENNA - BARI
 FOR ROME
 APO = 9
 OFF. = 8
 CIVIL = 11

FROM ROME

— 321 —
 TRANSIT
 X APO = UNKNOWN
 OFF. & CIVIL MAIL = 1355

BARI - VIENNA
 FOR ROME
 APO = 18
 OFF. = 257
 CIVIL = 255

FROM ROME

— SPECIAL MED — BARI - UDINE 28531 X
 TRANSIT
 X APO = UNKNOWN
 OFF. & CIVIL MAIL = 468

FOR ROME
 APO = 6
 OFF. = 35
 CIVIL = 11

FROM ROME

X ALL A.P.O. Mail included in above figures

TRANSIT:
 5.902
 2 176
 874
 1355
 468
 10.775 lbs.

FOR ROME
 170
 832
 17
 530
 41
 1590 lbs.

FROM ROME
 61 lbs.

APD. — Capt. G. — 478140

Printed APO Rome

19A

From : Allied & Foreign Air Liaison Section, MEDNET Detachment,
Air Headquarters, R.A.F. Italy.

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

Date : 10th April, 1946.

Ref : MEDNE/4214/AFALS.

OPERATING MAIL SERVICES - "Italian Aircraft".

MB
You will have seen 249 Wing's letter reference
249W/180/Air dated 26th March, 1946, addressed to this Headquarters,
copy to you. It is considered that this letter should have been
addressed in the first place to the Air Forces Sub-Commission, for
your recommendations instead of submitting it direct to A.H.Q. Italy.
May we therefore, please have your comments and in particular whether
United States A.T.C., are now disposed to let Italian aircraft
take off and land at Ciampino, as without this facility it would
appear that the whole scheme would fall through.

See 21A. 249 19/4

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander,
for Air Vice-Marshal,
Air Officer Commanding,
AIR HEADQUARTERS, R.A.F. ITALY.

See Div 2 & 3.

EJS 19/4

Recd from 444

444
N514

20/4/46 2849

18A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : COMMUNICATIONS SUB-COMMISSION
ALCOM APO 394
DATE : 5TH APRIL 1946
REF : AFSC/24/4/AIR

CONVEYANCE OF BRITISH ARMY MAIL
BY ITALIAN AIRCRAFT

17A

Your letter P.39.50/GS of 30th March 1946 refers.

Verbal information has been received from Air Movement Section MEDME that British Army mail need not be carried in Italian Aircraft as the R.A.F. now have plenty of aircraft for this work.

Linnings?

WAG 6/4

EX
E.J. SASS, MAJ AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.
A.C. C.M.F.

WAG 6/4

2848

17A

ADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/ams

P.39.50/GS

30th March 1946

Subject: Conveyance of British Army Mail
by Italian Aircraft.

To : Air Forces Sub-Commission. ✓

B

*Obtaining
See address*

1. The attached information copy of a letter from
No.249 Wing R.A.F. to A.H.Q. is presumably intended for
you.

2. This Sub-Commission, in view of its interest in
the development of Italian civil air mails, would be
interested to hear of any developments.

3. It is not clear whether the British Army Postal
Directorate A.T.H.Q. has been consulted.

Then report A.H.Q. I

*W.H. Green
Lt Col*

for
H.E. SCUDDER
Colonel, Sig.C.
Director.

W 44 3/4

Inc. : Letter of 26th March 1946 from 249 Wing.

Copy to:
British Army Postal Directorate
C/O No.15 Base A.P.O. C.M.F.

*4/4 W/c Mc Anthon
Air movements M.R.O.M.E
Says this will not be done as the
RAP have plenty of aircraft now.
E.S.*

*1/4.
N 2.84 06*

24/4/ai

2846

5355

44 17B

From: Headquarters, No. 249 Wing, R.A.F., C.A.F.

To : R.H.Q. Italy, R.A.F.

Director Allied Forces Sub Commission Rome.
Allied Forces Headquarters Caserta, C.A.F.
Headquarters, No. 216 Group, R.A.F., C.A.F.

Date: 26th. March, 1946.

Ref :- 249W/180/Air.

Director	
Chief (Air)	
Chief (Post)	
Chief (Information)	
Chief (Q. Com)	
Asst. Chief	
Chief Clerk	

OPERATING MAIL SERVICES - "Italian Aircraft"

Authority is now requested that mail other than diplomatic and official may now be transported by air in Italian aircraft operated by Italian personnel.

2. This mail during the winter months was put on the road by the A.F.O. owing to aircraft being held up for bad weather, but would again become a commitment of this Wing in the early Spring.

3. It is this service we would like to hand over to the Italians in order that we reduce the heavy commitment that 575 Squadron at Bari are trying to maintain, who are now suffering from high unserviceability through old aircraft, and an increase in hours for intensive training laid down by Transport Command.

4. This would be a daily Mail Service leaving Naples each morning calling at Rome (Ciampino) and Udine, returning same route same day. The load would be about 2000 lbs., the following schedule would be asked for :-

R.T.D. Naples	07-00Z	R.T.D. Udine	11-45Z.
R.T.A. Rome	08-20Z	R.T.A. Rome	13-30Z.
R.T.D. Rome	09-30Z	R.T.D. Rome	14-10Z.
R.T.A. Udine	10-45Z.	R.T.A. Naples	15-20Z.

