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AIR REPORTS
JAN. 1945 - SEPT. 1946

W/C. GREECE - AIR I.

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
R O M E .

Monthly Air Report No.46 - September, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the Month of September, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st September, 1946.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. Except for one aircraft on the Paris trip which force landed at Lyons with engine trouble all the courier flights this month have been successfully completed. Lt. Col. Reinero, commanding the wing has just returned from a visit to England (at the invitation of B.E.A.) and is enthusiatic over his reception and what he saw there. He hopes in time to introduce a number of points of R.A.F. procedure into the wing but as usual lack of equipment, radar, etc., is handicapping this effort.

2. Night Bomber Wing - Guidonia. The Night Bomber Wing is functioning satisfactorily. Four planes daily are used on the Military Courier services and there are numerous special flights. One S.M.82 has done good work for the R.A.F. in moving a considerable quantity of equipment from Pomigliano to Catania.

3. During a visit by the Aircraft Safety Officer it was noted that (a) full attention is being paid to all safety equipment carried on overwater courier flights, (b) the Flying Control Tower is efficient and the R/T. on 6440 k/cs. works extremely well, (c) the troops are housed comfortably and morale is high, (d) the work on restoring damaged hangars is progressing favourably.

4. Light Bomber Wing - Urbe (Littorio). Training is continuing at Urbe and fifty pilots have averaged approximately four hours each for September. Due to the fact that the airfield may become bogged in winter the wing is preparing to move to Guidonia as soon as accommodation can be made available there. The move is tentatively scheduled to start in about a month's time although personnel are not looking forward to leaving the immediate Rome area.

5. Seaplane Wing - Taranto. One Cant. 506 has now returned to the base after certain modifications had been made by the Marchetti firm at Sesto Calende. All bomb aiming windows and bombing and firing positions have now been removed and the interior has been fitted up with a passenger or patient compartment, a toilet and first aid cabi and a luggage boot. The passenger compartment has adjustable seats which can be converted to bunks, and its capacity is 12 seated passengers or 4 stretcher cases. The

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Appendix "B" - Engineering Report and Aircraft State
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6. Fighter Wing - Lecce. The Fourth Stormo have carried out flying training on their Lightnings during the month. All pilots now have at least 12 hours on the type and during September they averaged 6 hours. There were no accidents.

7. The 5th Stormo have been completely grounded due to lack of tyres and tubes for their Spitfire IX's. The squadrons have now been unable to fly for over two months and this is having a depressing effect on the pilots. Action to supply tyres and tubes has been taken by a high ranking Ministry of Supply official on his visit to Rome.

8. The 51st Stormo are still flying their Macchis and the aircraft are being main- tained to a high state of serviceability. The aircrew are very anxious to convert to Spitfire IX's as soon as possible.

...../9. Flying Training Schools....

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9. Flying Training Schools. The moves of the Primary and Secondary Pilot Training Schools have now been completed. The Primary is at Gioia del Colle where the large grass airfield is of greater value to training on elementary aircraft. The present course has completed 3 weeks training. All Officers and other ranks of the I.A.F. at Gioia have worked hard in effecting the move and making the station work in an efficient and happy manner. The standard of discipline and morale on this station is good.

The Secondary School has the large airfield at Brindisi with its long runways and spacious buildings. Dual on CR 42 aircraft is being given to the pupils but the instructors find that their cockpit is rather far aft for landing vision. At present experiments are being carried out with white markers on the sides of the runway which assist the instructors in levelling out for landing.

11. The Advanced Pilot School remains at Lecce where flying instruction is given on the Macchis and other monoplane types.

12. Navigation School - Frosinone. Work at the School is progressing favourably. A new course consisting of twenty one I.A.F. 2nd Lieutenants on probation, four Naval and three Army officers commenced study on the 25th September. Attention is being paid to the recommendations made by the Air Staff of this Commission that more D.R. Navigation should be practiced.

13. Air Courier Service. The Air Courier Service has completed another successful month's flying and is each month carrying bigger pay loads. The baltimore service in the North has been functioning smoothly and eight return trips Milan-Treviso have been flown.

14. Air-to-Ground Gunnery Range. Gallipoli Polygon 40 00'N 18 00'E for which authorisation was granted for a target firing range has had to be derequisition by the I.A.F. The use of Villanova Polygon, Punta della Contessa, has been suggested as an alternative. Authority has been requested for preparations to start immediately on Villanova Polygon. The new position is 40 36'N 18 02' E.

15. Civil Air Lines. BEA and TWA Italian Companies. Contracts have been signed by the Italian Government with BEA and TWA for operating of foriegn International commercial Airlines in Italy. The BEA-Italian company is known as A.I.I. (Aerea Italiani Internazionali) and the TWA - Italian company is known as L.A.I. (Linee Aeree Italiane). Both companies hope to begin operations the latter part of November or early December. (Subject to AFHQ approval).

16. Repairs to Bergamo Orio Airfield. Bergamo Orio airfield is being repaired and barracks are being erected. This airfield will be a useful diversion airfield for Milan during the winter because the former does not suffer from Po Valley fog. The station should be ready by November 1st.

17. Visits by Air Staff. During the month visits have been made by Air I to Lecce, Naples, Taranto Seaplane Wing, Gioia del Colle, Orio (Bergamo) Vicenza Bari and Brindisi. The aircraft Safety Officer has visited A.S.C. A.H.Q. Italy, Bologna, Urbe and Guidonia.

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Aircraft Safety

18. Air Sea Rescue Organisation. Apart from minor difficulties the Air Sea Rescue Service in the Italian Air Force continues to do good work.

On 1st September three operational sorties were made in search of an American B17 later discovered crashed in the French Alpine foothills near Lyons. In the original search plan, the three Italian aircraft, Cant .506s from Vigna di Valle, Elmas and La Spezia respectively, were alloted the areas of the North Tyrrhenian Sea and Gulf of Genoa and flew over thirteen hours.

In addition seventeen training exercises have been held during the month using both Ca 506 and Baltimore aircraft.

Fifteen overdue action reports were received during the month and in each case the missing aircraft was located within a reasonable time.

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After some months delay, the first five ex R.A.F. High Speed Launches were handed over to the I.A.F.; these boats are now at Taranto undergoing through inspection. The first of these will reach their operational bases shortly and crew training will commence immediately.

19 Flying Control With the cooperation of the Director of American operations Ciampino a system of Instrument Flying Procedure in the Rome area has been evolved. Let-down procedure has been laid down for all aircraft flying in the area and Rome Combined Approach Control will be opened on the 15th of October.

A further effort has been made during September to make the I.A.F. more Flying Control conscious. The I.A.F. have also been requested to reopen the Flying Control at Lecce to train civilian as well as military personnel.

20 Mountain Rescue A complete list has been made of all places in the Alps where a competent search party, under a local professional guide can be formed. In case of necessity it is the responsibity of Milan and Venice Aircraft Safety Centers to give full information to a local representative of the Alpinist Association or the Carabinieri either of whom can arrange a rescue party.

21 Fire Fighting Services In an endeavour to increase the efficiency of Airfield Crash Tender crews, a pamphlet has been prepared of excerpts from the Air Sea Rescue Bulletin, giving a complete picture of suggested action in the event of a Crashfire. These notes will be translated into Italian and given wide distribution.

Italian Meteorological Services

22 No further new stations were opened during the month; the total number in the Italian net-work stands at 142. A fairly extensive coverage on the Italian mainland has now been reached, but additional stations are needed on the islands around the coast of Italy. Great difficulty has been experienced by the Italian Met. Service in trying to open these stations because transport is unobtainable, and the salary fixed by the Air Ministry for civilian Met. observers is very low. (Civilian personnel must be employed in de-militarised places such as Pantelleria and Lampedusa)

23 Only one Upper Air Station, that at Milan, has worked really well throughout the month. The rest of the Radio-Sonde stations have worked spasmodically. The aircraft at Brindisi has made fairly regular ascents and that at Venice has made only three ascents because of lack of instruments.

24 The Statistical Section of the Italian Met. Service has been employed for some time past preparing a summary of the weather to be expected over the Rome-Athens section of the Rome-Cairo route at all seasons. The statistical side of the work has now been completed, but nothing more can be done until a further copy of the complete report on the Rome-Cairo route becomes available.

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25 The Italian Met. Service assumed all Allied Met. commitments at Bari, on the 23rd of September,.1946.

Intel igence

26 Visit by Italians Technicians t United Kingdom.
Italian aeronautical technicians visited the United Kingdom as guests of British Europeann Airways. They were flown to England in a B.E.A. Viking and all expressed their admiration for this new product of the Vickers Company. Whilst in England the party visited various aviation factories and installations and showed great interest in the latest British appliances for furthering the safety of airlines, in particular much interest was shown in the latest developmehtiin Radar and the London Airport.

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The visit wound up with a flying display of modern types of civil aircraft, and the general feeling was that the visit was both instructive and beneficial to the Italians, who hope that the journey will open the way to further co-operation between the Italian and British aeronautical industries.

27 War History. A request was received from the British Air Ministry for certain details of the Italian air effort during the late war, and a large amount of material was collected and sent to London for inclusion in the official history of the war. Air Ministry have been asked to send a copy of this history as it effects Italy when the document is complete.

28 Morale There have been no major changes in the Italian Air Ministry. The morale of the I.A.F. is at present unstable and has generally deteriorated consequent upon the decisions of the Paris Peace Conference and on the limits placed on the size of the I.A.F.

29 Padua A liaison visit was carried out with the I.A.F. Intelligence Detachment in Padua. The general situation in this area shows no unusual features apart from the widespread depression and disciplinary worries caused by inadequate pay and high cost of living, especially when families are separated.

30 The necessity for again having an A.F.S.C. Liaison Officer here was suggested by the Italians, in view of the increased number of Allies now in Padua. This is under consideration at A.F. S.C. Headquarters.

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PART II - ORGANISATION AND ADMINISTRATION

31. I.A.F. Strength State. The total number of all I.A.F. officers and other ranks as at the end of September was as follows:

FORMATION	LOCATION OF H.Q.s	Actual Strength OFFERS	CR.s	TOTAL	NOTES
Air Ministry & Air Staff	Rome	597	I34I	I933	ITI - ITI
Unita' aeree	Bari	938	6207	7145	
Ist Z.A.T.	Milan	320	I590	I9I0	
2nd Z.A.T.	Padua	278	2622	2900	
3rd.Z.A.T.	Rome	432	3952	4434	
4th.Z.A.T.	Bari	2I6	3I75	3391	
I.A.F. Sicily	Palermo	II9	I888	2007	
I.A.F. Sardinia	Cagliari	78	825	903	
NAVY		I6	--	I6	
ARMY		4	I	5	
Carabinieri		I2	604	6I6	
With R.A.F.		5I	I47I	I522	BR - ITI
With U.S.A.A.F.	-	65	I62I	I686	US - ITI
	Grand Total	3I76	25297	28473	

32. Turin. An inspection of Turin was made by two AFHQ staff Officers on 25th September I946. Considerable activity was reported. A new C.O. has taken over the I.A.F. Unit there; he made a favorable impression on the inspecting officers.

33. Leghorn. The two I.A.F. Companies at present employed by the Americans at Leghorn were inspected by Air II and Org. II and found to be in fairly good shape. The 4Ist Company is at present moving into new quarters for the winter. Transport seems to be their biggest problem. It has been decided, after a discussion with the Deputy Director Land Forces Sub Commission to leave the two companies in Leghorn for the present.

34. Foggia I.A.F. Units. Several Staff officers of M.M.I.A. and Air Forces Sub Commission paid a visit to the Foggia Area during the month and found conditions among the Italian units in general satisfactory. There has been considerable discussion on the status of I.A.F. units employed by the Americans. The main purpose of this inspection tour was to straigten out the problem and decide on a plan of action. The Americans at Foggia and Amendola are satisfied with the I.A.F. Companies and want them to remain. It has been decided to keep the I.A.F. and Army Units entirely separate in their administration but to maintain a chain of command between the two forces.

35. Disbanding of I.A.F. Units. The 20Ist and 2I5th I.A.F. Companies

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2nd Z...I.	Padua	278	2622	2900	
3rd.Z...I.	Rome	482	3952	4434	
4th.Z...I.	Bari	216	3175	3391	
I...F. Sicily	Palermo	119	1888	2007	
I...F. Sardinia	Cagliari	78	825	903	
[illegible]		16	--	16	
[illegible]		4	1	5	
Carabinieri		12	604	616	
66th R...F.		51	1471	1522	BR - ITI
44th U.S...F.	-	65	1621	1636	US - ITI
	Grand Total	3176	25297	28473	

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33. Leghorn. The two I...F. Companies at present employed by the Americans at Leghorn were inspected by Air II and Org. II and found to be in fairly good shape. The 41st Company is at present moving into new quarters for the winter. Transport seems to be their biggest problem. It has been decided, after a discussion with the Deputy Director Land Forces Sub Commission to leave the two companies in Leghorn for the present.

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35. Disbanding of I...F. Units. The 201st and 215th I...F. Companies employed by the 56 F.A.C. at Portici were disbanded this month. Also the thirty-two (32) BR - ITI personnel at R...F. Ciampino were returned to the I...F. This was done to give work to other nationals and not because of inefficiency on the part of the I...F. unit.

36. Florence Cadet Academy Barracks. The buildings at Florence, into which it was thought at one time that the Cadet Academy would move have now been handed over to the orphans of the I...F. The Academy now hopes to move from Nisida (Naples) into the Palace at Caserta when the Allies have moved out.

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37. Purchase of aircraft by Civilians and Italian Government. The following flights of surplus American aircraft purchased at Capodichino were authorised; I6 C-47 aircraft bought by L.a.I. to Turin, 6 C-47 aircraft Aerea Fesco to Florence, 5 C-47 aircraft of Italian Avio Linee to Milan. These aircraft were authorised to be transferred to their terminal bases but not to operate until permission is granted by AFHQ.

38. I.a.F. Recruit Centres. The C.a.R. recruit training centre at Bari was inspected by air I together with GI Training of M.M.I.a. There were 360 I.a.F. conscripts at the centre and they were in their second week of instruction. The temporary initial training of I.a.F. recruits by the Italian army is working satisfactorily.

Equipment.

39. Policy. A new interim policy on equipment for the Italian Air Force has been desirable for some time owing to the reduction of R.a.F. stock-holding units and consequent inability to supply from R.a.F. Sources coupled with delay in the final peace settlement. This interim policy, or at least some guidance as to responsibility for supplying the I.a.F. was requested from M.a.a.C. on July 15th, but reply is withheld, on the grounds that a decision on NAF Signal II69 must first be received. However, the Sub Commission has continued to place demands for essential equipment on the remaining R.A.F. Maintenance Unit and it is intended to request provision form Middle East or even U.K. should the equipment not be available in this country.

Spitfires. A considerable amount of Spitfire spares, some 2506 different items including a few propellor and under carriage parts, was authorised for issue to the I.a.F. on the final closing of II4 M.U.; but while the equipment was being prepared for despatch at the M.U., a large withdrawal was being contemplated by A.H.Q. for the British Spitfire wings. In order that the clearance of II4 M.U. should not be further delayed, the move of the spares to Brindisi was allowed to continue, with a warning that a reclaim might have to be effected. Prior to the actual despatch, certain important items including all the tyres and tubes were actually withdrawn to No 357M.U. The list of spares for "recapture" by the R.A.F was issued towards the end of August and as all had by then been despatched, a party from II4 M.U. proceeded on Sept. 3rd ro Brindisi to carry it out. No details of the recapture have been received at the Sub Commission, and no accounting has been initiated.

Engineering.

Spitfire IX aircraft. The fact that the spitfire wings have been grounded for so long has had a demoralising effect on the maintenance crews at Lecce.

P.38 Aircraft. The assembly of the 40 aircraft allowed is nearly completed. All tools have been turned over by CFLC to a.R.A.F. The I.a.F. are obtaining the tools they require from this Italian disposal organisation.

Varziate. Savoia Marchetti works was visited. Authorised repair work was being carried out on SM 84, 75, 79, 82, 95 and CZ 506 seaplanes.

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Linate. Baltimore flight was visited and found to be organised in a satisfactory manner, forms 700 being kept correctly. Routine visits were made to; - Centocelle, Urbe, Guidonia, and Vigna di Valle. Liaison visit was made to R...F. Ciampino.

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Disposal of Surplus American Equipment to A.R.A. Under a recent overall contract with American O.F.L.C., A.R.A. will take over 500 million dollars worth of equipment on 1st of October. The Italian Air Ministry have made arrangements to take over P.38 tools and equipment to the value of 97 thousand dollars in a separate contract with A.R.A. and O.F.L.C.

PART III - REPORTS FROM DETACHMENTS.

MILAN

40. Work at Turin and Linate Airfields. Lack of material held up repair work on Turin airfield early in the month. A.F.S.C. intervention with the Ministero Industria e Commercio secured the release of 250 quintals of bitumen, and it is expected that this will enable the runway to be completed according the schedule.

41. Technical difficulties have led to cancelling the proposal to lay a metal runway at Linate Milan. The alternative adopted is to use Orio al Serio (Bergamo) as a diversionary airfield when weather conditions render Linate unusuable. Facilities are being set up at Orio but no Control Tower, radiogonometer, or crane are yet available and there is still a shortage of trained personnel.

42. International Samples Fair. After three years of inactivity the International Samples Fair was re-opened in Milan on 12th September. Despite extensive bomb-damage to the site and buildings, labour difficulties due to strikes, and shortage of raw materials generally, the Fair presented a creditable appearance on the opening date.

43. Exhibits were less numerous and varied than in pre-war years and only five outside countries (Switzerland, Holland, Belgium, France and Czechoslovakia) were represented. Transport difficulties were again a limiting factor.

44. The industrial section and precision machine tools were prominent amongst Italian products and extensive orders are said to have been placed from abroad. Fiat, Turin, was the only firm to exhibit an aircraft, a G 12.

45. Attendance figures at the Fair have been high and public morale has been given a much needed boost by the evidence of reconstuction planning and production.

46. I.a.F. Administration. Much reorganisation has taken place within the 1st Z.a.T. to reduce the administration to three centres at Milan, Turin and Genoa. The closing down of Parma H.Q. has been postponed until 31st [illegible]

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according the schedule.

41. Technical difficulties have led to cancelling the proposal to lay a metal runway at Linate Milan. The alternative adopted is to use Orio al Serio (Bergamo) as a diversionary airfield when weather conditions render Linate unusuable. Facilities are being set up at Orio but no Control Tower, theodolite, or crane are yet available and there is still a shortage of trained personnel.

42. International Samples Fair. After three years of inactivity the International Samples Fair was re-opened in Milan on 12th September. Despite extensive bomb-damage to the site and buildings, labour difficulties due to strikes, and shortage of raw materials generally, the Fair presented a creditable appearance on the opening date.

43. Exhibits were less numerous and varied than in pre-war years and only five outside countries (Switzerland, Holland, Belgium, France and Czechoslovakia) were represented. Transport difficulties were again a limiting factor.

44. The industrial section and precision machine tools were prominent amongst Italian products and extensive orders are said to have been placed from abroad. Fiat, Turin, was the only firm to exhibit an aircraft, a G 12.

45. Attendance figures at the Fair have been high and public morale has been given a much needed boost by the evidence of reconstuction planning and production.

46. I.a.F. Administration. Much reorganisation has taken place within the Ist Z.a.F. to reduce the administration to three centres at Milan, Turin and Genoa. The closing down of Forma H.Q. has been postponed until 31st October, but by that date the new system should be fully implemented and recruits from Novi Ligure and Turin will have completed their training and will be available for duties.

47. Equipment. During September there has been a reduction in the quantity of Stores arriving at Gallarate. Work has been concentrated on sorting, servicing and storing equipment which had been accumulating during previous months and the preparation of inventories. Routine repair and construction work has been carried out by the SR.M and carpentry sections.

48. Miscellaneous Flying Permits. Amongst special applications granted were the transport of lobsters from Sardinia as publicity for Milan Fair, and for aerial photography of the Fair and the Motor Racing. Authority has been given for a parachute demonstration at San Siro, when forty I.a.F. parachutists will make jumps from an S.82. Proceeds will go to an I.a.F. charity. Applications for gliding and the flying of touring aircraft have been refused in accordance with the directive in force.

Continued.....3609

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N A P L E S

49. Motor Transport. Although this Section is very short of tools and adequate equipment, considerable work is still being carried out to ensure the good servicing of the vehicles allotted to this Command and other transit vehicles. Military skilled personnel are being employed is substitution for civilian labour.

50. Repatriated P.o.W's. About 100 Prisoners of War were repatriated. 80 of them have been assisted, administrative action taken and then they have been sent on leave or discharged from the service. The remaining 20 have been sent to their respective Reception Centres.

51. High Speed Launches. Two High Speed Launches handed over by the allies to the I...F. arrived at Miseda from Ischia on the 13th September 1946. Another H.S.L. arrived there on the 21st Sept. 1946. Two of these launches have now proceeded to Taranto.

52. Pomigliano Airfield. The R...F. handed over the airfield to the Italian Air Force on 29th September.

B A R I

53. During the recent visit to Treviso for the purpose of modifying a Spitfire IX and studying the installation of bomb racks etc, little was accomplished as the wing was in the process of moving. All personnel concerned were very cooperative but due to lack of equipment only a main rack was fitted, the others are to be sent down to Bari as soon as possible. It is essential that all equipemtn diagrams etc. should be obtained from official sources in order to start the work of modifying these aircraft, otherwise practice bombing will never materialise. Also during this visit, information regarding the towing of targets with Spitfires was sought but Col. Sforza was told that this was not possible. The result is that the fighters here are rather reluctant to proceed with the scheme before getting official information and diagrams. If these can be provided the intention is to modify two Spit.V's for the school and a further two Spitfire IX's for the use of the Stormo.

54. The general lack of flying throughout the fighter wing (through lack of spares) is leading to unrest and an obvious discontent which increases as time goes on, with a deterioration in morale in spite of the normal happy temperament of Italians generally. Although lectures and organised games have been instituted they naturally cannot take the place of flying, especially for young pilots.

55. There are four S.M.82s under overhaul in the Bomber S.R.A.M. at Lecce as well as one S.M.84 which is destined for the school at Frosinone and for ...

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

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57. There are four S.M.82s under overhaul in the Bomber M.R.A.M. at Lecce as well as one S.M.84 which is destined for the school at Frosinone and is now nearing completion. Good progress is being made with all these aircraft although work is stopped periodically on all of them because of lack of material. Generally speaking however the spares position seems to improve gradually.

Continued.....

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56. The R.A.F. personnel attached to Brindisi for selection and despatch of Spitfire spares for Treviso are making good progress with a very difficult job. Due to the speed with which these spares were moved from the Naples area considerable difficulty has been experienced in checking all the equipment as each packing case has had to be opened and examined individually and a considerable amount of the material has been damaged in transit and has to be checked for serviceability before packed for transmission to Treviso. F/Lt. Chestman, in charge of the work spoke very highly of the assistance given by the Italian personnel at Brindisi who apparently have been most co-operative throughout the whole period of attachment.

[signature]

C.M.H. GRECE W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
Date : 12-10-46.
Ref : AFSC/25/I/AIR.

Distribution.

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French Representative, Allied Commission, Rome	1 Copy.
Russian Representative, Allied Commission, Rome	1 Copy.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR
THE MONTH OF SEPTEMBER 1946

SUMMARY OF MILITARY COMPLEX FLIGHTS OF T.A.F. (≠)

	No of Flights	Hours	Passengers Carried	Various freight in lbs.
SM.79	166	235,25'	948	57.269
SM.75	2	7,15'	52	2.493
G.12	145	319,25'	2377	109.764
SM.82	190	298,25'	2366	142.857
Seaplane Wing	66	126,35'	368	22.329
Baltimore Wing	89	88,55'	192	9.450
Total	658	1074,00'	6325	344.162

SUMMARY OF TRAINING

	Flights	(+) Flying hours
Autonomous Squadron Units' Acres	88	47,50'
Training School, Frosinone	42	18,55'
Training School, Lecce	559	209,45'
Night Flying School	46	32,05'
Baltimore Wing	354	287,55'
Cant Z 1007	-	-
Seaplane Wing	175	153,55'
Fighter Wing	685	663,35'
Transport Wing	39	22,50'

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G.12		7,15'	52	2.493
SM.82	145	319,25'	2377	103.764
Seaplane Wing	130	298,25'	2388	142.657
Baltimore Wing	66	126,35'	368	22.329
Total	69	68,55'	192	9.450
	658	1074,00'	6325	344.162

SUMMARY OF FLYING

Autonomous Squadron Units' Acres	Flights	(+) Flying hours
Training School, Frosinone	88	47,50'
Training School, Lecce	42	16,55'
Night Flying School	559	209,45'
Baltimore Wing	46	32,05'
Cant Z 1007	354	287,55'
Seaplane Wing	-	-
Fighter Wing	175	153,55'
Transport Wing	885	663,35'
	39	22,50'
TOTAL	1188	1434,50'

(≠) Includes Transport and Communication flights.

(+) Includes flights for training, air and sea rescue mission, net flights, various flights (aircraft tests, etc).

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F.
AS AT 30th SEPTEMBER, 1946

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW
Lecce	P.38	29	I8	
Lecce	P.39	2I	7	
Lecce	Spitfires IX	35	II	
Lecce	Mc.205	27	I6	
Lecce	Mc.202	I3	9	
		I25	6I	206

LIGHT BOMBER & BOMBER/TRANSPORT WING.

Urbe	M.I87	I9	I5	
Furbara	M.I87	3	2	
Urbe	Sai.202	I	I	
Guidonia	S.82	23	I4	
Guidonia	Sai.202	I	I	
Centocelle	S.79	I9	I5	
Centocelle	S.75	I	I	
Centocelle	S.73	I	I	
Centocelle	S.84	I	I	
Centocelle	S.95	I	-	
Centocelle	S.I2	I4	8	
		84	59	384

SEAPLANE WING.

Taranto	Cz.506	5	2	
Cadimare	Cz.506	I	I	
V.di Valle	Cz.506	I	I	
Brindisi	Cz.50I	4	I	
Brindisi	Cz.506	2	-	
Venezia	Cz.506	2	2	
V.di Valle	Cz.506	3	I	
Livorno	Cz.506	I	-	
Elmas	Cz.506	4	2	
Taranto	Cz.50I	4	3	
V.di Valle	Cz.50I	I	-	

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

Lecce	M.202	14	7	
		I25	6I	206

LIGHT BOMBER & BOMBER/TRANSPORT WING.

Orbo	M.I87	I9	I5	
Lonate	M.I87	3	2	
Orbo	Sai.202	I	I	
Aldonia	S.32	23	I4	
Aldonia	Sai.202	I	I	
Centocelle	S.79	I9	I5	
Centocelle	S.75	I	I	
Centocelle	S.73	I	I	
Centocelle	S.84	I	I	
Centocelle	S.95	I	-	
Centocelle	S.I2	I4	8	
		84	59	384

SEAPLANE WING.

Taranto	Cz.506	5	2	
Cadimare	Cz.506	I	I	
V.di Valle	Cz.506	I	I	
Brindisi	Cz.50I	4	I	
Brindisi	Cz.506	2	-	
Venezia	Cz.506	2	2	
V.di Valle	Cz.506	3	I	
Livorno	Cz.506	I	-	
Elmas	Cz.506	4	2	
Taranto	Cz.50I	4	3	
V.di Valle	Cz.50I	I	-	
Taranto	Rs.I4	7	2	
V.di Valle	Rs.I4	I	I	
		36	I6	I32

AUTONOMUS SQUADRONS -- UNITA' AUTONOME.

Gioia del Colle	S.79	I	I	
Palese	S.79	I	I	
Gioia del Colle	Cz.I007	3	I	
Gioia del Colle	Ca.3I4	I	I	
Palese	Ca.3I4	2	2	
Linate	Ca.3I4	I	-	
Treviso	Ca.309	I	I	
Venezia	Cr.42	2	-	
Gioia del Colle	Re.200I	3	I	
Gioia del Colle	Sai.202	2	2	

Continued.....

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		STRENGTH	SERVICEABLE	CREW
AUTONOMUS SQUADRONS - UNITS AFTER (Cont'd).				
Linate	Sai. 202	I	I	
Allied Comm.	Sai.202	I	-	
Gioia del Colle	Fj. I56	I	I	
		20	I3	29
AUTONOMUS SECTION (President)				
Urbe	S.M.79	2	I	
Urbe	S.M.75	2	2	
		4	3	3
AUTONOMUS SECTION (Stato Maggiore)				
Centocelle	S.M.79	3	2	
Centocelle	Ca.3I3	I	I	
Centocelle	Ca.3I4	I	-	
Centocelle	Re.20I	2	-	
Centocelle	Sai.202	I	I	
Centocelle	Sai.204	I	-	
		9	2	I2
RESEARCH SECTION.				
Urbe	S.M.79	2	2	4
AUTONOMUS SECTION.				
Elmas	S.M.79	I	I	
Elmas	Sai.202	I	I	
		2	2	2
TRAINING SCHOOL				
Frosinone	M.I87	4	4	
Frosinone	S.84	4	I	
Frosinone	Cz.I007	I	-	
		9	5	I0
PILOT SCHOOL.				
Lecce	Fn.305	4	3	
[illegible]	Sai.[illegible]	I		

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Urbe	S.M.79	2	I	
Urbe	S.M.75	2	2	
		4	3	3

AUTONOMUS SECTION (Stato Maggiore)

Centocelle	S.M.79	3	2	
Centocelle	Ca.3I3	I	I	
Centocelle	Ca.3I4	I	-	
Centocelle	Re.20I	2	-	
Centocelle	Sai.202	I	I	
Centocelle	Sai.204	I	-	
		9	2	I2

RESEARCH SECTION.

Urbe	S.M.79	2	2	4

AUTONOMUS SECTION.

Elmas	S.M.79	I	I	
Elmas	Sai.202	I	I	
		2	2	2

TRAINING SCHOOL

Frosinone	M.I87	4	4	
Frosinone	S.84	4	I	
Frosinone	Cz.I007	I	-	
		9	5	I0

PILOT SCHOOL.

Lecce	Fn.305	4	3	
Lecce	Sai.200	I	-	
Lecce	Mc.200	6	2	
Lecce	Cr. 42	2	-	
Lecce	P. 39	4	4	
Lecce	Spitfires V	I	-	
Gioia del Colle	Ca. I64	5	3	
Gioia del Colle	Be.25	3	3	
Brindisi	Cr.42	6	6	
Brindisi	Cr.42D.C.	I	I	
		33	22	3[illegible]

Continued.....

