

ACC

10000/135/60

AIR REPORTS, POLIC
OCT. 1946 - FEB. 1947

1 5 4 0

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

785017

10000/135/60

AIR REPORTS, POLICY & CORRESPONDENCE
OCT. 1946 - FEB. 1947

TO : Director.

Deputy Director. *Jim 20/12*

S.O. - 2/12

C.T.O. 11/12

S.E.O. 3/12

Organization

C.S.O. 12/12

Intelligence Officer.

M:3

At enclosure 7A please see the Bari Detachment commanders monthly contribution to the Air Report.

2. The Detachment commanders monthly reports will in future be circulated to all heads of sections since considerable editing is rendered before they are incorporated in the A.F.S.C. report and frequently matters which are of concern to staff officers here have to be omitted.

6th December 1946.

C.M.M. Greese

C.M.M. GREASE W/Cdr.

Air I.

Air Forces Sub-Commission.

3392

MINUTE 1.

To: AIR 1
through S.S.O. - 25/11
D.D. 25/11

Please see Chief Commissioner's Notes on Enclosure 4A, in consequence of which please amend the distribution of the Monthly Air Report to be as follows :-

- | | | |
|--------|---|-----------|
| (i) | M.A.A.C. Secretariat | 3 Copies. |
| (ii) | M.A.A.C. Secretariat for onward transmission to:- | |
| | (a) H.Q. MED/AF., F.A.F., M.E.F. | 3 Copies. |
| | (b) Air Ministry, London. | 3 Copies. |
| | (c) War Department, Washington. | 3 Copies. |
| | (d) A.H.Q., R.A.F., ITALY, C.M.F. | 2 Copies. |
| | (e) R.A.F. Historical Section, Malta. | 2 Copies. |
| | Chief Commissioner | 1 Copy. |
| (iii) | Executive Commissioner | 1 Copy. |
| (iv) | Polad (A) - for American Embassy, Rome. | 2 Copies. |
| (v) | Polad (BR) - for British Embassy, Rome. | 2 Copies. |
| (vi) | Russian Representative, A.C., Rome. | 1 Copy. |
| (vii) | French Representative, A.C., Rome. | 1 Copy. |
| (viii) | A.F.S.C., Milan | 1 Copy. |
| (ix) | A.F.S.C., Bari | 1 Copy. |
| (x) | A.F.S.C., Rome | 1 Copy. |
| (xi) | A.F.S.C., Rome | 3 Copies. |

2. When despatching copies to M.A.A.C. for onward transmission the copies for onward transmission should each be marked with a tick against the distribution list and in pencil on the top of the first page.

3. When forwarding copies to M.A.A.C., request M.A.A.C. to send on the copies marked to the addressees shown.

22nd November, 1946.

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

3392

Reference 3A and marginal notes. The position

of the state of machines of CR42 A/C and 835 A/C are shown in enclosure 5A. The statement regarding the

- 2 Copies.
- 1 Copy.
- 1 Copy.
- 2 Copies.
- 2 Copies.
- 1 Copy.
- 1 Copy.
- 1 Copy.
- 1 Copy.
- 3 Copies.

- (e) R.A.F. Historical Section, Malta.
- Chief Commissioner
- Executive Commissioner
- Polad (A) - for American Embassy, Rome.
- Polad (BR) - for British Embassy, Rome.
- Russian Representative, A.C., Rome.
- French Representative, A.C., Rome.
- A.F.S.C., Milan
- A.F.S.C., Bari
- A.F.S.C., Rome

2. When despatching copies to M.A.A.C. for onward transmission the copies for onward transmission should each be marked with a tick against the distribution list and in pencil on the top of the first page.

3. When forwarding copies to M.A.A.C., request M.A.A.C. to send on the copies marked to the addressees shown.

[Handwritten signature]

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

22nd November, 1946.

[Handwritten notes: "C.I.D. OK. Please advise [unclear] 1st Dec 46" and "M. 2. no action necessary"]

3392

[Handwritten signature]

Reference 3A and marginal notes. The position

of the state of machines of CR42 A/C and 205 A/C are shown in enclosure 5A. The statement regarding the 205 program being retarded in form of work being carried out on D.C.3^s is incorrect as the state of machines of 205^s is ahead of expectations. The transition to the moment at 17.17. Some carrying out flight tests of 205^s. I think it would be unwise at the moment to stop repair work on the two SM 82 aircraft at Lecce. As I consider it would result in a further lowering of morale which is not desirable at the moment. Further the repair is not so difficult as is stated in Clayton's etc.

26. 11. 46.

S.S.O. Aug 7/2

D.D. 75000 (Rate n to Air I)

S.E.O. 10 7/2

Ann III 4/2/42

Milan Detachment Monthly Report.

Attached is the Milan Monthly Report. Most of this material is not suitable for the A.F.S. air Report & those which I intend to incorporate are marked with an X.

2. There are one or two letters in this report which concern officers listed above & the report is passed to you for action & return to this office.

3. Will Air III please attend to the entries on Page 1 & paraphrase the necessary entry for the air Report.
5/2.

Chitkara
Air I.

150

AIR FORCES SUB-COMMISSIONMILAN DETACHMENTAIR REPORT PORTOFINO ITALYJANUARY 19471) AIRCRAFT SAFETY CENTRE (C.A.V. LINATE)(a) Linate Milan.

1. With the exception of the Rome line, interruptions were few. Since the 27th it has been possible to communicate direct with Venice Rescue Centre. Up to the present the promised lines to Genova and Turin have not been functioning.

2. R.T. Communications. Good results have been obtained from 6500 Kcs especially from a number of Italian Centres. Direct radio contact with the Rescue Centres of Marsiglia and Malta is strongly recommended. The change over of 350/2 to 320 on Seaplanes Cant Z 506 is still awaited. The short wave radios= onometer at Mezzate is still not functioning and the two wireless N.C.O.s from A.H.Q. Italy have not yet returned to Linate to put this serviceable.

3. Rescue Missions. On the 24th of the month an 3.O.S. was received from aircraft I.H. 178/W8 which had left Istres at 11.25 for Elmas. Marseilles and Malta Rescue Services were contacted immediately and instructions given to Elmas Rescue service. Elmas reported the following :-
"K.8 crashed into the sea but the 5 British Officers were rescued by a French ship."
Malta was accordingly informed.

4. Practises. 5 Practises were undertaken during the month. Total hours flown 6 hrs. 15 minutes.

2) AIRFIELDSBergamo -Orio al Serio

In spite of consistent bad weather work is still going on on the airfield for the accommodation of No5 Squadron, although under considerable difficulties.

3384

(a) Linate Milan.

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3384

2) AIRFIELDSBergamo - Orio al Serio

In spite of consistent bad weather work is still going on on the airfield for the accommodation of No 5 Squadron, although under considerable difficulties.

Electric current is now strictly rationed and is not to be cut off without warning. Owing to lack of petrol it is also impossible to generate electric power independently.

A thorough inspection of Orio al Serio airport was carried out on 24th January by 1st Lt. Edwin A.D.S.O. in company with the Liaison Officer 1st ZAT Major Anselmo.

3) BALTIMORE FLIGHT

The regular weekly flight to Treviso is maintained whenever weather conditions permit and practise flights are regularly undertaken. (see attached report).

See Part.

2

The possibility of moving one Baltimore airplane to Orin al Serio or Vergiate is under consideration, as persistent bad weather renders Linate Airport practically useless during the winter months.

4) 1ST S.A.A. COMMAND

During the whole of January the extraordinary cold has limited every kind of air activity in this area. In addition, the entire organization has been seriously compromised due to the rationing of electric power. With the exception of hospitals, certain street lightings and other vitally important works, the whole area is without electric current for four days in every week.

T/It Lord paid a visit to Linate Airfield a week ago on receipt of information from AFSC Ross regarding the activities of the Italian American Airline known as "T.W.A." This organization has taken over a number of offices and workshops at the airfield. It has also three boards on view in prominent positions, including one in the main passenger hall, with the name "T.W.A. Airline". Although the offices of the T.W.A. are not actually in occupation, work is going on steadily to prepare the premises for occupation. Two of the representatives of the T.W.A. were interviewed. They were in possession of plans which should they come to fulfillment, show that the T.W.A. intend to work on somewhat ambitious lines. It was not quite clear to the undersigned exactly what official recognition the T.W.A. had from the Allied Authorities, and there seems to be a certain vagueness as to what permission they have received from Rome to establish themselves at Linate. As far as the Officer Commanding Linate Airport is concerned he was acting on instructions from Commander of 1st JAF, and his responsibilities towards the T.W.A. ceased after the representatives of the concern had paid their first visit to Linate. He could only refer enquiries to the Commander of 1st S.A.A.T.

Upon the return of Col. Girardo from Rome the matter was referred to him, as Officer Commanding 1st S.A.A.T. in lieu of Gen. Drago, absent at Rome H.Q. Attached is copy of correspondence exchanged between A.T.S.C. Millan and Commando 1st JAF together with enclosures.

Your attention is particularly directed to the letter dated 10th October 1946, addressed by Gen. Drago to Stato Maggiore Rome, giving details of accommodation which could be put at the disposal of the T.W.A., but it would seem that this letter in itself is not a definite permission for T.W.A.

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air Part.

5) 2ND Z.A.T. COMMAND at Parma

Only one visit was made to 2nd ZAT H.A. during the month and the undersigned was unable to go himself owing to a severe attack of influenza. Work is still being carried out by Allied Authorities on the airfield, ~~and some progress is being made~~ when this will be completed as the runway is unserviceable. Up to the present no decision has been made regarding the premises occupied by Offices of the "Ufficio" in the Via Dante (see last monthly report).

-X- H.227 m. examples 2 m General Brief '17

3388

3.

6) GALLARATE

During the month 12 wagons and 4 trucks containing miscellaneous equipment arrived at Gallarate Depot. Total 900 eggs. The wagon of miscellaneous material was despatched. Total 11,400.

A close liaison is always maintained with this depot and work proceeds on normal lines.

7) EQUIPMENT

Enclosed is copy of a letter received from Italian Air Ministry in regard to release of equipment of all kinds. As this would seem to hamper the release of equipment from Gallarate Stores as well as other depots your intervention is requested.