5. Authority will be needed for aircraft to land at Ciampino (Rome) this is an American controlled airport, and at Udine, mail cannot be

OPERATING MAIL SERVICES - "Italian Aircraft"

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E.T.B.	Naples	07-00Z	E.T.D.	Udine	11-45Z.
E.T.A.	Rome	08-20Z	E.T.A.	Rome	13-10Z.
E.T.D.	Rome	09-00Z	E.T.D.	Rome	14-10Z.
E.T.A.	Udine	10-45Z.	E.T.A.	Naples	15-30Z.

5. Authority will be needed for aircraft to land at Ciampino(Rome) this is an American controlled airport, and at Udine, mail cannot be handled at any airport where a R.A.F. Staging Post does not exist.

6. Servicing and re-fueling of aircraft would need to be handled by Italian personnel, number as allocated by Italian authorities.

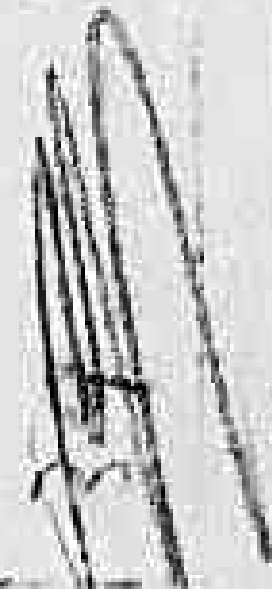
28/5

7. It is strongly recommended that only mail be carried in these aircraft, and no passengers whatever, this is a security measure.

8. These services would be controlled by R.A.F. Staging Post procedure in so far as aircraft will be handled and crews briefed on the following points:-

(a) Aircraft will be manifested as for Transport Command.

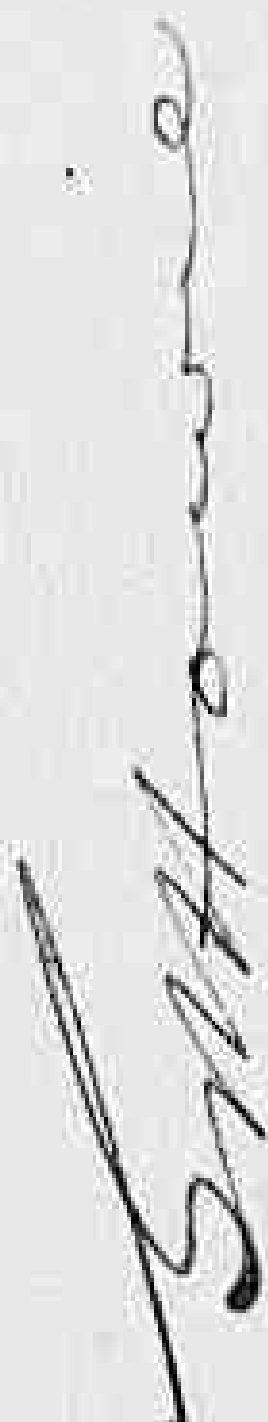
(b) Aircraft will be loaded and unloaded by Staging Post.

See also
A
17


Contr.....

- 2 -

9. No diversion from Route will be permitted unless on authority from this Wing Headquarters.



(G.R. HOWIE D.S.O.)
Group Captain, Commanding,
Headquarters, No. 249 Wing,
ROYAL AIR FORCE, C.M.F.

16 A

18 March 1946

Good!
WFL 19/3

15 A

2. As regards your remarks concerning the extension of air mail services in and from Italy you may, be interested in the following details of services already established by this Sub-Commission and Telecommunications:

(B) European Italy now has air mail service to practically all countries in Europe through mails conveyed by RAF services to:

2844



RIS Daily
RSEILLES Daily

550 - English is written on Appendix
to new Appendix but
only date late. 11/15/3

- 2 -

The air mail fee in this case is 15 lire for every 20 grams.

The authority for these mails was obtained on a "fill up" load basis and it is hoped that civil lines will soon be available to cater for this traffic under conditions more suitable for civil air mail working.

The Ministry of Posts and Telegraphs would without doubt be glad to have the opportunity of studying the advantages to be obtained from using Swiss, Swedish etc courier services to Italy but it has to be borne in mind that unless these are fairly frequent and regular they may offer no advantages as compared with other available services. For instance, an infrequent direct air mail Italy Sweden would be not so good as the daily service via London and thence several times weekly.

(C) Extra European Africa (except NW and W Africa) the Middle East and East are served by an air mail to Cairo conveyed by a daily RAF service under the same conditions as apply to the conveyance of European services. The question of using the Dutch Amsterdam - Naples - Cairo - India - Batavia service has been raised.

NW and W Africa is served via Marseilles and thence by French lines.

America. Until TWA services commence and as authority to use A.T.C. services has been refused, the air mail correspondence for America is sent northwards to connect with Swiss and French services.

The fees for Extra European air letters vary according to the distance.