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

		STRENGTH	SERVICEABLE	CREW
FIGHTER SR.M.				
Lecce	P.39	26	-	
Lecce	P.39	2	-	
Lecce	Spitfires IX	2	-	
Lecce	Spitfires V	I2	-	
Lecce	Mc.205	I3	-	
Lecce	Mc.202	I3	-	
Lecce	Rei.202	9	5	
Lecce	Fn. 305	I	-	
Lecce	Fl. 3	I	-	
Lecce	SM. 79	I	I	
B & T. SR.M.				
Lecce	SM. 82	4	-	
Lecce	S.M.84	I	-	
Montocelle	S.M.79	8	-	
Gioia del Colle	Cz.I007	I	-	
Gioia del Colle	Ca.3I4	3	-	
Gioia del Colle	Ca.3I0	I	-	
Gioia del Colle	Ca.309	I	-	
Gioia del Colle	Ca.I33	I	-	
Gioia del Colle	Sai.202	I	-	
SEAPLANE SR.M				
Taranto	Cz.506	I3	-	
Taranto	Cz.50I	I3	-	
Taranto	Re. I4	I	-	
SCHOOL SR.M.				
Frosinone	M. I87	I	-	
Frosinone	S.M.79	3	-	
Frosinone	Sai.202	I	-	
Lecce	Mc. 200	I	-	
Lecce	Cr. 42	2	-	
Lecce	G. 8	2	-	
Lecce	G. 50	3	-	
Lecce	G. 55	I	-	
Lecce	Ca. I64	2	-	
Lecce	Fn. 305	I	-	
		I45	6	-

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Lecce	Fl. 3	I	-	
Lecce	SM. 79	I	I	
B & T. SR.M.				
Lecce	SM. 82	4	-	
Lecce	S.M.84	I	-	
Montocelle	S.M.79	8	-	
Gioia del Colle	Cz.I067	I	-	
Gioia del Colle	Ca.3I4	3	-	
Gioia del Colle	Ca.3I0	I	-	
Gioia del Colle	Ca.309	I	-	
Gioia del Colle	Ca.I33	I	-	
Gioia del Colle	Sai.202	I	-	
SEAPLANE SRAM				
Taranto	Cz.506	I3	-	
Taranto	Cz.50I	I3	-	
Taranto	Rs. I4	I	-	
SCHOOL SRAM.				
Frosinone	M. I67	I	-	
Frosinone	S.M.79	3	-	
Frosinone	Sai.202	I	-	
Lecce	Mc. 200	I	-	
Lecce	Cr. 42	2	-	
Lecce	G. 8	2	-	
Lecce	G. 50	3	-	
Lecce	G. 55	I	-	
Lecce	Ca. I64	2	-	
Lecce	Fn. 305	I	-	
		I45	6	-
GENERAL TOTAL		43I	228	778

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

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

MONTHLY AIR REPORT NO. 45 - AUGUST, 1946.

List of Appendices :

Appendix "A" - Summary of Flying Activity for the Month of August, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st August, 1946.

Appendix "C" - I.A.F. Order of Battle.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. All schedule courier flights have been carried out satisfactorily. Aircraft of the Wing have also been used to convey Italian Ministers and Representatives to and from Paris for attendance at the Peace Conference. Since the middle of the month a regular twice weekly service has been running between Rome and Paris.

2. Fighter Wing - Lecce. Normal flying activity has taken place during th month but shortage of petrol and maintenance problems have restricted flying to an average of less than 6 hours per pilot for the month.

3. Night Bomber Wing - Guidonia. The work of clearing the debris and of re-erecting two large and very badly damaged hangars is progressing; one of th [illegible] is now ready for roofing material to be fitted. A small base operations and waiting accommodation for passengers have been erected on the tarmac out of existing materials.

4. Light Bomber Wing - Littorio. Training flying continued all the month and particular attention has been paid to formation flying. One flight is still detached at Linate to run the courier service in the North. The Wing is beginning to experience a general shortage of Baltimore spares and in some cases Italian instruments from the store at Gallarate are being substituted.

5. Navigation School - Frosinone. Thirty two navigators passed out from the course in the middle of August after a three months course of flying and ground training. Another course comprising 36 officers has recently assembled. The school was visited by A.F.S.C. Air Staff officers who found the general standard of navigation and reconnaissance training satisfactory. There was no instruction in astro-navigation and in the flying exercises insufficient attention was given to general D.R., searches and the use of the recce Code. These points have been brought to the notice of the Italian Air Ministry.

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

Appendix "C" - I.A.F. Order of Battle.

PART I - AIR STAFF.

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6. Flying Training Schools. Approval was granted for the Primary Pilot Training School to move from Lecce and to commence exercises at Gioia del Colle. The grass runways, accommodation and installations are quite suitable for this course. The Secondary Pilot School is moving from Lecce to Brindisi and as soon as proper accommodation is available it will be possible for the Advanced Pilot School to move there too. The moving of the Flying Training Schools from Lecce will ease the present congestion which is aggravated by the operation of different types including a Fighter Squadron.

7. Target Firing Range of Gallipoli. Air-to-ground firing exercises will start as soon as all Allied flying units that have aircraft operating over this zone have been warned by the Mediterranean Allied Air Committee. Preparation of the firing range at Punta di Pizzo is now in progress and the range will be ready for use when execution authorisation is received.

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8. Airfields.

(a) Turin. An A.F.S.C. inspection of Turin airfield in August revealed certain failings. Action is consequently being taken to provide a furnished waiting-room for passengers and certain work has been put in hand. An aircraft direction "T" is being constructed, but no automatic refuelling pump is available. One unreliable car and one unreliable bus are the only transport available.

(b) Linate Airfield, Milan. The short runway on Linate Airfield has suffered marked deterioration at both extremities; aircraft land on the grass. If the airfield is to remain in use through the winter it is essential that provision be made against bogging etc. One solution would be the provision of 2000 metre metal runway and plans for this are under consideration at the I.A.M. Components are available in the South and the only difficulty would be arranging rail transport.

(c) Orio, Bergamo. There has been no recent activity on Orio Airfield, but minimum facilities are being maintained to enable its use as a diversionary airfield (for Milan). A small I.A.F. detachment includes guards, meteorological and signals services. Petrol bowser and transport can be made available; the runway (1500 x 50 metres) and approaches are in good condition.

9. Visits by Director Air Forces Sub Commission. During the month the Director paid official visits to the Headquarters of the 1st A.A.F. (Milan); Orio (Bergamo) and the main stores unit at Gallarate. He has also visited the Italian Staging Posts at Linate (Milan) and Turin and the F.I.A.T. aircraft factory.

10. Air Courier Service. The Courier service has been extended to include the following schedule: Milan-Treviso-Bolzano-Milan. The service began on the 15th August 1946 with Baltimore aircraft from Milan, it operates twice weekly on Tuesdays and Fridays. Five seats are available for every journey.

11. A conference was held at Italian Air Ministry and attended by Col. Remondino, Lt. Col. Gassoni, Lt. Col. Reinoro and Lt. Col. Rush and Major Repplinger to discuss and correct a number of problems that had arisen in connection with the Rome-Turin-Milan service. These problems were fully discussed and agreement was reached as to their solution.

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and plans for this are under consideration at the I.A.M. Components are available in the South and the only difficulty would be arranging rail transport.

(c) Orio, Bergamo. There has been no recent activity on Orio airfield, but minimum facilities are being maintained to enable its use as a diversionary airfield (for Milan). A small F.A.F. detachment includes guards, meteorological and signals services. Petrol bowser and transport can be made available; the runway (1500 x 50 metres) and approaches are in good condition.

9. Visits by Director Air Forces Sub Commission. During the month the Director paid official visits to the Headquarters of the 1st F.A.F. (Milan); Orio (Bergamo) and the main stores unit at Gallarate. He has also visited the Italian Staging Posts at Linate (Milan) and Turin and the F.I.A.T. aircraft factory.

10. Air Courier Service. The Courier service has been extended to include the following schedule: Milan-Treviso-Bolzano-Milan. The service began on the 16th August 1946 with Baltimore aircraft from Milan, it operates twice weekly on Tuesdays and Fridays. Five seats are available for every journey.

11. A conference was held at Italian Air Ministry and attended by Col. Remondino, Lt. Col. Gassoni, Lt. Col. Romoro and Lt. Col. Rush and Major Kepplinger to discuss and correct a number of problems that had arisen in connection with the Rome-Turin-Milan service. These problems were fully discussed and agreement was reached as to their solution.

Aircraft Safety.

12. During August a new Italian aircraft safety Centre was opened at Elmas and is operating successfully.

13. All together . . four operational sorties were made but only one of these was successful. In that case valuable assistance was given to a Cant 501 seaplane which had force landed near the Straits of Messina. Two aircraft were scrambled to search for a C 47 overdue between Elmas and Rome but it was found shortly afterwards that the missing aircraft had landed safely. On the 22nd August an unknown person originated a message to the effect that the Italian Prime Minister's aircraft had crashed. This was

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disproved but not before a Baltimore from Milan had flown a fruitless two hours search.

14. Fifteen overdue actions were successfully undertaken during the period. The Italian Aircraft Safety Service has now considerable experience behind it and is a reliable force.

Italian Meteorological Service

15. Three new stations were opened during the month at Riffredo Mugello (il Giogo), Mondovi and Piano Rosa. There are now 142 reporting stations in the Italian net-work.

16. The work of the Radio-Sonde Stations has not improved, although supplies of spares and consumable stores were distributed at the beginning of the month. The chief reason for this inefficiency is the shortage of caustic soda and ferro-silicon - the chemical used to generate hydrogen. It is hoped that fresh supplies of these chemicals will become available before long from American sources in Germany.

17. Aircraft ascents have been carried out regularly throughout the month at Milan and Brindisi. Now that the spare Radio-Sonde Station held at Ciampino for Venice has been removed to Germany, the Milan aircraft which is at present duplicating the work of the Radio-Sonde section there, was transferred to Venice.

18. With effect from 1st September London, Paris, Moscow and Rome become responsible for the collection and re-broadcast of weather information for the 1st, 2nd, 3rd, and 4th. European Regions respectively. The 4th Region comprises Italy, Greece, Turkey, Syria, Iraq, Tranjordan, Palestine, Egypt and Lybia. From all these countries Surface and Upper Air Reports will be collected by the Italian Met Service and re-broadcast by the Rome National Transmitter, Italian Met Service call sign IBB. In addition to synoptic reports, IBB is also responsible for the transmission of Weather Analyses for the 4th Region.

PART II - ORGANIZATION AND ADMINISTRATION

19. I.A.F. Strength State. The total number of all I.A.F. officers and other ranks as at the end of August was as follows:

	ACTUAL STRENGTH

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UNIT	LOCATION	ACTUAL STRENGTH OFFRS	OR.s	TOTAL	NOTES
Air Ministry and Air Staff	Rome	598	1348	1946	
Unita' Aerea	Bari	933	6212	7145	
H.Q. 1st Z.A.T.	Milan	329	1720	2049	
H.Q. 2nd Z.A.T.	Padua	281	1842	2123	
H.Q. 3rd Z.A.T.	Rome	492	3815	4307	iti-iti
				3383	

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UNIT	LOCATION	ACTUAL STRENGTH OFFRS	OR.s	TOTAL	NOTES
H.Q. 4th Z...T.	Bari	216	2697	2913	(25529)
H.Q. I...F. Sicily	Palermo	117	1382	1499	
H.Q. I...F. Sardinia	Cagliari	78	829	907	
Navy		10	—	10	
Army		5	1	6	
Carabinieri		14	610	624	
With R...F.		50	1568	1618	BR-ITI
With U.S.....F.		64	1644	1708	US-ITI
	Grand total	3187	23668	26855	

20. Augusta Naval Base. Conferences concerning the Naval Base at Augusta have been held at AFSC Headquarters on 15th May, 1st June, 8th June and 15th July 1946. Represented were AFSC, Navy S/C, Italian Ministry of Marine, B.C...C., Augusta and Rome. Subject to negotiation between the British and Italian Government, the Italian Navy have raised no objections to the establishment of a British Civil Air Base at Augusta. The interim agreement has been concluded and will be held as binding until the full commercial agreement is negotiated between the two Governments.

21. I...F. Recruiting Centres. A Centre for 265 airmen at Novi Ligure and another for 239 airmen at Turin were opened. The recruits have been issued with uniforms and have begun a two months course of instruction after which they will be posted to units. The centres are functioning smoothly and the recruits are showing a keen spirit.

22. American Awards and Decorations. The following awards and decorations were presented to Italian Air Force Officers:

Medal of Freedom with Silver Palm was presented to Col. Aldo Remondino by Lt. Gen. Lee, Commanding ATOUSA in a ceremony at R.....C. Headquarters in Rome on 30th August, 1946.

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With R...F.	60	1568	1618	BR-ITI
With U.S.....F.	64	1644	1708	US-ITI
Grand total	3187	23668	26855	

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22. American Awards and Decorations. The following awards and decorations were presented to Italian Air Force Officers:

Medal of Freedom with Silver Palm was presented to Col. Aldo Remondino by Lt. Gen. Lee, Commanding MTOUSA in a ceremony at R.....C. Headquarters in Rome on 30th August, 1946.

Medal of Freedom with Bronze Palm was presented to Lt. Col. Walter G. Mrower, Italian Air Force, by Rear Admiral Stone, Chief Commissioner of Allied Commission. Ceremonies were held at Allied Commission Headquarters on 14th August 1946.

Bronze Star Medal (Posthumous) to the widow of Capt. Paolo Rossoni by Lt. Col. Frank E. Marsh, Deputy Director of Air Forces Sub-Commission in a Ceremony held at Padua on the 31st August 1946.

23. Pisa Barracks. Permission was granted to the Italian Air Force to use the R... Military Barracks in the North West section of Pisa airport (G. Galileo). This will somewhat alleviate the housing shortage in the city of Pisa where I...F. personnel are now quartered.

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Equipment

24. Spitfire Spares. All Spitfire Spares in 114 M.U. were handed over, as previously agreed, to the Italian Air Force during August. Unfortunately the R....F. had a change of policy and almost before the equipment had arrived at Brindisi 25% of it was requested to be returned to the R....F. The largest spares which must be returned are tyres and tubes. In all probability I....F. Spitfires will be grounded for want of these items.

25. Baltimore Spares. All Baltimore spares in R....F. depots have been handed over to the I....F.

26. M.S.L. R....F. High speed launches have been offered to the I....F. Air Ministry, London, laid down a price of £ 7000 for each M.S.L. This appears to be high considering the age of the boats and their poor mechanical condition. Italian Air Ministry have been requested to state how much they are prepared to pay for the craft.

Engineering.

27. Spitfire IX Aircraft. Forty aircraft have been assembled and are ready to be taken into service in the fighter group at Lecce. Bari detachment have been requested to fit one Spitfire V for drogue towing from the ground.

28. P.R. Aircraft. Assembly is progressing favourably and the 30th aircraft is being worked on. Shortage of specialist tools is causing some delay. O.F.L.C. have now agreed to supply these tools.

29. One aircraft is being converted for handling instruction in the air (dual control). A seat is being placed in the nose and a transparent nose is being fitted in place of the standard metal construction.

30. Caproni Vizzola. 159 M.U. was visited in company with a representative of the I....F., to see the aircraft that was being handed over to MAAF for disposal, so that it could be earmarked for purchase by the I....F.

31. S.M. 95 Aircraft. The civilian version of the four engined S.M. 95 has returned from tests at Farnborough, England, and is now at the Savoia Marchetti works being overhauled and prepared for service on the Italian Military Courier Service.

32. Baltimore Aircraft. Difficulty is being experienced in obtaining spares for these aircraft, but the position should ease when the "pack up" is received from R....F. sources and material is obtained from A.R.R. The conversion of one aircraft for drogue

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28. P.[illegible] Aircraft. [illegible]bly is progressing favourably and the 60th aircraft is being worked on. [illegible] specialist tools is causing some delay. C.F.L.C. have now agreed to supply these tools.

29. One aircraft is being converted for handling instruction in the air ([illegible]). [illegible] placed in the nose and a transparent nose is being fitted in place of the standard metal construction.

30. Capodichino. 159 M.U. was visited in company with a representative of the I...F., to [illegible] which was being handed over to MMAN for disposal, so that it could be earmarked for purchase by the I...F.

31. S.M. 95 Aircraft. The civilian version of the four engined S.M. 95 has returned from tests at Farnborough, England, and is now at the Savoia Marchetti works being overhauled and prepared for service on the Italian Military Courier Service.

32. Baltimore Aircraft. Difficulty is being experienced in obtaining spares for these aircraft, but the position should ease when the "back up" is received from R...F. sources and material is obtained from U.S.R. The conversion of one aircraft for drogue towing is nearing completion.

33. Routine Visits. Visits have been made to Centocelle, Ciampino, Urbe, Guidonia, Frosinone, Capodichino, Pomigliano and Pappareschi.

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Intelligence.

34. The new regime under Air Minister Cingolani would appear to be settling down and working well, though at the moment much prominence is being given to the Treaty Terms which are considered harsh by the Air Force. General Aimone-Cat (C....S.) has been in Paris with the Italian delegation, and in the meantime a Vice Chief of Air Staff has been appointed to help cope with work. The officer appointed is General Briganti who, during the latter half of 1943 was commanding the Aegean Air Force, and on refusing to collaborate with the Germans was sent to a concentration camp in Poland. He is well thought of by all personnel and his recall has been well received, except from the point of view of the number of Generals being recalled which is considered too high by many I....F. officers and is causing some agitation.

35. Following the question of recalling Senior Officers, the new pension scheme has been received well by the medium ranks of the I....F., and affords them the opportunity to retire on moderately substantial incomes and many are taking advantage of the scheme. The feeling is, however, that before the medium ranking officers are retired or given the opportunity to do so, the old established brass hats should leave the service to make way for new blood and give others opportunity to reach General rank.

36. The morale of the I....F. generally is good, though quite naturally it is higher in the flying units with a corresponding increase in efficiency, outstanding amongst which is the I....F. Military Courier Service station at Centocelle (under the command of Lt. Col. Reinero). In spite of the Treaty Terms, which are considered hard by the Air Force, the relationship between the I....F. and the A.F.S.C. continues to be cordial and cooperative.

37. There have been no major changes of General Officers this month, except that Colonel Porru has now been installed as Chief of the Minister's Cabinet in place of Colonel Ludovico. Approval has been given by A.F. .C. for the postings of two I....F. and another position was not effected (after discussion with the Air Minister).

38. Concerning the future of Italy, a well known Italian politician observed that Democracy will work in Italy and he cited the fact that the transition from the Monarchy to Republic had been achieved with practically no disorder. "Fascism", he said "almost suffocated Italy but did not kill it".

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PART III - REPORTS FROM DETACHMENTS.

MILAN

39. Aircraft Firms and Industry.

(a) Fiat - Turin. In order to carry out a contract to convert eleven C47 aircraft from military to civil type, FIAT have given up the construction of electric trolley-buses, this work being taken over by C.N.S. Novara. Construction of motor-buses continues.

(b) S.I.A.I. Vergiate. Twelve aircraft are undergoing general overhaul at S.I.A.I. Vergiate. These consist of four S79, three S82, two S84 and three Cant Z 506 B seaplanes. All this work is scheduled for completion prior to the end of October.

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(c) Macchi, Varese. Activities of the Macchi Firm are mainly concerned with the production of 3-Wheeler trucks, threshing-machines etc. A small aeronautical section was recently re-activated and three prototypes of an MB 308 touring plane constructed in contravention to the existing directive. Application to test-fly these aircraft has been refused.

40. I...F. Administration. As the Italian Salvage Parties have now virtually completed their work, steps are being taken to reduce and concentrate the I...F. organization. The Turin and Milan salvage units have been disbanded and five administrative centres have been closed down in Varese, Bergamo, Novi Ligure, Albenga and Novara. In September it is intended to close the Regional H.Q. at Parma. Lst I...T. will then be reduced to the three Regional HQs at Milan, Turin and Genoa.

41. Equipment.

(a) Gallarate. An inspection of Gallarate Main Stores was carried out on 14th August by the Director. The Stores are well administered, tidy and clean. The Italians (mostly civilians) have done a good job here. Piles of scrap metal were found to be accumulating and a method of disposal not incurring loss to the I...F. is being sought.

(b) Taliedo. Work is in progress at Taliedo to make the I...F. hangers serviceable for occupation. As the premises at Sedriano have been evacuated in favour of the civilian proprietors, the M.T. Repair Unit is being housed temporarily at BRESSE pending completion of this work in about 2 months time.

42. Application by the American Joint Distribution Committee for vacant hanger space to house refugees for six months has been approved. An estimate is being prepared of the expenses involved for the repair work.

NAPLES

43. Repatriated P.o.W's. During the month of August about 500 Prisoners of War were repatriated. 400 have been assisted, administrative action taken and then they have been sent on leave or discharged from the service. The remaining 100 have been sent to their respective Reception Centres.

44. I...F. Companies. On the 3rd August the 214th I...F. Detachment working with the R...F. at Marcianise was disbanded and the personnel involved transferred to other I...F. Detachments.

45. Cadet School. The Air Minister, Sig. Cingolani, visited Naples in order to decide the [illegible]

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Regional H.Q. at Parma. [illegible] will then be reduced to the three Regional HQs at Milan, Turin and Genoa.

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44. I...F. Companies. On the 3rd August the 216th I...F. Detachment working with the R...F. at Marcianise was disbanded and the personnel involved transferred to other I...F. Detachments.

45. Cadet School. The Air Minister, Sig. Cingolani, visited Naples in order to decide the question relating to the transfer of the I...F. Academy. It has been decided that the Academy will not be transferred to Florence but will remain in Naples until the derequisitioning of the Royal Palace at Caserta. Minister Cingolani also inspected Nisida Seaplane Base and expressed his satisfaction with the way it is run.

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46. Normal flying activity continues throughout the fighter wing at Lecce but the petrol supply available never allows of the maximum of six hours per pilot. For economy the 4th Stormo is using the P38s only to keep the pilots familiar with the type and the bulk of training is being carried out on P39's. One fatal accident occurred when a P39 developped a spin during acrobatics and the pilot was unable to recover. The number of accidents of this nature has been discussed at Unita' Aerea but they are at a loss to provide an explanation as in every case the pilots have been very experienced. The 5th Stormo continue normal training on their Macchi 205's. The 51st Stormo have now received their full quota of Spitfire IX's. These have been grounded practically all month because of the critical tyre situation. It appears that they can only hope to get about two more landings out of the tyres fitted at present and are afraid to use these as they wish to keep the aircraft serviceable for any more which may be authorized in the near future.

47. The VC.S, General Brigante, visited units in this area. At Lecce he was met with the usual clamour from the fighters about getting transferred North. He sympathized with their wishes and asked them to try to be patient a little longer, pointing out that higher formations were equally interested in this movement and that everything was being done to bring it about. The choice of General Brigante for this appointment seems to be very popular among personnel in this area, who speak very highly of hissintegrity and his past service career.

48. The bomber S.R.....M. has continued work on one S.M. 84 now nearing completion for the Frosinone School and two S.M. 82's for Guidonia, on all of which good progress has been made. A further two S.M. 82's were flown in from Guidonia for complete overhaul, which was welcomed to offset disturbing unemployment.

49. The Refresher Flying School has made good progress in clearing up the tail end of the last course prior to starting a new course early in September. A complete new syllabus for the school has been prepared for future courses.

50. Unita' Aerea officers were very pleased to hear that the proposed re-organization of the I....F. is not to be carried out without them being consulted. In this connection it seems that conferences have already been held at Rome with Unita' representation. It is understood that Lt. Col. Fanali, a very able and experienced officer of Unita' Aerea is being transferred to Rome in the near future.

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I.E. BRODIE
Air Vice-Marshal,
Director,
Air Forces Sub-Commission.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date : 9th September, 1946.
Ref : AFSC/35/1/Air.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF AUGUST 1948

SUMMARY OF MILITARY COURIER FLIGHTS OF I.A.T. (*)

	No. of Flights	Hours	Passengers Carried	Various freight in lbs.
S.M. 79	129	182,20'	885	45706
S.M. 75	6	15,10'	137	7620
G. 12	149	330,05'	3245	10931
S.M. 82	120	213,30'	1276	74720
Seaplane Wing	62	123,35'	361	18621
Baltimore Wing	90	84,45'	230	12247
TOTAL	556	949,25'	4932	169845

SUMMARY OF FLYING. (†)

	Flights	Flying hours
Autonomous Squadron Units' Force	87	58,50'
Training School, Frosinone	30	37,50'
Training School, Lecce	312	126,05'
Night Flying School	33	12,45'
Baltimore Wing	44	34,25'
Giant 2 1007	3	7,20'
Seaplane Wing	107	116,00'
Fighter Wing	817	596,05'
	1442	989,20'

(*) Includes Transport and Communication Flights.

(†) Includes flights for training, air and sea rescue mission, [illegible] etc).

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G. 12	149	330,05'	2243	7620
S.M. 82	120	213,30'	1276	10931
Seaplane Wing	82	123,35'	561	74720
Baltimore Wing	90	84,45'	250	18621
TOTAL	556	949,25'	4932	12247
				169845

SUMMARY OF FLYING.

	Flights (+)	Flying hours
Autonomous Squadron Units' Merca	87	58,50'
Training School, Frosinone	39	37,50'
Training School, Lecce	312	126,05'
Night Flying School	33	12,45'
Baltimore Wing	44	54,25'
Cant Z 1007	3	7,20'
Seaplane Wing	107	116,00'
Fighter Wing	817	596,05'
	1442	989,20'

(*) Includes Transport and Communication Flights.

(+) Includes flights for training, air and sea rescue mission, test flights, various flights (aircraft tests, etc).

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APPENDIX "B"

ENGINEERING REPORT AND AIRCRAFT STATE I...F. ..
AT 31 AUGUST, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW
Lecce	P.39	15	11	
Lecce	P.38	22	12	
Lecce	Spitfire IX	34	7	
Lecce	MC.205	24	17	
Lecce	MC.202	15	8	
		110	55	191
LIGHT BOMBER AND BOMBER TRANSPORT WING.				
Urbe	M.187	20	16	
Linate	M.187	3	3	
Urbe	Sai 202	1	-	
Guidonia	S.82	25	18	
Guidonia	Sai 202	1	1	
Centocelle	S.79	21	13	
Centocelle	S.75	1	-	
Centocelle	S.12	15	10	
Centocelle	S.85	1	1	
Centocelle	S.84	1	-	
CENTOCELLE	S.95	1	1	
Centocelle	S.73	1	1	
		91	64	349
SEAPLANE WING.				
Taranto	Cant. Z.506/BT	5	3	
Cadimare	Cant. Z.506/BT	1	1	
V . di Valle	Cant.Z. 506/BT	1	1	
Brindisi	Cant. Z.501	5	2	
Brindisi	Cant. Z.506/S	2	-	
Venezia	Cant. Z.506/BT	3	2	
V. di Valle	Cant. Z.506/BT	3	1	
Cadimare	Cant. Z.506/BT	1	1	
Elmas	Cant. Z.506/S	4	2	
Taranto	Cant. Z.501	4	3	
Taranto	RS.14	7	-	
V. di Valle	Cant.501	1	-	
		37	16	142

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		116	55	191

LIGHT BOMBER AND BOMBER TRANSPORT WING.

Urbe	M.187	20	16	
Linate	M.187	3	3	
Urbe	Sai 202	1	-	
Guidonia	S.82	25	18	
Guidonia	Sai 202	1	1	
Centocelle	S.79	21	13	
Centocelle	S.75	1	-	
Centocelle	S.12	15	10	
Centocelle	S.83	1	1	
Centocelle	S.84	1	-	
CENTOCELLE	S.95	1	1	
Centocelle	S.73	1	1	
		91	64	349

SEAPLANE WING.

Taranto	Cant. Z.506/BT	5	3	
Cadimare	Cant. Z.506/BT	1	1	
V. di Valle	Cant.Z. 506/BT	1	1	
Brindisi	Cant. Z.501	5	2	
Brindisi	Cant. Z.506/S	2	-	
Venezia	Cant. Z.506/BT	3	2	
V. di Valle	Cant. Z.506/BT	3	1	
Cadimare	Cant. Z.506/BT	1	1	
Elmas	Cant. Z.506/S	4	2	
Taranto	Cant. Z.501	4	3	
Taranto	RS.14	7	-	
V. di Valle	Cant.501	1	-	
		37	16	142

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AUTONOMOUS SQUADRONS
UNITA' AEREE.

Gioia del Colle	S.M.79	1	1	
Paleso	S.M.79	1	1	
Gioia del Colle	Cant.Z.1007	1	-	
Linate	Cant.Z.1007	1	-	
Gioia del Colle	C.. 514	2	2	
Paleso	C.. 514	1	1	
Linate	C.. 314	2	2	
Treviso	C.. 309	3	1	
Linate	CR 42	1	1	
Gioia del Colle	RE 2001	1	1	
Gioia del Colle	FJ 156	1	1	
Paleso	S.I.202	1	1	
Linate	S.I.202	1	1	
Brindisi	S.I.202	1	-	
Allied Command		1		
		20	13	29

AUTONOMOUS SECTION (Stato Maggiore)

Centocelle	S.M.79	2	2	
Centocelle	RE 2001	2	1	
Centocelle	C.. 313	1	-	
Centocelle	S.I 204	1	1	
Centocelle	S.I 202	1	1	
Urbe	S.M. 79	3		
Urbe (President)	S.M. 79	1	1	
Urbe (President)	S.M. 75	2	2	
		13	8	20

AUTONOMOUS SECTION (SARDINIA).

Elmas	S.M.79	1	1	
Elmas	S.I 202	1	1	
		2	2	2

PILOT SCHOOL.

Lecce	Mc.200	6	2
Lecce	CR.42	10	7
Lecce	G.8	1	1
Lecce	SPITFIRE V	2	2
Lecce	C.. 164	3	3
Lecce	Fn.305	4	4
Lecce	P.39	3	3
Lecce	C.. 85	1	1

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Gioia del Colle	RE 2001	3	1	
Gioia del Colle	FJ 156	1	1	
Palese	S.I.202	1	1	
Linate	S.I.202	1	1	
Brindisi	S.I.202	1	1	
Allied Command	S.I.202	1	-	
		20	13	29

AUTONOMOUS SECTION (Stato Maggiore)

Centocelle	S.M.79	2	2	
Centocelle	RE 2001	2	1	
Centocelle	CA 313	1	-	
Centocelle	S.I 204	1	-	
Centocelle	S.I 202	1	1	
Urbe	S.M. 79	3	1	
Urbe (President)	S.M. 79	1	1	
Urbe (President)	S.M. 75	2	2	
		13	8	20

AUTONOMOUS SECTION (SARDINIA).

Elmas	S.M.79	1	1	
Elmas	S.I 202	1	1	
		2	2	2

PILOT SCHOOL.

Lecce	Mc.200	6	2	
Lecce	CR.42	10	7	
Lecce	G.8	1	1	
Lecce	SPITFIRE V	2	2	
Lecce	CA 164	3	3	
Lecce	Fn.305	4	4	
Lecce	P.59	3	3	
Lecce	BR 25	1	1	
Lecce	S.I 200	1	1	
		31	24	15

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TRAINING SCHOOL

Frosinone	M.187	4	3	
Frosinone	S.84	3	1	
Frosinone	Cant.Z. 1007	1	-	
Frosinone	S.I 202	1	-	
		9	4	6

FIGHTER S.R...

Lecce	P.39	26	-	Store reserve.
Lecce	P.39	1	-	
Lecce	Spitfire IX	2	-	
Lecce	Spitfire V	11	-	
Lecce	Mc 205	12	-	
Lecce	Mc 202	11	-	
Lecce	S.I 202	9	6	
Lecce	C. 135	1	1	
Lecce	FL 3	1	1	

B.&.T. S.R...

Lecce	S.M.84	1	-
Lecce	S.M.82	2	-
Lecce	CR 164	1	-
Contocello	S.M.82	1	-
Contocello	S.M.84	1	-
Contocello	S.M.79	8	-
Gioia del Colla	Cant.Z.1007	1	-
Gioia del Colle	C. 314	3	-
Gioia del Colle	C. 310	2	-
Gioia del Colle	CR 309	1	-
Gioia del Colle	CR 164	1	-
Gioia del Colle	S.M.I 202	1	-

SEAPLANE S.R...

Taranto	Cant.Z.506	14	-
Taranto	Cant.Z.501	13	-
Taranto	R.S.14	1	-

PILOT SCHOOL S.R.A.

Lecce	Mc.200	4	-
Lecce	G.8	1	-
Lecce	G.50	3	-
Lecce	G.55	1	-
Lecce	C.164	2	-
Lecce	Mc.205	1	-

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Lecce	Mc 205	12	-
Lecce	Lc 202	11	-
Lecce	S.I 202	9	6
Lecce	C. 155	1	1
Lecce	FL 3	1	1

B.S.T. S.R...