8) GENERAL

On the 18th of the month a representative (Sgt. Farrugia) of this detachment was present at the funeral in Padova of P/Lt Downs, CC, M.R.E.S. Monza. This Officer was killed in a motor accident on the autostrada three days previously. On the 15th of the month P/Lt Lord attended a farewell cocktail party at 3 B.I.U. Officers Mess on the occasion of the departure of General Coburn and 3 B.I.U. Unit in Milan.

The present Officer Commanding Troops Milan is Major Murray, 59 Claims & Hirings.

Lord
 LORD P/LT
 Commanding
 A.F.S.C. MILAN. 3385

Milan 2nd February 1947

As this would seem to hamper the release of equipment of all kinds. Calverate Stores as well as other depots your intervention is requested.

3) GENERAL

On the 10th of the month a representative (Sgt. Purvisie) of this detachment was present at the funeral in Padova of P/It Downs, CO. M.R.E.S. Monza. This Officer was killed in a motor accident on the autostada three days previously. On the 15th of the month P/It Lord attended a farewell cocktail party at 3 R.I.V. Officers Mess on the occasion of the departure of General Coburn and 3 B.I.V. Unit in Milan.

The present Officer Commanding Troops Milan is Major Murray, 50 Claims & Hirings.

Lord
LORD P/IT
Commanding
A.T.S.C. MILAN. 3386

Milan 2nd February 1947

- Enclosures (1) Baltimore report
(2) T.W.A. correspondence
(3) I.A.M. letter

From : Air Forces Sub Commission, A.C., Rome.
To : E.A.A.C. Secretariat
Date : 17th January 1947
Ref. : AFSC/25/AIR.

14A

MONTHLY AIR REPORT.

Herewith No. 13 Copies of the AFSC Monthly Air Report for the Month of December 1946 for onward transmission to the undermentioned:-

(a) HQ MED/NE, R.A.F., M.E.F.	3 Copies.
(b) Air Ministry, London.	3 Copies.
(c) War Department, Washington.	3 Copies.
(d) A.M.Q., R.A.F., Italy, C.M.F.	2 Copies.
(e) R.A.F. Historical Section, Malta.	2 Copies.

Good 2/6
C. M. S. GREGG W/CDR.
for AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

3384

13A

AIR FORCES SUB-COMMISSIONMILAN DETACHMENTAIR REPORT NORTHERN ITALYDECEMBER 19461) AIRCRAFT SAFETY CENTRE (C.A.V. LINATE)
(a) Linate Milan.

1. Telephone Communications. Interruptions have been few and short with the exception of the Rome circuit which has been interrupted for long periods. It is still impossible to make any contact with Venice through Rome, although a line is supposed to exist. This matter has been fully reported in a separate communication to Milan Headquarters.

2. R.T. Communications. The results on 5600 Kcs are good. As regards the seaplanes the change of the 350/2 with the 350/3 is still awaited. Mezzate wave RDF does not function yet. The work carried out by the two specialists from Udine is still awaiting completion.

Appended is summary of work carried out up to date by the two N.C.O. wireless operators at the airfield.

3. Rescue Missions. Non. The only aircraft at La Spezia is U/S. As already reported, a single Capt-Z 506 at La Spezia is not sufficient to carry out the Sea Rescue Service in the zone depending on this Centre. On the 26th of December it was impossible to take part in the search for the motor-boat Narvalo. This task was carried out by the Vigna di Valle aircraft (see separate report).

The alert service during the last two months has not been very efficient.

4. Practises. Fog at Linate airport has interfered with flying to such an extent that it has not been possible to make many practise flights.

2) AIRFIELDS.

Bergamo - Orio al Serio.

Construction.

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2) AIRFIELDS.

Bergamo - Orio al Serio.

Construction started during November is practically completed and the runway is in good condition and entirely serviceable. A train of 23 wagons bringing materials from the Technical Section of the Fighter Squadron to be transferred to this airport is expected early in January. 73 airmen from the Lecce Fighter Squadron should arrive in a few days.

3) BALTIMORE FLIGHT.

As already decided, only one flight to Treviso has been undertaken per week although frequent practise flights have been made when the weather has permitted. (see report attached).

1560

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

Capitano Pierpaolo LEONI is now in charge of the Baltimore Flight, Capitano LUONGO having been posted to Rome.

4) 1st ZAT COMMAND

244 recruits have been assigned to the 1st Command and 125 airmen of the older classes have been posted. Novi Ligure and Turin Garrisons have been prepared to accommodate respectively 400 and 150 recruits who will be arriving during the first week of January.

The 10th of December being the day of the Patron Saint of the I.A.F. "Madonna di Loreto" was observed as a holiday. A gift parcel was handed to every airman and a lunch was given to all officers and other ranks in the Command. In the absence of General Drago Colonel Girardo, Chief of Staff, was responsible for the celebrations. The R.A.F. representative of the A.F.S.C. was present at lunch, together with representatives of the American Command in the area.

5) 2ND ZAT COMMAND

Two visits were made to 2nd ZAT Headquarters. General Raffaelli is still concerned about the alterations taking place on the airfield. Although this will eventually prove of great benefit to the I.A.F. General Raffaelli feels that he should have been informed at least before work was commenced.

The R.A.F. representative had a long talk with Colonel Grotti, Chief of Staff, regarding the premises in the Via Dante occupied by representatives of the Ufficio "I". Which the Town Major Padova wishes to take over to accommodate an English family. The premises were visited and a full report has been sent to A.F.S.C. Rome together with remarks and recommendations of FL/Lt Lord. (see letter dated 3rd Dec. 46).

6) GALLARATE

During the month 13 wagons and 21 trucks containing 26 tons of materials arrived at Gallarate. ³⁰⁰

4 wagons containing 11 tons of material were despatched. Aircraft spares have been repaired. The Workshops and the Carpentry Sections have completed a large number of jobs for various airports and depots.

Major Casella has been posted to Gallarate.

of General Drago Colonel Giraud, Chief of Staff, was responsible for the celebrations. The R.A.F. representative of the A.F.S.C. was present at lunch, together with representatives of the American Command in the area.

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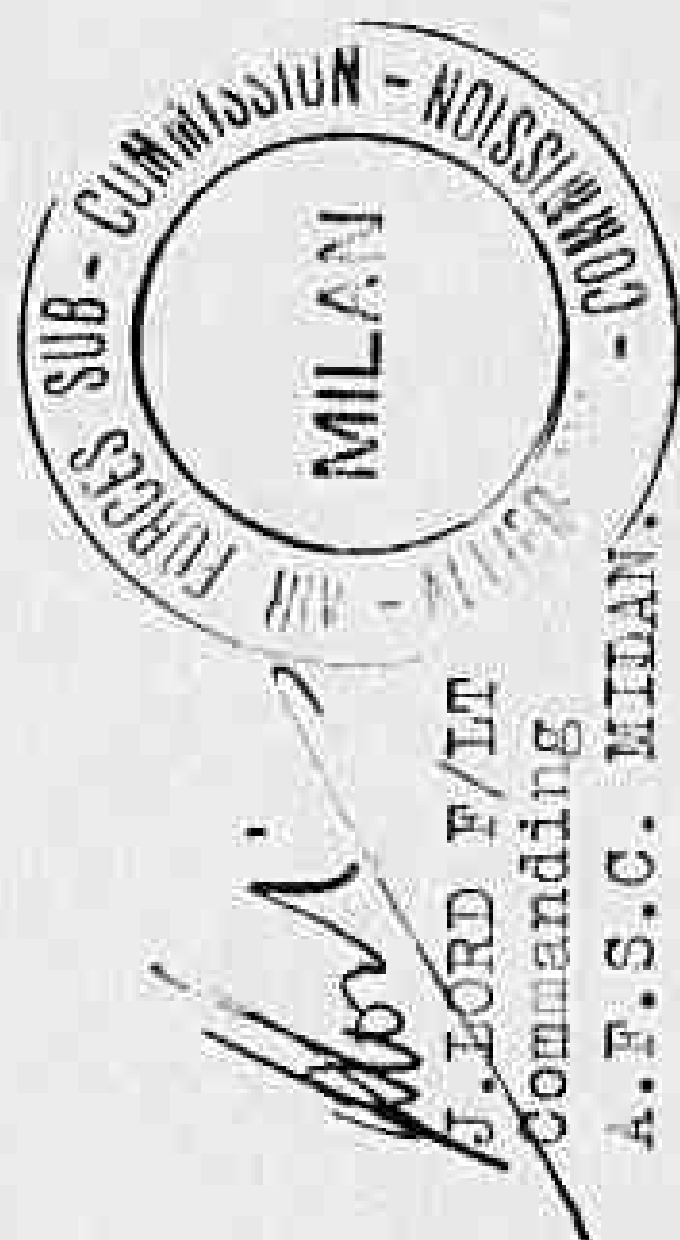
Major Casale has been most co-operative and helpful in a number of minor matters which have occurred during the month.

7. GENERAL.

After the departure of F/Lt Turner from this detachment on posting to Rome the flat in the Piazza D'Annuncio No 1 was derequisitioned and the only accommodation now available in Milan is No 14 Via Serbelloni (IV floor), occupied by F/Lt Lord.

It is considered that 4 visiting officers at a time can be accommodated there.

On the 30th of the month General Drago, Officer Commanding 1st ZAT gave a lunch to F/Lt and Mrs. Lord at 1st ZAT Headquarters. Twelve other officers were present.



Milan 2nd December 1946.

3379

WORK CARRIED OUT AT LINATE AIRFIELD

1. Transmitter-receiver TR 1196 checked and returned to 6440 k/cs.
Rectifier 2B and accumulators checked.
2. Transmitter-receiver TR 5043, new crystal obtained, checked and turned to 6450 K/cs. (1161 K/cs).
3. Fuses replaced in both Power Units type 3 A.
4. Receiver R 1132 A turned to
114.84 M/cs (6380 K/cs)
117.9 M/cs (6550 K/cs)
5. Associated Transmitters T 1131 at Italian Transmitter station checked and retuned to :-
 1. 114.84 M/cs
 2. 117.9 M/csTransmitter T 1190 to be purchased by Italian authorities.
This transmitter with associated coils and spares left at Italian transmitting station.
Power supplies are not corrected and the transmitter needs tuning.