3. The Ministry of Posts and Telecommunications will be advised to consult Col. Gussoni as suggested but it is believed that the Post Office is already being kept advised by the Air Ministry of such facilities as it has available.

H. H. Scudder
for H.H. SCUDDER,
Col. Sig. C.
Director.
28/3

15A

FROM: AIR FORCES SUB-COMMISSION, A.C. ROME
TO : COMMUNICATIONS SUB-COMMISSION
DATE: 15TH MARCH 1946
REF : AFSC24/4/AIR

ITALIAN AIR SERVICES

14A

Reference your P 14.225/CS dated 13 March it is correct that the airline between Bari and Tirana has been discontinued and is not likely to be reinaugurated unless the situation which resulted in its termination is rectified.

2. There are no other Italian international lines operating at this time. However, other countries including England, U.S., Switzerland, Sweden, and France all have either commercial, military transport or diplomatic courier service in and out of Italy and it is thought that you might utilize said aircraft for your purposes.

3. Within Italy, the Italian Military Air Courier service visits Rome, Milan, Turin, Bologna, Treviso, Naples, Bari, Lecce, Catania, Palermo, Cagliari, Alghero, and Genoa. We highly approve of the carriage of civilian air-mail on all of the services as same not only facilitates communication within Italy but also offers a source of revenue to the Italian Air Ministry. Such operation is being carried on now to a limited extent but we believe that your encouraging the Ministry of Posts to get together with Colonel Gassoni of the Italian Air Ministry would result in an increase carriage of air-mail, thereby benefitting everyone.

WAB

10/3

16/2

10/2

JOHN W. GILDAY, MAJOR AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.C. 2842
A.C. C.M.F.

14 H

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/ams

P.14.225/G3

13th March 1946

Subject: Italian Air Services.

To : Air Force Sub-Commission. ✓

B

1. With reference to the attached communication concerning an Italian air line Bari-Tirana the Ministry of Posts and Telecommunications states that it has now received information that the service has been suspended.

2. Can you give any information concerning this service or any other Italian line working out of Italy which might be of interest for international air mails ?

WJ+L.reen
Lt Col

H.H. SCUDDER
Colonel, Sig.C.
Director.

WJ 16/3

Inc. :

Copy of Italian Air Ministry's letter 94/SCNM of 16th Feb.



2841

C O P I A

14B

MINISTERO DELL'AERE NAUTICA
Servizio Corrieri Aerei Militari
No. 94/SCAM

Roma 6.2.46

AL MINISTERO DELLE POSTE E
DELLE TELECOMUNICAZIONI
ROMA

Risposta al foglio 855045 del 14.1.46

Oggetto: Linea Aerea Bari-Tirana.

In esito alla richiesta di cui al foglio sopradistinto si comunica che esiste un collegamento aereo bisettimanale Bari-Tirana effettuato con apparecchi Italiani autorizzati dalla Commissione Alleata previ accordi intercorsi tra la Missione Albanese e la Missione Alleata in Albania.

Gli orari sono i seguenti:

Partenza da Bari (Lunedì e Giovedì) ore 03.00-09.00
Rientro a Bari (Lunedì e Giovedì) ore 14.00-15.00

A titolo informativo si comunica che detta linea di corriere militare ha carattere internazionale e che pertanto i passeggeri devono essere forniti, oltre che di passaporto del Ministero degli Affari Esteri, Italiano, anche del la ciapassare Albanese e visto della Polizia Alleata in collegamento con la Missione Albanese.

Nulla osta da parte di questo Stato Maggiore affinché codesta Amministrazione usufruisca del corriere aereo militare Roma-Napoli-Bari-Lecce per il trasporto degli effetti postali sulla linea in questione.

IL SOTTOCAPO DI STATO MAGGIORE
Col. A.A.R.N. - A. REMONDINO

d'ordine
IL CAPO DEL SERVIZIO
Ten.Col. A.A.R.N. G. GUBSONI

2849

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

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

DATE :- 12th December 1945.

REF :- AFSC/M/24/4/1A

PROPOSAL FOR ITALIAN AIR MAIL SERVICE

Ing. LONGHI, designer of RE 2006 aircraft (particulars of which are detailed in accompanying letter, Ref. AFSC/M/326 ENG of even date), is interested in obtaining permission to initiate an air-service for transport of Italian mail.

2. His proposal envisages ~~for~~ the use of twenty (20) RE 2006 aircraft, linking up all important Italian cities, and flying by night.
3. Although the objections to this scheme have been explained to Ing. LONGHI, it is understood that he is pursuing inquiries with the Italian postal authorities and wishes to discuss the matter with AFSC, Rome.
4. Apart from other considerations it is thought that the aircraft is unsuited for mail carrying, as the maximum freight space available is 1.4 cubic metres, found by utilising various compartments left vacant by removal of armament.

16/2

AFSC SUB - COMMISSION

PROPOSAL FOR ITALIAN AIR MAIL SERVICE

Ing. LONGHI, designer of RE 2006 aircraft (particulars of which are detailed in accompanying letter, Ref. AFSC/M/826 MG of even date), is interested in obtaining permission to initiate an air-service for transport of Italian mail.