Lecce	S.M.84	1	-
Lecce	S.M.82	3	-
Lecce	CA 164	1	-
Contocello	S.M.82	1	-
Contocello	S.M.84	1	-
Contocello	S.M.79	8	-
Gioia del Colla	Cant.Z.1007	1	-
Gioia del Colle	CA 314	5	-
Gioia del Colle	CA 310	3	-
Gioia del Colle	CA 309	1	-
Gioia del Colle	CA 164	1	-
Gioia del Colle	S.I 202	1	-

SEAPLANE S.R...

Taranto	Cant.Z.506	14	-
Taranto	Cant.Z.501	13	-
Taranto	R.S.14	1	-

PILOT SCHOOL S.R...

Lecce	Mc.200	1	-
Lecce	G.8	1	-
Lecce	G.50	3	-
Lecce	G.55	1	-
Lecce	C..164	2	-
Lecce	Fn.305	1	-

TRAINING SCHOOL S.R...

Frosinone	M.187	1	-
Frosinone	S.79	2	-
		137	8
	GENERAL TOTAL	450	194

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APPENDIX "C"

I...F. ORDER OF BATTLE ..S ..T 31ST ..UGUST 1946.

FIGHTER GROUP - LECCE:					
2' WING	9' SQUADRON	73 Flight	Lightning A/C	P.38--19	No.of Pilots 57
		96 Flight		P.39--19	
		97 Flight			
	10' SQUADRON	84 Flight			
		90 Flight			
		91 Flight			
5' WING	8' SQUADRON	92 Flight	Macchi 205 A/C	----25	No.of Pilots
		95 Flight	Macchi 202 A/C	----16	68
	101' SQUADRON	208 Flight			
		238 Flight			
	102' SQUADRON	203 Flight			
		239 Flight			
51' WING	20' SQUADRON	356 Flight	Spitfire 9 A/C	----34	No. of Pilots 70
		360 Flight			
	21' SQUADRON	351 Flight			
		586 Flight			
	155' SQUADRON	361 Flight			
		578 Flight			
BOMBER AND TRANSPORT GROUP - GUIDONIA:					
BALTIMORE WING	132' SQUADRON	255 Flight	Baltimore M.187		No.of Pilots and crews 29
(Urbe Airfield)		281 Flight	A/C	----24	
	33' SQUADRON	13 Flight			
		260 Flight			
NIGHT WING	1' SQUADRON	1 Flight	S.82 A/C	-----27	No.of Crews 44
(Guidonia Airfield)		5 Flight			
	38' Squadron	190 Flight			
		265 Flight			
TRANSPORT WING					
(Centocelle Airfield)					
	2' SQUADRON	102 Flight	S.75/S.75/S.79/S.85/ S.84		No.of Crews 55
		103 Flight	S.95/G.12 A/C	-----40	
	98' SQUADRON	240 Flight			
		241 Flight			
SEA PLANE GROUP-					
	82'SQUADRON	139 Flight	Cz.506/TB -Cz.506/C	---7	
	(Taranto)	149 Flight			No.of crews 16
	83' SQUADRON	141 Flight	Cz.506 - Cz.501	-------10	
					No.of crews 14

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	101' SQUADRON	208 Flight			
		238 Flight			
	102' SQUADRON	203 Flight			
		239 Flight			
51' WING	20' SQUADRON	356 Flight	Spitfire 9 A/C----34	No. of Pilots 70	
		530 Flight			
	21' SQUADRON	351 Flight			
		586 Flight			
	155' SQUADRON	361 Flight			
		378 Flight			

BOMBER AND TRANSPORT GROUP - GUIDONIA:

BALTIMORE WING	135' SQUADRON	255 Flight	Baltimore M.187	No.of Pi-	
(Urbe Airfield)	-	281 Flight	A/C----24	lots and	
	38' SQUADRON	15 Flight		crews 29	
		260 Flight			
NIGHT WING	1' SQUADRON	1 Flight	S.82 A/C-----27	No.of	
(Guidonia Airfield)		3 Flight		Crews 44	
	88' Squadron	190 Flight			
		265 Flight			
TRANSPORT WING					
(Centocelle Airfield)					
	2' SQUADRON	102 Flight	S.75/S.75/S.79/S.85/		
			S.84	No.of	
				Crews 55	
		105 Flight	S.95/G.12 A/C-----40		
	98' SQUADRON	240 Flight			
		241 Flight			

SEA PLANE GROUP-

82'SQUADRON	139 Flight	Cz.506/TB -Cz.506/C---7	
(Taranto)	149 Flight		No.of crews 16
83' SQUADRON	141 Flight	Cz.506 - Cz.501-------10	
(Brindisi)	147 Flight		No.of crews 14
84' SQUADRON			
(Vigna di Valle	140 Flight	Cz506/TB - Cz506/. -3	S--
			No. of crews 19
85' SQUADRON	103 Flight	Cz.501 - R.S.14--------12	
(Taranto)	287 Flight		No.of crews 12

These figures are the operational Strength only and should not be confused with the actual Strength of Fighter and Bomber Aircraft as shown in this Monthly Air Report.

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CONFIDENTIAL.

A.C. FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

Monthly Air Report No. 44 - July, 1946.

List of Appendices :

Appendix "A" - Summary of Flying Activity for the month of July, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st July, 1946.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. Petrol supplies have greatly improved during the month and this has enabled the squadrons to increase their flying activity. The 4th Stormo have continued type familiarisation on their P.38's. the 51st Stormo have now been re-equipped with Spitfire IX's and all the pilots have done their familiarisation flying. The 5th Stormo still have their Macchi 205's and have carried out normal flying training. Flying discipline on the whole was good. There was one fatal accident with a P.38 which is at present under investigation.

2. Light Bomber Wing - Littorio. Flying has been carried out on a limited scale. One Flight has been detached to Linate in order to operate the Courier Service between Milan, Treviso and Bolzano.

3. Night Bomber Wing - Guidonia. The airfield at Guidonia was inspected on 30th July by the Director and Deputy Director of the A.F.S.C. Work is progressing satisfactorily in the clearance of the airfield and in the preparation of damaged quarters for future habitation and use.

At present Guidonia is under consideration by the Italian Air Ministry as a suitable base for the operating of Civil Air Lines.

4. Bomber Transport Wing - Centocelle. Schedule Courier flights for the month were carried out satisfactorily. There were no technical failures and repairs and maintenance progressed normally. The Station Commander undertook to ensure that all captains of aircraft personally briefed civilian passengers as to standard safety precautions, and particularly against leaving their seats

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month of July, 1945.

Appendix "B" - Engineering Report and Aircraft State as at 31st July, 1945.

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5. Visits by Director A.F.S.C. The Director visited during the month Italian Air Force Units at Guidonia (Transport Squadrons), Florence (Administration Schools and future Italian Cadet College), Bologna (staging Post), Venice (Staging Post, C.A.V., and A.S.R. Detachment), Augusta (future A.S.R. Detachment and Recruit Depot), Elmas (A.S.R. Detachment and Staging Post), Vigna di Valle (A.S.R. Detachment). A visit was also made to A.H.Q. Malta with a view to clearing up aircraft safety responsibilities, particularly in the Tyrrhenian and Ionian Seas.

6. Light Bomber Flying School - Frosinone. Six pilots and one radio operator completed the refresher course, there are at present 32 navigators under training. Work is nearly finished with the clearing of debris from the airfield and hangers.

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7. Elmas Air field Sardinia. A conference was held at Elmas airfield, Sardinia on 16th July, 1946 which was attended by the S.S.O. of the A.F.H.C. and the representatives of the A.C.C., Malta and their staffs. Representatives of H.Q. MED/ME and officers from the Italian Air Ministry and Air Force also attended. The purpose of the conference was :-

(a) to ascertain to what extent R.A.F. man-power could be conserved by the substitution of Italians in the place of R.A.F. personnel on the station and (b) to consider whether it would be practical at this stage to withdraw all R.A.F. personnel and hand the entire manning of the station over to the I.A.F.

After careful consideration of the two possibilities it was recommended to keep the R.A.F. nucleus and to reduce British personnel by gradual and easy stages and to put I.A.F. personnel in their places. It was agreed that in two or three months time the situation should again be reviewed to see whether the I.A.F. are in a position to take over the commitment without injuring Allied interests.

8. Flying Accidents. There were two accidents exemplifying breaches of Flying Training discipline at the Fighter Training School in Lecce, involving the loss of lives and aircraft.

One accident involved a pilot who had not completed training of emergency procedure on the P.38 Lightning type aircraft. Finding himself in a dangerous position this pilot called to the control tower for instructions. Either the instructions given were not correct, or the pilot failed to carry them out correctly, and on the approach to land the aircraft was seen to stall and spin into the ground killing the pilot.

Another accident involved acrobatics being carried out below the minimum altitude allowed for the P.39 aircraft. These aircraft collided in mid-air killing both pilots in the crash. All Wings have been reminded of the need for strict aerodrome discipline and that disciplinary action is to be taken against any pilots who contravene local flying orders.

9. Airfields. A total of forty-two (42) airfields have been de-requisitioned by the U.S.A.A.F. during the past month and turned over to the Italian Air Ministry with permission that the airfields may be converted to agricultural purposes. The airfields de-requisitioned are as follows :-

Canne	San Severo	Favara
Castelluccio	Spinazzola	Pistoia
Cattolica	Sterparone	Rome/Centocelle
Celone	Sternara	Pantellaria
Cutella	Torretta	Cervia
Guilia	Tortorella	Cancello
Lesina	Triola	Del Quarto
Lucera	Venosa	Lucca/Tassignano
Mondolfo	Vincenzo	Plaino
Pantanella	Villafranca/Main	Sparanise
Piagiolino	Bellaria	Battipaglia

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Guilia	Tortorella	Cancello
Lesina	Triola	Del Quarto
Lucera	Venosa	Lucca/Tassignano
Mondolfo	Vincenzo	Plaino
Pantanella	Villafranca/Main	Sparanise
Piagiolino	Bellaria	Battipaglia
Rosignano	Benvegnante	Candida
San Giovanni	Chiaravalle	La Croce
Pisa/Al Bovola	Ricto	Vada

In addition, arrangements have been made by the M.A.A.C. Secretariat to transfer responsibility for the following airfields from U.S.A.A.F. to British control : Aviano, Udine/Campoformido North, Villa-Orbia/Udine, Villaorba and Villafranca/Calzoni.

10. Refresher Flying School - Lecce. Normal flying activity has continued through the month and the present course on primary types has been practically completed. Continual unserviceability has, however, caused some delay with the secondary types. Maintenance of the Mc.200 is becoming increasingly difficult and it has been suggested that they be thrown up and replaced by Mc.202 no longer required by the 5th Stormo.

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11. Air Courier Service. A conference was held at this Headquarters attended by members of the A.F.S.C., Col. Gusconi of the I.A.M. and the Officer Commanding Centocelle, with a view to improving the Air Courier Service. The conference resulted on a complete new time-table which it is intended to put into operation on the 5th August, 1946.

In this new time schedule it will be possible for through passages to avoid the night stay in Rome. Feeder lines will arrive in Rome at such times and are to ensure that passengers routed to the North or South will be able to proceed without delay. The bus services have also been varied to come into line with the new air service.

One new Air Courier Service has also been inaugurated and will operate between Milan, Treviso and Bolzano; Baltimore aircraft based at Linate will be used on this line.

12. French Civil Air Lines. Approval has been granted in principle for French Airlines to operate on the routes : Paris-Milan-Rome
Paris-Rome-Turin
Paris-Venice-Balkans.
It is not expected that these will operate for several months.

13. Other Civil Air Lines. The operation of a Spanish Civil Air Line has been approved in principle and proposed routes have been submitted. This line should be in operation sometime during the month of August.

A request has also been received from a Swedish Airline Company for an increase in schedule from twice monthly to once weekly.

14. Tactical Reconnaissance Training. It is hoped that trial modification of the P.38 Lightning mounting oblique cameras and four .5 cal. machine-guns in the nose is successful the re-equipment of a P.38 squadron for medium recce will be considered.

15. Spitfire and Lightning Aircraft. During the month of July there have been no difficulties experienced in the assembly of these aircraft. Tools and equipment for the maintenance of the P.38's have not yet been delivered to the Italians because of a delay by O.F.L.C. on payment for this material.

16. Move of I.A.F. Academy. A start has been made to transfer the Officer Cadet School from MISIDA to FLORENCE, it is expected that the move will be completed by September.

AIRCRAFT SAFETY.

17. Air Sea Rescue Searches. In conjunction with the Italian Navy, two unsuccessful A.S.R. sorties were carried out to search for two drifters weather-

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between Milan, Trieste and ... used on this line.

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AIRCRAFT SAFETY.

17. Air Sea Rescue Searches. In conjunction with the Italian Navy, two unsuccessful A.S.R. sorties were carried out to search for two drifters weather-bound in the Gulf of Taranto. These ships later made port. In all ten exercises were held during the month and a new A.S.R. frequency (6500 K/cs.) was tested and proved successful. For the first time, exercises were held to train the Baltimore crews in this work.

18. Hand-over of Aircraft Safety Services to I.A.F. The first of the Italian crews to take over the High Speed Launches at Ischia arrived on that island on 27th July, and six boats are now ready to be taken over from the R.A.F.

The postings of F/Lts. Jones and Masterton from Venice and Milan respectively marked another step in the complete hand-over of all Aircraft Safety Services in Italy to the Italians

ITALIAN METEOROLOGICAL SERVICE.

19. Four new reporting stations were opened during the month at Civitavecchia, Pavullo, Monte Bisbino and Portofino. There are now 139 reporting stations in the Italian net-work.

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20. The work of the Upper Air Stations has not been satisfactory this month. The stations at Elmas and Chinisia have been short of essential spares and transmitters, while the aircraft at Brindisi has been unserviceable for the entire month. The necessary material has now arrived in this country and is being distributed, when this has been done all Upper Air Stations should be functioning normally.

21. The type and quantity of equipment to be purchased from the British Met. Stores at Caserta has now been decided by the Italians, but official prices for some of the items are still not available.

22. Arrangements have been made for the Italians to operate Met. Offices at Augusta and Bari. The unit at Augusta will commence its service on 1st August. The date for the opening of the one at Bari has not yet been fixed.

23. The Italian delegates to the International Meteorological Organisation Conference in Paris returned to Rome on 7th July. The main work dealt with the Collection and distribution of Met. information and the standardisation of Codes.

SIGNALS.

24. Civil Aviation - Communications. In accordance with instructions received from U.K.C.A.C.N. a transmitter and receiver were installed at CENTOCELLE on the 15th July for the use of Civil Air Lines. This service will be used for all Civil Aviation aircraft movements and will be on the point to point service ALMAZA-ROME-MALTA. Contact was made with ALMAZA on the night of 20th July, nothing has yet been heard from MALTA.

25. H/F D/F Station Bologna. The H/F D/F Station at Bologna came into service on 13th July. The station will operate from dawn to dusk.

PART II - ORGANISATION AND ADMINISTRATION.

26. I.A.F. Personnel. The number of Italian Air Force personnel employed with R.A.F. and U.S.A.A.F. Units has decreased during July. The total is now 3,313. 1,385 with the U.S.A.A.F. and 1,928 with the R.A.F. The total strength of the Italian Air Force as at 1st July was 27,598, 3,255 officers, 24,324 Other Ranks.

27. Reorganisation of A.A.T. and other Commands. New regulations have been sent out by the Italian Air Ministry to all Commands to reorganise their Staffs. The reorganisation will create a more simple structure thus enabling the strength of the Italian Air Force to be decreased still further.

28. War Casualties in the Italian Air Force. Total War Casualties Officers and Men I.A.F. 10th June, 1940 - 8th May, 1945.

	Killed in Action	Missing	Total.
Officers	526	708	1,234

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	Killed in Action	Missing	Total.
Officers	526	708	1,234
N.C.O's.	550	742	1,292
Truppa (O.R's)	1,934	1,880	3,814
Totals	3,010	3,330	6,340

ENGINEERING.

29. Assembly of P.38 Lightenings. The assembly of P.38 aircraft is proceeding satisfactorily at Capodichino. The special tools required by the Italain Air Force for these aircraft have not yet arrived but negotiations between the I.A.F. and the American O.F.L.C. to purchase them are in progress. The special photographic P.38 aircraft were inspected by the C.T.O. with a view to modifying them to take 3 oblique cameras and four 0.5 machine guns, one aircraft is to be flown into CENTOCELLE for a mock up of the modification to be carried out.

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30. Assembly of Spitfire IX Aircraft. The inspection, repair and assembly of Spitfires IX aircraft at Brindisi is proceeding satisfactorily. All the relevant publications and maintenance schedules have been handed over to the Italian Air Force and translations are being made.

31. Baltimore Aircraft. One Baltimore aircraft AJ.[illegible]E is being fitted up for target towing and should be completed in the near future. A number of salvaged Cyclone engines have been handed over to the Baltimore Wing and will be used for spare parts.

32. Visit of S.M.95 to United Kingdom. During the month an S.M.82 left Guidonia with a spare engine for the R.A.E. Farnborough. Repairs were then effected to the S.M.95 which had completed flight and handling tests. Both aircraft have now returned to Italy.

33. Visits by Technical Staff. The following visits have been made by the Chief Technical Officer.

(a) to the FIAT firm in Turin with a representative of the I.A.F. to examine and discuss modifications to G.12, G.212, G.46 and G.55 aircraft.

(b) The O.R.L.A. works at Pieti. It was ascertained that the workers at present at Leversa would be returned in the very near future.

(c) Normal routine visits were made to Centocelle, Guidonia, Urbe and Frosinone.

[illegible] SERVICE.

New Ministers.

34. A new Italian Government was formed and consequently there was a change in the Air Minister and Under Secretary. After a number of false rumours as to who the new Minister was likely to be, Dott. Cingolani, a Christian Democrat was appointed. The new Under Secretary is Giosue Fiorentino who is a Socialist. Dott. Cingolani's wife is one of the first women deputies in the Constituente.

35. Dott. Cingolani has been connected with the Christian Democrat movement since the beginning, and even during Fascism he upheld Democratic principles until in 1938 he was forced to desist. During his career he has been largely connected with organisations of a social character; he founded the Young Cathol Federation, was one of the founders of the Partito Populare Italiano and was Secretary of State for Labour and Social Services, etc.

36. The new Under Secretary of State for Air, Giosue Fiorentino is by profess[illegible]

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36. The new Under Secretary of State for Air, Giosue Fiorentino is by profession an engineer. He fought in the last war and was taken prisoner by the Germans; at the end of the war, whilst still a student, he dedicated himself to Socialist propaganda; in 1920 he became Socialist Mayor of his birthplace, Palma di Montechiaro, Sicily. After the 'March on Rome' he continued Socialist propaganda under the direction of Matteotti although there were police surveillance and numerous arrests. In 1924 an attempt was made on his life by the Fascists which resulted in the death of one woman and injuries to a child. He was arrested and an attempt was made to fabricate proceedings blaming him for the crime. In spite of the Fascists he continued disseminating Socialist propaganda until he was again arrested in Milan in 1926, but he escaped and returned to his native town; he was not allowed to follow his profession and was forced to live on a paternal legacy. On the liberation of Palma di Montechiaro by the Allied he recommenced his political activities and was nominated Mayor on 21st July, 1943, since when he has been Chief Member for Sicily and Deputy in the Costituente (Socialist Party List).

37. On the whole the Italian Air Ministry Officers seem to be pleased with the appointment; they are hopeful that the present Air Minister will do more for the Service than the former incumbent and that he will accept advice from his

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Air Force Staff. Anyway the new Minister, the Under Secretary and the Chief of Air Staff seem to be friendly.

38. The Director of the A.F.S.C. called on Dott. Cingolani on his appointment as Air Minister and emphasised the more important points of policy and other outstanding matters. He requested that a frank spirit should exist between the I.A.M. and A.F.S.C., and suggested that to save embarrassment all tricky problems should be discussed before being committed to paper.

39. Press Attacks. There have been numerous attacks in the Socialist newspaper 'Avanti' on recent promotions and retirements of certain Senior Officers of the Italian Air Force. The majority of these attacks are without foundation and are malicious. However, a number of Colonels have been promoted to General merely to afford them better pensions on retirement, but the 'Avanti' has not been slow to turn this fact into an alleged scandal.

MOTOR TRANSPORT.

40. Two Auto-Unions, German type civilian cars, found to be held by the I.A.F. 2nd Z.A.T. contrary to Allied Commission Directive were recovered and handed over to C.E.M. Branch for disposal through the appropriate channels.

41. In accordance with M.A.A.C. orders all I.A.F. units holding Allied vehicle have been informed that no further demands for spares will be accepted by A.F.S. The I.A.F. have been advised to apply to A.R.A.R. which receives Allied vehicles from Chief Disposal Officer of Ministry of Supply.

A.F.S.C. OFFICIAL DANCE ON 12TH JULY, 1946.

42. On 12th July, 1946 the Director, Deputy Director and Officers of the A.F.S.C. held a dance in the Volpi Palace in order to entertain their many friends among the Allied and Italian population of Rome.

43. The dance was a great success and was attended by about 200 official and private guests from the Corps Diplomatique and the Fighting Services. Many Allied Officers were present apart from the British and American, the most noticeable of whom were the French and Russian Representatives.

44. Members of the Italian Forces were invited but were unable to accept the invitation. The day before the dance the Italian Chief of Air Staff came to see the Director, A.F.S.C. and said that before taking single handed action, he had consulted the Secretary General of the Ministry for Foreign Affairs, and was advised to inform his officers that in view of the delicate political situation (consequent upon the agreements just reached by the Big Four in respect of the Italian Peace Treaty), it would be unwise to accept invitations to the dance.

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45. The reasons put forward by the C...S. were both external and internal :

(i) External - because the press would make use of it as the occasion for a tirade upon the Italian Air Force, accusing them of lack of sensibility and irresponsibility.

(ii) Internal - because it would cause a split in the Italian Air Force ranks, some of whom would show their sympathy with the Allies with whom they are in close contact, whereas others not so closely in touch would remain aloof.

46. The Secretary General of the Ministry for Foreign Affairs also sent a personal message to the Director saying that he had advised the Italian Chief of Air Staff not to accept the invitation (for similar reasons) which, in brief may be expressed as "Italy is in mourning at its treatment by the Big Four, and dancing in Italy is a sign of joy".

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47. Both the Italian Chief of Staff and the Secretary General for Foreign Affairs were most polite about the whole thing, and added that their decision must not be taken as an unfriendly gesture to the Allies in general and the Allied Commission in particular.

PART III - REPORTS FROM DETACHMENTS.

MILAN.

48. Aircraft Firms and Industry. No improvement has been shown in the positio of aircraft firms generally. Engineer Caproni made a visit to London by air in hope of finding work for his firm but achieved nothing in the aeronautical field. A chance of supplying motor-lorries would only be possible with a different rate of exchange or by leaving a greater percentage of foreign currency at the disposal of the producer.

49. The Avia aircraft firm, Vercelli, has effected the sale of four Turismo planes to purchasers in Switzerland and applied for permission to deliver them in flight fro Vercelli via Linate (custom clearance) to Locarno.

50. Authority has been granted for the test flying of the Cator 110 aircraft at O.R.L.A. Works, Leveno, Varese. Specification data and a report on the plane's airworthiness are being prepared.

51. Linate Airfield. During the month one or two irregularities have been observed at Linate airfield. A Baltimore pilot who indulged in dangerous low stunt-flying over airfield buildings was reprimanded and steps taken to prevent a recurrence. The Polish Communications Flight was found to be ignoring regulations, particularly booking out and in procedure, and to be making unauthorised flights. This matter was taken up with the Polish Commanding Officer who promised to improve discipline.

52. A marked improvement has been shown in general security and discipline among airfield ground crew since the appointment of the new C.O., Col. Lazzarini

53. Air Courier Service. The following recommendations have been put forward to improve the Service :-

(a) Daily signal to Milan A.B.C. at 14.00 hours detailing aircraft scheduled for next day's flight and guaranteeing their return.

(b) One reserve aircraft to be held at Milan.

(c) Itinerary to be altered to Rome-Turin-Milan, instead of Rome-Milan-Turin.

54. With the closing down of Allied Commission, Milan, other accommodation will be necessary for the office of Col. Musch, [illegible]

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55. British Overseas Airways Corporation. On 23rd July a B.O.A.C. passenger aircraft landed at Linate to conclude the ultimate arrangements for the forthcoming service between England and Italy, due to commence on 1st August. A.F.S. liaison was extended to B.O.A.C. representatives. Agreement was reached with the I.A.F. for the cession of premises and the construction of a 22,000 litre petrol tank. Fuel held in custody by the I.A.F. was handed over to the Shell Agent, Mr. Casanova. In the absence of a permanent B.O.A.C. representative at Milan, Aviolinea Firm on Linate will act as agent for the new airline.

56. Baltimore Flight. During the month eighteen flying hours have been carried out by the Baltimore Flight based on Linate Airfield. The main operations have been eight return flights Milan-Bolzano carrying Allied Commission personnel, and two exercises in connection with the HF/DF Station. In addition eight training flights have been made.

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57. 1st Z.A.T. - Recommendations by Gen. Drago. General Drago, I.A.F. General Commanding 1st Z.A.T., has made the following proposals for re-organisation with the 1st Z.A.T. :-

(a) Airfields. Airfields in 1st Z.A.T. have been listed in four categories : 1 - Serviceable. 2 - Almost serviceable. 3 - In need of extensive repairs, b t worth repairing. 4 - Not worth repairing. A programme has been drawn up with recommendations for the immediat turning over of category 4 to agricultural purposes and the commencing of repairs to category 2.
Albenga is the first airfield scheduled for repair. Certain estimates and tenders have already been made. The Piaggio Firm is thought to have an interest. Sarzana (airport for La Spezia) is also high on the list.
Orio airfield, which is already serviceable and is thought to be particularly suitable on account of central position etc., is to be prepared as a special Reception Airfield. Accommodation for 800 personnel is planned, with other additions and improvements. This will be held vacant for eventual occupation by Allied or Italian personnel in case of need.

(b) Administration. Several I.A.F. departments have now completed their functions and no useful purpose is served by their retention. Amongst the departments which should be closed are :-
(i) C.A.R. Personnel, who have not presented themselves by a certain date to be declared deserters. Returning P.O.W's, etc. to be dealt with by a separate office.
(ii) Salvage. Account of [illegible] now being recovered is negligible Salvage parties are to be suspended.
(iii) Uffici Stralci. I.A.F. personnel working in civilian firms to be withdrawn and firms to deal direct with I.A.M.

(c) Aircraft. Application that the aircraft strength of the I.A.F. be divided equally among the four Z.A.T's, or at least that a certain number of aircraft be operated from the North.
Unfavourable comment has been made on the recent promotions to General of several I.A.F. officers, and there is no realisation by the public in the North, of the number of aircraft or scope of the I.A.F. services in other areas.

(d) Economy. Many difficulties are being experienced at the moment through lack of resources and credit. Firms are reluctant to supply shoes, clothing, materials etc. until cash accompanies the order. Even such items as writing paper are in short supply.
Several new measures will be introduced to effect economies.
Barter of surplus I.A.F. stores will not be approved, but a recommendation made for sale of certain items to obtain funds for the purchase of others.

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58. Equipment.
(a) Gallarate. Activity at Gallarate Central Stores has been completely normal. The influx of material was double that of the preceding month and more than 160 lorryloads of equipment was unloaded and stored.
Outgoing issues to units were below average.
Repair work carried out in the workshops has been limited mainly to undercarriages, radiators etc., of miscellaneous aircraft. The carpentry section has been active in the construction of crates, furniture, etc.

(b) Taliedo, Milan. With the departure of 335 German Engineering Coy. from huts on Taliedo successful application has been made to the Town Major for the return of these premises to the I.A.F. This enables the clothing stores to be re-established and the Air Force laundry to be put back into operation. It is intended to transfer

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the Bricks, Works and Construction material from Monza and the Servizi from Sedriano in due course. Four of the five Talicdo hangars, however, have been temporarily allocated to the firms of Caproni, SALE, Ormanc, and A.R.A.R.

NAPLES.

59. Repatriated P.O.W's. During the month of July about 500 Prisoners of War were repatriated. Administrative action has already been taken in respect of 400 of these to discharge them from the Service. They are at present on Release Leave. Of these the remaining 100 have been sent to their respective Reception Centres.

60. Aircraft Factories.

Alfa Romeo, Pomigliano.- have tested during the month 5 D.B.601, 'E' type, engines.

Magnaghi, S. Anastasia.- are repairing twenty exhaust-gas collectors. Work is now nearing completion.

Navalmeccanica, Naples - are proceeding in the construction of the last 5 water radiators (metal-sheet type) for Mc.205's.

61. I.A.F. Companies. The Company which has been working with P.A.F. Marcianise Airport Const. Squadron is now being disbanded.

LECCE.

62. Flying and Training. The fourth [illegible] have carried on with their type familiarisation on P.38's during the month but flying was temporarily suspended for a while following a fatal accident. A Court of Enquiry is at present investigating the incident but the general opinion at present is that the pilot fainted, because he was in wireless communication half a minute before the crash and then reported everything in order.

63. So far 37 Spitfire IX's have been delivered to the 51st Stormo from Brindisi and all Spitfire V's have been withdrawn for general overhaul. Their final allotment is not yet known.

64. Navigation and reconnaissance exercises have been produced in order to improve the general efficiency of the pilots.

65. No air firing has been attempted; there is no armament officer and no ammunition available and for this reason the laying out of a range has not yet been put in hand. The area, however, has been chosen and as soon as ammunition is available and final M.A.A.C. approval given steps will be taken to give all

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66. The Move of the Refresher School. This has caused much local controversy. Permission was orginally asked to move the school complete to Brindisi; this was later varied and the present proposal is to have one flight at Brindisi, one at Gioia del Colle, and one at Lecce. The Commanding Officer does not consider this a wise proposition as it means a split command, lack of continuity and increased overheads in personnel and transport. He has informed Unita' Aerea of his views and suggested that Gioia should be used as an emergency or relief landing ground.

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67. Engineering. Further to report submitted recently work has now stopped on the S.M.79 which was transported to Lecce. One S.M.84 has now been completed and test flown during the month. It is equipped with six seats and tables for navigation training and is allotted to the Frosinone School. Good progress has been made on two S.M.82's under repair but generally the S.R.A.M. capacity is not being fully utilised and more work would be appreciated to keep the employees busy until the S.R.A.M. is moved to Guidonia.

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68. Intelligence. The present system for the reduction in strength of the Air Force has caused considerable comment. The feeling seems to be that the committee doing this job is incompetent and that the wrong type is being retained in the service. It has been quite frankly stated that it would be a better and fairer scheme if our Sub-Commission could control these activities and vet the people who are being retained in the Service. One example quoted was that of Col. Leone of Guidonia who has been gazetted as "at disposition". The feeling is that with his service experience he would be an ideal officer to retain as a General as he would think on behalf of the Service rather than on his own account as so many officers seem to be doing.

69. Transfer of Detachment. On 31st July Lecce Detachment was moved complete to Bari. The property in Lecce was returned to the Italian Air Force. There is a possibility that this may be returned to the owner in which case alternati arrangements for accomodation of visiting A.F.S.C. personnel will be made. When communications are completed further information will be forwarded.

C. Christison

for G.M.L. GRECE, W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 9th August, 1946.
Ref :- AFSC/25/1/AIR.

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Chief Commissioner, H.Q., A.C. Rome.	1 Copy.
Executive Commissioner, H.Q., A.C. , Rome.	1 Copy.
A.F.S.C., Rome	1 Copy.
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A.F.S.C., Bari	1 Copy.
A.F.S.C., Taranto	1 Copy.
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French Representative, Allied Commission, Rome	1 Copy.
Russian Representative, Allied Commission, Rome	1 Copy.