M I L A N O

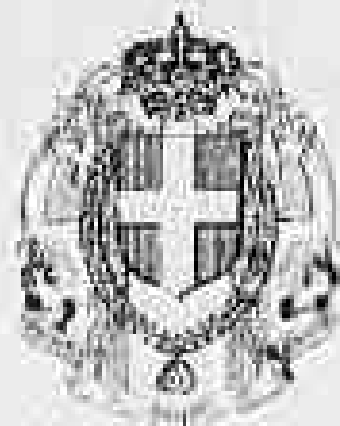
UFFICIO
SPROVVISTO
— DI —
BOLLO

COMANDANTE LA SEZIONE BALTIMORE
— DI —
A.A.R. 11. Pier Paolo LEONI

of Pier Paolo Leoni

3376

S.



Stato Maggiore R. Aeronautica Militare

1° REPARTO

1^ Sezione Operazioni e Addestramento

Aut. V. 100106/15/43 Coll.

OCCETTO Specchi attività di volo mese di Dicembre 1946.-

12.8.
Roma. 7 GEN 1947 19 *12A*
Mod 122*

= R O M A =

Riferimento foglio AFSC/25/1/AIR del 10/10/1945.

Si trasmettono in allegato gli specchi riguardan-
ti l'attività di volo dei Reparti dell'Aeronautica Militare
relative al mese di Dicembre 1946. =

IL SOTTOCAPO DI STATO MAGGIORE

d'ordine

1. IL CAPO DEL 1° REPARTO T.a.
my & blu

With reference to your AFSC/25/1/AIR dated 10/10/1945.

Enclosed herewith are summaries concerning the flying activity
of the I.A.P. units during the month of December, 1946.

3375



ALLEGATO No 2:

Modello richiesto dal A.F.S.C.:

Risultato attività parziale.

TYPE	FLIGHTS	ore volo	passengeri trasportati	Materiale vario espresso in Kg.
Tipa velivolo	N° voli	ore volo		
S.79	98	124,05	466	8777
S.75	3	7,00	62	1073
G.12	105	209,50	1577	28153
XXXXXXXX S.82	89	178,25	1114	38023
Raggr. Idre	37	73,20	183	4717
St. Baltimore	12	10,55	22	300
				675

T O T A L E..... 344 603,35 3424 81043

APPENDICE " B. " (-)

	n° voli	ore di volo
SQ. MUT. UNITA' AEREA	43	29,15
SQ. ADDESTRAMENTO "B"	64	60,25
SCUOLE VOLO	594	226,55
ST. BALTIMORE	118	50,05
ST. NOTTURNO	57	34,55
ST. TRASPORTI	21	13,00
RAGGR. IDRO	53	71,00
RAGGR. CACCIA	378	331,05

T O T A L E 1328 816,40

- (+) Comprende i voli per trasferimenti, collegamenti e corrieri;
- (-) Comprende i voli per addestramento, ricerche naufraghi, missioni, esercitazioni, sondaggi meteo, voli vari (prove velivoli, motori).

S.75	3	124,05	466	8777	19748
G.12	105	7,00	62	1073	2367
Aggr. S.82	89	209,50	1577	28153	63342
Aggr. Idre	37	178,25	1114	38023	85515
St. Baltimore	12	73,20	183	4717	10511
		10,55	22	300	675

T O T A L E..... 344 603,35 3424 81043182188

APPENDICE " B. " (-)

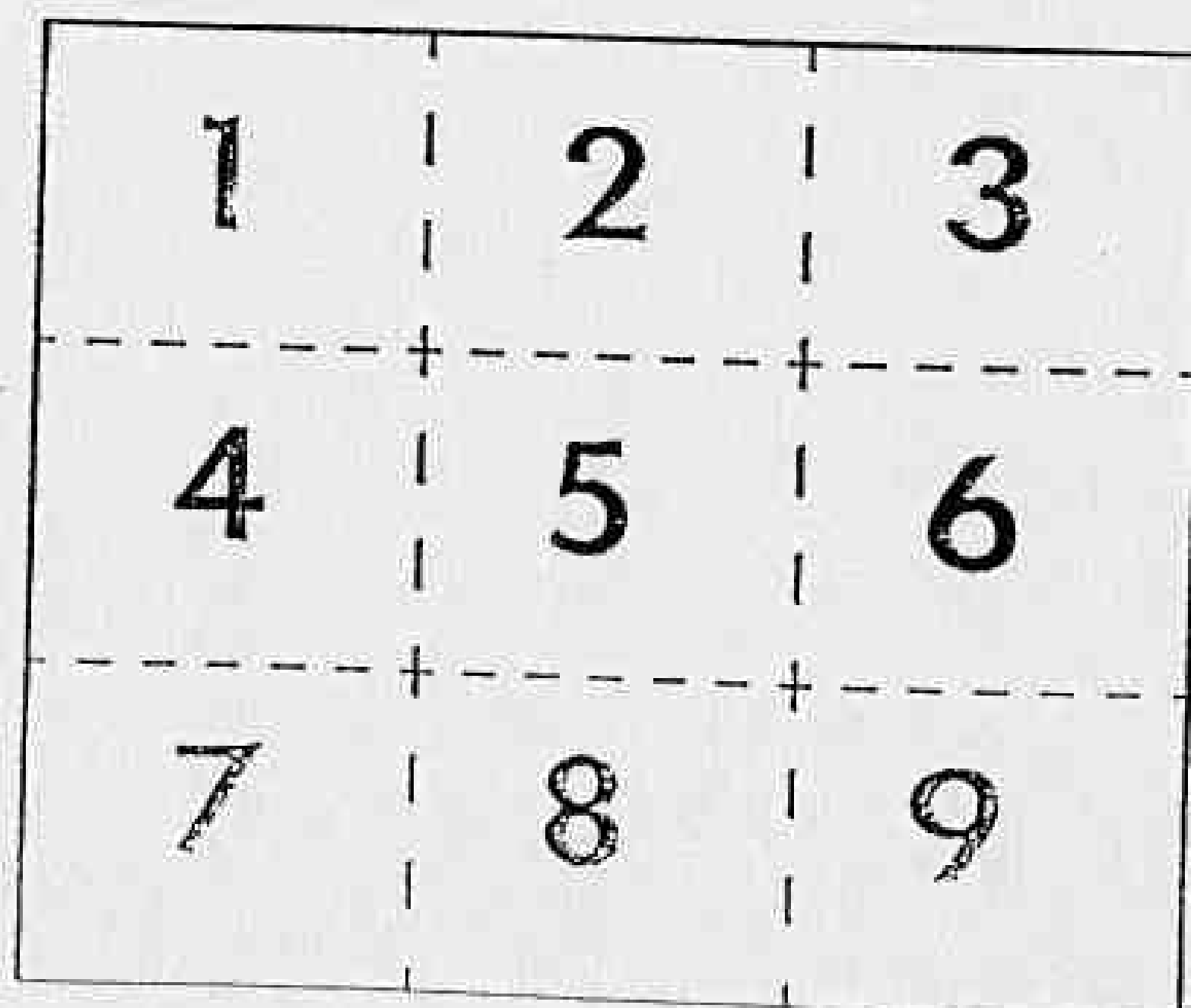
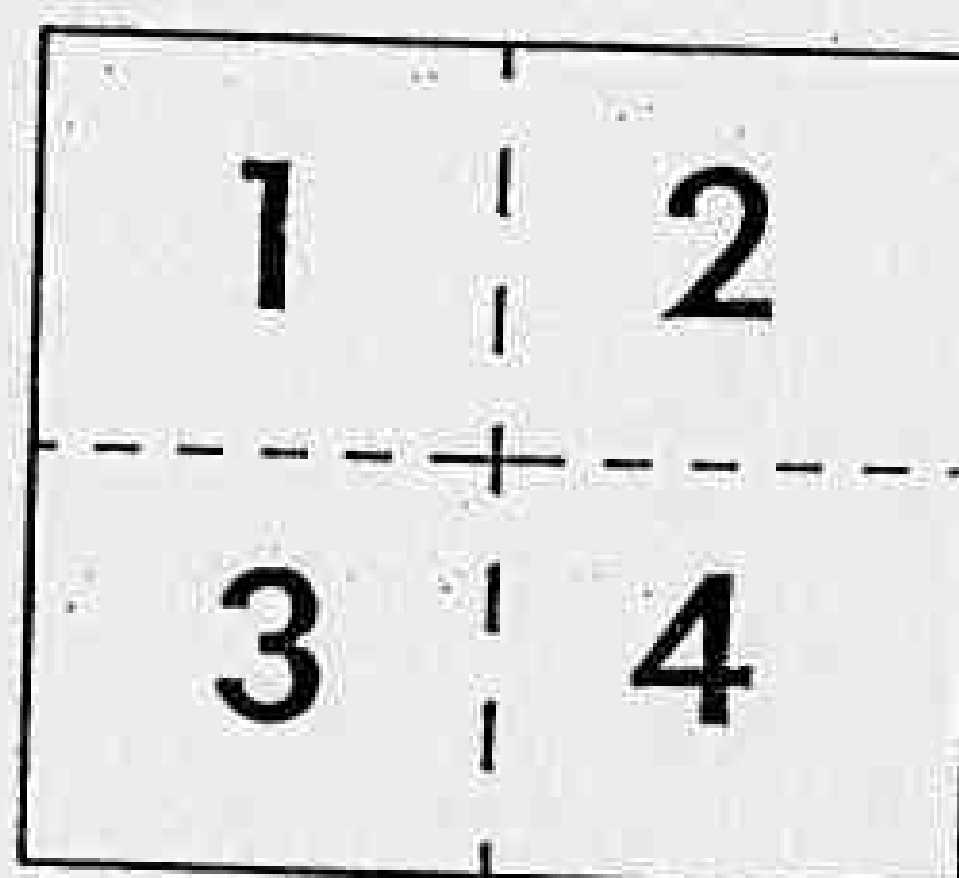
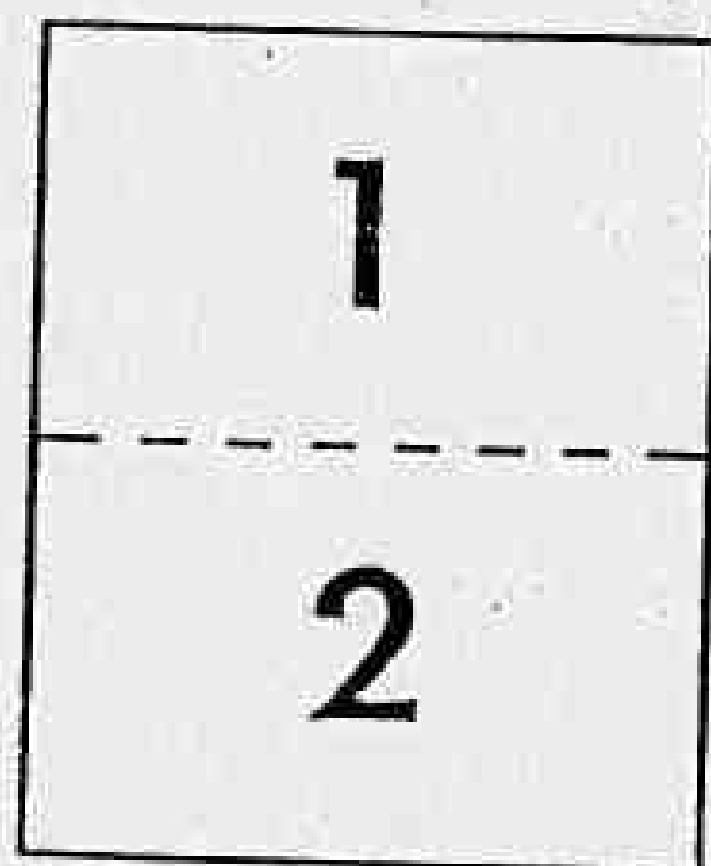
	n° voli	ore di volo
SQ. AUT. UNITA' AEREA	43	29,15
SQ. ADDESTRAMENTO "B"	64	60,25
SCUOLE VOLO	594	226,55
ST. BALTIMORE	118	50,05
ST. NOTTURNO	57	34,55
ST. TRASPORTI	21	13,00
RAGGR. IDRO	53	71,00
RAGGR. CACCIA	378	331,05