2. His proposal envisages ~~for~~ the use of twenty (20) RE 2006 aircraft, linking up all important Italian cities, and flying by night.
3. Although the objections to this scheme have been explained to Ing. LONGHI, it is understood that he is pursuing inquiries with the Italian postal authorities and wishes to discuss the matter with AFSC, Rome.
4. Apart from other considerations it is thought that the aircraft is unsuited for mail carrying, as the maximum freight space available is 1.4 cubic metres, found by utilising various compartments left vacant by removal of armament.



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

file (12A)AIR FORCES SUB COMMISSION
ALLIED COMMISSION, ROME.MEMMO: FOR FILE 24/4/Air.
AIR MAIL

3 DECEMBER 1945

Major Porro is at present adopting a policy in which all mail and freight passing thru his office will be receipted for by all persons concerned. This practice has been inaugurated to eliminate any doubt as to whether the booking office is involved should there be a discrepancy in mail or freight delivery.

*J. W. G.*J. W. GILDAY
MAJOR, AIR CORPS
AIR VICE MARSHALL
AIR OFFICER COMMANDING*WAG 16/3*

FROM : AIR FORCES SUB COMMISSION.

TO : STATO MAGGIORE.

DATE : 10TH NOVEMBER, 1945.

REF. : AFSC/24/4/AIR.

REQUEST OF POSTAL SERVICES FOR U.N.R.R.A.

In reply to your communication 1000/SCAN/6002 Call, of 5/11/45, may we advise that we concur with you that there are no objections to the U.N.R.R.A. request for transportation to Sardinia on the Air Courier Service of mail bags weighing 20 Kg. each.

Major Gilday.

Copy: A.C. Despatch Officer, Maj. Dentley.

HEADQUARTERS ALLIED COMMISSION
PO 394
Communications Sub-Commission

WHG/og

P.39.36.CS

9th November 1945.

Subject : Air Mail Services
Rome despatching arrangements.

To : The Director General, Ministry of P and T.

Reference P.39.32.CS of the 6th November.

1. The air mail despatches to be made up at Rome Ferrovia for Milano, Torino, Bologna and Padova should be delivered to the Air freight office in Via Regina Elena No.110 at 0730 every morning.

2. The bags should be clearly labelled in printed characters and, for identification purposes, the serial number of each despatch should be shown on the bag labels.

3. A list should be prepared in triplicate for each air service showing the office of origin and destination of each bag also the serial number and gross weight of each. These lists must be carefully and neatly prepared by typewriter or in clear handwriting and the weight and the other details must be accurate. The Air freight office will give a receipt on one copy of each list and will retain the other two copies.

4. Similar arrangements may be introduced in respect of the existing despatches by the other Air Services.

5. The times of collection of the incoming air mails from the Air freight office may be arranged in the light of the timetables.

W.H. Green
for H.H. SCUDDER
Colonel, Sigs.C.
Director

Copy to: Air Force Sub-Commission
Despatch Office (Major Bentley)
Rome Ferrovia Ufficio Postale
Regia Aeronautica, Via Regina Elena No.110

2836

24/4/45

9A(4)

FROM : I.A.F. STATO MAGGIORE
TO : AIR FORCES SUB COMM.
DATE : 5/11/45
REF. : 100/SCAR/6002 COLL

REQUEST OF POSTAL SERVICE FOR THE UNRA

The UNRA have forwarded to this office a request for transportation on military air courier service of mail bags 20 Kg. each to Sardinia. The same request has been forwarded to Palermo, Lecce Naples, Bari.

2. Taking into consideration that the same facilities have been granted to the MMIA, which shortly will leave Sardinia, and that the quantity of mail to be transported for the UNRA is not great, this Command have no objections in regard to the permission if the A.F.S.C. will consent.

H.P.M.

Consent

W.M.
150 9/11.

IL CAPO DI STATO MAGGIORE
GEN. A.CAT



Translated by SGT. ALBERTINI

2835



Ministero dell'Interno

STATO MAGGIORE

Divisione

Prot. N. 1100/3000 Mag. 6002 b. d.

Roma, 11/11/1945

AIR FORCE SUB COMMISSION
A.C. (tramite Ufficio Col-
legamento)

= ROMA =

OGGETTO Servizio Postale per l'U.N.R.A.

1. L'U.N.R.A. ha fatto richiesta di ottenere il trasporto di sacchi postali da e per la Sardegna sugli apparecchi di Corrieri Aerei Militari, nella misura di 20 Kg. per corsa. Analoga richiesta è stata avanzata per Palermo, Lecce, Napoli e Bari.

2. In considerazione che la stessa facilitazione accordata al M.M.I.A. verrà tra breve a decadere per il ritiro del M.M.I.A. dalla Sardegna e che il quantitativo di posta da trasportare per conto dell'U.N.R.A. non è eccessivo questo Stato Maggiore non ha niente in contrario ad accordare la facilitazione richiesta e con la presente chiede il nulla osta al riguardo di codesta A.R.S.G.-

IL CAPO DI STATO MAGGIORE
(Gen. S. A. Mario Aimone CAR)

Amorini

2834

Il pannello sottostante per ogni ufficio in cui si agisce è indicativo delle rispettive
D. A. di indirizzo e di servizio a cui si deve riferire.