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69. Transfer of Detachment. On 31st July Lecce Detachment was moved complete to Bari. The property in Lecce was returned to the Italian Air Force. There is a possibility that this may be returned to the owner in which case alternati arrangements for accomodation of visiting A.F.S.C. personnel will be made. When communications are completed further information will be forwarded.

for S.A.A.C. GREECE, A/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 9th August, 1946.
Ref :- AFSC/25/1/AIR.

Distribution.

M.A.A.C. Secretariat (9 Copies) (2 for MED/ME, 2 for Historical Records Section Malta, and 1 for Air Ministry London if requir	
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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF JULY, 1946.

SUMMARY OF MILITARY COURIER FLIGHTS OF I.A.F. (*)

	No. of Flights	Hours	Passengers Carried.	Various Freight in lbs.
S.M. 79	160	236.40'	820	5,670
S.M. 75	-	-	-	-
G.12	135	271.30'	1,963	87,309
S.M. 82	124	206.05'	1,350	89,001
Seaplane Wing	45	94.15'	201	20,010
Baltimore Wing	73	68.55'	191	10,953
TOTALS	537	877.25'	4,525	212,943

SUMMARY OF FLYING.

	Flights	Flying hours.
Autonomous Squadron Units' Aerea	82	53.10'
Training School, Frosinone	153	185.20'
Training School, Lecce	370	210.15'
Night Flying School	34	13.30'
~~Transport Wing~~	45	29.00'
Baltimore Wing	355	276.40'
Cant. Z.1007	9	11.20'
Seaplane Wing	133	117.40'
Fighter Wing	1,025	723.50'

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S.M. 79	160	236.40'	620	[illegible]
S.M. 75	-	-	-	-
C.12	135	271.30'	1,963	87,309
S.M. 82	124	206.05'	1,350	89,001
Seaplane Wing	45	94.15'	201	20,010
Baltimore Wing	73	68.55'	191	10,953
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~~Transport Wing~~	45	29.00'
Baltimore Wing	355	276.40'
Cant. Z.1007	9	11.20'
Seaplane Wing	133	117.40'
Fighter Wing	1,025	723.50'
TOTALS	2,206	1,620.45'

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(a) Includes Transport and Communication Flights.

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 31st JULY, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW
Lecce	P.39	18	17	
Lecce	P.38	17	9	
Lecce	Spitfire V	11	2	
Lecce	Spitfir IX	24	14	
Lecce	Spitfire IX	11	10	Serv. Reserve
Lecce	Mc. 205	27	22	
Lecce	Mc. 202	15	6	
		123	80	194

LIGHT BOMBER & BOMBER TRANSPORT WING.				
Urbe	M.187	20	14	
Linate	M.187	3	3	
Urbe	Sai.202	1	-	
Guidonia	S.M. 82	26	16	
Guidonia	Sai.202	1	-	
Centocelle	S.M. 79	25	19	
Centocelle	S.M. 75	2	1	
Centocelle	G.12	13	11	
Centocelle	S.M. 83	1	1	
Centocelle	S.M. 84	1	1	
Centocelle	S.M. 95	1	-	
		93	66	354

SEAPLANE WING.				
Tranto	Cant.Z.506/BT	4	3	
Cadimare	Cant.Z.506/BT	1	1	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	4	1	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/S	3	-	
Venice	Cant.Z.506/BT	2	2	
V. di Valle	Cant.Z.506/BT	3	2	
Cadimare	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	

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		123	80	194

LIGHT BOMBER & BOMBER TRANSPORT WING.

Urbe	M.187	20	14	
Linate	M.187	3	3	
Urbe	Sai.202	1	-	
Guidonia	S.M. 82	26	16	
Guidonia	Sai.202	1	-	
Centocelle	S.M. 79	25	19	
Centocelle	S.M. 75	[illegible]	1	
Centocelle	G.12	[illegible]	11	
Centocelle	S.M. 83	[illegible]	1	
Centocelle	S.M. 84	1	1	
Centocelle	S.M. 95	1	-	
		93	66	354

SEAPLANE WING.

Tranto	Cant.Z.506/BT	4	3	
Cadimare	Cant.Z.506/BT	1	1	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	4	1	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/S	3	-	
Venice	Cant.Z.506/BT	2	2	
V. di Valle	Cant.Z.506/BT	3	2	
Cadimare	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/S	3	1	
Taranto	Cant.Z.501	4	3	3542
Taranto	R.S. 14	7	-	
		35	17	14

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AUTONOMOUS SQUADRONS UNITA' AERA.				
Gioia del Colle	S.M. 79	2	2	
Gioia del Colle	Cant.Z.1007	2	1	
Gioia Del Colle	CA.314	1	1	
Palese	CA.314	1	1	
Linate	CA.313	1	-	
Treviso	CA.309	1	1	
Linate	CR.42	2	2	
Gioia del Colle	RE.2001	3	2	
Gioia del Colle	FJ.156	1	1	
Gioia del Colle	SAI.202	1	1	
Palese	SAI.202	1	1	
Linate	SAI.202	1	-	
Allied Command	SAI.202	1		
		18	14	32
AUTONOMOUS SECTION (President).				
Urbe	S.M. 79	1	1	
Urbe	S.M. 75	2	1	
		3	2	3
AUTONOMOUS SECTION (Stato Maggiore).				
Centocelle	S.M. 79	2	2	
Centocelle	RE.2001	2	1	
Centocelle	CA.314	1	-	
Centocelle	SAI.204	1	-	
Centocelle	SAI.202	2	1	
Centocelle	CA.313	1	1	
		9	5	15
RESEARCH SECTION.				
Urbe	S.M. 79	3	2	2
AUTONOMOUS SECTION - SARDINIA.				

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[illegible]	SAI.202	1	1	
Linate	SAI.202	1	1	
Allied Command	SAI.202	1	-	
		18	14	32

AUTONOMOUS SECTION (President).

Urbe	S.M. 79	1	1	
Urbe	S.M. 75	2	1	
		3	2	3

AUTONOMOUS SECTION (Stato Maggiore).

Centocelle	S.M. 79	2	2	
Centocelle	RE.2001	2	1	
Centocelle	CA.314	1	-	
Centocelle	SAI.204	1	-	
Centocelle	SAI.202	2	1	
Centocelle	CA.313	1	1	
		9	5	15

RESEARCH SECTION.

Urbe	S.M. 79	3	2	2

AUTONOMOUS SECTION - SARDIGNA.

Elmas	S.M. 79	1	1	3541
Elmas	S.I.202	1	1	
		2	2	2

TRAINING SCHOOL.

Frosinone	M.187	4	3	
Frosinone	S.M. 79	3	2	
Frosinone	S.M. 84	2	1	
Frosinone	Cant.Z.1007	1	-	
Frosinone	S.I.202	1	-	
		11	6	14

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PILOT SCHOOL				
Lecce	Mc.200	5	-	
Lecce	CR.42	10	9	
Lecce	G.50	1	1	
Lecce	G.8	1	1	
Lecce	CR.164	5	5	
Lecce	FN.305	3	3	
Lecce	P.39	2	2	
Lecce	Spitfire V	1	1	
Lecce	BR.25	1	1	
Lecce	SAI.200	1	1	
		31	24	8
FIGHTER S.R.A.				
Lecce	P.39	16	-	Store Reserve.
Lecce	P.39	13	-	
Lecce	Spitfire IX	1	-	
Lecce	Mc.205	13	-	
Lecce	Mc.202	12	-	
Lecce	SAI.202	9	5	
Lecce	CA.153	1	-	
	FL.3	-	1	
B. & T. S.R.A.				
Lecce	S.M. 79	,5	-	
Lecce	S.M. 84	2	-	
Centocelle	S.M. 82	2	-	
Centocelle	S.M. 84	1	-	
Gioia del Colle	Cant.Z.1007	2	-	
Gioia del Colle	CA.314	3	-	
Gioia del Colle	CA.310	1	-	
Gioia del Colle	CA.309	1	-	
Gioia del Colle	SAI.202	1	-	
SEAPLANE S.R.A.				
Taranto	Cant.Z.506/BT	13	-	
Taranto	Cant.Z.506/S	2	-	
Taranto	Cant.Z.501	13	-	
Taranto	MS.14	2	-	
SCHOOL S.R.A.				
Lecce	Mc.200			

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		31	24	8
FIGHTER S.R.A.				
Lecce	P.39	16	-	Store Reserve.
Lecce	P.39	13	-	
Lecce	Spitfire IX	1	-	
Lecce	Mc.205	13	-	
Lecce	Mc.202	12	-	
Lecce	SAI.202	9	5	
Lecce	CA.133	1	-	
Lecce	FN.3	1	1	
B. & T. S.R.A.				
Lecce	S.M. 79	5	-	
Lecce	S.M. 84	2	-	
Centocelle	S.M. 82	2	-	
Centocelle	S.M. 84	1	-	
Gioia del Colle	Cant.Z.1007	2	-	
Gioia del Colle	CA.314	3	-	
Gioia del Colle	CA.310	1	-	
Gioia del Colle	CA.309	1	-	
Gioia del Colle	SAI.202	1	-	
SEAPLANE S.R.A.				
Taranto	Cant.Z.506/BT	13	-	
Taranto	Cant.Z.506/S	2	-	
Taranto	Cant.Z.501	13	-	
Taranto	RS.14	2	-	
SCHOOL S.R.A.				
Lecce	Mc.200	2	-	
Lecce	G.8	1	-	
Lecce	G.50	2	-	
Lecce	G.55	1	-	
Lecce	CA.164	2	-	
Lecce	FN.305	3	-	
		125	6	-
	GENERAL TOTAL	453	224	638.

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CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, POME.

Monthly Air Report No.43 - JUNE, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of June, 1946.

Appendix "B" - Aircraft State as at 30th June, 1946.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. The early part of the month saw little flying activity due to the continuing shortage of fuel. Thus ground training and sports were predominant. With the arrival of fuel flying activities were increased. Flying discipline remained good and flying control functioned very well. Training is continuing on Spitfire V's for the Macchi Pilots who are taking them over, on Spitfire IX's for the squadrons being re-equipped, and on P.38s for the Fourth Storms. With the arrival of P.38s several P.39s have been put into storage.

2. Light Bomber Wing - Litterio. An inspection of this airfield was carried out by two officers of A.F.S.C. The field and workshops were found in generally good condition. A discrepancy was noted in the handling of parachutes.

3. Light Bomber Wing - Guidonia. Repair of 3 hangars is being carried on satisfactorily. Work is proceeding on clearing debris from the aerodrome and technical area.

4. Bomber Transport Wing - Centocelle. All schedule flights for the month were carried out. In general all aircraft were found in good condition, and maintenance crews are observing all safety regulations.

5. Light Bomber Flying School - Frosinone. The pilot refresher course and navigator training crews are using four Baltimore aircraft, two C2.1007s and two SM.82s. Aerodrome and hanger areas have been cleaned up. Bulk petrol is now being received by rail tankers from Naples.

6. Refresher Flying School - Lecce. Of the six Breda 25s only one has arrived to date. It is only in fair condition and is unmodified, i.e. without brakes and tail wheel.

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6. Refresher Flying School - Lecce. Of the six Breda 25s only one has arrived to date. It is only in fair condition and is unmodified, i.e. without brakes and tail wheel.

7. Spitfire IX aircraft. Good progress has been made in checking and assembling Spitfires at Brindisi with the result that 17 were delivered 5538 Lecce by the end of the month and 7 were ready for delivery as soon as they could be accepted by the maintenance crews at Lecce.

8. P.38 Lightning Aircraft. There are now 20 Lightning Aircraft completely assembled and test flown. All check outs of these aircraft have been satisfactory. Nine of these aircraft have been transferred to the fighter wing at Lecce where normal squadron work and training is being

Continued/2.....

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carried out. The Italian pilots have encountered no difficulties in flying this type of aircraft which is new to them.

9. Air Courier Service. During the election special precautionary measures were enforced. Passengers were limited to Allied Military personnel for certain days. All arrangements have been made to enable the fare paying system to be introduced on the 1st July.

10. Italian Civil Airlines. The Italian Government has been authorised to establish offices on Allied controlled airfields in order that greater control may be exercised in enforcing Italian customs and immigration laws. Also authority to request spot cash payments for petrol, oil and airfield services from civilian pilots landing on Italian controlled airfields has been granted. These do not become operative until the Italian Government notify this Headquarters the names of the airfields concerned and until the British, American and other authorities have been informed.

11. Sale of surplus aircraft to Italian Government. Authority for the Italian Government to purchase 20 surplus C.47 aircraft from CFLC has been given provided:-

(i) That the aircraft are not to be flown until proper authority is obtained.

(ii) That all instruments of war be removed from the aircraft.

(iii) That these aircraft be allotted to civilian aviation.

12. Tactical Reconnaissance Training. Authority has been given by A.H.Q. Italy to attach an I.A.F. Photographer to a Tac.R squadron. Two Italian officers sent to an R.A.F. Tac.R. squadron in the North have completed their training. Work is now in progress to re-equip the fighter wing with material for a Tac.R squadron.

Aircraft Safety.

13. During June the four CAV's now operational, controlled one simple search resulting in the discovery of a Cant Z.501 force landed on Lake Varano. In addition, six practice exercises were held. These exercises revealed some signal snags but it is hoped to obviate them by commissioning a new H/F D/F station at Genoa and by allocating a new H/F control frequency for A.S.R. use.

14. Plans were begun for a new seaplane base at Augusta and new operations rooms at Catania and Elmas, and it is hoped to have all three operational before the end of the summer. The derequisitioning of the Seaplane Base at S. Andrea by the Royal Navy was completed on the 23rd June. In agreement with the Ministry of Marine, the Seaplane Detachment, now at Treport, will be moving there in the near future.

15. An addition to A.S.R. forces was provided by the authority to have standing by, at 30 minutes notice, one Baltimore at Milan, one Baltimore at Littorio, and one single-engined fighter at Lecce. These aircraft will be

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15. An addition to A.S.R. forces was provided by the authority to have standing by, at 30 minutes notice, one Baltimore at Milan, one Baltimore at Littorio, and one single-engined fighter at Lecce. These aircraft will be used for land searches when necessary.

16. During the month, a visit was paid by a delegation from the A.F.S.C. and the Italian Air Ministry to the R.A.F. High Speed Launch base at Ischia. The delegation expressed general satisfaction with the boats and as soon as Italian crews are sufficiently trained, the first three boats will be handed over. Thereafter one boat will be 100% serviced and handed over each week. Pending financial agreements, the boats will be on loan.

17. To obviate unnecessary overdue actions, authority was given by A.H.Q. Italy to have all diversion arrival signals repeated to C.A.V. Centocelle (Rome).

Continued/3.....

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18. Much valuable help was given by the I.A.F. at Frosinone in locating and salvaging the wreckage of an American B.17 which crashed on Monte Meta on 11th November, 1945. The wreckage was only discovered on the 28th May, and from the 8th of June until the 12th, preliminary rescue parties directed by the C.A.F., Centocelle, did good work in the recovery of bodies and material.

Italian Meteorological Services.

19. Three new reporting stations, at Gioia del Colle, Desenzano and Aviano were opened during the month. There are now 133 reporting stations in the Italian net-work.

20. The Italian radio-sonde operators at Foggia have now been found satisfactory accommodation and they commenced running the station on the 1st June. There is still no authority to hand over the spare radio-sonde apparatus held at Ciampino to the Italians for use at Venice, and the equipment is now being used for spares for other stations. Aircraft ascents continue to be made at Milan and Brindisi. At the former station the aircraft is equipped with a 'home-made' meteorograph that has been giving satisfactory results in place of the proper instruments.

21. On the 19th June two Italian officers from the Met. Service visited A.H.Q. Italy to select items of British equipment for purchase by the Italian Met. Office.

22. A conference was held at the Italian Air Ministry on the 4th June between British, American and Italian Met. representatives to discuss the facilities provided by the Italian Met. Service, especially with regard to the demands of British and American aviation.

23. The heads of the Italian Met. Office left Rome to attend an International Met. Conference in Paris that opened on 14th June. The main task of the conference is the simplification and standardisation of synoptic codes.

PART II - ORGANISATION AND ADMINISTRATION.

24. Strength of Personnel. Total strength of Italian personnel are 26,436 Italian Air Force, 1772 Italians working for the R.A.F, 1415 Italians working for USAAF. It will be noted that the strength has been reduced; every effort is being made to bring the total strength down to 26,000. British ITI's total has been cut further since June 1st by 124 due to the disbanding of the 25th Company R.A. at Capodichino.

25. Augusta Naval Base. The Italian Minister of Marine has agreed to BOAC retaining the R.A.F. base at Augusta providing BOAC move out of the buildings required by the Italian Navy. BOAC will eventually lease the base from the Italian Government.

Intelligence.

26. Election notes. Apart from a few isolated incidents elsewhere, Naples was the main trouble spot during the election period, and a number of people

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Intelligence.

26. Election notes. Apart from a few isolated incidents elsewhere, Naples was the main trouble spot during the election period, and a number of people were killed and injured during an organised demonstration, mostly in favour of retaining the monarchy. With the exception of the ex-King, most members of the Royal family left Italy early in June, some proceeding to Egypt, others to Brussels, and the ex-Queen left aboard an Italian cruiser for Lisbon later to be joined by her husband who made a somewhat hasty exit in a Savoia Marchetti 95 on June 13th. So far, the country seems to be settling down to the new regime in an orderly manner and no serious disorders have been reported. Taking the election period as a whole, it has been gratifying to note the smoothness in which the whole affair was conducted.

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27. Stolen SM.79 aircraft. Further to the report last month of the theft of

Continued/4.....

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an SM.79 aircraft from Linate airfield, Milan, it is now confirmed that this aircraft was flown to Belgrade from Gorizia airfield by Slav pilots escorted by two Slav fighters. Negotiations are now proceeding between the two Governments for the return of this aircraft to its rightful owner.

28. Italian administration. So far no announcement has been made as to who will be the new Air Minister in the Government, but it is reported that there may be one Minister for the three Service Ministries with an Under-Secretary for each, but this has not been confirmed. It is reasonably certain, however, that the present Minister Cavoletto, will not be responsible for the Air Ministry in the future.

Signals.

29. Italian Air Force - Radar Defence Plan - Equipment. With the exception of VHF D/F vehicles, more than sufficient Radar and VHF mobile equipment to equip one Mobile Defence Sector was frozen at No.4 M.T.S.E. Vesuvius on the authority of British Air Ministry to hand it over to the I.A.F. The equipment comprises approximately 120 vehicles.

Engineering.

30. Taliedo. Inspected and found suitable as a repair maintenance unit for Allied types of aircraft and engines.

31. Breda Sesto San Giovanni. Inspected BZ.308, the fuselage of which is not yet prepared for removal to Bresso. The designer stated it would be ready in about two weeks.

32. Colli Bros, Milan. Inspected light aircraft manufactured by this firm and consider it worth testing.

33. The following I.A.F. Units were visited by C.T.O. during the month - Brindisi, Capodichino, Frosinone, Rome Autogruppo Guidonia.

PART III - REPORTS FROM DETACHMENTS.

Milan.

34. Baltimore flight. Operations by the Baltimore flight during June have included three return flights to Roma carrying VIP's and one each to Treviso and Turin. On 19th June a Baltimore aircraft was used for making a parachute test, and on 27th June for rescue-search purposes.

An additional Baltimore aircraft has been brought to Linate for use by the CAV, for Air Sea Rescue service and to carry out exercises in conjunction with the HF/DF station.

Arrangements are in hand for initiating the proposed regular service between Milan and Bolzano, where the grass has been cut and other preparations made for the reception of aircraft. Heavy rain has made the airfield temporarily unserviceable, but it is expected that the first flight will be flown early in July.

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35. Use of aircraft to protect fruit and crops. Permission has been given for the use of an Avia BL5 aircraft to spray the olives in the Rapallo-Sestri Levante area with GERASOL insecticide. The scheme envisages a total of twelve flights spaced at regular intervals over the months of July, August, and September. Accord has been reached between the I.A.F. and Ministry of Agriculture, and arrangements have been made through 1st ZAT for the provision of necessary aircrew and other personnel. The undertaking is of an experimental nature and if it proves successful, plans for a large scale campaign using bigger aircraft will be put forward.

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36. Linate airfield. Following upon Allied infractions of air traffic regulations on Linate airfield, a request was forwarded to A.H.Q. Italy that Allied airfields be notified that the I.A.F. has a Flying Control Office on all airfields to handle clearances and arrivals. Aldis lamps were obtained from R.A.F. M.U. at Treviso to enable the tower operator to use regular international signals for controlling traffic.

2,000 gallons of 80-octane fuel have been received at Linate for storage and issue to visiting civilian type aircraft flying from U.K. under A.M. authority. Detailed instructions have been issued to the I.A.F. for the safeguarding and control of this petrol and procedure laid down for book-keeping entries and receipts.

Arrangements were made for the monthly allocation of 1,000 litres for use by Swedish Air Lines operating between Copenhagen, Milan and Naples. A supplementary request by 663 Polish AOP Squadron for petrol for additional training flights was referred to A.H.Q. Italy.

The two Fairchild-Argus aircraft KL.427 and MB.639 previously kept at Linate have been transferred to Treviso on 17th June by pilots from D.A.F. Communications Flight.

37. Genoa Seaplane Base. During a visit made to Genoa Seaplane Base on the 6th June, it was found that considerable progress had been made. Two serviceable launches were available, accommodation and welfare for personnel were satisfactory, and the small M.T. repair section was functioning in good order. In addition to recovery and repair of lorries, which have been sent to Rome, this section has been servicing motor launches for I.A.F. use. War damage to buildings has been made good by local authorities who consider the seaplane service one of the main amenities of the city.

38. Flying Accident (Trento). One flying accident was reported on the 25th May when a Cr 42 landing at Gardolo (Trento) airfield hit a trailer and crashed. The pilot was unhurt but the aircraft sustained heavy damage and is almost a write-off.

39. Equipment.

(a) Collarete. Incoming material for the month comprised some 76 lorry loads and 7 box-cars of equipment against an outgoing total of 30 lorry loads and 50 tons by rail. Demolition work included the breaking down of 14 Messerschmidt fuselages from Cascina Costa, completing the destruction of all German aircraft in Northern Italy. The workshops, carpentry section and M.T. depot have been active.

(b) Busto, Arsizio. The process of clearing this sub-depot, prior to closing, has now been almost complete. The remaining equipment will be transferred to Loncite Peccolo instead of previous intentions to transfer materials to Aquasarte (50 miles outh of Rome).

40. I.A.F. Administration. Special arrangements were made for all I.A.F. personnel to register their vote. Emergency measures and extra guards were provided for I.A.F. Headquarters in case of public disturbances. No incidents were reported. Application was made to H.Q. 59 Area for a release order of spares for servicing Milan Autogruppo lorries.

41. Billetting and Accommodation, Headquarters, II ZAT. Headquarters II ZAT at Padua have experienced further accommodation difficulties. A British Tank

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37. Genoa Seaplane Base. During a visit made to Genoa Seaplane Base on the 6th June, it was found that considerable progress had been made. Two serviceable launches were available, accommodation and welfare for personnel were satisfactory, and the small M.T. repair section was functioning in good order. In addition to recovery and repair of lorries, which have been sent to Rome, this section has been servicing motor launches for I.A.F. use. War damage to buildings has been made good by local authorities who consider the seaplane service one of the main amenities of the city.

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41. Billetting and Accommodation, Headquarters, II ZAT. Headquarters II ZAT at Padua have experienced further accommodation difficulties. A British Tank Detachment was detailed to occupy the airfield and take over all buildings thereon. A contract for repair of these buildings had just been signed by the I.A.F. in order to provide winter quarters for 400 airmen who would have to evacuate by that date the barracks in which they are at present temporarily housed. Energetic intervention with the O.C. Tank Regiment, Town Major and Resident Engineer led to the allocation of other premises to the British detachment, and preservation of the airfield accommodation for the I.A.F.

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Naples.

42. Motor Transport. Considerable work has been carried out by this Section

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in order to keep serviceable the old vehicles at present in use at this Command. Owing to the short supply of fuels and lubricants, a strict control is being kept on the use of the vehicles.

43. Repatriated P.O.W's. About 600 Prisoners of War were repatriated. 400 have been interrogated, assisted, administrative action taken and then discharged from the service or sent on leave. The remaining POW's have been sent to their respective Reception Centres.

44. Aircraft companies.

Alfa-Romeo, Pomigliano; are proceeding in the repair of DB.601 and RA.1000 engines. No tests took place during the month.

Magnaghi, S. Anastasia; are proceeding in the repair of 20 exhaust-gas collectors and machine tools for the I.A.F.

Naval Meccanica, Naples; are proceeding in the construction of the last 5 water radiators (metal-sheet type) for MC.205's.

45. Sicily. The R.A.F. Staging Post at Catania has now closed and the main airport buildings handed over to the I.A.F.

Lecce.

46. Fighter Wing. F/Lt. Smith and F.O. Gregory (both ex 332 M.U) have been attached to this detachment to assist the Italians with the hand over of Spitfire aircraft. The information they can give is most useful and greatly appreciated as it saves a considerable amount of time in the checking work. They also propose to go through all equipment left and assist the Italians in sorting out the Spitfire IX spares and cataloguing them.

47. Aircraft for anti-malaria spraying. The Fighter Wing was asked, and agreed, to assemble three cased aircraft for U.N.R.R.A. to be used for anti-malaria spraying in Italy, Greece and Albania. Within four days of starting work the first aircraft was ready for air test, a very agreeable surprise to the American engineer who arrived to supervise the work. The fitting of spraying equipment, most of which will be manufactured locally, is also being undertaken by the fighter SRAM.

48. Aircraft accidents. During the month the school had two accidents with Macchi 200's. The first was the result of a pilot spinning while doing aerobatics and bailing out. He sustained a broken leg. The second happened when a pilot coming in to land tried to overshoot by turning steeply off the line of approach with u/c and flaps down, to avoid another aircraft, at the same time pulling the stick back. The aircraft stalled and the pilot was killed.

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Macchi, S. Anastasia; are proceeding in the repair of 20 exhaust-gas collectors and machine tools for the I.A.F.

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L.E. JARMAN, G/CAPT,
AIR VICE-MARSHAL, 3539
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 15th July, 1946.
Ref: AFSC/25/1/AIR.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF JUNE, 1946.

	No of flights.	Hours.	Passengers carried.	(i) Various freight in Kgs.
SM.79	147	235,40	819	36,164
SM.75	6	22,55	61	1,185
G.12	61	131,45	743	22,102
S.82	97	140,40	421	40,258
SEAPLANE WING	38	77,25	170	6,668
BALTIMORE	56	62,05	148	2,820
	405	670,30	2,362	109,197

SUMMARY OF OTHER FLIGHTS OF I.A.F.

	Flights	(ii) Flying hours.
AUTONOMOUS UNITA AEREA	17	8,00
TRAINING SCHOOL, FROSINONE	156	96,30
TRAINING SCHOOL, LECCE.	477	236,40
NIGHT FLYING SCHOOL	86	30,20
TRANSPORT WING	52	31,25
BALTIMORE WING	337	186,55
SEAPLANE WING	118	112,40
CANT.Z1007	-	-
FIGHTER WING	565	345,05
	1,808	1,047,35

(i) Includes Transport and Communication flights.

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C.12	8	22,55	61	1,185
S.82	61	131,45	743	22,102
SEAPLANE WING	97	140,40	421	40,258
BALLINOE	38	77,25	170	6,668
	56	62,05	148	2,820
	405	670,30	2,362	109,197

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TRANSPORT WING	52	31,25
BALLINOLE WING	337	186,55
SEAPLANE WING	118	112,40
CAPT. Z1007	-	-
FIGHTER WING	565	345,05
	1,808	1,047,55

(i) Includes Transport and Communication flights.

(ii) Includes flights for training, air and sea rescue mission, met flights, various flights (aircraft tests, etc).

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 30TH JUNE, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW
Lecce	P.39	30	18	
Lecce	P.38	12	9	
Lecce	Ca.133	1	1	
Lecce	Sai.202	2	2	
Lecce	Spitfire V	12	7	
Lecce	Spitfire IX	17	11	
Lecce	Mc.205	18	18	
Lecce	Mc.205	11	2	Serv. reserve.
Lecce	Mc.202	18	15	
Lecce	Mc.202	3	-	Serv. Reserve.
		124	83	196

LIGHT BOMBER & BOMBER/TRANSPORT WING.				
Urbe	M.187	23	18	
Linate	M.187	2	2	
Urbe	Sai.202	1	1	
Guidonia	SM.82	25	21	
Guidonia	Sai.202	1	-	
Centocelle	SM.79	25	19	
Centocelle	G.12	11	10	
Centocelle	SM.84	1	-	
Centocelle	SM.83	1	-	
Centocelle	SM.75	1	-	
Centocelle	SM.95	1	1	
		92	72	347

SEAPLANE WING.			
Taranto	Cant.Z.506/BT.	3	3
Caldonare	Cant.Z.506/BT	1	1
Stagnone	Cant.Z.506/BT.	1	-
Taranto	Cant.Z.506/C	1	1
Brindisi	Cant.Z.501	5	1
Venice	Cant.Z.506/S	2	2
Brindisi	Cant.Z.506/S	1	-
Venice	Cant.Z.501	1	1
Brindisi	Cant.Z.506/BT	1	1
Venice	Cant.Z.506/BT	1	1
V. di Valle.	Cant.Z.506/BT	3	2
Caldonare	Cant.Z.506/BT	1	1
Elmas	Cant.Z.506/BT	1	1
Elmas	Cant.Z.506/S	3	1

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Lecce	Spitfire IX	18	18	
Lecce	Mc.205	11	2	Serv. riserve.
Lecce	Mc.205	18	15	
Lecce	Mc.202	5	-	Serv. Riserve.
Lecce	Mc.202	124	83	196

LIGHT BOMBER & BOMBER/TRANSPORT WING.

Urbe	M.187	23	18	
Linate	M.187	2	2	
Urbe	Sal.202	1	1	
Guidonia	SM.82	25	21	
Guidonia	Sal.202	1	-	
Centocelle	SM.79	25	19	
Centocelle	G.12	11	10	
Centocelle	SM.84	1	-	
Centocelle	SM.83	1	-	
Centocelle	SM.75	1	-	
Centocelle	SM.95	1	1	
		92	72	347

SEAPLANE WING.

Taranto	Cant.Z.506/BT.	3	3	
Cadimare	Cant.Z.506/BT	1	1	
Stagnoni	Cant.Z.506/BT.	1	-	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	5	1	
Venice	Cant.Z.506/S	2	2	
Brindisi	Cant.Z.50 /S	1	-	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/BT	1	1	
Venice	Cant.Z.506/BT	1	1	
V. di Valle.	Cant.Z.506/BT	3	2	
Cadimare	Cant.Z. 06/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/S	3	1	
Taranto	Cant.Z.501	5	3	3525
Taranto	RS.14	7	4	142
		37	23	

AUTONOMOUS SQUADRONS - UNITA AEREA.