T O T A L E 1328 816,40

- (+) Comprende i voli per trasferimenti, collegamenti e corrieri
- (-) Comprende i voli per addestramento, ricerche naufraghi, Missioni, esercitazioni, sondaggi meteo, voli vari (prove velivoli, motori).-

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



120
ATTIVITA SVOLTA DAI REPARTI DELL'AERONAUTICA
DURANTE IL MESE DI DICEMBRE 1946

R E P A R T O	Corrieri Aerei Militari di linea (postali)				Trasporti per Corrieri Straord. nari, Speciali, Collegamenti e trasferimenti			
	voli n°	ore di volo	passeg. n°	material Kg.	voli n°	ore di volo	passeg. n°	mater/1 Kg.
RAGGRUPPAMENTO CACCIA	-	-	-	-	44	48,30'	-	-
STORMO BALTIMORE	2	1,40'	4	100	10	9,15'	18	200
STORMO NOTTURNO	42	90,15'	758	17629	47	88,10'	356	20394
STORMO TRASPORTI	197	331,30'	2234	40487	21	37,30'	139	2393
RAGGRUPPAMENTO IDRO	14	24,25'	97	2527	23	48,55'	86	2190
SQ.AUTONOMA C.UNITA' AEREA	=	=	=	=	47	49,40'	45	850
REPARTO VOLO STATO MAGGIORE	=	=	=	=	43	44,15'	139	=
SEZIONE PRESIDENZA CONSIGLIO	-	-	-	-	23	30,05'	136	2040
Sez.AUT.COM.AERONAUTICA SARDEGNA	-	-	-	-	2	3,00'	12	-

26
 TA DAI REPARTI DELL'AERONAUTICA MILITARE
 RANTE IL MESE DI DICEMBRE 1946

Trasporti per Corrieri Straordinari, Speciali, Collegamenti e trasferimenti				Voli per addestramento		Missioni, eserc. Sondaggi meteo, ricerche naufraghi e voli vari (prove vel.e m)		T O T A L E			
voli n°	ore di volo	passagg. n°	mater/le Kg.	voli n°	ore di Volo	voli n°	ore di volo	voli n°	ore di volo	passagg. n°	mater/le Kg.
44	48,30'	-	-	291	244,50	87	86,15	422	379,35	-	-
10	9,15'	18	200	106	39,40	12	10,25	130	61,00	22	390
47	88,10'	356	20394	10	3,05	47	31,50	146	213,20	1114	38023
21	37,30'	139	2393	-	-	21	13,00	239	382,20	2373	42880
23	48,55'	86	2190	2	1,30	51	69,30	90	144,20	183	4717
47	49,40'	45	850	4	1,15	39	28,00	90	78,55	45	850
43	44,15'	139	=	19	9,30	15	6,50	59	53,45	139	=
23	30,05'	136	2040	-	-	1	0,45	24	30,50	136	2040
2	3,00'	12	-	-	-	-	-	2	3,00	12	-

SCUOLE VOLO	-	-	-	-	30	20,45'	-	-
SCUOLA ADDESTRAMENTO " B."	=	=	=	=	15	6,20	=	=
				3372				
T O T A L E.	255	447,50'	3093	60743	305	386,25'	931	28067

Danni a velivoli per incidenti di volo: F.U.

- 1 M.187
- 1 C.Z.506
- 1 Saiman 202

Danneggiati

Danni alle persone: 3 deceduti (Storno Baltimore)

30	20,45'	-	-	543	200,45	51	26,10	624	247,40	=	=
15	6,20	=	=	55	55,05	9	5,20	79	66,45	=	=
305	386,25'	931	28067	1030	555,40	333	278,05	1923	1668,00	4024	88810

Danneggiati: - 1 Spitfire V
- 1 M.C.202

11A

From : Air Forces Sub Commission. Allied Commission. Rome.
To : M.A.A.C. Secretariat.
Date : 20th December, 1946.
Ref : AFSC/25/Air.

MONTHLY AIR REPORT - DISTRIBUTION.

Attached herewith copies of Monthly Air Report No. 48,
November, 1946. 3 Copies are for your Unit, the remainder for onward
transmission to:-

- | | | |
|----|-----------------------------------|-----------|
| 1. | H.Q. R.A.F. MEDME. | 3 Copies. |
| 2. | Air Ministry, London. | 3 Copies. |
| 3. | War Department, Washington. | 3 Copies. |
| 4. | AHQ. R.A.F. ITALY, C.M.F. | 2 Copies. |
| 5. | R.A.F. Historical Section, MALTA. | 2 Copies. |


A.C. Merrien. F/O.
for Air Vice Marshal, Director,
Air Forces Sub Commission, A.C. Rome.

All-gato n.2

Modelle richiesto dalla AFSC/AC:
risulta attività parziale.

STATO MAGGIORE AERONAUTICA
1° REPARTO OPERAZIONI
Corrispondenza 1019
Dir. Report Gile

Tipo velivolo	N° voli	ore volo	APPENDICE "A" (+)	
			passaggeri trasportati	materiale vario espresso in Kg.
S.79	67	86,25'	308	8733
S.75	4	12,30'	109	2524
G.12	87	129,00'	1197	25721
S.82	73	147,20'	1027	31637
Raggr.Idro	44	92,30'	212	6197
St. Baltimore	22	16,30'	26	810

T O T A L E..... 297 484,15' 2879 72622

	n° voli	ore di volo	APPENDICE "B" (-)	
SQ.AUT.COM.UNITA'AEREA	73	32,30'		
SCUOLA ADD.BOMBARDAMENTO	107	60,50'		
SCUOLE VOLO	1246	483,45'		
STORMO TRASPORTI	15	12,00'		
STORMO NOTTURNO	40	31,20'		
STORMO BALTIMORE	324	129,15'		
CANT.Z. 1007	6	9,25'		
RAGGRUPPAMENTO IDRO	117	99,30'		
RAGGRUPPAMENTO CACCIA	625	495,35'		

T O T A L E..... 2353 3356,10'

(+) Comprende i voli per trasferimenti, collegamenti e Corrieri;

1574

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

S.75	4	12,30'	109	2524
G.12	87	129,00'	1197	25721
S.82	73	147,20'	1027	31637
Raggr.Idro	44	92,30'	212	6197
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APPENDICE "B" (-)

	n° voli	ore di volo
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- (+) Comprende i voli per trasferimenti, collegamenti e Corrieri;
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The in Lincolnton 1946

9A

AIR FORCES SUB-COMMISSION

MILAN DETACHMENT

AIR REPORT NORTHERN ITALY

NOVEMBER 1946

1) AIRCRAFT SAFETY CENTRE (C.A.V. LINATE)

(a) Linate -Milan

1. Telephone Communications There have been very few interruptions during the month and there was good communication with the switchboard, but owing to the fact that there is no direct line with Venice some delay occurred when trying to contact the R.A.F. Udine in connection with the recent American Dakota incident.

2. R.T. Communications Satisfactory results have been obtained on the 6500 kc/s service, but it is considered that a second frequency is essential, full reports on the efforts to pick up the signals from the Dakota 8846 have been sent under separate cover to Rome.

3. Rescue Missions The main highlight of the month was the search for the missing American Dakota in which 2 Baltimores took part, this rescue effort is fully reported in a separate report, but it is considered that this was a very praiseworthy effort and had permission been obtained earlier to cross the Swiss border this might have been even better. The aircraft had to operate at about 16,500 ft. without oxygen and de-icing equipment, and everybody concerned with the rescue organisation supplies etc. did their utmost in a difficult situation, and there is no doubt a letter of appreciation will be forthcoming to the I.A.F. for ownward transmission to people concerned.

(b) Lido-Venice

Telephone communications are working normally and there were no snags, the O.C. the C.A.V. stated he is still in need of a motor-boat, the one which had arrived in the area

3364

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(b) Lido-Venice

Telephone communications are working normally and there were no snags, the O.C. the C.A.V. stated he is still in need of a motor-boat, the one which had arrived in the area had been taken over by the Seaplane base. The question of divided control over the C.A.V. and the Seaplane-Base was being discussed by the I.A.M.

2. AIRFIELDS

Bergamo -Orio al Serio

(a) New Construction

1. Officers billet : a four storey house to be rebuilt: the roof is finished, the ceiling done, plastering started. The supply of doors and windows has already started, and the building will soon be completed. 2. W.C.s and sinks: The construction (walls and roofs) of two buildings, one for O.R.s and the other for Sergeants is finished.