ISTRIZIONE PIAZZA DELLO STATO

AIR FORCE S/C
 HEADQUARTERS AIR FORCE COMMUNICATIONS
 200 354
 Communications Sub-Group
 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000

URGENT

7.39.32/00

6th November 1945

Subject: Internal Air Mails.

To : Director General for Posts and Telecommunications.

1. I am glad to inform you that arrangements have been made for accommodation to be reserved on the two Italian Courier Air Services working between Rome and the North of Italy for 100 kilograms of Air Mail daily on each.

2. The time-tables of these services are as follows:

(A) Rome - Torino (Giornalieri)

09.30	Rome	12.00
11.30	Milano	10.00
12.20		09.00
12.50	Torino	08.30

(B) Rome - Treviso (Giornalieri)

09.15	Rome	11.45
10.30	Bologna	10.30
10.45		10.00
11.15	Treviso	9.30

The Treviso service connects with a motor to and from A.M.O. Venezia Region Headquarters at Padova.

3. In the first instance it seems desirable to establish the following despatches:

ROME	to	MILANO
"	"	TORINO
"	"	BOLOGNA
"	"	PADOVA
"	"	VERONA
"	"	TORINO
"	"	ROME
"	"	MILANO
"	"	BOLOGNA
"	"	VERONA



2. The time-tables of these services are as follows:

(A) Rome - Torino (giornaliera)

09.30	Roma	12.00
11.30	Milano	10.00
12.30		09.00
12.50	Torino	08.30

(B) Rome - Treviso (giornaliera)

09.15	Roma	11.45
10.30	Bologna	10.30
10.45		10.05
11.15	Treviso	9.30

The Treviso service connects with a motor to and from A.S.O. Venezia Region Headquarters at Padova.

3. In the first instance it seems desirable to establish the following despatches:

ROMA	to	MILANO
"	"	TORINO
"	"	BOLGNA
"	"	PADOVA
"	"	ROMA
"	"	TORINO
"	"	ROMA
"	"	MILANO
"	"	BOLGNA
"	"	PADOVA

§ These despatches may not be justified in view of the railway connections available.

4. The question whether despatches to Treviso or Venice are desirable instead of or in addition to those for Padova can be considered later in the light of the actual conditions for accepting and despatching civil mail at Treviso airport.

Copy to [illegible] office

11/11



P.39.32/OS
continued

5. Please suggest to earliest practicable date for the completion of these services, and issue the necessary instructions to the Movimento Sections concerned with reference to the circulation arrangements.

6. I will discuss with your representative the question of the most suitable despatching and receiving arrangements for Rome and will ask Regional Postal Officers to do likewise in Torino, Milano and Padova. The Provincial Director Bologna should consult the A.S.C. Liaison Officer on this subject.

7. It will probably be necessary to ask you to arrange for certain mails between Allied Commission Headquarters and A.S.C. Regional Headquarters to be conveyed by postal railway van because of their exclusion from the air service by the reservation of space for Italian civil air mail.

*1. To be sent by the first train leaving Rome for Bologna
2. To be sent by the first train leaving Bologna for Rome*

major
H.H. GEDDING
Colonel, R.F.C.
Director.

Copies to:

Postal Officers Liguria, Lombardia, Venezia Regions.
Regional Commissioner Piemonte Region.
A.S.C. Liaison Officer Bologna.
Air Force Sub-Commission.
Transport Officer (Major Bentley).

2832

7A

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
 TO : COMMUNICATIONS SUB COMMISSION, ALLIED COMMISSION.
 DATE : END NOVEMBER 1945.
 REF : AFSC/24/4/AIR.

INTERNAL CIVILIAN AIR MAIL

Authorization to carry civilian Air Mail on the Italian Courier Service was given in a letter from Hq RAF MILAN, file no. 12212/4814/AIS of 3 August 1945, which is in your files.

2. An agreement has been reached with the Transport Office, Hq A.C. (Major Bentley) to carry (100) one-hundred Pilograms of mail daily on each of the two northern courier runs. This amount might be increased on days when the planes are not loaded to capacity, but that is not likely to happen very often.
3. As the above weight allowance, would permit approximately 120,000 letters per week on each of the two northern services, it is considered to be sufficient to warrant starting the service at the present time.
4. Details concerning pick-up and delivery to the airfields may be worked out directly with the Transport Office, Hq Allied Commission.

EF
 E. J. BAGE
 MAJOR, AIR CORPS
 AIR VICE MARSHAL
AIR OFFICER COMMANDING

Copies to:
 Transport Office, Hq A.C.
 (Major Bentley)
 Chief Postal Officer, Hq A.C.
 (Major Green)

2831

AIR 2
Copy to Milan AFSC for info. pl.
Done 8/7/11

File 6A
From : Air Forces Sub Commission, A.C. , Rome.