Gioia del Colle	SM.79	1	1
Palese	SM.79	1	1
Gioia del Colle	CantZ.1007	2	1
Linate	Cant.Z.1007	1	-
Gioia del Colle	Ca.314	1	-
Palese	Ca.314	1	1
Linate	Ca.313	1	-
Treviso	Ca.309	1	1
Linate	Cr.42	2	1

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		STRENGTH	SERVICEABLE	CREW
AUTONOMOUS SQUADRONS - UNITA AEREA. (Cont'd).				
Gioia del Colle	CR.42	1	1	
Gioia del Colle	Re.2001	3	2	
Gioia del Colle	Sai.202	2	2	
Linate	Sai.202	1	1	
Pelose	Sai.202	1	1	
Allied Comm.	Sai.202	1	-	
Gioia del Colle.	Fj.156	1	1	
		21	14	32
AUTONOMOUS SECTION (President).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (Stato Maggiore).				
Centocelle	SM.79	2	2	
Centocelle	Re.2001	2	1	
Centocelle	Ca.314	1	1	
Centocelle	Sai.202	2	1	
Centocelle	Sai.204	1	-	
Centocelle	Ca.313	1	1	
		9	6	15
RESEARCH SECTION.				
Urbe	SM.79	3	2	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	2
TRAINING SCHOOL.				
Frosinone	M.187	4	3	
Frosinone	SM.79	3	2	
Frosinone	SM.84	1	1	
Frosinone	CZ.1007	1	-	
Frosinone	Sai.202	1	-	
		10	6	10
PILOT SCHOOL.				
Lecce	P.39	3	2	
Lecce	Spitfire V	2	1	
Lecce	G.55	1	-	
Lecce	Mc.200	5	-	

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Urbe	SM.75	2	2	
		3	3	3

AUTONOMOUS SECTION (Stato Maggiore).

Centocelle	SM.79	2	2	
Centocelle	Re.2001	2	1	
Centocelle	Ca.314	1	1	
Centocelle	Sai.202	2	1	
Centocelle	Sai.204	1	-	
Centocelle	Ca.313	1	1	
		9	6	15

RESEARCH SECTION.

Urbe	SM.79	3	2	4

AUTONOMOUS SECTION - SARDINIA.

Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	2

TRAINING SCHOOL.

Frosinone	M.167	4	3	
Frosinone	SM.79	3	2	
Frosinone	SM.84	1	1	
Frosinone	CZ.1007	1	-	
Frosinone	Sai.202	1	-	
		10	6	10

PILOT SCHOOL.

Lecce	P.39	3	2	
Lecce	Spitfire V	2	1	
Lecce	G.55	1	-	
Lecce	Mc.200	5	-	
Lecce	Cr.42	8	6	
Lecce	G.50	2	1	3524
Lecce	G.8	1	-	
Lecce	Ca.164	4	1	
Lecce	Fn.305	2	-	
		28	11	23

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		STRENGTH	SERVICEABLE	CREW
FIGHTER SQNS.				
Lecce	Mc.205	12	-	
Lecce	Mc.202	6	-	
Lecce	F.39	16	-	
Lecce	Sai.202	7	4	
Lecce	Sai.200	1	-	
Lecce	FL.3	2	2	
B.&T.SQNS.				
Lecce	SM.82	2	-	
Lecce	SM.84	2	-	
G.del Colle	CZ.1007	1	-	
G.del Colle	Ca.314	3	-	
G.del Colle	Ca.309	1	-	
G.del Colle	Ca.310	1	-	
Centocelle	SM.79	5	-	
Centocelle	SM.84	1	-	
Urbe	Ca.309	1	-	
SEARCHLIGHT SQNS.				
Taranto	Cz.506/BT	12	-	
Taranto	Cz.506/S	3	-	
Taranto	Cz.501	12	-	
Taranto	RS.14	2	-	
SCHOOL SQNS.				
Lecce	Mc.200	2	-	
Lecce	Ba.25	1	-	
Lecce	G.50	1	-	
Lecce	G.8	1	-	
Lecce	Ca.164	3	-	
Lecce	FN.305	4	-	
		102	6	-
GENERAL TOTAL:		431	228	778

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G.del Colle	Cz.1007	1	-	
G.del Colle	Ca.314	3	-	
G.del Colle	Ca.309	1	-	
G.del Colle	Ca.310	1	-	
Centocelle	SM.79	5	-	
Centocelle	SM.84	1	-	
Urbe	Ca.309	1	-	
SPALTED SPAL.				
Taranto	Cz.506/BT	12	-	
Taranto	Cz.506/3	3	-	
Taranto	Ca.501	12	-	
Taranto	RS.14	2	-	
SCHOOL SPAL.				
Lecce	Ro.200	2	-	
Lecce	Ba.25	1	-	
Lecce	G.50	1	-	
Lecce	G.8	1	-	
Lecce	Ca.164	3	-	
Lecce	FN.305	4	-	
		102	6	-
GENERAL TOTAL:		431	228	778

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		PLEVEN	SUPPLIED	NOT S.
ALLOTTING GROUND OF VILLA ANTEA.				
Gioia Del Colle	Sil.79	1	1	
Gioia Del Colle	Cent.S.1007	3	2	
Gioia Del Colle	Ca.313	2	2	
Gioia Del Colle	Ca.309	2	-	
Gioia Del Colle	Re.2007	3	1	
Gioia Del Colle	Sci.202	1	1	
Gioia Del Colle	Ri.159	1	1	
Irene	Gr.42	1	1	
Laterza	Sci.202	1	-	
Minute	Ca.315	2	1	
Minute	Ca.314	1	-	
Minute	Sci.202	1	1	
Minute	Gr.42	2	1	Not a section.
Orsara	Ca.309	1	1	
[illegible]	Sci.202	1	-	
		23	13	2
ALLOTTING STATION (District).				
Uebe	Sil.79	1	1	
Uebe	Sil.79	2	2	
		3	3	1
ALLOTTING STATION (Stato Le. Line).				
Centocelle	Sil.79	2	2	
Centocelle	Sa.314	1	1	
Centocelle	Re.2007	2	2	
Centocelle	Sci.224	1	-	
Centocelle	Sci.202	2	1	
		8	6	15
MISCELLANEOUS.				
Uebe	Sil.79	2	1	4
ALLOTTING SECTION - PATH Le.				
Olmo	Sil.79	1	1	
Olmo	Sci.202	1	1	
		2	2	1
SCHOOLS.				
Lecce	Ca.200	7	5	
Lecce	Fa.305	2	-	
Lecce	G.50	1	-	

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[illegible]	Sci.202	1	1	[illegible]
[illegible]	Gr.42	2	1	
[illegible]	Ca.300	1	-	
[illegible]	Sci.302	1		
		23	13	21

AT ROOTS STREET (Bristol).

Urbe	S:.79	1	1	
Urbe	S:.79	2	2	3
		3	3	

AT ROOTS STREET (State La. Area).

Centoville	S:.79	2	2	
Centoville	Ca.314	1	1	
Centoville	Ca.2001	2	3	
Centoville	Sci.204	1	-	
Centoville	Sci.202	2	1	15
Centoville		8	8	

INSTALLATION UNKNOWN.

Urbe	S:.79	2	1	4

AIRWAYS SECTION - Salina La.

Silvis	S:.79	1	1	
Silvis	Sci.202	1	1	2
		2	2	

SCHOOLS.

Teeue	Ca.200	7	5	
Iecee	Tm.305	2	1	
Iecee	G.50	1	1	
Iecee	Gr.42	4	2	
Iecee	Gr.164	1	1	
Ieeee	G.6	3	2	
Ieeee	T.39	2	4	
Teeee	Spitfire	4	2	
Ieeee	.187	2	1	
Ieeee	S:.79	1	1	
Ieeee	S:.84	1	-	
Ieeee	Cont.A.1007	1		
Ieeee	Sci.202	1		
		37	23	73

Continued 3/3.....

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1741

-4-

SUPPLIED INFORMATION OUTSIDE

| | | |

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1742

[illegible]					
[illegible]					
[illegible]					

SECRET.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.41 - APRIL, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of April, 1946.

Appendix "B" - Aircraft State as at 30th April, 1946.

Appendix "C" - Regulations governing clearance of foreign aircraft entering Italy.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. Flying has continued up to the limitation imposed by the availability of petrol. Morale is good, and the station personnel realise that the petrol supply problem is their own responsibility. Summary of flying activity in the I.A.F. during April is shown at Appendix "A".

2. Allocation of P.38's (Lightnings). These aircraft are eagerly awaited by all. Forty aircraft are now being assembled at Capodichino airfield, Naples. These are almost ready for their first test flight, after which they will be flown to Lecce, where conversion of personnel will be carried out.

3. Light Bomber Wing - Littorio. One aircraft has been detached to the training school, Frosinone, to replace the one which crashed there last month. Two aircraft remain detached at Linate (Milan).

4. Flying Personnel. Twenty ex R.O.F's have already taken over flying duties after completing refresher and conversion courses at Frosinone. Morale is fairly good.

5. Night Bomber Wing - Guidonia. This station has been extensively damaged, both hangars and installations being hit. The I.A.F. intention is to repair three hangars and make this station the major inspection and repair centre for land planes.

Once again all scheduled flights

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Appendix "C" - Regulations governing clearance of foreign aircraft entering Italy.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. Flying has continued up to the limitation imposed by the availability of petrol. Morale is good, and the station personnel realise that the petrol supply problem is their own responsibility. Summary of flying activity in the I.A.F. during April is shown at appendix "A".

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3. Light Bomber Wing - Littorio. One aircraft has been detached to the training school, Frosinone, to replace the one which crashed there last month. Two aircraft remain detached at Linate (Milan).

4. Flying Personnel. Twenty ex R.O.C.'s have already taken over flying duties after completing refresher and conversion courses at Frosinone. Morale is fairly good.

5. Night Bomber Wing - Guidonia. This station has been extensively damaged, both hangars and installations being hit. The I.A.F. intention is to repair three hangars and make this station the major inspection and repair centre for land planes.

6. Bomber Transport Wing - Centocelle. Once again all scheduled flights were completed without incident.

7. Discipline and Morale. Discipline during working hours is good. A large number of the personnel are ex-civil aviation employees and there is some malcontent among them owing to rumours that civil aviation in Italy is in the process of being established. They feel that they are being denied the opportunity of re-employment in their pre-war work.

8. Seaplane Wing - Taranto. This base was inspected on April 18th by the Italian C.A.S - General Aimone Cat, accompanied by General Gaeta and Staff.

Continued/2.....

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9. Flying Activities. 99 hours were flown on air transport work, and 1 hour 45 minutes on target towing exercises. Two A.S.R. exercises accounted for a further 3½ hours flying.

10. C.A.V. building, Brindisi. The newly installed operations room has been inspected by representatives of the A.F.S.C. and approved.

11. Seaplane Detachment - Vigna di Valle. This station is slightly damaged and is being repaired. A 20 ton crane is serviceable and a 10 ton crane unserviceable. Beaching trolleys and equipment are being salvaged from the lake and some of the former accommodation should be useable in the near future. The transformer station and standby power set are completely serviceable. The I.A.F. intend to make this station the major inspection and repair centre for seaplanes.

Training.

12. Refresher Flying School - Lecce. The school continues its normal training programme but lack of petrol, unserviceability and strong cross winds have curtailed activity considerably. It is hoped to start early morning flying in the near future to avoid the strong cross-winds. School aircraft and future requirments have been reviewed by the Chief Technical Officer of the A.F.S.C. A flying control officer has been posted to the school and is giving lectures in addition to checking airfield discipline.

13. Light Bomber Flying School - Frosinone. 6 Pilots and 1 Wireless Operator completed training during the month of April. 3 Pilots, 14 Navigators and 1 Wireless Operator are now under training.

14. Supply of training aircraft. Six Proctor Mk.25s located at the Brescia airfield have been inspected by the Chief Technical Officer of the A.F.S.C. These aircraft are single engine biplanes, dual control, and suitable for elementary pilot training. Authority has been granted for them to be overhauled and assigned to the Refresher flying school, Lecce. A further arrangement has been made whereby all the CR.42 aircraft engaged on Meteorological flights, or communication duties, will be withdrawn. They will be re-assigned to the Lecce flying school. The allotment of other aircraft for Det. flight duties is under consideration.

15. Tactical Reconnaissance Training. Authority has been granted for the Italian Spitfire Squadron - at present equipped with Spitfire V's - to convert to tactical reconnaissance. By arrangement with H.Q. R.A.F. Desert Air Force, two Italian Air Force Officer pilots have been attached to the Polish Squadron of D.A.F. Treviso, for Tac/R Training. Upon completion of this course they will return to Lecce, accompanied by a Polish Officer pilot who will supervise the training of the Spitfire squadron there.

16. Ground Courses. Two I.A.F. Officers are to be attached to the American A.T.C - Cinecitta airfield. They will undertake a 30 days course in the study of A.T.C's system of radio communication and meteorology.

17. General Services School. The third course consisting of 30 Senior NCO's commenced at the School's new quarters in Florence, on 25th April, 1946.

18. Director of Training. The end of April saw the departure of Colonel Robert F. Worden, (U.S.A.A.F), formerly head of the A.F.S.C. Training Department. His new assignment will be with H.Q. United States Air Forces Europe, Wiesbaden,

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one near future to avoid the storm, cross-winds. School circuit and landing requirements have been reviewed by the Chief Technical Officer of the A.F.S.C. A flying control officer has been posted to the school and is giving lectures in addition to checking airfield discipline.

13. Light Bomber Flying School - Foggia. 6 Pilots and 1 Wireless Operator completed training during the month of April. 8 Pilots, 14 Navigators and 1 Wireless Operator are now under training.

14. Supply of training aircraft. Six Proctor IV. 25s located at the Gross airfield have been inspected by the Chief Technical Officer of the A.F.S.C. These aircraft are single engine biplanes, dual control, and suitable for elementary pilot training. Authority has been granted for them to be overhauled and assigned to the Refresher flying school, Lecce. A further arrangement has been made whereby all the CR.42 aircraft employed on Meteorological flights, or communication duties, will be withdrawn. They will be re-assigned to the Lecce flying school. The allotment of other aircraft for Met. flight duties is under consideration.

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Aircraft Centre.

19. Transfer of duties to Italian C.A.V's. During April the C.A.Vs at [illegible] and Brindisi took over Aircraft Safety duties in Southern Italy from the R.A.F. Two successful exercises were held using the Seaplane Base at Vigna di Valle, and one using bases at Taranto and Brindisi. The changeover appears to have been made satisfactorily, but landline difficulties are still being experienced between the central C.A.V at Rome and the subsidiaries at Palermo and Brindisi. At the moment this trouble is being covered by the Italian W/T point to point system, but

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Continued/2.....

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CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ITALY.

Monthly Air Report No.12 - MAY, 1946.

List of Appendices.

Appendix "A" - Summary of Flying Activity for the month of May, 1946.

Appendix "B" - Aircraft State as at 31st May, 1946.

PART I - AIR STAFF.

1. Flying Training - Lecce. Flying training was only possible during the first half of the month; the petrol strike grounded all aircraft after the 14th and a more intensive ground training was therefore substituted. The news of the allocation of Spitfire IX aircraft has created a good impression which has resulted in a definite increase in morale.

2. Flight Number One - Littorio. Flying activity was on a reduced scale due to the petrol strike.

3. Flight Number One - Guidonia. One S.M.82 is standing by to fly to Farnborough with a servicing party and a spare engine for the S.M.95 recently there.

4. Flight Transport Unit - Centocelle. With the exception of a break of three days when no petrol was available, all scheduled flights were carried out. One S.M.82 flying to Milan returned to Centocelle on two of its three engines after being airborne for half an hour. The flight was resumed an hour later.

5. Visit to British Air Ministry. The Director A.F.S.C. visited the British Air Ministry where, subject to official channels, he obtained a recommendation to the supply of certain aircraft, flying craft and signals equipment, and to a limited number of English speaking Italian personnel being given certain courses in the R.A.F. Schools with a view of improving the standard of training in various Italian Air Force Schools.

6. Refresher Flying School - Lecce. The training programme has broken when all aircraft were grounded through lack of petrol. The knowledge that it is intended to use Spitfire V aircraft for advanced flying training has been received with enthusiasm.

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PART I - AIR SCENE.

1. Flying Training - Lecce. Flying training was only possible during the first half of the month, the petrol strike grounding all aircraft after the 15th and a more intensive ground training was therefore substituted. The news of the allocation of twelve M.T. aircraft has created a good impression which has resulted in a decided increase in morale.

2. Flying Training - Littorio. Flying activity was on a reduced scale due to the petrol strike.

3. Flying Training - Guidonia. One S.79 is standing by daily to transport a servicing party and spare engine for the S.79 grounded there.

4. Liaison Transport Duties - Castelli. With the exception of a break of three days when no petrol was available, all scheduled flights were carried out. One S.82 flying to Milan returned to Castelli on two of the three occasions after being airborne for half an hour. The flight was resumed an hour later.

5. Visit to British Air Ministry. The Director A.T.S.C. visited the British Air Ministry, London, and, subject to official channels, he obtained a free hand to the supply of certain aircraft, flying craft and signals equipment, and to a limited number of English speaking Italian personnel being given certain courses in the U.K. with a view to improving the standard of training in various Italian Air Force Schools.

6. Refresher Flying School - Lecce. The training programme has broken down all aircraft were grounded through lack of petrol. The hope is that it is intended to use Spitfire V aircraft for advanced flying training has been received with enthusiasm.

7. Night Flying School - Brescigny. The limited amount of flying possible only falls on those pilots who had recently passed out solo to continue in practice.

8. Supply of Training Aircraft. The A.A.S.C. Training Officer inspected the six new S.85 aircraft at Fresso and reported favourably on the latter's flight trial. These will be used for primary training at Lecce. One S.85 on its flight South was forced at Pisa.

9. Tactical Reconnaissance Training. Two Italian Officers recently attached to Desert Air Force for tactical reconnaissance training are each obtaining a report on their instruction to A.A.S.C. through the Italian Air Ministry. An Italian Photo Recce Officer will probably be attached to Desert Air Force for a short course.

Continued/2.....

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10. Pilot Training B.25. Four Italian pilots have flown the newly assembled B.25 aircraft from Capodichino and have shown above average ability. These pilots will, when fully experienced, train other pilots to become efficient, on this type of aircraft.

SKILLS.

11. Allied Aircraft - Radio Facilities. It has been confirmed that details of the Italian Radio facilities are now issued to Allied aircraft at Brindisi and they also carry relevant extracts from the "Italian Radio Navigation Plan Book".

12. Malpensa. This airfield was visited by the C.S.O. and Lt/Col. Giansanti of the I.A.F. The VHF/DF installations will not be serviceable for a month as the I.A.F. have to install their own transmitter and calibrate the goniometer for site errors.

AIRCRAFT SAFETY CENTRES.

13. Aircraft Safety Centre "C.A.V." Caselle, Milan. C.A.V. Offices have been opened at Caselle Airfield. A well equipped operations room and switchboard have been established. Initial difficulties were encountered with telephone and wireless communications and direction finding of Air Sea Rescue Aircraft.

14. M.A.S., Venice. A separate operations room has been set up in the Airport Control Tower. Telephone Communication with all I.A.F. airfields, I.A.F. Headquarters and Rome is satisfactory. While only V/HF facilities exist at present, it is hoped to establish an H.F/D.F. Section in the near future. Air Sea Rescue in Italy is now entirely under Italian Control. The seaplanes have been airborne on three occasions on rescue operations. The organisation is working well.

15. Restitution of Aircraft from Spain. The restitution of an Italian S.M.79 aircraft previously interned in Spain was effected on 9th May, 1946. The aircraft, piloted by T/Col. Emilio Pancli, left Real Aero Aforeo, Spain, on 8th May 1946, and landed on Centocelle Airfield, Rome, on 9th May, 1946. It also one stop at Cagliari, Sardinia, for refuelling and maintenance.

16. Rescue. During the month a search by 15 Fighters was carried for an aircraft missing on a flight from Pisa to Rome. Seaplanes were also employed to search the whole route. Arrangements were not completely satisfactory, and due to petrol shortage only 9 of the 15 fighters took off.

ITALIAN AIR FORCE COURIER SERVICE.

17. Diary During Sole C. There is no Italian Air Force Courier Service has not started as scheduled, due to lack of approval from the Italian Air Ministry. It is expected that it will start in June, and in anticipation an I.A.F. Officer is to be appointed to the Air Coding Centres at Turin and Milan, to

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12. Palermo. This airfield was visited by the C.S.O. and Lt/Col. Giansanti of the I.A.F. The V/D installations will not be serviceable for a month as the I.A.F. have to install their own transmitter and calibrate the equipment for site errors.

AIRCRAFT SAFETY SERVICES.

13. Aircraft Safety Centre "C.A.V" Linate, Milan. C.A.V. Offices have been opened at Linate Airfield. Overall equipped operations room and switchboard have been established. Initial difficulties were encountered with telephone and wireless communications and inspection findings with Sea Rescue Aircraft.

14. Rome, Ciampino. A separate operations room has been set up in the Airport Control Tower. Telephone Communication with all D.A.R. airfields, D.A.F. Headquarters and Rome is satisfactory. While only V/D facilities exist at present, it is hoped to establish an R/T Station in the near future. Any crash occur in Italy is now entirely under Italian Control. The seaplanes have been airborne on three occasions on rescue operations. The organisation is working well.

15. Restitution of Aircraft from Spain. The restitution of an Italian S.M.79 aircraft previously interned in Spain was effected on 9th May, 1946. The aircraft, piloted by Col. Duilio Zanelli, left Tablada Airfield, Seville, Spain, on 8th May 1946, and landed at Centocelle Airfield, Rome, on 9th May, 1946. It is now at Cagliari, Sardinia, for reconditioning and maintenance.

16. Lease. During the month a search by 15 Ci hours was carried for an aircraft missing on a flight from Cagliari to Lecce. Seaplanes were also employed to search this whole route. Arrangements were not entirely satisfactory, and how to control shortage only 9 of the 15 Ci hours took off.

CIVIL AIR TRANSPORT SERVICES.

17. Rome-Turin-Nice. Rome-Turin on the I.A.T. Courier Service has not started this service yet, due to lack of approval from the Italian Air Ministry. It is expected that it will start in June, and in anticipation an I.A.T. Officer is to be appointed to the Air Booking Centres at Turin and Milan, to deal with accounting procedure.

18. A mail Courier Service is being started from Milan to Palermo, running twice weekly. This is primarily to handle mail, special freight and passengers for the Allied Commission Liaison Detachment at Palermo.

19. The normal Courier Services during May were suspended from the 14th till 20th due to a petrol distribution strike which affected the whole country.

METEOROLOGICAL SERVICE.

20. Reporting Stations. One new reporting station has opened at Decimomannu. This makes a total of 132 stations in the Italian network.

21. National Radio Transmitter (R.T.). The transmitter continues to give satisfactory service and the teletype link between the Italian Air Ministry and Ciampino is functioning well.

22. Radio Sonic Equipment. The radio-sonic station at Torino has not opened because of difficulties in the accommodation and provisioning of Italian Operators.

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23. Short Aviation Weather Reports. On the 15th May the Radio Stations at Milan, Venice, Rome, Palermo and Cagliari, commenced broadcasting short aviation weather reports at inter-synoptic hours during the hours of Darkness. This service was requested by the American representatives at the Provisional Air Conference in Paris.

PART II - OCCUPATION AND ADMINISTRATION.

24. Italian War Office Personnel. A request was received from No.249 Mission for L.A.C. Whitelaw (presumably personnel to be employed at R.A.F. Stations Pisa, Bo d'Arno, Cisterna and Milan, for Traffic Control and Flying Control duties. Twenty R.A.F. personnel have been interviewed, several were found to be suitable and after Security Vetting will continue employment. The R.A.F. will be responsible for their administration.

25. Reduction in Personnel. The measures are being passed to reduce the officers and N.C.O. strength of the R.A.F., Army and Navy. It is anticipated that within the year 769 Generals and Senior Officers and 7,000 N.C.O's will be released from service.

(a) Powers will be given to release Generals and Senior Officers after 12 years regular service and 18 years active service.

(b) Formation of Commissions to select officers for release from those who have reached their age limit.

(c) Released officers will receive two years allowances in the rank they hold on being released plus three years pension allowance and a special pension allowance and a special monthly allowance.

26. Air Matters. Conferences have been held in connection with A.M.A.C. who wish to retain control of the Italian Navy based at Taranto. The Foreign Office have sent a note to the Italian Government requesting that Taranto may be taken over by A.M.A.C. on Commercial lines terms. The Italian Government have intimated that A.M.A.C. may continue to use Taranto pending further discussion between the Navy Sub-Commission, Italian Ministry of Marine, A.M.A.C. and A.M.S.C.

27. Preservation of Non-Fascist Monuments by Sir, Harold [illegible]. Owing to views stated by the French Commissioner for Art, and in view of the fact that the Italian people appear to be involved in political questions, and because the price which art objects currently are lower than when the scheme was originally started last year, the whole project has been cancelled. The Allied Commission is bringing the facts of this matter to the attention of the Italian Civil Minister.

Engineering.

28. B.36 aircraft are now being assembled by R.A.F. Personnel at Capodichino, but difficulty is being experienced through lack of specialist tools and ground equipment. Every endeavour is being made by A.M.S.C. and R.A.F. to expedite the handing over of necessary tools from the Officer in charge of the German Liquidation Committee (O.F.L.C).

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[illegible] that within the year 769 Generals and Senior Officers and 7,000 N.C.O's will be released from service.

(a) Powers will be given to release Generals and Senior Officers after 12 years regular service and 17 years active service.

(b) Formation of Commissions to select officers for release from those who have reached the age limit.

(c) Released officers will receive the years allowances in the rank they hold on being released, plus three years pension allowance and a special pension allowance and a special monthly allowance.

26. Italy. Conferences have been held in connection with A.M.C.C. The wish to remain control of the Italian Navy base at Augusta. The Allied Control Office have sent a note to the Italian Government requesting that Augusta may be taken over by A.M.C.C. on Commercial use terms. The Italian Government have intimated that A.M.C.C. may continue to use Augusta pending further discussion between the Navy Sub-Commission, Italian Ministry of Marine, A.C.C, and A.M.C.C.

27. Demarcation of non-action [illegible] by Air Service. Owing to [illegible] the Italian Government Commissioner for War Trade, and in view of the fact that the Italian Police [illegible] to be involved in political [illegible], and because the [illegible] which are at the moment are less than when the scheme was originally mooted, that they bear, the whole project has been erroneous. The Allied Commission is bringing the facts of this matter to the attention of the Italian Government.

Engineering.

2. [illegible] aircraft are now being [illegible] by R.A.F. Personnel at Castiglione, but difficulty is being experienced through lack of specialist tools and return equipment. Every endeavour is being made by A.M.S.C. and I.A.F. to complete the handing over of necessary tools from the Officer in charge of the Servicing Liquidation Committee (O.C.S.L.C).

29. Provision has been made to institute a production line at Fairchild 3513 repairs and in replacement of Spitfire IX aircraft handed over to the I.A.F. This will be manned by I.A.F. personnel from Lecce.

30. Macchi C.R.506 seaplanes are with Savion Marchetti Varese for eventual, and discussions have taken place concerning the transfer by road, rail or sea to Varese of the latter C.R.506 for overhaul.

31. It is the intention of the I.A.F. to [illegible] main repair depot for Spitfire aircraft and engines in the north, Caselle Airfield - Milan - has been approved by A.M.S.C.

32. The following firms were visited by the Chief Technical Officer of A.M.S.C. [illegible]:

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1. Sarzio Sarsaletti - Sesto Calende.
2. [illegible] - Lo Stadio Bianco, Naples.
3. [illegible] - Naples.
4. [illegible] - Cheverto.
5. [illegible] - Grinfisi.

33. The Italian Air Ministry was advised by the Chief Technical Officer as to the types of aircraft and engines which are to be retained, the remainder to be scrapped.

Equipment.

34. The British Air Ministry have authorised the handing over to the I...F. of 37 Spitfire XI aircraft from Grinfisi. In addition all spares, transport equipment, airframes, M.T. etc, available in this country are also to be handed over to the I.... The orbits of the aircraft are handed over on May 27th, and the remainder plus other equipment will be transferred on June 7th.

Political Scene.

35. With the advent of the elections, various propaganda campaigns have been taken. A Communist manifesto was distributed to the other ranks of the armed forces to assert their wants as quickly as possible after 2nd June. The propaganda, disguised, purported to show how badly the soldiers are treated and how well the Officers live, but so far as the Italian Air Force is concerned the men appear to be reasonably contented with the conditions under which they serve. General Arone Oxt, the C.A.S., issued an Order of the Day to all Italian's concerning their duties before, during, and after the Elections.

36. On the 27th an Italian S.M.79 aircraft was stolen from Turin airfield by five unidentified men, believed to be Italian Communists who ran on E...'s Officers. The aircraft belonged to the School at Grosseto and was due to return to its home on the morning of the theft. Information was received later that the aircraft landed at Milassina (Near Gorizia), but that it was not arrested by the Yugoslavs. A full investigation is being carried out by Italian Air Ministry Officials; the Chief of the Air Staff sent General Aldi to conduct the inquiry.

37. After a lull in attacks on Ministers in the papers, there are once again reports of Mr Scelba's activities attracting the Minister for Air of the Director of Civil Aviation who, they allege, "are hostile with the assistance of ex-Fascists in the Air Force and have slighted the Italian's dignity in question for the worse".

38. A further attack has been made on Colonel Zanchina, Assistant Chief of Air Staff, who is accused by the "Voce Repubblicana" of an interest in the release of the ex-Fascists private funds in Spain. The Air Ministry have replied that there is no truth in it.

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[illegible] aircraft from [illegible]. In addition all spares, armament, equipment, ammunition, W/T, etc, available in this country will also be handed over to the I[illegible]. The majority of the aircraft are to be handed over on the 27th, and the remainder plus other equipment will be transferred on June 7th.

Intelligence.

35. With the advent of the elections, various precautionary measures have been taken. A Communist manifesto was distributed to the other ranks of the armed forces to escort their posts as quickly as possible after 2nd June. The press said, incidentally, purported to show how badly the soldiers are treated and how well the Officers live, but as far as the Italian Air Force is concerned the men do not appear to be unreasonably discontented with the conditions under which they serve. Air Vice Marshal Cat, the C.A.B., issued an Order of the Day to all Commands concerning their duties before, during, and after the Elections.

36. On June 27th an Italian S.79 aircraft was stolen from Lecce airfield by five unidentified men, believed to be Italian Communists who were ex I.A.F. Officers. The aircraft belonged to the School at Brindisi and was due to return to its base on the morning of the theft. Information was received later that the aircraft had landed at Belgrade (Yugo Slavia), but that it was not escorted by the Yugoslavs. A full inquiry which is being carried out by Italian Air Ministry officials, the Chief of the Air Staff sent General Longo to consult the Italians.

37. After a lull in attacks on Ministers in the press, there are once again rumours of an Air Force scandal surrounding the Minister for Air in the Director of Civil Aviation who, it is said, was involved with the contracts for [illegible] aircraft. Certain interested parties in the Air Force are said to have played the Italian's game in addition for their own ends.

38. A further attack has been made on Colonel Tommaso, Assistant Chief of the Staff, who is accused by the "Voce Repubblicana" of an attempt to replace some of the civilians now in Rome with Fascists in Spain. The Air Ministry have replied that there is no truth in it.

39. Twenty one Colonels of the I.A.F. are about to be promoted to General di Brigata, six twelve Generals di Brigata are to be promoted to Generals di Divisione, and three Gen. di Divisione to Generals di Squadra. The majority of these promotions are due to retire, and their promotion will, therefore, seem to constitute a prize for their long service in Italian Military Aviation.

PART III - ITEMS OF INTELLIGENCE.

Milan.

40. Minor repair work carried out by the SAI organisation included repairs to the undercarriages of Cant .1007 and S.82, and the fuselage of S.79s, the Marchetti and Caproni sections have turned out 200 crates for storage and transport of aircraft components.

41. Alfa Romeo, Milan are carrying out tests on overhauls of aircraft engines with an output of 30 per month.

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42. Work of building new centring jigs for the S.6 training aircraft and the civil version of the S.35; studies are also being made of types S.32-2A and S.26-A for future civil aviation.

43. Conversion of Aircraft are converting three S.102 into 2 seat dual control aircraft for training purposes, and a further five are undergoing various repairs.