Our Report file.

3- 12 wooden huts - The erection of 5 huts (3 for O.R. billets, 1 for signals, 1 for supplies service) is completed. The foundations of the other 8 have been laid : the waterproof material to cover the 12 huts is not yet to hand. 4) Hangar Mod.S/52 - The 4 principal foundations have been laid. The work of transporting the remaining elements of the hangar is being carried on. 4 Metal hangars Romney type also going to be built. 5) Officers kitchen - the laying of the foundations has been started. 6) Electricity and water installations have already been started.

(b) Already serviceable

1) 3 farm-houses with about 22 rooms where are housed the HQ. signals service, kitchen, Officers and Sergeants mess, infirmary, Sergeants billets and Carabinieri.

2) 3 huts for O.R. billets, ORs mess; warehouse and workshop.

3) Fuel depot : walls in course of construction.

(c) Radio Met. Centre

The Centre is equipped with : 4 trucks mobile transmitter apparatus, 1 truck for D/F receiver, 3 generator trucks, 2 cl. Met. Station fully equipped with instruments.

(d) Telephonic service

A direct line with Milan (1) Z.A.T.). A line with Bergamo net work. A new telephone system will be installed with a switchboard with 40 extensions.

(e) S.A.T.A.

It is regularly functioning according to Stato Maggiore instructions. It is supplied with the required equipment as follows :

1 - R.T. Apparatus - At present located in the SATA office pending construction of the Control Tower.

2 - All the signalling flags, pistols, rockets, ambulance, crash-tender. The rescue crane is in course of preparation.

(f) Airfield and runway

336

Serviceable and in very good condition.

3. BALTIMORE FLIGHT

F/Lt Lord spoke with Captain Luongo about the Air Courier Service Milano- Treviso -Bolzano. It was agreed to reduce the Baltimore Flight to one per week during the winter months.

4. 1ST Z.A.T. REPORT

The recruiting Centre of Como, Brescia and Cuneo have posted the recruits to the I.A.F. detachments. 230 airmen have been assigned to 9th Z.A.T. Consequently an equal number of airmen have been released from the Army. 70 recruits from Taranto training centre will be coming shortly to Genoa and La Spezia seaplane base. An equal number of airmen of the above seaplane bases will then be released. A gift-parcel will be distributed to all airmen on 10/12/46 the day of "Madonna di Loreto" the Patron Saint of the I.A.F.

5. 2ND Z.A.T. REPORT

A visit was made to 2nd ZAT Headquarters on the 8th of the month in the company of P/O Reid were we met Gen. Raffaelli who stated that everything was running normally, but he was a little concerned about the buildings on the airfield which the I.A.F. had repaired for housing 400 airmen, this was because F.H.Q. had been working on the airport making a runway, and it was thought they might want some buildings, but at the moment no request had been made for I.A.F. buildings, but should this happen we were asked to intervene on their behalf.

6. GALLARATE EQUIPMENT

32 trucks and 24 wagons of various materials arrived at Gallarate during the month. Other trucks of materials have also been despatched. Several repair works to aircraft spare parts and also various works at Busto Arsizio depot and other depots and installations have been carried out. A great amount of repair work, wooden tables etc. for Lonate and Malpensa airfields such as furniture, windows, doors, stoves, manufacturing of boxes, and various other items required have been repaired during the month of November.

7. TECHNICAL

A visit was made to the Breda Works, Bresso, where Engineer Zapata gave the latest information re the BZ 308, no work was in progress on this aircraft as per instructions from

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7. TECHNICAL

A visit was made to the Breda Works, Bresso, where Engineer Zappata gave the latest information re the BZ 308, no work was in progress on this aircraft as per instructions from A.F.S.C., the fuselage etc. had suffered no damage while being transferred from Sesto San Giovanni to Bresso, and it was hoped to get 4 Bristol Centaurus engines and 4 Rotol propellers, when permission eventually came through to complete the aircraft, Engineer Zappata while in the U.K. made inquiries from the Bristol Aeroplane company about suitable engines, and at the time the only Centaurus engines available did not have a suitable gear ratio, but a wire has now been received to say that Bristol can modify 4 engines to suit Engineer Zappata requirements, naturally the designer and all concerned with this aircraft are looking forward to the day when they will be allowed to carry on with the project.

8. GENERAL

F/Lt Lord arrived on posting from Rome for duties at A.F.S.C. Milan. He broke his journey at Padova and made contact with General Raffaelli, Colonel Grotti and other Staff officers at I.A.F. H.Q. there. FLT/OFF Legat and Colonel Santini accompanied F/Lt Lord, returning to Rome on 30/11/46.

J. W. TURNER F. 14
for C/Commanding
A.F.S.C. MILAN
COMMISSION - NOISE

Milan 2nd December 1946

3360

8A
(E)

From : General Staff of Italian Air Force
No. 1 Department
No. 1 Operation and Training Section
To : A.M.S.B. Rome
Date : 15 December 1946
Ref : 107500/1946 Coll.

Subject: REVIEW OF AIRCRAFT FLIGHTS DURING
November 1946

Reference letter AFSC 25/1 117

Enclosed herewith is the review of IIAF flights during the
month of November (1946)

for the VICE CHIEF OF STAFF
No. 1 DEP. DIRECTOR
(Gen. Mario CONSINI)

Translated by L.A.C. COSTONAR

3-8-10
3/354

25/7AUL.



REPUBBLICA ITALIANA

Stato Maggiore ^{XXXX}~~XXX~~ Aeronautica MILITARE

1° REPARTO

1ª Sezione Operazione e Addestramento

L'AIR FORCES SUB COMMISSION
A.C.

= ROMA =

Aut. 106500 / OF. 1 ^{3930 Coll.} ~~2~~ n.2

Risposta al f. N.° del

OGGETTO Specchi attività di volo mese di Novembre 1946.-

Riferimento foglio AFSC/25/1/AIR del 19/10/45.

Si trasmettono in allegato gli specchi riguardan
ti l'attività di volo dei Reparti dell'Aeronautica Militare
relativa al mese di Novembre 1946.=

IL SOTTOCAPO DI STATO MAGGIORE

d'ordine

3358

Il presente documento, per essere valido, deve essere firmato e controfirmato dal
 Capo di Stato Maggiore dell'Aeronautica Militare e dal Capo di Stato Maggiore dell'Esercito.

(17/11/1946) M. 106500

STATO MAGGIORE AERONAUTICA
1° REPARTO OPERAZIONI

ATTIVITA' SVOLTA DAI REPARTI DELL'AERONAUTICA
durante il mese di Novembre

REPARTO	Corrieri Aerei Militari di Linea (postali)				Trasporti per Collegamenti, Corrieri straordinari, Speciali e Trasferimenti.			
	voli n°	ore di volo	passeggi n°	mater/le Kg.	voli n°	ore di volo	passeggi n°	mater/le Kg.
RAGGRUPPAMENTO CACCIA	-	-	-	-	25	24,25'	-	-
STORMO BALTIMORE	8	6,55	16	370	14	9,35	10	440
STORMO NOTTURNO	43	95,25	798	17.735	30	51,55	229	13.902
STORMO TRASPORTI	132	265,30	1606	36.194	36	57,10	188	4.808
RAGGRUPPAMENTO IDRO	12	21,35	64	2.463	32	70,55	148	3.734
SG.AUT.VOLO C.UNITA' AEREA	-	-	-	-	62	61,50	120	1.480
REPARTO VOLO STATO MAGGIORE	-	-	-	-	25	16,25	37	-
SEZIONE PRESIDENZA CONSIGLIO	-	-	-	-	15	20,05	54	810

STATO MAGGIORE AERONAUTICA

1° REPARTO OPERAZIONI

SVOLTA DAI REPARTI DELL'AERONAUTICA MILITARE

durante il mese di Novembre 1946

Trasporti per Collegamenti, Corrieri straordinari, Speciali e Trasferimenti.				voli per addestramento		sondaggi meteo, ricerche naufraghi e voli vari (prove velivoli)		T O T A L E			
voli n°	ore di volo	passeggi n°	mater/le Kg.	voli n°	ore di volo	voli n°	ore di volo	voli n°	ore di volo	passeggi n°	mater Kg.
25	24,25	-	-	565	453,10	60	42,25	650	520,00	-	-
14	9,35	10	440	111	113,55	13	15,20	146	145,45	26	810
30	51,55	229	13.902	9	11,20	31	20,00	113	178,40	1027	31.637
38	57,10	188	4.808	-	-	15	12,00	183	334,40	1794	41.002
32	70,55	148	3.734	42	24,05	75	75,25	161	192,00	212	6.197
62	61,50	120	1.480	56	25,30	17	7,00	135	94,20	120	1.480
25	16,25	37	-	16	9,10	18	15,00	59	41,35	37	-
15	20,05	54	810	-	-	-	-	15	20,05	54	810

SEZ.AUT.AERONAUTICA SARDEGNA	-	-	-	-	4	5,10	16	300
SCUOLE VOLO	-	-	-	-	11	10,55	-	-
SCUOLA ADDESTRAMENTO P.	-	-	-	-	13	6,05	-	-
<u>T O T A L E</u>	195	389,25	2484	56.762	267	334,30	802	25.474

Danni a velivoli per incidenti di volo: F.U. : N.N.

Danneggiati: 1 MC.
1 Cr.
1 Re.

Danni alle persone: N.N.

NOTA: Nei voli per trasporti straordinari, speciali e di collegamento sono compresi n.23 voli Alleati.-

4	5,10	16	300	-	-	2	2,30	6	7,40	16	300
11	10,55	-	-	1140	415,40	106	68,05	1257	494,40	-	-
13	6,05	-	-	99	57,25	8	3,25	120	66,55	-	-
267	334,30	802	25.474	2038	1110,15	345	262,10	2845	2096,20	3286	82.236

Danneggiati: 1 MC.205
 1 Cr.42
 1 Re.2001

gamento sono compresi n.23 voli per ore 18,30' effettuati su richiesta e per conto degli



818

FROM :- Air Forces Sub Commission, Allied Commission, E L Detachment.

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

DATE :- 1st. December 1946.