To : Italian Air Ministry

Date : 25th September 1945

Ref : AFSC/24/4/AIR

ALLIED COMMISSION MAIL

In confirmation of to-day's telephone conversation between W/C BISDEE and Italian Liaison Office, Air Ministry, we request your Ministry to give the necessary instructions to the Courier Service Office to ensure that Allied Commission Mail, delivered on Monday and Friday evenings, is sent to Elmas on Tuesday and Saturday by Seaplane and not to Alghero by Landplane.

WAB. W.C.

W.C. BISDEE' W/Cdr.
Air Vice Marshal,
Air Officer Commanding.

2830

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

TO : ITALIAN AIR MINISTRY.

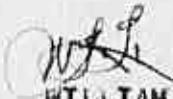
DATE: 24th September, 1945.

REF : AFSC/24/4/AIR.

ADAPTING OF FIGHTER AIRCRAFT FOR MAIL SERVICE.

1. Reference is made to your letter 26760/op. 13-5/4419 Coll, of 7th August, 1945.

2. The proposal has been considered by the Supreme Allied Commander's Secretariat and was disapproved. No further action on the matter is contemplated by this Sub-Commission.


WILLIAM L. LEE.
BRIG. GEN. USA.
DEPUTY DIRECTOR.

2829

4A

From: Mediterranean Allied Air Committee Secretariat.

To: Air Forces Sub-Commission, Allied Commission, Rome.
(copy to: LT. COL. J. H. ALSTON, A-5, AAF/MC.).

Date: 20th September, 1945.

Ref: MAC/427/ALS.

Converting Fighter Aircraft of the Italian Air
Force to Mail Carriers

2A

Reference is made to your letter AFSC/21/1/AIR
dated 25th August, 1945:

2. The proposal for the conversion of fighter aircraft
of the Italian Air Force into mail carriers is not approved
by the Supreme Allied Commander's Secretariat.

to Henry S/L

for MAXWELL FISHER)
Wing Commander,
for The Secretaries,
Mediterranean Allied Air Committee.

See 5A



File on - 24/1/AIR

3A

RM/TM

28th. August 1945

To : Major Birch - Transportation Section - H.Q. A.C.
 ✓ Copy to : S/Ldr Bradshaw - Air Forces Sub Commission - H.Q. A.C.
 From : Press Office - Rome

I would be grateful if you could arrange for delivery by air to our offices in Milan, Turin and Venice, of a daily consignment of material not exceeding ten pounds in weight, which we would deliver on the evening of the preceding day, suitably packed. I would also be glad if the same service could be rendered three times a week for our posts at Naples and Palermo.

The material comprises English newspapers and periodicals and office correspondence, and it is essential for us to supply our offices regularly in order that they may carry out their work of propaganda and dissemination of information on English contemporary political and cultural life.

With regard to H.Q. A.I.S. at Trieste, which has urgent need of material, I think that this could also be delivered to Venice, where it could then be forwarded to Trieste.

Will you please let us know if we may begin to use this service immediately, and if the material is to be collected at the respective airfields at destination or whether it is delivered in the towns themselves. In the latter case, would it be delivered to the addressees, or would they have to call for it at the A.C. Message Centre.

I would also like to know at what time and where you would like the consignments delivered in Rome, in order that we may start with the least possible delay.

6521 24/8/45

24/4/46

P.T.O.

p.t.o.

2827

No action by 2827
 letter sent to us, but
 Major B. is in favour
 of paper sent to go
 to Italian Press Office.

- 2 -

I am extremely grateful to you for your kindness in this connection which will be of great assistance to us at this somewhat difficult period.

Michael Stewart

Michael Stewart
Press Attache'.

The British Embassy (Press Office) is
sending journals etc daily, by arrangement
with A.C. Dispatch Office.

B. Gray

2826

1002

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

785017

BEST COPY POSSIBLE

FROM: AIR FORCES SUB COMMISSION,
ALLIED COMMISSION 1, Rome.

TO: RAF MEDIE CASERTA (AIS 2 COMMS).

DATE: 25th AUGUST, 1945.

REF: ADBO/24/4/AIR.

(RAF)
Sometime back the C-in-C spoke with me about the possible use of Italian Fighter Aircraft to convey urgent mail as a possible means of giving Italian Fighters some work to do; thereby the morale of the Fighter Units could be raised.

2. At Appendix "A" is a summary of the quantity of mail which it would be possible to carry in each type of Italian Fighter Aircraft, and the amount of work required for conversion.

3. At Appendix "B" is a copy of a letter concerning this matter which has been received from the Italian Air Ministry.

4. It is believed that the C-in-C had quite an open mind about the justification for using Italian Fighters as mail carriers. It is difficult for me to make a definite recommendation without knowing whether or not fast mail carriers would in fact be required. Application was, however, received from the Communications Sub-Commission, Allied Commission, asking for air lift for Italian Civilian Mail; in your MEDIE/24/AIS dated 3 August you turned down the request for the existing Courier Services to be augmented for this purpose. It is understood that the Communications Sub-Commission has not made a further request to A.F.H.Q.

5. From Appendix "A", however, it appears that only the Italian Squadron having 12 Spitfire aircraft on its strength would be anything like an economical proposition.