44. Avia Vysocany have been given permission to build a further twenty B-5 light aircraft. Tests are carried out with the Polish ASP aeroplane at Limanowa to assess the quality of the B-5 aircraft for ASP Nutias; a favourable report was made.

45. Civil Airfield. Difficulties have been experienced on this airfield with regard to clearance, servicing and crash procedure; recommendations to eliminate these difficulties have been forwarded to U.N.R.A.

46. Security. Pre-election disturbances if not assume serious proportions, but the discovery of a political plot prompted the order for all Militia personnel in Prague to carry arms for a short period. Last but not least the U.N.R.A.'s were advised of their responsibilities with regard to the safe custody of their installations. Precautions were taken to immobilise tanks and other explosives and arms were posted on lorries, to guard against sabotage.

47. U.N.R.A. Motor Pty. Ltd. A.V.I. Key with the Motor Branch of the U.N.R.A. closed, and all equipment and files withdrawn to Milan. Staff visits from Milan are being made once a week in order to attend to matters arising in the Pty Ltd.

Hungary.

48. U.N.R.A. Office Budapest. On 1st April Control took over Control of the Soviet Zone, when he initiated more intensive supply matters and arranged to have conferences at the Agricultural Institute for the transfer of the Mission to that location.

49. Transportation U.N.R.A. lorries. A record number of 1,300 U.N.R.A. and U.N.I.R.R. passed through Hungary.

50. Locusts. Six tractor spraying plants have been sent in conjunction with the Army, Main Grant 2.5% locusts.

51. Security. Precautionary measures have been taken by all Units against sabotage during the election period.

Italy.

52. Re-Escher Flying School - Foggia-Trapsingo. Work is in progress for the construction of two runways, one 5,000 and one 3,300, but it is hoped that this will improve aircraft and landing generally. Conferences have been held at the school on the following points discussed:

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45. Advance Airfield. Difficulties have been experienced on this airfield with regard to obstructions, surfacing of approach roads, roads on the site and dispersal. Full details of these difficulties have been forwarded to H.Q. A.H.C.

46. Security. Two sabotage disturbances did not cause serious interruptions, but the discovery of a political plot prompted the order for all Allied personnel in Milne Bay to carry out a four hours short parade. Last on 2nd Aug. H.Q.'s were advised of their responsibilities with regard to the safe custody of their installations. Precautions were taken to immobilise bombs and other explosives and extra guards were posted on bombs, to guard against sabotage.

47. R.A.A.F. Detachments, Milne Bay. Early in the month detachments were closed, or will be withdrawn, Giles Island to Milne. Staff visits from Milne Bay were made each week in order to attend to matters arising in the Detachments.

Madang.

48. R.A.A.F. Units. On 4th April Group Captain Cousins took over Command of the Base Sector, when he inherited some intensive enemy air activity. Later reports have been received of improvements at the Aeronautical Institute for the transfer of the Institute to that location.

49. Additional U.S. Aircraft. A recent number of 1,500 U.S.A.A.F. and R.A.A.F. passed through Madang.

50. Personnel. Six Spitfires and Kittyhawks have been made in conjunction with the Army, Navy and U.S.A.A.F. aerodromes.

51. Security. Precautionary measures have been taken by all Units against sabotage during the election period.

Lae.

52. Lakekhor Flying School - Lae-Tsinsino. Work is in progress for the construction of two runways, each 5,000 feet and 3,500, and it is hoped that this will improve aircraft circuit and traffic generally. Conferences have been held at the school on the following points discussed:

(a) The elimination of all other pilot names work from the school by 3510 and retain the overhauls done by factories.

(b) The establishment of trainers and the elimination of too many types of aircraft, but nothing can be done in this direction until the delivery of the twelve 25 and C.55's.

53. English speaking course. When the students were interviewed at the end of the current course, it was agreed that a much longer and concentrated course was needed, with one exception their knowledge of the English language was very limited.

54. Sports. Some footballs have been made available by A.I.C.C. and great interest has been taken in the game. Internal tournaments, and matches with outside teams have been arranged.

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55. Aircraft Salvage. It is considered that for an aircraft at Focsa have been broken up and the resultant salvage is being used in the school.

56. Colonel Germano, C.M.C. of Ferri, has initiated action on salvage; the first step is the collection of all aircraft unit on lines for inspection, after which they will either be overhauled or scrapped. Secondly a revised set of all procedure will be made to later incorporate material worth holding, and after this the aircraft will be sold as scrap to civilian contractors.

L.E. BOOTH,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Italy.
Date: 15th June, 1946.
Ref: AS.38/2/1/AIR.

Distribution:

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I.E. [illegible],
AIR VICE-MARSHAL [illegible],
DIRECTOR,
AIR MATTERS SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 15th June, 1945.
Ref: AMS/2(F)/1/AIR.

Distribution:

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Caserta, and 1 for Air Ministry, London, if required).
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APPENDIX "A".

SUMMARY OF DUTIES PERFORMED BY AND HOURS FLOWN
BY U.S.N.T., 1946.

	No. of Units.	Hours.	Passengers carried.	Various Aircraft in Use. (*)
S.79.	175	296,05	930	17,321
SM.75.	2	2,40	32	042
C. 12.	67	137,55	1,[illegible]5	28,200
SM.82	125	221,15	1,465	74,325
SM.[illegible] IV.	51	108,25	311	4,[illegible]55
[illegible] IV.	36	16,15	95	1,500
	456	821,15	3,938	127,429

SUMMARY OF FLYING DUTIES OF U.S.N.T.

	Pilots.	Flying Hours. (**)
[illegible] STN. [illegible].	47	25,50
[illegible] SCHOOL, [illegible].	221	121,00
[illegible] SCHOOL, [illegible].	327	255,15
[illegible] SCHOOL.	46	19,45
[illegible] IV.	91	40,15
[illegible] IV.	363	215,45
[illegible].	5	3,45
[illegible] IV.	90	91,25
[illegible] IV.	315	229,15
TOTAL:	1,669	970,55

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SQUADRON No.	54	103,25	511	4,950
SQUADRON No.	56	46,15	95	1,560
	456	821,15	3,938	127,949

SUMMARY OF FLYING HOURS OF R.A.A.F.

	Flights	Flying Hours (44)
AIR HQ, SYD. (TRANSPORT).	47	25,50
GUNNERY SCHOOL, EVANDALE.	224	121,00
TRAINING SCHOOL, PEARCE.	527	275,15
HIGH SPEED SCHOOL.	42	19,45
SQUADRON No.	61	80,15
SQUADRON No.	363	215,45
CAMP. .1077.	3	3,45
SQUADRON No.	96	91,65
SQUADRON No.	345	220,15
TOTAL:	1,669	970,55

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+ Includes Transport and Communication Flights.

(44) Includes Flights for training, air and sea rescue missions, net flights, various flights (aircraft tests, etc.).

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ALLEGATO "A"

INVENTORY REPORT AND AIRCRAFT STATUS - I.A.F. AS AT
31ST MAY, 1946.

AIRCRAFT TYPE.		SERVICEABLE	UNSERVICEABLE	REMARKS
Reggiane	RE.2000	32	25	
Reggiane	RE.2000	15	--	Reserve
Reggiane	SM.183	1	1	
Reggiane	Sed.202	2	2	
Reggiane	Spitfire	12	8	
Reggiane	Mc.205	23	20	
Reggiane	Mc.202	10	14	
		103	72	175
MACCHI/REGGIANE TYPE.				
Urbe	M.167	24	17	
Urbe	M.167	2	2	
Urbe	Sed.202	1	1	
Guillemin	SM.82	27	19	
Guillemin	SM.202	1	1	
Centocelle	SM.79	22	20	
Centocelle	SM.75	1	1	
Centocelle	SM.84	1	-	
Centocelle	...03	1	1	
Centocelle	S. 12	9	8	
Centocelle	S .35	1	1	
		90	71	161
MISCELLANEOUS TYPE.				
Caproni	Cant.M.506/S	5	5	
Caproni	Cant. .506/M	1	1	
Macchi Ville	Cant. .506/S	1	1	
Savoia	Cant. .506/S	1	-	
Reggiane	Cant. .506/S	1	1	
Caproni	Cant. .501	6	1	
Caproni	Cant. .506/M	1	-	
Caproni	Cant. .506/S	2	1	
Venice	Cant. .501	1	1	
Venice	Cant. . 06/M	1	1	
Venice	Cant. .506/S	1	1	
Macchi Ville	Cant. .506/M	4	3	
Caproni	Cant. .506/M	1	1	
Ville	Cant. .506/M	1	1	
Ville	Cant. .506/S	3	1	
Savoia	Cant. .501	4	1	
Savoia	S.M.74	2	4	
		41	24	65

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it is anticipated that the Italian Air Ministry will be able to improve the telephone link-up before May 5th, on which date the Safety Centre Northern Italy, at Bolzano is scheduled to close.

Italian Military Courier Service.

20. Fare-paying scheme. The scheme has been temporarily delayed. Tickets have now been printed and are awaiting distribution to all courier line offices. Instructions covering the operation of the scheme are also to be issued by the I.A.F.

21. SM.95 aircraft. The new Italian SM.95 made its debut in the military courier service on the 27th of April. This aircraft is a four engined aircraft which can carry a maximum of 50 passengers and has a top speed of 390 kilometres per hour. The ceremony which was held at Centocelle airport was attended by the Minister for Air (Doctor Cevolotto) and numerous politicians, as well as representatives of Allied and Italian services. Cevolotto made a brief speech illustrating what the Italian military courier service had accomplished in the field of transporting passengers and goods, and concluded by stating that the Transport Group had carried out 25,000 flights, carried over 9,000 passengers, and had flown a distance of 2,786,474 kilometres, all without incident.

Meteorological Service.

22. Reporting Stations. Reporting stations were opened at Corleone, Volterra and Frosenone. There are now 131 stations in the Italian net-work.

23. National Radio Transmitter (IMB). This transmitter continues to give satisfactory service and the teletype link between the Italian Air Ministry and Ciampino is functioning well.

24. Radio-Sonde Equipment. A radio-sonde section is to be sent to Venice as soon as the necessary equipment is obtained. The Italian Air Force is training more radio-sonde specialists, and there will be sufficient personnel available for the work.

25. Reorganisation of Italian Meteorological Services. A small reorganisation was effected on April 15th chiefly affecting the constitution of the various zones. The new schedules are working well and no complaints have been received from any source.

PART II - ORGANISATION AND ADMINISTRATION.

26. International Conference. During the month the Italian Air Force despatched a Commission composed of experts to participate in the Paris conference on Civil [illegible]. They discussed International Civil Air Lines and the problems of bases.

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27. Reduction of Commands. From April 5th all I.A.F. Nucleus Commands were disbanded. This is part of the general plan to revert to the normal peace-time organisation.

Intelligence.

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28. Radio-Sonde Transmitters. A great deal of prominence has been given in Italian and Allied newspapers to the mysterious dropping of wireless sets by unknown aircraft in various parts of Italy. In fact no wireless transmitters were dropped in Italy by aircraft, but a number of 'Radio Sonde' were despatched for meteorological purposes, and it was these instruments which were found and started the spate of rumours.

29. Retirement of Senior Officers. Commissions have been set up by the Italian Air Ministry to review the retirement of senior officers. These Commissions are

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generally unpopular with the Italians because they feel that a stable Government should be in power before work is started on this subject.

30. Civil relations. The relationship between the Regia Aeronautica and the civil population continues to be completely normal, and there have been no incidents or demonstrations, and no unfavourable articles have appeared in the press.

Engineering.

31. Italian Aircraft Firms. A tour of inspection of aircraft and aircraft engine manufacturers in the North of Italy has been carried out by the C.T.C. of the A.A.F.C.C. The following firms were visited:

Breda at Sesto San Giovanni and Bresso.
Gestetti Carlo at Angero.
Macchi at Varese.
Alfa Romeo at Milan.
Isotta Fraschini at Milan.
Fiat at Turin.
Farina at Turin.
Caproni at Bergamo, Milan and Trento.
Aeritalia at Vercelli.
Augusta at Cascina Costa.
Savoia Marchetti at Sesto Calende, S. Anna and Vergiate.
Caproni at Vizzola Ticino.

Visits have also been made to the following A.A.F. Units: Novara, Gallarate, Linate, Malpensa and the Technical Headquarters at Milan. A.A.F.H.Q. Italy (Caserta) and 159 A.U. were also visited.

32. Retention of unauthorised aircraft by I.A.F. An up-to-date complete and comprehensive return has been requested from the Italian Air Ministry showing all aircraft, military and civilian, in the country. A committee of A.F.H.Q. and I.A.F. representatives will decide upon their retention or destruction to salvage. Definite orders have again been issued to the I.A.F. for the complete destruction of all German aircraft by the 20th May, 1946.

Equipment.

33. Concentration of Equipment Depots in North Italy. All but a very few sub-depots have now been concentrated into Gallarate and Novara and the equipment from the few remaining depots will be transferred to these central depots within the next few weeks. It is anticipated that by the end of June at the latest all sub-depots will have been cleared and closed down.

Mechanical Transport.

34. Recovery of ex-enemy captured vehicles. The firm of Caproni, Trento, has received a considerable sum in payment for work completed. A contract has been made for the repair of vehicles by the S.A.E.C. firm of Bolzano.

35. I.A.F. M.T. School of Instruction - Monte Rotondo. A course consisting of 30 [illegible]

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Breda at Sesto San Giovanni and Bresso.
Bestetti Carlo at Anchero.
Macchi at Veresa.
Alfa Romeo at Milan.
Isotta Fraschini at Milan.
Fiat at Turin.
Perina at Turin.
Caproni at Vercanno, Milan and Trento.
Lancia Lombardi at Vercelli.
Augusta at Cassaino Costa.
Savia Marchetti at Sesto Calende, S. Anna and Vergiate.
Caproni at Vizzola Ticino.

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35. I.A.F. M.T. School of Instruction - Monte Rotondo. The second course consisting of 30 pupils finished on March 30th. It was not possible to commence another course in April through lack of entrants. The third course will commence on May 2nd and finish June 30th, 1946. 100 pupils are entered, and 60 have already arrived.

PART III - REPORTS FROM DETACHMENTS.

Lecce.

36. Bomber S.R.A.U. Work continues on the overhaul of 2 SM.84s and 3 SM.82s, the last aircraft to be overhauled at Lecce. Acute shortage of tape, fabric and plywood is seriously hindering progress. This shortage is being experienced by all the S.R.A.U's but is much more noticeable in the case of the big aircraft. During the month an SM.79 which crashed several months ago was completed and successfully test-flown.

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37. English speaking course. The course of instruction in English is still continuing and seems popular. It is expected to last a further fortnight.

38. Visits. On the 11th of April General Bradley, U.S. Military Attaché visited Lecce and carried out a detailed inspection of all technical and domestic installations. During the visit the General commented at some length on the age of the aircraft in use and the amount of work required to maintain them, and also gained some idea of the difficulty in obtaining normal consumer items and raw materials, and in working generally with little industrial backing. He stated the necessity of cutting out unnecessary overheads and getting down to the standardising of a small but efficient air force.

39. On the 17th of April the Station was visited by the Italian C.A.S, General Aimone Cat and staff officers. During his visit considerable agitation among fighter personnel generally was obvious, the reason being their desire to be moved North, and as yet having no information of this happening. The general wish seems to be to move soon in order that winter quarters can be established before the bad weather sets in, and to make the best use of air transport, other means being so limited.

Naples.

40. Cadet School. The Italian Air Force Academy at Nisida is functioning normally. On the evening of the 13th April, 1946, a dance was held to celebrate the passing out of the Cadets belonging to the 3rd Course. It is a tradition that all Military Academies should hold a dance 100 days before the passing out of Cadets. Allied and Italian authorities and the Chief of the Italian General Staff, General Aimone Cat, attended the dance.

41. Motor Transport. It was originally decided to close the M/T workshop with the transformation of Naples Area from "Command" to "Garrison" Status, but the demand for transport has made it necessary to continue this Section for an indefinite period. Difficulties are encountered in meeting requirements arising from the transportation of the ever increasing number of repatriated Prisoners of War.

42. Repatriated P.O.W's. During the month of April about 1,000 Prisoners of War have been repatriated - amongst whom were officers from India. The morale of P.O.W's arriving from British and American Camps is high and their physical condition good.

43. Aircraft factories. During the month of April the activity of the Aviation Firms has slowed down owing to the lack of new contracts from the Italian Air Force Administration.

44. I.A.F. Companies. On the 6th April 1946 the 206th Detachment on duty with No.114 M.U, R.A.F, was disbanded and the personnel involved transferred to various I.A.F. Units as replacements for those discharged from the Italian Air Force.

45. Seaplanes. During the month of April 10 training flights have been made in conjunction with the Navy, making use of a Cant Z.501 detached at Nisida

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45. Seaplanes. During the month of April 10 training flights have been made in conjunction with the Navy, making use of a Cant Z.501 detached at Nisida from Taranto.

46. Assembling of P.38 aircraft. During the first days of April ground crews skilled in the assembling of P.38 aircraft arrived at Capodichino and billets were arranged on the airfield. The Chief of the Italian General Staff, General Aimone Cat and General Gaeta inspected the work in progress and expressed satisfaction. The aircraft all appear to be in good condition, and several have only had a few flying hours.

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Milan.

47. Equipment.

Gallarate. The main activity at Gallarate Central Stores has been the sorting, listing and classification of incoming and outgoing material. During

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April 21 box-wagons and 122 lorry-loads of incoming stores were handled against 16 box-wagons and 25 lorry-loads for outward delivery. Extensive servicing, pressing and reconditioning of aircraft spares was carried out by the Collegato Servicing Section, over a thousand items being checked and stored during the month. Machine tools were restored serviceable for local use and U.S. engines and obsolete aircraft parts broken down for scrap. Much repair and construction work of a miscellaneous nature was carried out by the Workshop and Carpentry Sections.

Milan. Approval has been secured for I.A.F. to use the Caproni hangars at Taliedo for centralising bulk stores amounting to 7,000 tons, at present housed in premises which industrial firms have reclaimed. The hangars are now occupied by the Caproni and Gabbiani Firms, but orders have been given for these firms to evacuate by the 15th May when the transfer of I.A.F. equipment will commence. The I.A.F. store in via Ventitelli, Milan, has been closed down and about forty tons of material (mainly spare engine parts, quoted), have been transferred to Novara and Collegato.

46. Italian Civil Aviation. A three days Congress has been held in Milan to discuss the technical and economical aspect of air transport in Italy. Subjects discussed were inception of air-lines, aircraft and organisation.

49. Linate airfield. Work is still in progress to set up and render serviceable the H.F./D.F. and VHF equipment on the airfield. A technical fitting party from 378 W.U. R.A.F. is working between Marlu and Linate. All non-essential radio equipment is being sorted out for return to R.A.F. Stores. The air-courier service has been functioning smoothly but difficulties have occurred over the supply of petrol. Shortages have been due to under-estimating the consumption of aircraft, excessive refuelling of presidential planes, visiting British aircraft and transport hold-ups between Leghorn and Milan. Steps have been taken to eradicate these troubles.

50. Aeronautical study and research. The Italian Air Ministry has received applications from Milan Polytechnic for permission to resume study and research in the aberrat rivista aeronautica. Permission was granted for experiments to be continued into the structure of parachutes to withstand high-speed opening. A request has also been made for components and spare parts of unserviceable Allied aircraft to be made available for instructional purposes.

51. Inventions. Aeronautical inventions studied during April included a new principle for the gradual and automatic variation in flight of airscrew pitch, and a mounting for piston-shafts designed to increase efficiency.

52. Security. Clandestine production of arms and concealed dumps of weapons still give rise to anxiety, but no damage or loss to I.A.F. property has been reported. Airfield security and safeguarding of stores has been satisfactory.

53. I.A.F. Administration. Concern has been caused by the inspection of I.A.F. Headquarters building in Milan with a view to its possible requisition by an American formation. This building houses every type of aeronautical installation and service, offices messing and sleeping accommodation for several hundred personnel, and about five-hundred tons of miscellaneous equipment which has been brought in over a period of ten months. Efforts are being made to discourage the [illegible] of this building.

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54. Command of 1st T.A.F. Headquarters. General Drew was appointed to the Command of 1st T.A.T. Headquarters, Milan, on the departure of General Biffi.

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L.E. JAMES, GROUP CAPTAIN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

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Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 13th May, 1946.
Ref: AFSC/25/1/AIR.

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Appendix "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF APRIL, 1945.

	No. of flights.	Hours.	Passengers carried.	(+) Various freight in lbs.
C.47	79	141,50	685	25,457
SM.79	220	361,00	1,603	72,648
SM.82	109	138,05	1,625	111,654
SM.75	6	24,00	76	2,433
SEAPLANE WING	58	137,15	394	18,360
MARITIME WING	38	47,00	134	3,708
	510	849,10	4,517	234,260

SUMMARY OF OTHER FLIGHTS OF I.A.F.

	Flights.	(++) Flying Hours.
AUTONOMOUS SQDN. UNITA AEREA.	46	26,15
TRAINING SCHOOL, FROSINONE.	57	30,30
TRAINING SCHOOL, LECCE.	516	217,45
NIGHT FLYING SCHOOL.	48	25,00
TRANSPORT WING.	97	48,20
MARITIME WING.	273	150,45
C.A.M. M1007.	2	4,00
SEAPLANE WING.	99	92,15
FIGHTER WING.	623	456,20
TOTAL:	1761	1051,10

\+ Includes Transport and Communication flights.

++ Includes Flights for training, air and sea rescue missions, met flights, various flights (aircraft tests, etc).

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TRAINING SCHOOL, LECCE.	516	217,45
NIGHT FLYING SCHOOL.	48	25,00
TRANSPORT WING.	97	48,20
[illegible] WING.	273	150,45
CENT. METEO.	2	4,00
RESCUE WING.	99	92,15
FIGHTER WING.	623	456,20
TOTAL:	1761	1051,10

\+ Includes Transport and Communication flights.

++ Includes Flights for training, air and sea rescue missions, acft flights, various flights (aircraft tests, etc).

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[illegible] REPORT AND AIRCRAFT STATE - I.A.F. AS AT 30TH APRIL, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW.
1 SQDN	P.39	34	34	
1 SQDN	P.39	13	3	
1 SQDN	C.A.153	1	1	
1 SQDN	SAI.202	2	2	
1 SQDN	Spitfire	12	8	
1 SQDN	Mc.205	13	17	
1 SQDN	Mc.202	13	17	
		98	82	199

[illegible] BOMBER & FIGHTER/TRANSPORT WING.				
Urbe	M.187	24	19	
Littorio	M.187	2	2	
Urbe	Sal.202	1	1	
Guidonia	S.82	25	15	
Cent celle	S.79	24	17	
Cent celle	S.75	1	1	
Cent celle	S.84	1	1	
Cent celle	S.83	1	1	
Cent celle	G.12	7	5	
Cent celle	S.95	1	1	
		88	64	122

[illegible] WING.				
Taranto	Cant.Z.506/T	7	4	
Taranto	Cant.Z.506/C	1	1	
V. di Valle	Cant.Z.506/T	2	2	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	2	2	
Venice	Cant.Z.506/S.	1	1	
Brindisi	Cant.Z.506/S.	2	1	
V. di Valle	Cant.Z.506/T.	2	2	
Cagliari	Cant.Z.506/T.	2	2	
Elmas	Cant.Z.506/C.	2	2	
Elmas	Cant.Z.506/S.	3	1	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	5	

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		98	82	199
II ª BRIGATA AEREA/TRASPORTI VARI.				
Urbe	T.137	24	19	
Littoria	L.137	2	2	
Urbe	Sol.202	1	1	
Guidonia	S.82	25	15	
Cent.celle	S.79	24	17	
Cent.celle	S.75	1	1	
Cent.celle	S.84	1	1	
Cent.celle	S.85	1	1	
Cent.celle	G.12	7	5	
Cent.celle	P.95	1	1	
		88	84	122
AEREI VARI.				
Taranto	Cant.Z.506/T	7	4	
Taranto	Cant.Z.506/C	1	1	
V. Di Vallo	Cant.Z.506/T	2	2	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	2	2	
Venice	Cant.Z.506/S.	1	1	
Brindisi	Cant.Z.506/S.	2	1	
V. Di Vallo	Cant.Z.506/T.	2	2	
Gallarate	Cant.Z.506/T.	2	2	
Elmas	Cant.Z.506/E.	2	2	
Elmas	Cant.Z.506/S.	3	1	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	5	
		42	25	57
AEROPORTUS SQUADRONE - UNITA AEREA.				
G. Sol Celle.	S.79	1	1	
G. Sol Celle.	Cant.Z.1007	3	2	
G. Sol Celle.	Ca.314	3	2	
G. Sol Celle.	Ca.309	2	1	
G. Sol Celle.	Ro.2001	3	-	
G. Sol Celle.	Sol.202	2	2	
G. Sol Celle.	P.156	1	-	

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		STRENGTH	SERVICEABLE	CREW
AUTONOMOUS SQUADRONS - UNITA AEREA (CONT'D).				
Italsec (Bari)	Ca.310	1	-	
Palermo	Ca.314	1	-	
Palermo	Sai.202	1	1	
Linate	Ca.313	2	1	
Linate	S.M.202	1	1	
Linate	Cr.42	2	1	
Treviso	Ca.309	1	1	
Brindisi	Cr.42	1	1	
Allied Command	Sai.202	1	1	
		26	15	24
AUTONOMOUS SECTION. (Minister).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (State Marshers).				
Centocelle	SM.79	2	2	
Centocelle	Ca.313	1	1	
Centocelle	Ba.2001	2	2	
Centocelle	Sai.204	1	-	
Centocelle	Sai.202	2	2	
		8	7	15
RESEARCH SECTION.				
Urbe	SM.79	2	1	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	1
SCHOOLS.				
		9	3	

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AUTONOMOUS SECTION. (Minister).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (State Maritime).				
Centocelle	SM.79	2	2	
Cent celle	Ca.313	1	1	
Cent celle	Re.2001	2	2	
Cent celle	Sai.204	1	-	
Cent celle	Sai.202	2	2	
		8	7	15
RESEARCH SECTION.				
Urbe	SM.79	2	1	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	1
SCHOOLS.				
Lecce	Me.200	9	3	
Lecce	Fi.305	3	1	
Lecce	G.50	3	1	
Lecce	Cr.42	3	3	
Lecce	Ca.164	7	1	
Lecce	G.8	1	1	3;97
Lecce	P.39	2	2	
Lecce	Spitfire	2	2	
Frosinone	M.187	4	4	
Frosinone	SM.79	1	-	
Frosinone	G.84	1	-	
Frosinone	Cant.Z.1007	1	1	
Frosinone	Sai.202	1	-	
		42	19	73

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		SERVICEABLE	SERVICEABLE	CREW.
FIGHTER SQNS.				
Lecce	Mc.205	25	-	
Lecce	Mc.202	9	-	
Lecce	Gru.202	7	4	
Lecce	Fl.3	2	1	
Lecce	Fr.20	1	-	
R.E.C. SQNS.				
Lecce	SM.82	2	-	
Lecce	SM.79	1	-	
S. Pol Colle	Cant.Z.1007	1	-	
S.V. Taranto	Ca.314	2	-	
S.V. Taranto	Ca.310	1	-	
Cent.colle	SM.79	5	-	
Cent.colle	SM.84	3	-	
Urbe	Ca.309	1	-	
SEAPLANE SQNS.				
Taranto	Cant.Z.506/T.B.	7	-	
Taranto	Cant.Z.506/S.	3	-	
Taranto	Cant.Z.501	12	-	
Taranto	R.C.14.	2	-	
SCHOOL SQNS.				
Lecce	G.8	1	-	
Lecce	Re.2001	7	-	
Lecce	Mc.200	17	-	
Lecce	Fn.305	1	-	
Lecce	Sal.200	1	-	
		111	5	-
GENERAL TOTALS:		422	223	498

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| | | |

Lecce	SM.82	2	-	
Lecce	SM.79	1	-	
S. Del C lle	Cant.Z.1007	1	-	
S.V. Tarent	Ca.314	2	-	
S.V. Tarent	Ca.310	1	-	
Cont celle	SM.79	5	-	
Cont celle	SM.84	3	-	
Urbe	Ca.309	1	-	
SEAPLANE SQDN.				
Tarent	Cant.Z.506/T.B.	7	-	
Tarent	Cant.Z.506/S.	3	-	
Tarent	Cant.Z.501	12	-	
Tarent	R.S.14.	2	-	
SCHOOL SQDN.				
Lecce	G.8	1	-	
Lecce	Re.2001	7	-	
Lecce	Mc.200	17	-	
Lecce	Fn.305	1	-	
Lecce	Sal.200	1	-	
		111	5	-
GENERAL TOTALS:		422	223	498

3:96

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Appendix "C".

REGULATIONS CONCERNING CLEARANCE OF FOREIGN AIRCRAFT ENTERING ITALY.

Instructions have been issued by A.F.H.Q. to all Military Missions in Rome that effective 25th March, 1945, all foreign aircraft entering Italy must have specific clearance from the M.A.A.C. Secretariat. Requests for permission to fly over or land in Italy must be made to the M.A.A.C. Secretariat through their local authorities, if possible, at least five days in advance of E.T.A.D. embodying the following information before clearance can be effected:

a. Type, number and make of aircraft.
b. Name of crew members.
c. Route to be followed.
d. Nature of flight, if any.
e. Approximate duration of stay.
f. Aircraft services required.
g. Confirmation that passengers have all necessary visa which can be obtained through Italian Embassy or Location Channels.

2. Failure to obtain clearance in accordance with these instructions, aircraft, crew and passengers are to be kept under observation until such time as notification of clearance is received either from the M.A.A.C. Secretariat, or Air Headquarters, A.A.F. Italy.

3. In addition, passengers and crews, other than British or American service personnel, not in possession of valid entry documents, are to be handed over to either:

a. Italian public safety airfield control.
b. Italian public safety port control.
c. The local Questura.
d. The local Carabinieri.

4. The above provisions are not applicable to British and American aircraft providing civilians conform to para 1(g), supra, and if normal warning is sent. Also excluded from the above provisions are the existing weekly scheduled French Military Courier Service Flights and internal flying of light aircraft in use by the French Air Attaché in Rome.

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Instructions have been issued by A.F.H.Q. to all military liaison officers that effective 25th March, 1946, all persons in aircraft entering Italy must have specific clearance from the A.M.G.O. Secretariat. Requests for permission to fly over or land in Italy must be made to the A.M.G.O. Secretariat through their local authorities, if possible, at least five days in advance of E.T.A.D. embodying the following information before clearance can be effected:

a. Type, number and make of aircraft.
b. Name of crew members.
c. Route to be followed.
d. Nature of flight, if any.
e. Approximate duration of stay.
f. Aircraft services required.
g. Confirmation that passengers have all necessary visas which can be obtained through Italian Embassy or Legation Channels.

2. Failure to obtain clearance in accordance with these instructions, aircraft, crew and passengers are to be kept under observation until such time as notification of clearance is received either from the A.M.G.O. Secretariat, or Air Headquarters, A.A.F. Italy.

3. In addition, passengers and crews, other than British or American service personnel, not in possession of valid entry documents, are to be handed over to either:

a. Italian public safety airfield control.
b. Italian public safety port control.
c. The local Questura.
d. The local Carabinieri.

4. The above provisions are not applicable to British and American aircraft providing civilians conform to para 1g, supra, and if normal examinations are sent. Also excluded from the above provisions are the existing weekly scheduled French Military Courier Service Flights and internal flying of light aircraft in use by the French Air Attaché in Rome.

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CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

Monthly Air Report No.40 - MARCH, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of March, 1946.

Appendix "B" - Aircraft state as at 31st March, 1946.

Appendix "C" - Programme of Courses in progress in the I.A.F, and proposed future courses.