REF. :- AFSC/5/25/AFR.

7A
SECRET

13M
2d/12

MONTHLY AIR REPORT - PART DETACHMENT NOVEMBER 1946.

Fighter Wing Lecce. 4th. Stormo. Flying training continued normally for the first part of the month without incident or difficulty. At present about forty pilots are well trained on P38's and the remaining younger pilots are still flying P39's in the Stormo or school. During the month all the P39's were grounded due to deterioration of fabric and an interruption in flying followed. Some have now been repaired and are again flying. Towards the end of the month attention has been paid to the flying programme for the forthcoming demonstration and normal training has taken second place. This Stormo has now done about 1000 hrs. on their P38's and have only had one accident.

5th. Stormo. After a series of conferences at Unita Aerea to decide future policy and activity the Macchi 202's are being withdrawn from one Sqdn. and given to the school. This Sqdn. will be equipped with Spit. 9's from the reserve pool at Brindisi. Great enthusiasm is now apparent among personnel who previously felt they were being left out of the pictures somewhat. Up to date however they have had more flying practice than the other Stormos as the Macchis have never been grounded through lack of spares, tyres etc. as the other aircraft have been.

21st. Stormo. After a little flying earlier in the month this Stormo is again grounded due to lack of tyres and all personnel are bitterly disappointed that the Stormo is unable to take part in the flying demonstration to be staged soon. If some tyres are available in time the Stormo will participate. Meantime their main activity is cleaning and redoping the aircraft but even this is held up periodically due to an acute shortage of dope. Good news of the month for them was that authority had been received for the supply of spares from allied sources and these spares, especially tyres are eagerly awaited.

Flying School. Good flying activity has been reported from all flights and more flying achieved this month than in any previously. Spit. 5's and Macchi 202's are now being delivered to the school and specialists are being trained on their maintenance. The intention now is that pilots of the 5th. Stormo will do a course on Spit. 5's in the school prior to taking over their Spit. 9's and this training is getting first priority. The Macchi 202's have arrived just in time to avoid the Lecce flight from going out of business as they are now reduced to two Macchi 200's which are becoming almost impossible to maintain serviceable.

The G50 dual which has been under construction and conversion from a single seater for about a year was completed, tested, and handed over to the flight during the month, also at a very opportune moment as the other two of this type are almost beyond further repair due to lack of spares. One in fact has been confined to storage.

The G55 damaged in collision several months ago is still awaiting spares. These have been found and reserved at the factory but cannot be released until the Ministry either contracts with the firm or pays. The same applies to Macchi aircraft one of which under construction in the SEAL is held up. It seems something might be done to get release of these spares.

The CR 42's arriving from Trento are generally in a poor condition. The last two to arrive have had to be inspected in the SEAL before passing out to the flight and both have had undercarriage changes SEAM due to excessive play. These defects have been reported but it seems little notice is taken of the reports as no improvement is evident so far.

C.I.O.

C.I.O.

of radio and an interruption in flying followed. Some have now been repaired and are again flying. Towards the end of the month attention has been paid to the flying programme for the forthcoming demonstration and normal training has taken second place. This Stormo has now done about 1000 hrs. on their P3's and have only had one accident.

5th. Stormo. After a series of conferences at Unita Aerea to decide future policy and activity the Macchi 202's are being withdrawn from one Sqn. and given to the school. This Sqn. will be equipped with Spit. 9's from the reserve pool at Brindisi. Great enthusiasm is now apparent among personnel who previously felt they were being left out of the pictures. Up to date however they have had more flying practice than the other Stormos as the Macchis have never been grounded through lack of spares, tyres etc. as the other aircraft have been.

11st. Stormo. After a little flying earlier in the month this Stormo is again grounded due to lack of tyres and all personnel are bitterly disappointed that the Stormo is unable to take part in the flying demonstration to be staged soon. If some tyres are available in time the Stormo will participate. Meantime their main activity is cleaning and reworking the aircraft but even this is held up periodically due to an acute shortage of dope. Good news of the month for them was that authority had been received for the supply of spares from allied sources and these spares, especially tyres are eagerly awaited.

Flying School. Good flying activity has been reported from all flights and more flying achieved this month than in any previously. Spit. 5's and Macchi 202's are now being delivered to the school and specialists are being trained on their maintenance. The intention now is that pilots of the 5th. Stormo will do a course on Spit. 5's in the school prior to taking over their Spit. 9's and this training is getting first priority. The Macchi 202's have arrived just in time to avoid the Lecce flight from going out of business as they are now reduced to two Macchi 200's which are becoming almost impossible to maintain serviceable.

The G50 dual which has been under construction and conversion from a single seater for about a year was completed, tested, and handed over to the flight during the month, also at a very opportune moment as the other two of this type are almost ~~being~~ ^{being} further repair due to lack of spares. One in fact has been confined to storage.

The G55 damaged in collision several months ago is still awaiting spares. These have been found and reserved at the factory but cannot be released until the Ministry either contracts with the firm or pays. The same applies to Macchi aircraft one of which under construction in the SRA is held up. It seems something might be done to get release of these spares.

The CR 42's arriving from Trento are generally in a poor condition. The last two to arrive have had to be inspected in the SRA before passing out to the flight and both have had undercarriage changes RM due to excessive play. These defects have been reported but it seems little notice is taken of the reports as no improvement is evident so far.

The Brindisi flight now has two dual CR 42's and has continued training throughout the month. One accident occurred with a single CR 42 when a pupil ground looped and turned over. This flight started Met. ascents during October and now have two aircraft equipped for this job.

At Goia del Colle good progress has been made with the elementary flight and the rains recently has improved the surface of the grass landing area. Ca. 174's and Breda 25's are both in use. The main snag is shortage of propellers for the former.

Pilots have been sent north to collect the G55's but they will not be employed to any great extent until a dual is available.

The intention of Unita Aerea still seems to be to move the whole of the fighters away from Lecce eventually and concentrate the school there. The air staff has been warned that their plans must be approved before any movement can take place.

Bomber SRA, Lecce. There are still 3 SM 82's and one SM 79 in the SRA. On two of the former good progress is being made and one will be out in about a month. This is a complete rebuild of a derelict fuselage which was taken in during October 1945. On the third work is now suspended due to lack of wood for cradles for the wing when it is dismounted from the fuselage for longeron repair.

C.I.O.

C.I.O.

SECRET

The SM 79 was allotted from Centocelle to the Fighter group for transport duties but was in such bad condition that it had to be brought in for a complete overhaul which would be better described as a rebuild. It appears that the maintenance at Centocelle requires watching as apart from this aircraft there has been an increase recently in unserviceability of the air line aircraft. One SM 79 arrived at Lecce with the top surface of the wing loose and had to be grounded. After temporary repairs it was flown light to Centocelle for complete overhaul.

Fighter SM 79 Lecce. Work on the modification of the P36 nose is going very slowly due to lack of material and also lack of instructions about stressing. Two propeller test rigs have been made up from parts found in AFAR dumps and are now in use. Wagners for the P36 hydraulic system are in short supply but attempts are being made to have these manufactured in Italy. Brushes for dynamos are also short as their consumption is very high. Tyres will soon be a problem also and it is suggested that Mustang main tyres be procured for the nose wheel of the P36's.

One Fardis is being converted for blind flying, for use in the Lecce school.

Bari Airport. The target date for the complete handing over is now Dec. 5th. A considerable amount of equipment has already been handed over and also accommodation. A trained flying control officer has been attached from Lecce to assume control of flying activity here and the tower is manned by three English speaking N.O.C.'s who were previously employed by the R.A.F. Much confusion has been evident in this handing over due to conflicting instructions or lack of instructions and it is suggested that for future occasions a definite policy be formulated to cover all aspects of the proceedings. The most important item - a crane - has not been made available in spite of efforts by the RAF here as well as the A.S.C. To maintain this airfield in a proper operational condition it is essential that a crane be provided as the I.A.F. have none. The present Italian C.O. at Bari, Lt. Col. BOLDANI does not seem very capable or efficient and lacks initiative. It has been hinted that now is an opportune moment to change him and also get rid of his interpreter who is an Army officer on loan to the I.A.F.

Intelligence. Much adverse comment has been levelled at the Commission sitting in Rome to determine the fate of Lt. Cols. and Majors. It appears that the President, as General Paronate has been away from Italy in service and as a prisoner almost continuously since 1936 and it is felt that he is not up to date with the present I.A.F. and certainly not in a position to judge the ability or suitability of present serving officers. The one good point recognised is that Gen. Gacta is a member of this Commission but the opinion seems to be that one officer with up-to-date information is not sufficient for such a job which will have far reaching consequences.

Seaplane wing. There is little to report. The Cant. 506 recently overhauled at Sesta Calende has been taken in for major repairs to the wings. It appears that the only modified the fuselage and did nothing to the wings at all. This means that the aircraft will be out of action much longer than necessary. A small section of Cant. 501's is being used at Taranto for training pilots arriving from other jobs, ex-prisoners etc., and this has made a slight reduction in the aircraft at Brindisi. Arrangements have been made for all reports on flying activity, etc., to be passed direct to Rome as has been done up to the present for other units. Detailed reports of all air sea rescues will still be passed to this Detachment.

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W.C. Gillason

W.C. GILLASON C/O.
Officer Commanding
A.F.S.C.
Bari Detachment.

From :- Mediterranean Allied Air Committee Secretariat.

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

Date :- 26th November, 1946.

Ref :- MEDME/4200/4/AFALS.

Air Forces Sub-Commission Monthly Air Report.

Receipt is acknowledged of 9 (Nine) copies of the
Air Report No. 47 for the month of October, 1946.