6. When considering a decision on this matter it is suggested that the following points be borne in mind:

- (i) Flying Fighters from "A" to "B" is not particularly good training for Fighter Pilots.
- (ii) Urgent Official mail would presumably normally only pass between places already served by Allied Carriers and Italian Courier Services.
- (iii) The existing Italian Courier Services could be expanded a little now, and more in the near future, with greater economy in fuel per freight carried.
- (iv) The morale of the Fighter Squadron selected would undoubtedly be raised because it has been found that when Italian Air Force Units are engaged in useful flying such as Courier Service and A.S.S. work, their morale improves considerably.
- (v) Fighter pilots in the Italian Air Force are permitted to do a maximum

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- (iv) The morale of the Fighter Squadron selected would undoubtedly be raised because it has been found that when Italian Air Force Units are engaged in useful flying such as Courier Service and A.S.R. work, their morale improves considerably.
- (v) Fighter pilots in the Italian Air Force are permitted to do a maximum of 6 hours flying each per month, and the time flown on mail carrying flights could be counted in against this maximum.

[Signature]
 I.E. DROUDIE,
 AIR VICE-MARSHAL,
 AIR OFFICER CONSULTING.

[Handwritten notes:]
 19
 3/9

2. At Appendix "A" is a summary of the quantity of mail which it would be possible to carry in each type of Italian Fighter Aircraft, and the amount of work required for conversion.

3. At Appendix "B" is a copy of a letter concerning this matter which has been received from the Italian Air Ministry.

4. It is believed that the C-in-C had quite an open mind about the justification for using Italian Fighters as mail carriers. It is difficult for me to make a definite recommendation without knowing whether or not Fast Mail carriers would in fact be required. Application was, however, received from the Communications Sub-Commission, Allied Commission, asking for air lift for Italian Civilian Mail; in your MEMO/4211/AGS dated 3 August you turned down the request for the existing Courier Services to be augmented for this purpose. It is understood that the Communications Sub-Commission has not made a further request to A.F.H.Q.

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(iv) The morale of the Fighter Squadron selected would undoubtedly be raised because it has been found that when Italian Air Force Units are engaged in useful flying such as Courier Service and A.S.R. work, their morale improves considerably.

(v) Fighter pilots in the Italian Air Force are permitted to do a maximum of 6 hours flying each per month, and the time flown on mail carrying flights could be counted in against this maximum.

I.S. PROVIN,
AIR VICE-MARSHAL,
IN CHIEF COMMAND.

FROM: AIR FORCES STAFF MEMORANDUM,
ALLIED COMMISSIONS 1, ROME.

TO: IAF MEDIO CASERTA (AIS 2 COPIES).

DATE: 25th AUGUST, 1945.

REF: AFSC/24/A/AF.

Sometime back the C-in-C/epoin with me about the possible use of Italian fighter aircraft to carry urgent mail as a possible means of giving Italian fighters some work to do; thereby the morale of the fighter units could be raised.

2. At Appendix "A" is a summary of the quantity of mail which it would be possible to carry in each type of Italian fighter aircraft, and the amount of work required for conversion.

3. At Appendix "B" is a copy of a letter concerning this matter which has been received from the Italian Air Ministry.

4. It is believed that the C-in-C had quite an open mind about the justification for using Italian fighters as mail carriers. It is difficult for me to make a definite recommendation without knowing whether or not fast mail carriers would in fact be required. Application was, however, received from the Communications Sub-Commission, asking for air lift for Italian Civilian Mail; in your MEMO/4214/AIS dated 3 August you turned down the request for the existing Courier Services to be augmented for this purpose. It is understood that the Communications Sub-Commission has not made a further request to A.F.H.Q.

5. From Appendix "A", however, it appears that only the Italian Squadron having 12 Spitfire aircraft on its strength would be anything like an economical proposition.

6. When considering a decision on this matter it is suggested that the following points be borne in mind:

(i) Flying fighters from "A" to "B" is not particularly good training for fighter pilots.

(ii) Urgent official mail would presumably normally only pass between places already served by Allied Carriers and Italian Courier Services.

(iii) The existing Italian Courier Services could be expanded a little now, and more in the near future, with greater economy in fuel per freight carried.

(iv) The morale of the fighter Squadron selected would undoubtedly be raised because it has been found that when Italian Air Force units are engaged in useful flying such as Courier Service and A.S.R. work, their morale improves considerably.

(v) Fighter pilots in the Italian Air Force are permitted to do a maximum of 6 hours flying each per month, and the...

From: Stato Maggiore R. Aeronautica - (t. Operations Section.
 To: Air Force Sub Commission, A.C., Roma.
 Date: 7th August, 1945
 Ref.: 26760/op. 13-5/4419 Coll.

1A
(c)

ADAPTING OF FIGHTER AIRCRAFT FOR MAIL SERVICE.

1. With reference to your request re the use of fighter aircraft for express mail service, the following is pointed out by the "Unità Aerea" Command.

a) Mc.202 & Mc.205

Where the armament is situated in the fuselage (including the ammunition box etc.) a volume of 0.20 cu.m. could be utilized. It would be necessary to make a metallic box for the mail.

It is presumed that the complete work would require more than 100 hours for each aircraft.