Appendix "D" - Italian Meteorological Services.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Activity. The petrol supply position showed a great improvement during the month. This, together with a period of good flying weather has enabled a full programme to be operated. Summary of flying activity in the Italian Air Force during March is shown at Appendix "A".

2. Accidents. One accident occurred, involving an Aerocobra (P.39). The aircraft went into a flat spin while engaged on patrol exercises, and crashed on the airfield. The pilot baled out successfully.

Light Bomber Wing - Littorio.

3. Flying Activities. 119 flights were made during the month, giving 77 hours flying time. Of this total 4 special flights were made for the I.A.F, and 21 flights for the Italian Government, carrying in all, 65passengers. No Allied personnel were carried during the period under review. Two aircraft remain detached at Linate (Milan).

4. Maintenance. Spares are anxiously awaited for the Baltimore aircraft, principal requirements being engines, airscrews, and tail wheel tyres.

5. Morale. Uncertainty of the future tends to lower morale. The new Commanding Officer is liked and respected by the station personnel.

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Appendix "C" - Programme of Courses in progress in the I.A.F, and proposed future courses.

Appendix "D" - Italian Meteorological Services.

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Work Services.

6. Urbe. This station has been extensively damaged, but good use of any serviceable buildings is being made. A number of servicing sections are under canvas. All hangars are damaged beyond repair. Bomb damage to airfield is being rectified but no attempt beyond external clearing has been made to square up the hangar sites.

Night Bomber Wing - Guidonia.

7. Organisation. Cleaning up of the airfield progresses satisfactorily, and the runway is almost completed. The weigh-bridge capable of weighing aircraft up

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Continued/2.....

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to 20 tons is being repaired.

Bomber Transport Wing - Centocelle.

8. Activities. All scheduled flights were carried out without incident. Morale is excellent, and this airfield still gives the impression of being the best organised Italian airfield.

Seaplane Wing - Taranto.

9. Organisation. A detachment of 2 Cant 506 seaplanes of No.288 Squadron have been transferred to the Vigna di Valle base for Air Sea Rescue duties in the Tyrrhenian Sea area. The Brindisi Seaplane base is opening a new air sea rescue operations room within the C.A.V. (Aircraft Safety Centre). This is now being equipped with the necessary communications, charts and furnishings.

10. Flying activities. 125 hours were flown on air transport work, and 15 on target towing for the Italian Navy. One Air Sea Rescue sortie was requested by the Admiral Commanding, La Spezia. The occupants of the dinghy were eventually found safe in S. Remo harbour. 5 air sea rescue exercises were held.

Training.

11. Refresher Flying School - Lecce. A thorough review has been made of the aircraft situation in the school. Proposals are under consideration which will lead to the establishment of a constructive long term policy for the supply and maintenance of training aircraft, which will enable the school to operate a standardised training programme.

12. Light Bomber Flying School - Frosinone. General activity has slowed down owing to one of the three remaining aircraft having crashed. The latter was caused by engine failure on take-off, the pilot escaping without injury. One SM.84 and a Cant Z.1007 have arrived for use in the school. During the month one pilot only has completed training, while three pilots and one wireless operator remain under training.

13. General Service School. The second course, consisting of Senior N.C.O. pilots ended on the 23rd March, 1946. As from April 1st, 1946 the school will be moved from Frosinone to Florence.

14. English Language Courses. The Italian Air Ministry has ordered that all these courses, which are now held at all major I.A.F. Headquarters and Stations, shall be extended from three to four months. There will be a final examination for all personnel attending the courses. Those persons failing the first examination will be required for re-examination within four months from the date of failure.

15. Special Training Courses - I.A.F. Academy. Two special one year courses

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11. Refresher Flying School - Lecce. A thorough review has been made of the aircraft situation in the school. Proposals are under consideration which will lead to the establishment of a constructive long term policy for the supply and maintenance of training aircraft, which will enable the school to operate a standardised training programme.

12. Light Bomber Flying School - Frosinone. General activity has slowed down owing to one of the three remaining aircraft having crashed. The latter was caused by engine failure on take-off, the pilot escaping without injury. One SM.84 and a Cant Z.1007 have arrived for use in the school. During the month one pilot only has completed training, while three pilots and one wireless operator remain under training.

13. General Service School. The second course, consisting of Senior N.C.O. pilots ended on the 23rd March, 1946. As from April 1st, 1946 the school will be moved from Frosinone to Florence.

14. English Language Courses. The Italian Air Ministry has ordered that all these courses, which are now held at all major I.A.F. Headquarters and Stations, shall be extended from three to four months. There will be a final examination for all personnel attending the courses. Those persons failing the first examination will be required for re-examination within four months from the date of failure.

15. Special Training Courses - I.A.F. Academy. Two special one year courses have been authorised for 15 Junior officers and 15 Senior N.C.O's respectively. The aim will be to grant permanent commissions to those officers and senior N.C.O's with especially good war records.

16. Flying Training. A short flying training instructors course was held for six instructros of the refresher school, Lecce. Lectures and air exercises were given by the A.F.S.C. flying training instructor, and considerable interest was shown by all. The pilot instructors were of a low average standard, and are hindered in their work by lack of suitable equipment, such as inter-communication in the aircraft between instructor and pupil. The instructor relies entirely on pre-flight briefing followed by air demonstration.

17. Air Sea Rescue - Organisation. Aircraft Safety. The Italian Air Force is now furnishing the only A.S.R. service available in Italy, due to the folding up of all R.A.F. air sea rescue units.

3.92

18. Planning. The Italian C.A.V's are being prepared to take over the services of the Allied aircraft safety centres. In this respect Rome and Brindisi

Continued/3.....

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C.A.V's will become operational on April 14th, with the Rome C.A.V. earmarked as the controlling C.A.V. for the Italian and Allied aircraft safety service.

Italian Military Courier Service.

19. Fare-paying scheme. Final details of this project are now being worked out between the Italian Air Ministry and the Ministry of Transport, before it is put into effect.

20. Activities. Improved weather conditions have permitted unrestricted operations. Owing to increased requests for high priority airlift to Genoa, the initial weekly service has been increased to two flights. Sardinia is now served by two SM.82s weekly from Guidonia to Cagliari and return, and three SM.79s from Centocelle to Alghero and return.

Meteorological Service.

21. Reporting stations. Reporting stations were opened at Siracuse, Stromboli, Chinisia, La Spezia, Radicofani and Monte S. Angelo. There are now 128 stations in the Italian Meteorological net-work.

22. Directorate of Communications and Meteorological Information Centre. These two offices have returned to the pre-1943 site of the Italian Air Ministry. This move enabled all the teletype faults to be corrected and the line from Ciampino airfield is now working well.

23. National Radio Transmitter (IMB). This transmitter has given very satisfactory service and no complaints have been received from Allied units. It has been arranged that coded landing forecasts will be made four times daily for the following airfields: Milan, Turin, Venice, Treviso, Bologna, Centocelle, Pisa, Frosinone, Bari, Lecce, Brindisi, Catania, Palermo, Cagliari and Alghero. This service will begin on April 15th.

24. Italian Air Force Radio Beacons. Arrangements have been made for the beacons at Milan, Venice, Brindisi, Palermo, Cagliari and Olbia, to transmit a small collective of weather reports from nearby airfields. Broadcasts will be made at half-hour intervals.

25. Special reports. As from 1st April, 1946 all Italian airfields will pass special reports, four times daily, giving details of the serviceability of the airfield and of the signal services in existence.

26. Re-organisation of Italian Meteorological Services. The main changes affect the constitution of the various zones, in an effort to facilitate the collection and re-broadcasting of reports. The re-organisation will also affect the broadcast time schedules of the Regional Centres, Milan, Venice, Rome, Brindisi, Catania and Cagliari, and of the National Radio Transmitter (I.M.B). A summary of Italian Meteorological Services is contained in Appendix "D".

Signals.

27. Aircraft Safety Communications. Provision has been made for the handing

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21. Reporting stations. Reporting stations were opened at Siracuse, Stromboli, Chinisia, La Spezia, Radicofani and Monte S. Angelo. There are now 128 stations in the Italian Meteorological net-work.

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Signals.

27. Aircraft Safety Communications. Provision has been made for the handing over to the I.A.F. of a skeleton of private wire communications for operational circuits between the C.A.V's and Rome. This also includes the lines to the sea-plane bases and the centres at Bologna and Naples. These lines will serve both Allied and Italian needs.

28. Air Sea Rescue. The I.A.M. is arranging for W/T watches to be kept at Rome and the C.A.V's to provide for air/ground communications for A.S.R. aircraft under Italian control. Eventually a watch will be kept on the HF/DF distress frequency.

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29. I.A.F. and Italian Navy Liaison. It has been proposed to secure communications between the Naval stations guarding the international distress frequency 500 kc/s, and the aircraft safety centres North and South Italy.

Continued/4.....

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30. International Frequencies. Permission has been requested for the C.A.V. Rome to join the 5660 kc/s network.

31. Linate (Milan). The installation of the HF/DF station is complete and air calibration tests are being arranged. Work on the installation of the Control Tower is held up temporarily for lack of equipment.

PART II - ORGANISATION AND ADMINISTRATION.

32. Demobilisation. All I.A.F. personnel of the 1922 class have been demobilised. The actual active strength is now approximately 22,000 excluding those being paid at home.

33. Disbanding of Commands. The North of Italy General Command was disbanded on March 15th, 1946. The I.A.F. Nucleus Command was disbanded on March 31st, 1946, and was replaced in Naples by the I.A.F. Regional Garrison Command.

34. Retention of personnel. Special Sub-Commissions have been formed in all I.A.F. Commands for the training and examination of N.C.O's of the I.A.F. The object is to select the most efficient N.C.O's for retention when the strength of the I.A.F. is announced by the peace treaty. At present, the strength of the N.C.O's vis-a-vis other ranks is excessive.

35. Transportation of food by air. The projected air services from Sardinia to Rome and from Venice to Milan, for the purpose of transporting fish and medical and relief supplies, remains in abeyance. This is due to the apparent unwillingness of the Air Minister to sign the contract and the reluctance of the High Commissioner for Sardinia to allow fish out of the country; further action is being taken to hasten.

36. Italian Air Ministry Building. Movement of the Italian Air Ministry into their pre-1943 site has been completed. The building was earmarked for A.F.H.Q. and was at one time occupied by the Austrian Control Commission.

37. I.A.F. Building - Florence. This building, until recently occupied by New Zealand personnel, has been de-requisitioned, and returned to the I.A.F. It was the former site of the I.A.F. Post-Cadet Training School which will re-open there on the 15th April, 1946, as a general service school.

38. International Conference. The I.A.F. Officers who attended the International Met. Service Conference and the Air Navigation and equipment demonstration in London, returned to Rome during the month and were very favourably impressed.

39. Italian Air Mails (Internal). Information has been received from the Communications Sub-Commission that Internal Air Mail services are in operation by all Italian Courier lines. The air mail fee is 4 lire for every 15 grams. The use made by the public of these services is not so great as was expected because mail services by rail are constantly improving.

40. Italian Air Mails (Europe)

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40. Italian Air Mails (Europe). It is also learned that Italy has air mail service to the following European capitals, conveyed by R.A.F. services: London, Bucharest, Budapest, Tirana, Sofia, Athens, Belgrade, Malta, Paris, Marseilles. The air mail fee in this case is 15 lire for every 20 grams.

Civil Aviation.

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41. Civil airlines. The Italian Government has now been granted permissive authority for running of Italian civil airlines which does not include gliding, club or private flying. The regulation of commercial aviation in Italy will henceforward be the responsibility of the Italian Air Ministry (Department of Civil Aviation) under the supervision of the A.F.S.C. The following communiqué from the Press throws an interesting sidelight on public opinion: "a remarkable and encouraging step toward the recovery of our political autonomy, and reconstruction of Air Transport".

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Engineering.

42. Serviceability - Allied Fighters. The P.39 (Airacobra) serviceability now stands at 100%, while the Spitfire's is in the region of 90%. This is a creditable achievement considering the difficulty of obtaining spares.

43. Italian Fighters. The Macchi 205 squadron has 100% serviceability and the Macchi 202s show over 90%. The school aircraft are down to 40% due to the age of the aircraft employed, and lack of replacements and spares.

44. Bomber Transports. The serviceability of these aircraft is being maintained at 75% which is again satisfactory considering the amount of flying being done. The aircraft state for the I.A.F. as at the end of March is shown in Appendix "B".

Mechanical Transport.

45. M.T. School. The course for fifty learners continues at Monterotondo - (Rome).

PART III - REPORTS FROM DETACHMENTS.

Lecce.

46. Salvage. The work of breaking up a number of P.39s is now well advanced, and all salvageable parts have been removed. Definite orders have been issued for the breaking up of two obsolete Ju.87 aircraft.

47. Air Discipline. During recent weeks there has been a noticeable increase in breaches of low flying regulations by the fighter pilots. Severe disciplinary action is being taken by the C.O. against all offenders. It is also hoped to institute a system of aircraft marking in order to facilitate identification of offending pilots.

48. English Speaking Courses. These are held three times weekly, each period being of two hours duration.

Naples.

49. Cadet School. There are 56 pupils attending the three courses at the I.A.F. Academy.

50. Motor Transport. Transportation of ex-P.O.W's, rations and materials, has occupied all available vehicles. Difficulties have been reported in the supply of petrol and oil throughout the month.

51. Repatriated P.O.W's. Another 700 P.O.W's have been repatriated. 400 were released at the end of their home-coming leave.

52. Aviation Firms. The activity of the Aviation Firms is slowing down due to lack of new contracts from the Air Ministry:

(a) Alfa Romeo, Pomigliano d'Arco, hold 40 overhauled engines, which cannot be

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45. H.T. School. The course for fifty learners continues at Monterotondo - (Rome).

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52. Aviation Firms. The activity of the Aviation Firms is slowing down due to lack of new contracts from the Air Ministry:

(a) Alfa Romeo, Pomigliano d'Arco: hold 40 overhauled engines, which cannot be despatched owing to the lack of cases.

(b) Sannita, Benevento: is making the 3 last lots of brackets for Cant Z.506.

(c) Magnaghi, S.Anastasia: have completed the production of rubber gaskets. They are now repairing 30 exhaust pipes for SM.79 and the machine tools which have been received from Sardinia.

(d) Naval-meccanica, Naples: slowly completing the last 5 radiators for Macchi 202.

53. I.A.F. Companies. Duties are being carried out normally. On the 1st March the 209th Company stationed at Castellammare di Stabia was disbanded. On the same

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day, with the same men, the 216th Company was formed and is on duty at the No.1 R.A.F. General Hospital, Torre del Greco.

54. Seaplanes. On March the 23rd a Cant Z.501 arrived at Misida from Taranto in order to do towing flights in conjunction with the Italian Navy.

55. Organisation. The Independent I.A.F. Campania Command has received orders to disband and to become H.Q. Regional Command under No.3 Z.A.T. Rome.

56. General: The Minister for Air. Avv. Cevolotto visited Naples on the 23rd March in order to inspect units, and in particular the R. Academy and P.O.W. Reception Centre. American and British films are now a regular feature at the I.A.F. Headquarters in Naples. An English language course meets twice weekly in Naples.

Milan.

57. Linate Airport. Difficulty was experienced in maintaining stocks of petrol. Rail transport from Leghorn to Milan was not forthcoming and recourse had to be made to three road tankers.

58. Captured Enemy Material. With the exception of the Verona depot, all C.E.M. depots have now been handed over to the A.F.A.R. organisation.

59. Aircraft and Airfields. Six training type Breda BA.25 aircraft were traced to the R.A. Hangar at Taliedo. Information is being collected as to availability of spares, running-times of engines, and efficiency of the aircraft with a view to bringing them into service at the flying training school at Lecce.

60. Civil Aircraft. Final tests of the LM.5 aircraft, to determine rate of climb and other characteristics, were carried out at Vercelli under the auspices of Italian Air Ministry officials.

61. Inventions. Several inventions have been examined during March. These included a combined car and autogyro, a mobile field kitchen and devices for variable pitch airscrews.

62. I.A.F. Administration. A break-down occurred during March in the supply of rations for the I.A.F. of 1st and 2nd Z.A.T. owing to the non availability of railway box-cars at Bari.

Padua.

63. Caproni's Trento. Payment has, at long last, been forthcoming from the Italian Air Ministry for work done by Caproni's. 7 million lire were received in the earlier part of the month making a sum total to date of nine and a half million lire. It is estimated that Caproni's have enough work for approximately 6 weeks.

64. Electricity supplies. The difficulty regarding the curtailing of electricity supplies has [illegible]

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64. Electricity supplies. The difficulty regarding the curtailing of electricity supplies has been put right.

65. Spares. The difficulty of obtaining spares is not so great as it was, and it has been possible to buy enough for present requirements. The real difficulty is the shortage of tyres, especially for civilian type cars.

66. Desenzano. The repair of vehicles at Desenzano is now proceeding apace; 16 were repaired during February.

I.E. BRODIE,
AIR VICE-MARSHAL, 3485
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 23rd April, 1946.
Ref: AFSC/25/1/AIR.

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Appendix "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF MARCH 1946.

Summary of Courier Service.

	No of Flights.	Hours.	Passengers Carried.	(*) Various freight in lbs.
SM.79	186	296,30	1.339	66.257
SM.82	103	159,40	1.561	113.092
G.12	57	118,35	784	14.379
SM.75	18	30,55	372	6.742
SEAPLANE WING	62	120,05	384	26.901
BALTIMORE WING	30	40,20	306	450
	456	766.05	4.746	227.821

Summary of other flights of I.A.F.

	Flights.	(++) Flying hours.
AUTONOMOUS SQDN. UNITA AEREA.	109	45,35
TRAINING SCHOOL (B) FROSINONE.	123	30,30
TRAINING SCHOOL (C) LECCE.	45	30,10
PILOT SCHOOL, LECCE.	504	220,40
NIGHT FLYING SQDN.	32	14,50
TRANSPORT WING.	82	40,40
BALTIMORE WING.	89	36,45
CANT. Z.1007	5	3,30
SEAPLANE WING.	100	86,45
FIGHTER WING.	888	623,50
	1,977	1,143,15

\+ Includes transport and communication flights.

++ Includes flights for training, air sea rescue, met flights, various flights (

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FIGHTER WING.	888	623,50
	1,977	1,143,15

\+ Includes transport and communication flights.

++ Includes flights for training, air sea rescue, met flights, various flights (aircraft tests, etc).

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Appendix "A".

ENGINEERING STRENGTH AND AIRCRAFT STATE - I.A.F. AS AT 31ST MARCH 1946.

		STRENGTH	SERVICEABLE	CREW.
FIGHTER WING.				
Lecce	P.39	32	32	
Lecce	P.39	14	1	
Lecce	CA.133	1	1	
Lecce	SAI.202	2	2	
Lecce	Spitfire	11	8	
Lecce	Mc.205	18	18	
Lecce	Mc.202	18	17	
		96	79	190
LIGHT BOMBER & RECCE/TRANSPORT WING.				
Urbe	M.187	25	19	
Linate	M.187	2	2	
Urbe	Sai.202	1	1	
Guidonia	SM.82	24	14	
Guidonia	Sai.202	1	1	
Centocelle	SM.79	23	18	
Centocelle	SM.75	1	1	
Centocelle	SM.74	1	1	
Centocelle	SM.83	1	1	
Centocelle	G.12	5	5	
		84	63	126
SEAPLANE WING.				
Taranto	Cant Z.506/T	6	4	
V.di Valle	Cant Z.506/T	2	2	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	1	1	
Venice	Cant.Z.506/A.S.R.	1	1	
Brindisi	Cant.Z.506/A.S.R.	2	1	
V.di Valle	Cant.Z.506/T	3	3	
Cadimare	Cant.Z.506/T	2	2	
Elmas	Cant.Z.506/T	1	1	
Elmas	Cant.Z.506/A.S.R.	3	-	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	3	
		40	21	53

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1800

Urbe	M.187	25	19	
Linate	M.187	2	2	
Urbe	Sai.202	1	1	
Guidonia	SM.82	24	14	
Guidonia	Sai.202	1	1	
Centocelle	SM.79	23	18	
Centocelle	SM.75	1	1	
Centocelle	SM.74	1	1	
Centocelle	SM.83	1	1	
Centocelle	G.12	5	5	
		84	63	126

SEAPLANE UNIT.

Taranto	Cant Z.506/T	6	4	
V.di Valle	Cant Z.506/T	2	2	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	1	1	
Venice	Cant.Z.506/A.S.R.	1	1	
Brindisi	Cant.Z.506/A.S.R.	2	1	
V.di Valle	Cant.Z.506/T	3	3	
Cadimare	Cant.Z.506/T	2	2	
Elmas	Cant.Z.506/T	1	1	
Elmas	Cant.Z.506/A.S.R.	3	-	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	3	
		40	21	53

AUTONOMOUS SQUADRONS UNDER AFHQ.

G.del Colle	SM.79	1	1	
G.del Colle	Cant.Z.1007	4	2	
G.del Colle	Ca.314	3	2	
G.del Colle	Ca.309	2	1	
G.del Colle	Re.2001	2	-	
G.del Colle	Sai.202	2	2	
G.del Colle	FW.156	1	-	
Belcse	Ca.310	1	-	
Belcse	Re.2001	1	-	
Palermo	Ca.314	1	1	
Palermo	Sai.202	1	1	
Linate	Ca.313	2	1	
Linate	Fw.305	1	1	
Linate	Sai.202	1	1	
Linate	Cr.42	2	2	
Treviso	Ca.309	1	1	
Brindisi	Cr.42	1	1	
Allied Command	Sai.202	1	1	
		28	16	60

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		STRENGTH	SERVICEABLE	OTU.
AUTONOMOUS SECTION (to Minister).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (State Service).				
Cent-ocelle	SM.79	2	2	
Cent-ocelle	Cr.314	1	-	
Cent-ocelle	Cr.309	1	-	
Cent-ocelle	Re.2001	2	1	
Cent-ocelle	Cr.42	1	-	
Cent-ocelle	Sm.i.204	1	1	
Cent-ocelle	Sm.i.202	2	2	
		10	6	6
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sm.i.202	1	1	
		2	2	2
SCHOOLS:				
Lecce	Mc.200	10	1	
Lecce	MM.305	3	1	
Lecce	G.50	2	1	
Lecce	Cr.42	6	3	
Lecce	Cr.164	7	3	
Lecce	G.8	1	1	
Lecce	P.39	2	2	
Frosinone	Spitfire	2	2	
Frosinone	M.167	3	2	
Frosinone	S.84	1	1	
Frosinone	CR.1007	1	1	
Frosinone	Sm.i.202	1	1	

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Cent celle	Sm.79	2	2	
Cent celle	Cr.314	1	-	
Cent celle	Cr.309	1	-	
Cent celle	Re.2001	2	1	
Cent celle	Cr.42	1	-	
Cent celle	Sai.202	1	1	
Cent celle	S-i.202	2	2	
		10	6	8

ALGHERO STATION - SARDINIA.

Elmas				
Elmas	Sm.79	1	1	
Elmas	Sai.202	1	1	
		2	2	2

SCHOOLS:

Lecce				
Lecce	Re.200	10	1	
Lecce	MM.305	3	1	
Lecce	G.50	2	1	
Lecce	Cr.42	6	3	
Lecce	Cr.164	7	3	
Lecce	G.8	1	1	
Lecce	P.39	2	2	
Brasimone	Spitfire	2	2	
Brasimone	[illegible].187	3	2	
Brasimone	S.84	1	1	
Brasimone	CL.1007	1	1	
Brasimone	Sai.202	1	1	
		39	19	77

MISTRETTA SICILY.

Lecce				
Lecce	P.39	2	-	
Lecce	Spitfire	1	-	
Lecce	Re.205	25	-	
Lecce	Re.202	9	-	
Lecce	Sai.202	7	5	
Lecce	Ju.87	2	-	
Lecce	Fl.3	2	1	
Lecce	Br.20	1	-	

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		STRENGTH	SERVICEABLE	C.E.
T.&T. SQN.				
MACCHI	S.M.82	2	-	
MACCHI	S.79	1	-	
S.V.CANDIANO	Cr.314	2	-	
S.V.CANDIANO	Cr.310	1	-	
CENTOCCHIE	S.M.79	7	-	
CENTOCCHIE	S.M.84	3	-	
SEARCH SQN.				
Terrant	CZ.506/T	10	-	
Terrant	CZ.506/LSR.	3	-	
Terrant	CZ.501	12	-	
Terrant	R.S.14	2	-	
SCHOOL SQN.				
Lecce	G.50	1	-	
Lecce	Re.2001	7	-	
Lecce	Re.2002	15	-	
Lecce	MC.200	16	-	
Lecce	MC.305	1	-	
Lecce	S.M.200	1	-	
		133	6	
TOTAL:		435	217	519

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Terrant	CZ.506/T	10	-	
Terrant	CZ.506/ASR.	3	-	
Terrant	CZ.501	12	-	
Terrant	L.S.14	2	-	
SCHOOL STAFF.				
Lecce	G.50	1	-	
Lecce	Re.2001	7	-	
Lecce	Re.2002	15	-	
Lecce	HC.200	16	-	
Lecce	FM.305	1	-	
Lecce	Sqi.200	1	-	
		133	6	
	TOTAL:	435	217	519

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Appendix "C".

PROGRAMME OF COURSES IN PROGRESS IN THE I.A.F. AND PROPOSED FUTURE COURSES.

1. The I.A.F. are at present holding the following courses:

(a) Italian Air Force Academy at Nisida (Naples). A course for training 15 Officer Pilots for regular service has recently been initiated. In the same Academy all cadets that were unable to finish their studies before the 8th of September, 1943, are completing them, after having been favourably discriminated.

(b) Air Observers School - Frosinone. The 5th Course for 16 Officer Pilots to acquire the Observers License, will commence w.e.f. the 10th April, 1946.

(c) Pilot School at Leverano - Lecce. 24 Cadet Pilots are being trained to acquire the Pilot license and the military pilot license.

(d) From Centocelle, radio range courses using the Ciampino airfield range, are under the direction of an instructor from the former Italian Blind Flying School. These Courses are given to pilots regarded as potential blind flying instructors. Blind flying training programmes are arranged in all Italian flying units, under the supervision of a qualified officer pilot.

2. The following courses will begin in the near future:

(a) Special Course for Mot. Officers at the School of Telecommunication Specialised Personnel - Torricola (Ciampino - Rome). The course will be initiated in April 1946.

(b) Special Course for officers of the Technical Branch. Trade of Rct. technical Assistant. This course will be initiated next month.

(c) Telecommunication Training Course for Senior and Junior Pilot Officers. The course will initiate w.e.f. 1st May, 1946.

(d) Wireless Operators, WOs and ORs of the same trade (Wireless Operators), starting w.e.f. 1st May, 1946 at Torricola.

(e) Technic Wireless Operators for WOs and ORs of the A/m trade, which will be initiated w.e.f. 1st May, 46 at Torricola.

(f) Electro mechanics for WOs and ORs specialised in the following trades: Fitter, Turner and Armourers. Date and locality where the course will take place is to be fixed.

(g) The second Flight

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(b) Air Observers School - Frasinone. The 5th Course for 16 Officer Pilots to acquire the Observers license, will commence w.e.f. the 10th April, 1946.

(c) Pilot School at Leverano - Lecce. 24 Cadet Pilots are being trained to acquire the Pilot license and the military pilot license.

(d) From Centocelle, radio range courses using the Ciampino airfield range, are under the direction of an instructor from the former Italian Blind Flying School. These Courses are given to pilots regarded as potential blind flying instructors. Blind flying training programmes are arranged in all Italian flying units, under the supervision of a qualified officer pilot.

2. The following courses will begin in the near future:

(a) Special Course for Sgt. Officers at the School of Telecommunication Specialised Personnel - Torricola (Ciampino - Rome). The course will be initiated in April 1946.

(b) Special Course for officers of the Technical Branch. Trade of Sgt. technical Assistant. This course will be initiated next month.

(c) Telecommunication Training Course for Senior and Junior Pilot Officers. The course will initiate w.e.f. 1st May, 1946.

(d) Wireless Operators. NCOs and ORs of the same trade (Wireless Operators), starting w.e.f. 1st May, 1946 at Torricola.

(e) Mechanic Wireless Operators for NCOs and ORs of the A/M trade, which will be initiated w.e.f. 1st May, 46 at Torricola.

(f) Electro mechanics for NCOs and ORs specialised in the following trades: Fitter, Turner and Armourers. Date and locality where the course will take place is to be fixed.

(g) The second Flying Control Course is ready to commence at Lecce as soon as suitable accommodation is available.

3. A typist course for 30 Ors is now taking place in the Caserma Cavour, Rome. The course will end on April, 28th.

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Appendix "D".

SUMMARY OF REPORT ON THE ITALIAN METEOROLOGICAL SERVICES.

1. Reporting Stations.

There are now 128 reporting stations open, supplying the following service:

40 Ist. Class stations reporting every 3 hours from 0000 to 2100 G.M.T.
70 2nd. Class stations reporting every 3 hours from 0300 to 1800 G.M.T.
18 3rd. Class stations reporting every 3 hours from 0600 to 1800 G.M.T.

In addition 96 of these stations report hourly in the abbreviated International Code from 0400 to 1700 G.M.T.

A further 14 stations are still projected and arrangements have been made to take over several American weather stations in Italy.

2. Regional Centres.

These centres collect and broadcast all observations and reports from stations in their respective Zones.

In addition they supply all forecasts (for aviation, shipping and public use), provide all information needed for Aircraft Safety, carry out research and check work at the outstations.

Regional Centres are situated at Milan (controlling 25 stations), Venice (19 stations), Centocelle (20), Brindisi (24), Catania (14) and Cagliari (18).

3. Meteorological Information Centre (Italian Air Ministry).

This centre collects and re-broadcasts all Italian data and a certain amount of foreign data (re-broadcasting N. Africa, Corsica, Austria and 30 selected European stations). It also broadcasts all other information of use to Aircraft Safety and general weather forecasting. It supplies routine information to Prasinone and, on request, to Guidonia and Urbe airfields. It issues forecasts to the press, radio, Italian Naval Ministry and the Italian Air Ministry.

4. Airfield Meteorological Offices.

These act as 1st, 2nd or 3rd Class reporting stations, passing observations to the Regional Centres by the quickest available means. Four times daily they pass Serviceability Reports, consisting of statements concerning the state of the airfield and of the existing signals services. Route forecasts are

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made to take over several American weather stations in Italy.

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Regional Centres are situated at Milan (controlling 25 stations), Venice (19 stations), Centocelle (22), Brindisi (24), Catania (14) and Cagliari (10).

3. Meteorological Information Centre (Italian Air Ministry).

This centre collects and re-broadcasts all Italian data and a certain amount of foreign data (re-broadcasting N. Africa, Corsica, Austria and 30 selected European stations). It also broadcasts all other information of use to Aircraft Safety and General weather forecasting. It supplies routine information to Frosinone and, on request, to Guidonia and Urbe airfields. It issues forecasts to the press, radio, Italian Naval Ministry and the Italian Air Ministry.

4. Airfield Meteorological Offices.

These act as 1st, 2nd or 3rd Class reporting stations, passing observations to the Regional Centres by the quickest available means. Four times daily they pass Serviceability Reports, consisting of statements concerning the state of the airfield and of the existing signals services. Route forecasts are obtained from the Regional Centre and passed to the pilot on a special route forecast form. This form is handed to the destination Met. Office, with notes written on the back commenting on the actual conditions and variations from those forecast. Eventually these route forecast forms are returned to the Regional Centres compiling the original forecasts. All airfield Met. Offices keep a check on the airfield serviceability at all Italian airfields and on the weather along the routes of flight for aircraft taking off from their own airfield.