(*Phamhsh.*)
S.J.B. HAMILTON
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

3353

5A

RETURN OF CR.42 AIRCRAFT BY THE CAPRONI FIRM

AT THE 1ST NOVEMBER 1946

REG. N°	BUILD. N°	CONDITIONS OF WORKS	DATE OF DELIVERING
8485/B	1	Finished	Delivered 28/8/46
6282/B	2	Finished	Delivered 11/9/1946
8986/B	3	10/10	Ready 31/11/1946
7020/B	4	5/10	10/12/1946
8911/B	5	2/10	30/12/1946
8972/B	6	To be started	Not yet started
7573/M	7	9,5/10	30/11/1946

RETURN OF G.55 AIRCRAFT BY THE AERITALIA FIRM

AT THE 1ST NOVEMBER 1946

REG. N°	BUILD. N°	CONDITIONS OF WORKS	DATE OF DELIVERING
G.55.A.	108	100%	Tested in September 1946
G.55.A.	107	100%	Ready 31/11/1946
G.55.A.	104	100%	Ready 31/11/1946
G.55.A.	103	88%	31/12/1946
G.55.A.	80	85%	Not Known
G.55.A.	70	82%	Not Known
G.55.B.	106	90%	31/12/1946
G.55.B.	109	82%	Not Known

REMARKS.: A. = Monobcontrol A/C
 B. = ~~Double~~ ^{Double} Control A/C

3352

CONFIDENTIAL.

From:- Director, Air Forces Sub-Commission, A.C., Rome
 To :- Chief Commissioner, Allied Commission, Rome.

Do you agree with the following draft letter to M.A.A.C.?

Herewith Specimen Monthly Air Report for ready reference.

Not approved except for US. G.V.K. Embassies lead for P. Ind.
for RAF HQ & Comms.

21/8/46
 AIR VICE MARSHAL,
 DIRECTOR,
 AIR FORCES SUB-COMMISSION

D R A F T .

From:- Air Forces Sub-Commission, Allied Commission, Rome.
 To :- Mediterranean Allied Air Committee Secretariat.
 Copies: Air Headquarters, R.A.F., Italy.
 Chief Commissioner, Allied Commission.

Date:- 19th November, 1946.

Ref :- AFSC/25/AIR.

CONFIDENTIAL.

A.F.S.C. MONTHLY AIR REPORT.

As there are Air Attachés appointed to the American Embassy and an Air Liaison Officer at the British Embassy in Rome and in order to keep the War Department (Washington) and the British Air Ministry the better informed on the Italian Air Force, it is recommended that a wider circulation of the Monthly Air Report by the A.F.S.C. should be permitted. The Chief Commissioner agrees.

2. At present no copies are circulated outside the Allied Commission except through M.A.A.C. to whom sufficient copies are forwarded for A.H.Q. MED/EE, A.H.Q., Italy, R.A.F. Historical Branch, and the British Air Ministry. Within the Allied Commission a copy goes to the Chief Commissioner and also to the French and Russian Representatives who, no doubt, take extracts or possibly forward the entire document to Paris and Moscow.

3. In writing the Monthly Air Report, it is the policy not to insert any policy which is still in the planning stage but rather to state accomplished facts concerning

3354

To :- Mediterranean Allied Air Committee Secretariat.
Copies: Air Headquarters, R.A.F., Italy.
Chief Commissioner, Allied Commission.

Date:- 19th November, 1946.

Ref :- AFSC/25/AIR.

CONFIDENTIAL.

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3359

3. In writing the Monthly Air Report, it is the policy not to insert any policy which is still in the planning stage but rather to state accomplished facts concerning the Italian Air Force and to give information on the current morale of the Italian Air Force.

4. At one time, copies of the Monthly Air Report were sent direct by the A.F.S.C. to the British Air Ministry, this was stopped by the British Deputy Air Commander in Chief, M.A.A.F. about 14 months ago for, so far as I know, no particular reason. Again, so far as I know, no adverse comment has been made by M.A.A.C. or its predecessors upon the A.F.S.C. Monthly Air Report.

5. It is requested that in order to speed up the distribution of the Monthly Air Report, authority may be delegated to the A.F.S.C. to forward copies direct to the following addresses ^{outside the Allied Commission}

Not approved *File*.../Cont. Page 2.

JLM
25/11

Director
AFS/C

No objection
to making
specific copies
for the first
five addressees
for onward
forwarding by
MAACS JEW
21/XI EW
cc

NOV 2 1946

- 2 -

- (i) A.H.Q., MED/ME.
- (ii) A.H.Q., Italy.
- (iii) R.A.F. Historical Section, Malta.
- (iv) Air Ministry, London.
- (v) War Department, Washington.
- ~~(vi)~~ American Embassy } Through Polads (A) and (BR), Allied Commission.
- ~~(vii)~~ British Embassy }

6. Will A.H.Q. Italy please inform M.A.A.C. Secretariat whether or not this recommendation is agreed.

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

3348

NOV 2 1946

- 2 -

- (i) A.H.Q., MED/ME.
- (ii) A.H.Q., Italy.
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- (iv) Air Ministry, London.
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I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

3348

BEST COPY POSSIBLE

FROM :- Air Forces Sub Commission, Allied Commission, B Detachment
 TO :- Air Forces Sub Commission Allied Commission POIR.
 DATE :- 2nd. November 1946.
 REF. :- AFSC/ D/ 25 /AIR

CONTINUED AIR FORCE DETACHMENT OCTOBER 1946.

Fighter Wing Lecce. Little beyond normal activity to report, the activity being still very strictly limited by lack of tyres generally. The arrival of a small number of Spitfire tyres, nearly all for the Spit. 5 was the high light of the month, and created a new wave of optimism in the 51st. Stormo who have been grounded so long. The number was not nearly adequate but three or four Spit. of the Stormo and two of the school were made serviceable to allow a limited amount of flying to be carried out and brought a certain amount of hope to the pilots who had been sitting around for so long. In the case of the Spit. 9 some tyres were also found and put to good use. Aircraft made serviceable were fitted with overload tanks and flown on advanced recce. and navigation exercises. This meant getting the maximum amount of flying out of the tyres, and at the same time giving training in the modified system, with few pilots were very familiar, as these tanks had been little used in the past. Personnel generally however are quite aware that everything possible is being done to improve their plight and still have great faith in the efforts of the Sub Commission. Nevertheless they are very touchy due to the continued lack of flying activity which is only very temporarily overcome. No trouble has been experienced with the P38's although it is evident that they too will face a tyre shortage in the very near future unless previous provision is made for replacements. The pilots are all delighted with the aircraft in which they already have the greatest confidence.

The most that can be said about the Marchi personnel is that they are still carrying on in the hope that they will soon get Spits., a long awaited development in this Stormo. They have been told repeatedly that this has never been a declared policy but seem to think that it is inevitable, possibly because of rather optimistic talk by their own superior officers.

The only spark of hope remaining to the fighter personnel at Lecce is a move to the North, so long awaited. They have been warned against undue optimism until authority is definitely received but remain optimistic that it will be achieved eventually. The question of moving personnel from one Stormo to another has been discussed, in order that personnel will eventually be nearer their homes. This is already organised as far as possible although no postings have been effected as they are reluctant to change units until they know that they are definitely moving. Several have already decided to remain with their old Stormos regardless of a future move. However the opportunity has been given and it is now up to the individual to choose when the time comes. The general feeling is that there seems no point in worrying at present as there is still no news of a move.

The fighter school is continuing normal maintenance work on all types but trying to concentrate on the complete overhaul of Spit. 5's and Macchi 202's for future use in the school to replace the old Macchi 200's which are rapidly wearing themselves out. In addition, modification to the nose of the P 38 is going ahead to fit guns and camera. The modification is described as being a very long job but not unduly difficult and the main necessity is a lot of time. Work is proceeding satisfactorily and no difficulties are envisaged.

The Flying school, now dispersed on three fields is making fair progress although there are limiting factors at each field.

At GOIA del Colle the initial flight is finding it rather difficult to maintain their eight aircraft in a serviceable condition due to the poor surface of the grass field

were fitted with overload tanks and flown on advanced recce. and navigation exercises. This meant getting the maximum amount of flying out of the types, and at the same time giving training in the modified system, with 150 pilots were very familiar, as these tanks had been little used in the past. Personnel generally however are quite aware that everything possible is being done to improve their flight and still have great faith in the efforts of the Sub Commission. Nevertheless they are very touchy due to the continued lack of flying activity which is only very temporarily overcome. No trouble has been experienced with the P3's although it is evident that they too will face a tyre shortage in the very near future unless previous provision is made for replacements. The pilots are all delighted with the aircraft in which they already have the greatest confidence.

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~~The flying school, now dispersed on three fields is making fair progress although there are limiting factors at each field.~~

At GOLA del Colle the initial flight is finding it rather difficult to maintain their light aircraft in a serviceable condition due to the poor surface of the grass field which is not good in spite of forecasts by Unita Aerea and the Stato Maggiore. Also, due to the recent rains and in spite of prophecy the field will undoubtedly go out of action due to flooding.

At Brindisi the second period initiated training with one dual C.R.42 in the hope that a reasonable training commitment could be maintained. However a few days after the start the dual went U/S with sheared timing gear and the engine had to be changed. Although this was done very quickly and training resumed it is too much to expect training to continue with one dual aircraft and stoppages are inevitable unless other duals are forthcoming very soon.

The Lecce flight is probably worst off for aircraft, employing as they do G50's, Macchi 200's and Macchi, none of which have spare parts, and this flight is obviously in a critical situation. The news that the G55 progress was being retarded due to a contract for converting DC 3's was a bitter blow to the school as their future policy was being nullified on the assumption that they would have these aircraft soon and at least one end of the month, as originally forecast by higher quarters.

C.I.O. / K. 20.

It would appear that the only way to build up an efficient training school would be to acquire suitable aircraft in Britain or America as none seem to be available in this country in spite of forecasts of what would be available soon, and revise the whole programme of training as soon as the aircraft are available on the sight. Pupil material is abundant and good but the school cannot survive without outside and immediate help. The Bomber School completed the second 84 during the month and this is also destined for the Prosimone School. Two of the 84's flown in for complete overhaul recently have been found with very extensive cracks in the main longeron. Before the engineer officer would undertake repair, which is a tremendous job, a decision was asked from higher authority. The C.F.O. from Guidonia sent the C.F.O. from Prosimone, inspected these aircraft and eventually orders were given for the work to be done. This probably the biggest job ever undertaken by the School and involves the removal of the wing from the fuselage. The specialists are quite capable of doing this job but the work involved will be tremendous. *← C.F.O. Is this worth while?*

At Lungivacca the stores and M.T. repair organisation have been inspected periodically. The stores seem to function well and are now issuing as fairly as possible to consumer units, all equipment available. Book keeping and storage is of a very high standard, so high in fact that they have been known recently to request the return of equipment issued to the Sub Commission in April 1944.