The influence on the center of gravity of the aircraft would not be different from the Macchi with mainplane guns transformed in "wide autonomy".

The work is complicated because the box in question should be fixed on to the existing controls for the armament and boxes.

The armament spaces in the mainplane are of very small dimensions and therefore are practically unutilizable.

Behind the pilotage post there should be a space but this could not be made available owing to difficulty of access.

As for the aircraft fitted with mainplane hooks (only one example is in existence at present), it is possible to foresee proper boxes fitted in lieu of belly tanks, eventually deriving by the transformation of these tanks. In that case a volume of 0.12 cu.metre would be available.

The total volume available would be 0.32 cu.metre corresponding approximately to 65 kgs. of mail.

As for possible decreasing in weight, it is considered sufficient that deriving by the withdrawal of ammo and, if it is considered necessary, the removal of the armament fitting embodied in the fuselage (total 160 kgs.)

b) Mc.205

The space existing in the nose of the aircraft (front of the pilot's cabin), the armament could be removed but most probably would affect the aircraft center of gravity.

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and therefore this should be avoided.

Very limited spaces are available and situated behind the pilot seat: in the mainplane (mainplane armament), these spaces are very small and difficult of access.

The 75 galls. belly tank offers the best chance of transport with a useful volume of 0.25 cu. metre.

Furthermore, the installation of two tanks (type Mc205) could be studied in fitting the aircraft with mainplane hook (available volume would be 0.12 cu. metre).

The total volume available would be 0.37 cu. metre and equivalent approximately to 70 lbs. of mail.

The time necessary for the transformation is estimated at 30/100 working hours.

The center of gravity of the aircraft will be not affected. The reduction in weight will be practically possible by the absence of ammunition.

c) SPITFIRE

This aircraft is considered most suitable for mail space.

Where the mainplane armament is situated, a good volume is available but owing to subdivision of structures & airframe the space will be not properly arranged.

Behind the pilot's seat a space is available but is difficult of access.

The 30 galls belly tank offers the best possibility with a good volume of 0.35 cu. metre.

Even on the Spitfire, it would be possible to fit mainplane tanks (type Mc 205) with the existing hooks.

The total space available would be 0.47 cu. metre equivalent approximately to 95 lbs. of mail.

If a belly tank of 270 galls is fitted (it is not known whether the Allies could supply it or not), the load could be greatly increased and in that case the mainplane tanks could be removed.

The time required for the transformation would be estimated at 40/60 working hours.

There would not be any variation in the center of gravity.

The surplus of weight occurring by the absence of ammunition appears sufficient for compensating the load of mail.

2. It is pointed out that owing to high power engine fitted on fighter aircraft an adequate availability of space and load cannot be met and furthermore the space made available by the removal of armament, to be set out, special care would have to be taken in preparing the mail bags, which could determine a serious for the practical execution of the service.

(S) Col. REMONDINO

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Il serbatoio supplementare di 75 galloni offre le maggiori possibilità di trasporto in un volume utile di cir Mc.0,25.-

Si potrebbe inoltre studiare l'installazione di due serbatoi alari (tipo Mc.205) munendo il velivolo di ganci alari (volume disponibile Mc.0,12)

Il volume totale disponibile risulterebbe di mc.0,37 pari a Kg. 70 di posta.

Il tempo necessario per la trasformazione e presumibilmente dell'ordine di 80 - 100 ore lavorative.

Il centramento non subisce spostamenti. Gli alleggerimenti possibili si riducono praticamente all'abolizione del munizionamento.

c) SPITFIRE

Si presenta nelle condizioni più favorevoli per l'alloggiamento della posta.

Al posto delle armi alari è disponibile un buon volume che però mal si adatta alla sistemazione della posta, essendo suddiviso da strutture e diagrammi.

Dietro al posto di pilotaggio esiste uno spazio disponibile che però risulta accessibile con difficoltà.

Il serbatoio supplementare di 90 galloni offre ottime possibilità di sfruttamento con un volume utile di mc.0,35.-

Anche sullo Spitfire sarebbe possibile installare serbatoi alari tipo Mc.205 con i ganci esistenti.

Il volume disponibile complessivo risulterebbe di mc.0,47 circa corrispondente a Kg.95 di posta.

Installando il serbatoio supplementare da 270 galloni (si ignora se gli Alleati potrebbero fornirlo) il carico potrebbe essere notevolmente maggiore e si potrebbero in tal caso eliminare i serbatoi alari.

Il tempo necessario per il lavoro di adattamento si presume di 40 o 60 ore lavorative.

Nessuna variazione del centramento.

Il risparmio di peso corrispondente all'assenza di munizionamento appare sufficiente per compensare abbondantemente il carico di posta.

2. Si reputa far rilevare che alla elevata potenza installata sui velivoli da caccia non fa riscontro una adeguata disponibilità di spazio e quindi di carico, ed inoltre che lo spazio ricavato dallo smontaggio dell'armamento per essere notevolmente frazionato richiederebbe una notevole cura nella preparazione dei pacchetti della posta, ciò che potrebbe determinare un serio inconveniente nell'attuazione pratica del servizio.

IL CAPO DI STATO MAGGIORE

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