The M.T. repair section under the very able command of Lt. Mastaglio is doing a tremendous job rebuilding old derelict vehicles as well as carrying out repairs on crashed ones in current use of which there appear to be many. As this officer says, "It may take longer than buying new vehicles but it costs much less." The work done and parts made are a credit to this officer's ingenuity and engineering ability.

The drivers school which is under a separate command but works very closely with the Lungivacca organisation is finding difficulty in producing vehicles but is getting down to the job very well and the trainees are constantly attending courses of technical instruction at Lungivacca whenever pressure of work and transport permit.

The recruits course being trained by the Army is making good progress according to M.M.I.A. Liaison officers. It appears that the material is good and no great difficulties are being encountered in training generally. Formations and units in this area are looking forward eagerly to some new blood to replace the Class 23 airmen who are considerably overdue for release and are generally inefficient due to ~~general~~ despondency. It seems that it would be a very good thing for the Air Force to chase up their release. *Arg.*

The airline serving this area has continued with almost clock-work regularity and Allied users are enthusiastic about the service given. On the few occasions when the service has been late, net. conditions have been responsible and this shows that all concerned tackle their job with a certain commendable discretion. With the withdrawal of the Allied service from Bari it seems that a greater capacity of air-lift will be necessary in this area necessitating a large aircraft on each flight instead of one per week as at present the lack of serviceable transport at this detachment, and it is felt, every detachment is seriously hampering the progress of essential visits to out-lying units in the area. Unless conditions improve the object of this detachment cannot be achieved. While the greatest possible use is made of Italian facilities it should be realised that units outside an airfield cannot be visited without surface transport. While the I.A.F. have shown the utmost willingness to help it is very obvious that they seldom have the means at their disposal. It is urgently requested that efforts be renewed to provide at least two long distance vehicles for each detachment, which are in a reasonably sound condition. With the closing down of Taranto Detachment and in the very near future Bari, greater liabilities will be thrown on this Detachment, and it seems inevitable that one officer cannot do all the visiting, routine, and domestic work. It is suggested that every effort be made to obtain another R.A.F. officer for this detachment. A request has been made for an officer who is considered suitable in every respect (ref. Tel-con, G/C Ollason and W/C Collingwood.)

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Maintenance Dep - Bari

X Motor Transport.

XX Personnel

General Services

W.C. Ollason
W.C. OLLASON
OFFICER IN CHARGE,
A.F.S.C. DETACHMENT
BARI.

Fa/v

STATO MAGGIORE

1° REPARTO

Roma li _____

2A

ALL AIR FORCES SUB COMMISSION/ AC.

Prot.n. 105184/4.1.F Alleg.n.2 / 3435 Roma.

= R O M A =

Summaries of flying activity for the month of September, 1946.
OGGETTO: Specchi attività di volo mese di Settembre 1946.-

Riferimento foglio AFSC/25/1/AIR del 19 ottobre 1945.-

Si trasmettono in allegato gli specchi riguardan-
te l'attività di volo dei Reparti dell'Aeronautica Militare
relativa al mese di settembre 1946.-

1945
15/10
25/air

IL SOTTOCAPO DI STATO MAGGIORE
d'ordine

3342

[Signature]

Reference is made to your AFSC/25/1/Air dated 19th October, 1946.

1945.-

Riferimento foglio AFSC/25/1/AIR del 19 ottobre

Si trasmettono in allegato gli specchi riguardan
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IL SOTTOCAPO DI STATO MAGGIORE

d'ordine

3342

[Handwritten signature]

Reference is made to your AFSC/25/1/Air dated 19th October, 1946.

Enclosed herewith are the summaries regarding the Flying Activity of the
Military Air Force units during the month of September, 1946.

[Handwritten signature]
11/10

ATTIVITA' SVOLTA DAI REPARTI DELL'AERONAUTICA MILITARE
durante il mese di Settembre 1946

R E P A R T O	Corriere Aereo Militare di Linea (Postale)				Trasporti per Corrieri Straor- dinari e Speciali, Collegamen- ti e Trasferimenti.				Vol Addes
	voli n°	ore di volo	passeg. n°	mater/le Kg.	voli n°	ore di volo	Passeg. n°	mater/le Kg.	voli n°
RAGGRUPPAMENTO CACCIA	-	-	-	-	79	88,10	-	-	750
STORMO BALTIMORE	16	14,10	38	900	73	74,45	154	3300	316
STORMO NOTTURNO	57	92,25	786	17787	133	206,00	1602	45585	7
STORMO TRASPORTI	254	507,05	3300	69190	84	105,45	432	12624	-
RAGGRUPPAMENTO IDRO	15	26,45	133	2246	51	99,50	235	7680	62
SQ.AUE.VOLO C. UNITA' AEREA	-	-	-	-	138	143,55	128	4685	22
REPARTO VOLO STATO MAGGIORE	-	-	-	-	47	43,50	98	300	19
SEZIONE PRESIDENZA CONSIGLIO	-	-	-	-	50	83,25	498	7470	-

LA DAI REPARTI DELL'AERONAUTICA MILITARE
 ante il mese di Settembre 1946

trasporti per Corrieri Straor- nari e Speciali, Collegamenti e Trasferimenti.				Voli per Addestramento		Sondaggi meteo, ricerche naufraghi e voli vari (prove velivoli)		T O T A L E			
li n°	ore di volo	Passegg. n°	mater/le Kg.	voli n°	ore di volo	voli n°	ore di volo	voli n°	ore di volo	passegg n°	mater/l Kg.
9	88,10	-	-	750	572,45	135	90,50	964	751,45	-	-
3	74,45	154	3300	316	263,50	38	24,05	443	376,50	192	4200
3	206,00	1602	45585	7	8,55	39	23,10	236	330,30	2388	63372
4	105,45	432	12624	-	-	39	22,50	377	635,40	3732	81814
1	99,50	235	7680	62	35,10	113	118,45	241	280,30	368	9926
8	143,55	128	4685	22	9,20	66	38,30	226	191,45	128	4685
7	43,50	98	300	19	6,35	12	7,20	78	57,45	98	300
0	83,25	498	7470	-	-	-	-	50	83,25	498	7470

SEZ. AUT. AERONAUTICA SARDEGNA	-	-	-	-	4	6,35	23	450	-
SCUOLA PIL. e ADDESTR. CACCIA	-	-	-	-	38	34,25	-	-	49
SCUOLA ADD. SEZ. BOMBARDAMENTO	-	-	-	-	23	22,25	-	-	2
T O T A L E	342	640,25	4257	90123	720	909,05	3170	82094	16

Danni a velivoli per incidenti di volo: F.U. N.N.

Danneggiati: 1
1

Danni alle persone: N.N.

NOTA: Nei voli per trasporti straordinari, speciali e di collegamento sono compresi
n° 85 voli per ore 79,05* effettuati su richiesta e per conto degli Alleati.-

4	6,35	23	450	-	-	4	3,30	8	10,05	23	450
38	34,25	-	-	490	176,25	69	33,20	597	244,10	-	-
23	22,25	-	-	21	5,25	21	11,30	65	39,20	-	-
720	909,05	3170	82094	1687	1078,25	536	373,50	3285	3001,45	7427	172217

Danneggiati: 1 G.50

1 Cr.42

Allegamento sono compresi
per conto degli Alleati.-



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STATO MAGGIORE AEREAUTICA

1° REPARIO

1ª Sezione Operaz. e Addom. 2010

Allegato n° 2

Modello richiesto dalla AFSC/AC
risulta attività parziale

APPENDICE "A" (+)

Tipo velivolo	n° voli	ore di volo	passaggi trasportati	materiale vario espresso in Kg.
S.79	166	233,25'	948	24566 57263
S.75	2	7,15'	52	1108 2493
G.12	145	319,25'	2377	48783 101764
S.82	190	298,25'	2388	63372 142857
Raggr.Idro	66	126,35'	368	9926 21329
St.Baltimore	89	88,55'	192	4200 9450
T O T A L E.....	658	1074,00'	6325	151955 341162

APPENDICE "B" (-)

	n° Voli	ore di volo
SQ. AUT.COM. UNITA' AEREA	88	47,50'
SCUOLA ADD. BOMBARDAMENTO FROSINONE	42	16,55'
SCUOLA PIL. e ADD. CACCIA LECCE	559	209,45'
STORMO TRASPORTI	39	22,50'
STORMO NOTTURNO	46	32,05'
STORMO BALTIMORE	354	287,55'
CANT.Z. 1007	-	-
RAGGRUPPAMENTO IDRO	175	153,55'
RAGGRUPPAMENTO CACCIA	885	663,35'
T O T A L E	2188	1434,50'

- INCLUDES TRANSFER AND COMMUNICATION FLIGHTS
- (+) Comprende i voli per trasferimenti e collegamenti;
- (-) Comprende i voli per addestramento, ricerche, missioni, esercitazioni; sondaggi meteo, voli vari, (prove motori, velivoli, installazioni).-
- NOT INCLUDING: CARIOUS (18373 211)



1A

AIR FORCE AND COMBAT, A.C., 2000.

05 OCT 1966 17223

HISTORICAL AIR FORCE COMBAT, A.C., 2000.

UBLAG

AIR FORCE AND COMBAT, A.C., 2000.

APPENDIX TO HISTORICAL AIR FORCE COMBAT, A.C., 2000.

APPENDIX TO HISTORICAL AIR FORCE COMBAT, A.C., 2000.

3338

HSC/25/10.

HSC/25/10.

AIR I

Chitibon S.C. A.C. 2000

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C.E.R. COMBAT, A.C., 2000.

Identification Parish

Hereditament No.

Situation of Property
(address)

Description of Property

Name of Owner

Name of Occupier

Rateable Value

Date of Damage

Type of Damage
A, B, C or D

Name of Claimant and/or Agent.	Nature of Claim and Interest. (i) Land, Bldgs., etc. (ii) Money, etc. (iii) Other movable property.	Other Premises involved in Claim.

Name of Occupier

Rateable Value

Date of Damage

Type of Damage
A, B, C or D

Name of Claimant and or Agent.	Nature of Claim and Interest. (i) Land, Bldgs., etc. (ii) Money, etc. (iii) Other movable property.	Other Premises involved in Claim.
CLAIM		

1614