5. Upper air ascents. 3473

Five radio-sonde ascents are made (at Milan, Centocelle, Brindisi, Palermo and Cagliari) twice daily and are included in the Regional Collectives for 0600 and 1800 G.M.T. An aircraft ascent is made daily at Brindisi. It is proposed to move the aircraft now at Milan (and not functioning on account of the excellent radio-sonde service there) to Venice, where a meteorological flight would be of great value.

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6. Pilot Balloon Ascents.

These are made twice daily at Potenza, Brindisi, Paola, Cagliari, Catania and Alghero. When more balloons are available a more satisfactory network of stations making ascents will be formed.

7. Communications.

The Italian Air Ministry is connected by direct teletype link to the American Weather Control at Ciampino. This line is used for the exchange of Italian and Allied weather information. All other communications are by radio, telephone, Air Force "general" teleprinter lines, radio 'Phones and State telegraph lines.

8. Ground/Air Communications.

Small collectives of weather reports from nearby airfields are broadcast half-hourly by the six radio beacons used by the Italian Air Force.

9. Equipment.

Sufficient equipment is now at the disposal of the Italians - with the exception of the special thermometers needed for taking sea temperatures and various instruments used in Meteorological aircraft ascents.

10. Personnel.

Efforts are being made to civilianise the Italian Meteorological Services. At the moment there are 703 military personnel and 120 civilians employed on meterological duties by the Italian Air Ministry. With increasing demands being made upon the Italians by the Allied Meteorological services a serious shortage of trained personnel is being experienced and, to remedy this, an application has been made to hasten the repatriation of Italian Meteorological personnel now Prisoners of War in Kenya.

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March Air Report removed by

F.T.I. 4/5.

A Hart F/LT.

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NOTE OF ACTION

M.A.A.C. Secretariat have requested that their allocation of the A.F.S.C. Monthly Air Report be increased from 8 to 9 copies. This is to be done forthwith.

One additional copy of Air Report No 40 - March, 1946 has been forwarded to M.A.A.C. under cover of letter AFSC/25/[illegible]/Air dated 30th April, 1946.

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

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2nd May, 1946.

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.39 - February, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of February, 1946.

Appendix "B" - Aircraft State as at 28th February 1946.

PART I - AIR STAFF.

Flying Units.

1. Fighter Wing - Lecce. Flying activity was practically nil for the greater part of the month due to a hitch in the supply of petrol. The trouble was, however, eliminated towards the end of the month and a little flying was possible. In the absence of flying, extra ground training was instituted to keep personnel occupied, and also football matches were arranged. All joined in the latter with enthusiasm and morale remained quite good. It seems that the enforced period on the ground has not materially affected efficiency in the air. Flying times are at Appendix "A".

2. Light Bomber Wing - Littorio. Two accidents occurred during the month. Both accidents were caused by cross wind landings. No one was hurt and both aircraft are being repaired. There was a change of C.O's.

3. Bomber Transport Wing - Centocelle. More progress has been made in the removal of debris. An efficient scheme is now in operation for aerodrome defense. Efforts are being made to obtain better safety equipment.

4. Night Bomber Wing - Guidonia. The Wing is still waiting for completion of negotiations for air carriage of fish and perishable food stuffs into Rome from Sardinia. They are preparing to install lighting facilities for night flying training.

5. Seaplane Wing - Taranto. 135 hours were flown on air transport work and 5 hours on target towing for the Italian Navy. A regular Air Service from Rome (L. Bracciano) to Genoa was inaugurated. No air sea rescue operations took place but plans were made for exercises at Brindisi

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Appendix "A" - Summary of Flying Activity for the month of February, 1946.

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6. Communications Squadron has been transferred from Bari to Gioia del Colle.

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Training.

7. Policy. Training activities are limited in most phases, and with little long-range planning. All phases are much handicapped by lack of equipment or any plan to secure the required equipment. There is a definite lack of facilities, such as classrooms and housing. Instructors, although capable individually, are few and also out of date compared to those of Anglo/American Air Forces.

Continued/2.....

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8. There can be no systematic training plan or organisation until the organisation and strength of the Italian Air Force is definitely established by the Combined Chiefs of Staff. Whenever future plans for a training organisation are considered the future organisation must be taken into account. Consequently, either no concrete plans are drawn up or they are drawn up on a hit-or-miss basis from month to month.

9. Future Plans. The new training activities which have been added or planned for during the month of February are as follows:

(a) Training of radio operators and maintenance personnel is being done at Ciampino airfield for the purpose of taking over operating and maintaining USAAF AACS and weather installations throughout Italy. The number involved is approximately 150. The training 'on the job' will take approximately three months.

(b) A further project has been planned involving a total of 227 personnel to be initiated on 1st March for the purpose of training Italian Air Force personnel to operate and maintain the base at Ciampino when the USAAF personnel will be withdrawn. The training period is indefinite and will continue until such time as USAAF personnel will leave.

10. All previous phases of training which have been conducted by the Italian Air Force remain unchanged from the last report, with the exception of an attempt now being made to move the General Service School from Frosinone to some other location, possibly Florence. In order to save overheads, it is likely that the General Service School and the Air Academy will be housed together.

11. Schools at Frosinone. The Light-Bomber School has completed the training of 8 pilots and 1 Wireless Operator, 5 pilots and 1 W/T Operator remaining. The Second course at the General Service School was begun on February 25th.

12. Flying Refresher School - Lecce, took advantage of the non-flying period at Lecce to concentrate on maintenance. Outstanding results were achieved in repairing Macchi 200s which had become almost irreparable through wear and tear and corrosion. The Flying Training Instructor of Air Forces Sub-Commission instituted a Flying Instructor's course; he is carrying out a considerable amount of pilot checking at Lecce, especially of flying instructors.

Aircraft Safety.

13. Flying Control. The Flying Control School at Lecce graduated 19 students on February 10th; they are being transferred to the various I.A.F. airfields to organise and run the various Flying Control centres. Another course will begin shortly.

14. Air Sea Rescue - La Spezia. The Air Sea Rescue Detachment at La Spezia is running practice exercises which have been satisfactory as regards procedure and efficiency of the aircrew and aircraft. There have, however, been some difficulties with the communications, and the detachment will not be considered as fully

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AACS and weather installations throughout Italy. The number involved is approximately 150. The training 'on the job' will take approximately three months.

(b) A further project has been planned involving a total of 227 personnel to be initiated on 1st March for the purpose of training Italian Air Force personnel to operate and maintain the base at Campino when the USAAF personnel will be withdrawn. The training period is indefinite and will continue until such time as USAAF personnel will leave.

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15. A.S.R. Organisation - Plans. A meeting was held to establish a plan for future operations of the Aircraft Safety and Air Sea Rescue commitments in Italy by the Italian Air Force. A plan using the C.A.V's as Safety Centres was agreed upon by the A.F.S.C. and the Aircraft Safety Officer, A.H.Q. Italy. As soon as a build sector is established and is efficient in the Brindisi area, it will be demonstrated by Air Headquarters and recommendations submitted to higher authority for approval.

16. Restitution of Aircraft from Spain. The restitution of the Ca.314 Italian aircraft interned in Spain was effected on 18th February 1946. The aircraft, piloted by Captain Romo Maccagnani, departed from Palma di Majorca, Spain, on 16th February 1946 and landed on Centocelle Airfield, Rome, 18th February 1946. A stop-over landing at Cagliari, Sardinia, was required for refuelling and maintenance purposes.

Continued/3.....

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17. 25 A.A. Co-operation Unit. Plans to use Italian personnel to run this R.A.F. flight in order to save manpower have fallen through after training of Italian personnel had commenced. Difficulties were experienced in obtaining authority from A.T.C. Headquarters for training and operations to be carried out from Ciampino airfield. Finally A.F.H.Q. informed A.C.C. Italy that the commitment that the flight had been required for had ceased to exist.

18. Aircraft Construction and Assembly. Permission was obtained for the re-assembly of twelve G.55 aircraft for use in the flying school at Lecce. Six of these are to be converted for use as dual advanced trainers. The aircraft will be delivered with the proviso that an equivalent number of obsolete aircraft are taken up. In addition to the G.55's, permission has also been granted for the construction and testing of two prototype G.46's. This work is being undertaken by the FIAT aircraft factory, and should the initial tests prove satisfactory, it is proposed to adopt the aircraft as a standard elementary trainer.

Meteorological Service.

19. Reporting Stations. Reporting stations were opened at Ustica, Vergiato, Udine and Palmaria. The station at La Spezia was closed and the office at Palermo was transferred to its pre-war site.

20. Replacement of Allies by Italian personnel. Arrangements are being made for certain American weather stations in Italy to be handed over to the Italian Air Ministry. Italian sections will be installed at these places and they will be responsible for supplying the same service previously carried out by 12th Weather Region personnel. At the airfields continuing to be used as bases for USAAF aircraft, American forecasters will remain with the Italian sections. The first of these stations to be transferred will be at Trapani, Sicily.

21. Discussions have also been held during the month concerning the possibility of the Italian Meteorological Service supplying information to British aircrews at A.T.C. and D.C.A.C. stations in Italy. Provisional arrangements have been made to set up an Italian section at Ciampino for this purpose - when the need arises, and, failing that, two English speaking Italian forecasters will be stationed there for the purpose of briefing British aircrews.

22. Failure of Teletype Link - Italian Air Ministry to Ciampino. The direct teletype link between the Italian Air Ministry and the Weather Central at Ciampino has been unserviceable for more than two weeks and weather data has been exchanged by telephone and road courier, thus causing considerable delay in the general circuit transmissions from Ciampino. There seems to be no immediate hope of restoring the link, for several faults have contributed to the failure and, with the shortage of trained maintenance men becoming even more acute, the correction of these faults will be a lengthy job.

23. National Transmitters. The National transmitter (IMD) has functioned well and very favourable comments have been received from Caserta, Malta and Udine concerning the quality of its broadcasts.

24. London Conference: [illegible]

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24. London Conference. Three Italian officers left Rome on 22nd February, to attend the World Meteorological Conference in London.

Signals.

25. International Call-signs. Authority for the I.A.F. to revert to the use of International W/T Call signs for all radio communications was granted. The Italian Air Force has now put this into effect.

26. Landlines. A direct circuit is now available between Caserta (Freedom), and Taranto, which should greatly improve communications between Aircraft Safety Centre, South Italy and Taranto. The I.A.F. has undertaken land line maintenance within the airfield limits at R.A.F. Station, Elmas. The Civilian authorities still maintain all landlines external to the camp.

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Continued/4.....

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27. Aircraft Safety Communications. The C.S.O. and I.A.F. Director of Communications visited I.A.F. stations in Southern Italy and discussed in detail with Station Commanders the organisation operated by the R.A.F. In concert with the O.C. A.F.S.C. Taranto Detachment it was agreed to unify the organisation and procedure for Southern Italy on the same lines as are already in operation in the North.

28. The common control frequencies 3805 kc/s for marine craft and aircraft, and 6500 kc/s for aircraft at long range have been introduced experimentally.

29. Aircraft Movements - International Communications. As a temporary measure, permission has been obtained for the extension of two Italian Air Force W/T circuits into Switzerland for passing aircraft movement signals.

30. Linate (Milan). The operation of airfield control facilities at Linate has been delayed by the theft of items of signals equipment, rendering the installation unserviceable. An HF D/F fitting party is at Linate, servicing the HF D/F station, and the re-installation of the Control Tower is being undertaken by the same party.

PART II - ORGANISATION AND ADMINISTRATION.

Organisation.

31. Transportation of food by air. During February lengthy negotiations were almost brought to a successful conclusion. Flights would be made three times a week (a daily schedule possibly being introduced later). They are to be from Guidonia Airfield with UNRRA and ENDSI Medical and Relief supplies for Sardinia, and the return flight will be with a full load (3,000 Kilos) of food, fish, butter, cheese, etc., for distribution in Rome, through the Vatican Relief Commission to workmen's Canteen, Cooperatives, etc. It is hoped that a similar project will be arranged in the near future for the North of Italy (i.e. from Venice to Milan).

32. Occupation of derequisitioned accommodation. At Bari the I.A.F. have, under pressure, returned the Milano Barracks to the Italian Army. The agreement was to include the return by USAFF of the Presidiaria building to the I.A.F. This, so far, has not taken place because it will be needed until the summer, with the result that the displaced I.A.F. unit is in very poor quarters.

33. Italian Air Ministry Building. In Rome the Italian Air Ministry building has been released by H.Q. Rome Area Allied Command, and the various Air Ministry departments which were spread out all over Rome are moving in. A part of the building is to be occupied by the new Italian Ministry for Foreign Trade (Ministero del Commercio Estero).

34. Recruit training. The Italian Army has agreed to undertake the training of 1,000 recruits for the I.A.F. The recruits will be given two months basic infantry training. It is intended that the recruits will be obtained from the call-up scheduled to take place 1st - 5th May, 1946.

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35. **International Conferences.** I.A.F. Officers are attending two Conferences in London, one on International Met Services and the other demonstrating radio navigational aids.

Italian Air Council.

36. The first meeting of the improvised Italian Air Council took place on the 7th March and was attended by the Director and Deputy Director of the Air Forces Sub-Commission. The Italian Officers attending were the Minister and Under Secretary for Air, the Chief and Deputy Chief of Air Staff, Director of Works, Director of Personnel, Director of Civil Aviation and Director of Maintenance (Engineering).

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37. Three subjects were discussed namely I.A.F. establishments generally with a view to discharge of Senior Officers in particular, and civilianising posts held by Junior Air Force Officers and others; whether or not certain aircraft, e.g. Dakotas, should be bought for civil aviation, (if and when allowed); return of airfields to agriculture.

38. No decisions for executive action were actually taken, and it was apparent that it is extremely difficult for the Italian Air Ministry to make changes in policy or detailed plans, until some idea of the future of the Italian Air Force is announced to them, (at present they have no policy).

39. It was interesting to note that the meeting was conducted in a normal way and it was seldom that more than one person was talking at the same time; everyone who wanted to speak was allowed, by the Chairman, to do so freely. The meeting lasted for two hours.

40. The Director of the Air Forces Sub-Commission made a point at the beginning of the meeting that the Chairman should treat the meeting purely as an Italian one, and that the Allied representatives would not take part in the discussions unless asked for advice or information.

Engineering.

41. Serviceability. The serviceability of aircraft at Lecce has been fairly high for the month. Spitfire aircraft have shown a further improvement and now stand at 84% serviceable. The percentage of serviceability of transport aircraft is down on last month by 2%, but this is merely due to the lack of spare parts especially for S.82 aircraft. The aircraft state for the I.A.F. as at the end of February is shown in Appendix "B".

42. Replacement U.S. engines. Difficulty is being experienced in obtaining replacement Wright-Cyclone engines for Baltimore aircraft.

Mechanican Transport.

43. Payment of civilian firms. There were indications of reluctance on the part of the Italian Air Ministry to arrange contracts with civilian firms carrying out work for the I.A.F. and also to make timely payment for work done. The matter is being further investigated.

44. M.T. School. The first learners course began on the 5th February. Fifty pupils are under instruction.

PART III - REPORTS FROM DETACHMENTS.

Lecce.

45. Salvage. Preparations have been made to reduce a number of redundant P.39s to produce. It is intended that the Bendix sets shall be handed over for use by Flying Control.

46. Courier Service. The addition of a G.12 to the SM.79s operating on the Naples-Rome-Lecce service has been a great help in facilitating the movement

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47. Activity of workshops. The bomber S.R.A.M. has continued to work steadily on three SM.82s and one SM.79 and good progress is evident. Two S.M.82s have been flown in during the month for complete overhaul. They were withdrawn from flying work, and when overhauled will be handed over to the school at Presicce to be used for Navigation and W/T training. It is intended that the SM.79 shall be handed over to the Transport Wing for Unit Communications work.

48. English courses. The first course of eight pupils is progressing satisfactorily. Instruction in English has also been introduced into the syllabus of the Flying School.

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49. Tirana Repatriation Service. The air service from Bari to Tirana has been suspended pending efforts by the Displaced Persons Sub-Commission (through AFHQ) to recreate accord between the parties concerned.

Naples.

50. Cadet School. The Academy Course is now fully underway. The accommodation occupies a large part of Misida Seaplane Base, but is divided off by a wall which enables it to maintain a separate entity under the direction of the Lt/Col. in command. The first years course is to be referred to as "Centauro II". The school also contains cadets from earlier courses begun at Brindisi. The syllabus covers English, French, Navigation, Geometry, Physics, Chemistry, Mathematics, Materials, Mechanical Instructions, Military History and Physical Training.

51. Ex-Enemy vehicles. French Military Headquarters in Naples have arranged disposal for vehicles of French origin. The civilian contractor now working on these vehicles has made good progress.

52. Motor Transport. Various unserviceable Italian vehicles have been repaired during the month, but in order to meet all requirements old R.A.F. and U.S. lorries are still being kept on the road with great difficulty. The premises formerly used by the Autogruppo are now being used for M.T. vehicle servicing and repair.

53. Repatriated P.O.W's. More P.O.W's have been received from overseas than in any previous month, 850 having been dealt with at Misida. 450 of them will be discharged at the end of their leave, while the remainder will be at the disposal of the Italian Air Ministry. Morale remains high.

54. Aviation firms. The following work has been carried out:-

(a) ALFA ROMEO - POMIGLIANO d'ARCO. have completed tests on four R.A.1000 and D.B.601 engines.

(b) SABRITA, BENEVENTO. have turned out 3 more lots of aluminium brackets for Cant Z.506/B aircraft. They are continuing to produce the remaining lots of this item.

(c) MACCHI, S. ANASTASIA. The last consignments of assorted rubber gaskets for aircraft has now been produced by this Firm. They are proceeding in the repair of machine tools for the Italian Air Force.

(d) NAVALMECCANICA, NAPLES. This firm is engaged in the construction of the remaining 5 metal blade radiators for Macchi 205s. 2 of these items are in their final stages of construction.

55. Cooperator Companies. As R.A.F. Units cease to function, a number of men are being withdrawn from the Companies. Reports continue to show a marked improvement in the morale of the men, and the results of their work.

56. Misida Seaplane Base. The Italian Navy have requested further A.A. target towing cooperation, and this will now recommence. A motor boat has now been received and put into operation.

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59. Capodichino airfield. The American Command at Capodichino have under consideration the possibility of handing back to the R.A. the main administrative building. Before the Armistice the building was used for a School of Mechanics. It suffered very much from German demolition, and only a small part would now be habitable.

60. Miscellaneous. Personnel of /the Campania Regional Command has been commended for their assistance at Torre Annunziata Disaster last month. A free dental service for airmen and their families has been instituted. An R.A. comforts scheme is in operation for providing additional food for airmen in hospitals. English language lessons which commenced two months ago at Casanova Barracks continue to be held three times each week.

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Milan.

Equipment.

59. Gallarate Depot. Gallarate is now assuming the appearance of a well organised and administered central stores depot, and equipment transferred from other depots is being racked and binned methodically in the large hangars. Provision is being made for a Parachute Section where parachutes may be properly hung and inspected. Workshops are equipped for the small repairs of damaged equipment. A good programme of repairs is being maintained, the items being afterwards returned serviceable to the stores.

60. Recovery and repair of vehicles. The recovery of captured enemy vehicles is decreasing, but repairs to those already recovered are going ahead, and vehicles ready for putting into Commission are being sent periodically to Rome.

61. Release of Captured Enemy Material. A number of depots till recently under the jurisdiction of H.Q. No.2 District have been handed over to the Italian organisation A.R.A.R. who now control releases of material.

Linate airfield.

62. Signals equipment. Steps have been taken to consolidate the position of I.A.F. on Linate airfield. A technical D.F. fitting party, consisting of five R.A.F. ORs from 378 M.U. is engaged upon setting up and making serviceable the H/F D/F Station at Manlu. This party will also ascertain what replacements are necessary to restore the Control Tower installations, which were damaged and depleted by theft during the evacuation of 146 Staging Post.

63. Disposal of R.A.F. Equipment. An Equipment Officer from 61 Staging Post has supervised the sorting out of equipment allocated to Naples, Rome and Vienna. These stores have been depleted.

64. Telephone maintenance. Arrangements have been made with the Stipel and Siemens Companies for transfer of wiring and maintenance of the present telephone system.

65. Improvements. Inspection has been made of the damage to the runway and directions have been given for surface repairs to parts of the airfield. A civilian manager on the I.A.F. payroll has been appointed to the Cafeteria and cooked meals are now available for visiting aircrews.

Aircraft Industry and Civil Aviation.

66. Industry. Aircraft industry in Northern Italy is almost completely inactive. Some firms, basing their policy on a hope that light aircraft construction may be permitted in the near future, have draughtsmen and designers at work on projects for small "turismo" planes and helicopters. Despite misleading statements in the Italian press no prototypes of such aircraft have been completed.

67. Clubs. A revival of interest has been shown by young gliding and flying enthusiasts. There have been meetings of the Milan Aero Club and other sporting

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67. Clubs. A revival of interest has been shown by young gliding and flying enthusiasts. There have been meetings of the Milan Aero Club and other sporting societies. Activities have been limited to passing resolutions, enrolling members and endeavouring to liquidate old debts. The present ban on flying and gliding is understood and accepted by all concerned.

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68. Public opinion. Fears have been expressed against a possible future State monopoly of aviation crushing private enterprise, and a new aviation journal "Corriere dell'Aria" is being used as a forum for expressing the opinions of these Clubs and Societies.

69. Tyre allocations. Intervention by the A.F.S.C. has expedited the release of U.S.A. vehicles from No.2 District for I.A.F. use. Representations made to the Italian Tyre Committee resulted in stepping up the allocation of tyres from Pirelli, whose output from new stocks of synthetic rubber from American is now 16,000 tyres per month.

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70. Miscellaneous. Efforts are being made to secure the return of Italian telephone switch-boards at present installed in 2 District H.Q. to Italian Air Ministry, Rome. Supervision has been given to I.A.F. altitude flights at Italian hospital patients with throat and whooping cough complaints have been carried. Encouragement is being given to English languages classes, which are regularly attended at Milan Headquarters.

PADUA.

Repair and Recovery of Vehicles.

71. Caproni, Trento. Work is being retarded by enforced economy of electric power, difficulty of obtaining payment due from the Italian Air Ministry and difficulty in obtaining the release of spares through the Italian organisation APAR.

72. S.A.S.O. Bolzano. Work is held up for lack of a contract with the Italian Air Ministry.

73. Bologna airfield. The I.A.F. garrison Headquarters is trying to obtain a suitable roller for servicing the gravel runway at this airfield. If this service is not effected the airfield is likely to be unserviceable during the April rains.

74. S.Andrea Seaplane Base - Venice. The whole of this Naval/Air Force Base is in the process of being evacuated by the Royal Navy. The question of reoccupation by the I.A.F. is being taken up by the Italian Air Ministry with the Ministry of Marine, as there is some uncertainty as to ownership.

75. Air Bookings on Courier Service. As the result of the closing down of I.A.F. Regional Headquarters in Padova, Air Passages on the Italian Courier Service Treviso to Rome are now controlled by the Allied Commission, Liaison Officer, Venezia. His office is located in Villa Taverna, to the South of Treviso on the road to Mestre.

W.M. BISDEE, WING COMMANDER.
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

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Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 21st March, 1946.
Ref: AFSC/25/1/..IR.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF FEBRUARY 1946.

Summary of Courier Service.

	No of flights	Hours.	+ Passengers carried.	Various freight in lbs.
SM.79	171	279,45	1,207	69,259
SM.82	95	144,50	1,053	107,685
SEAPLANE WING.	50	103,05	389	17,487
BALTIMORE WING.	29	44,30	99	2,220
TOTAL:	345	569,10	2,748	177,172

Summary of other flights of I.A.F. ø

	Flights	Flying hours.
AUTONOMOUS SQDN. UNITA AEREA	81	47,05
TRAINING SCHOOL (B) FROSINONE.	162	50,50
TRAINING SCHOOL (C) LECCE.	3	2,45
PILOT SCHOOL, LECCE.	171	85,55
NIGHT FLYING SQDN.	47	34,10
TRANSPORT WING.	67	44,45
BALTIMORE WING.	332	186,20
CANT. Z.1007.	-	-
SEAPLANE WING.	91	72,00
FIGHTER WING.	354	234,25
TOTAL:	1,308	758,15

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(+) Includes transport and communication flights.

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TOTAL:	345	569,10	2,748	177,172

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TRAINING SCHOOL (C) LECCE.	3	2,45
PILOT SCHOOL, LECCE.	171	85,55
NIGHT FLYING SQDN.	47	34,10
TRAPPOLT WING.	67	44,45
MALTMORE WING.	332	186,20
CAMP. Z.1007.	-	-
SEAPLANE WING.	91	72,00
FIGHTER WING.	354	234,25
TOTAL:	1,303	758,10

3461

(+) Includes transport and communication flights.

(ø) Includes flights for training, air sea rescue, met flights, various flights (aircraft tests, etc).

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Appendix "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 28TH FEBRUARY 1946.

FIGHTER WING.

		STRENGTH	SERVICEABLE	CREW
LECCE	P.39	32	32	
LECCE	P.39	46	-	
LECCE	CA.133	1	1	
LECCE	SAI.202	2	2	
LECCE	SPITFIRE	11	9	
LECCE	MC.205	21	21	
LECCE	MC.202	18	18	
		131	83	183

LIGHT BOMBER & BOMBER/TRANSPORT WING.

GUIDONIA	M.187	24	20	
LUCE	M.187	2	2	
FIUMICINO	SAI.202	1	1	
CENTOCELLE	S.82	23	13	
FIUMICINO	S.79	24	18	
CENTOCELLE	S.79	2	2	
LITTORIO	S.75	1	-	
CENTOCELLE	S.84	1	1	
CENTOCELLE	S.84	2	2	
CENTOCELLE	S.83	1	1	
CENTOCELLE	S.73	1	1	
CENTOCELLE	G.12	5	4	
	SAI.202	1	-	
		88	65	131

SEAPLANE WING.

TARANTO	CZ.506/TB	5	3	
BRINDISI	CZ.506/T	2	2	
TARANTO	CZ.506/C	1	1	
BRINDISI	CZ.501	9	6	
VENEZIA	CZ.506/S	1	1	
BRINDISI	CZ.506/S	2	1	
TARANTO	CZ.506/T	1	1	
CAGLIARI	CZ.506/T	5	5	
BIZERTA	CZ.506/TB	1	1	

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LECCE	MC.202	21 18	21 18	
		131	83	183

LIGHT BOMBER & BOMBER/TRANSPORT WING.

GUIDONIA				
[illegible]	M.187	24	20	
[illegible]	M.187	2	2	
[illegible]	SAI.202	1	1	
[illegible]	S.82	23	13	
[illegible]	S.79	24	18	
[illegible]	S.79	2	2	
[illegible]	S.75	1	-	
[illegible]	S.84	1	1	
[illegible]	S.84	2	2	
[illegible]	S.83	1	1	
[illegible]	S.73	1	1	
[illegible]	G.12	5	4	
[illegible]	SAI.202	1	-	
		88	65	131

SEAPLANE WING.

TARANTO	CZ.506/TB	5	3	
BRINDISI	CZ.506/T	2	2	
TARANTO	CZ.506/C	1	1	
BRINDISI	CZ.501	9	6	
LIDO DI SI	CZ.506/S	1	1	
VENEZIA	CZ.506/S	2	1	
[illegible] DISI	CZ.506/T	1	1	
TARANTO	CZ.506/[illegible]	5	5	
CAGLIARI	CZ.506/TB	1	1	
[illegible]	CZ.506/S	3	1	
[illegible]	CZ.501	4	1	
[illegible]	RS.14	6	5	
[illegible]	RS.14	1	1	
		41	29	53

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Continued/2.....

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		STRENGTH	SERVICEABLE	CREW
AUTONOMOUS SQUADRONS.				
UNITA' AEREA -	PALESE SM.79	1	1	
	PALESE CZ.1007	2	1	
	PALESE CA.314	3	2	
	PALESE CA.310	1	-	
	PALESE RE.2001	2	1	
	PALESE SAI.202	2	2	
	GIOIA DEL COLLE CZ.1007	1	-	
	GIOIA DEL COLLE CZ.314	1	-	
	GIOIA DEL COLLE CA.309	2	1	
	GIOIA DEL COLLE RE.2001	1	-	
	GIOIA DEL COLLE SAI.202	1	1	
	GIOIA DEL COLLE FJ.156	1	-	
	CENTOCELLE CA.309	1	-	
	CENTOCELLE RE.2001	2	-	
	CENTOCELLE CR.42	2	1	
	CENTOCELLE SAI.204	1	1	
	CENTOCELLE SAI.202	2	2	
	LINATE CA.313	2	1	
	LINATE FN.305	1	1	
	LINATE SAI.202	1	1	
	LINATE CR.42	2	2	
	TREVISO CA.309	1	1	
	ALLIED COMM. SAI.202	1	-	
		34	19	68
AUTONOMOUS SQUADRONS - SARDINIA.				
ELMAS	S.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2
AUTONOMOUS SECTION.				
[illegible]	S.79	1	1	
[illegible]	S.75	1	1	
		2	2	3
SCHOOLS.				
[illegible]	MC.200	9	1	
[illegible]	FN.305	3	3	

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CENTOCELLE	PE.2001	2	-	
CENTOCELLE	CR.42	2	1	
CENTOCELLE	SAI.204	1	1	
CENTOCELLE	SAI.202	2	2	
LINATE	CA.313	2	1	
LINATE	FN.305	1	1	
LINATE	SAI.202	1	1	
LINATE	CR.42	2	2	
TREVISO	CA.309	1	1	
ALLIED COM.	SAI.202	1	-	
		34	19	63

AUTONOMOUS SQUADRONS - SARDINIA.

ELMAS	S.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2

AUTONOMOUS SECTION.

[illegible]	S.79	1	1	
[illegible]	S.75	1	1	
		2	2	3

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SCHOOLS.

[illegible]OCK	MC.200	9	1	
[illegible]CCE	FN.305	3	3	
[illegible]CCE	G.50	2	1	
[illegible]CCE	CR.42	5	4	
[illegible]OCK	CA.164	7	4	
LECCE	G.8	2	1	
BRINDISI	CR.42	1	1	
LECCE	P.39	2	1	
LECCE	SPITFIRE	2	2	
FROSINONE	M.187	4	3	
FROSINONE	CZ.1007	1	1	
FROSINONE	SAI.202	1	1	
		39	23	73

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		STRENGTH	SERVICEABLE	CREW.
1ª WING S.E.A.M.				
[illegible]	P.39	6	-	
[illegible]	SPITFIRE	1	-	
4 [illegible]	MC.205	23	-	
[illegible]	MC.202	10	-	
[illegible]	SAI.202	8	5	
[illegible]	JU.87	2	-	
[illegible]	FL.3	2	1	
[illegible]	BR.20	1	1	
[illegible]	S.79	1	-	
[illegible]	CZ.1007	1	-	
N.V. TARANTO	CA.314	2	-	
N.V. TARANTO	CA.310	1	-	
[illegible]	S.79	5	-	
[illegible]	S.84	2	-	
[illegible]	S.82	2	-	
TARANTO	CZ.506/TB	10	-	
TARANTO	CZ.506/S	4	-	
TARANTO	CZ.501	11	-	
TARANTO	RS.14	2	-	
		94	7	-
2ª WING S.E.A.M.				
[illegible]	G.50	1	-	
[illegible]	RE.2001	7	-	
[illegible]	RE.2002	15	-	
[illegible]	MC.200	17	-	
[illegible]	FN.305	1	-	
[illegible]	SAI.200	1	-	
		42	-	-
		136	7	3458
TOTALS:		467	212	511

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NOTE OF ACTION

H.Q. MED/ME have requested that two copies of the A.F.H.C. Monthly Air Report be forwarded to them in future, instead of the one copy they now receive.

Therefore their allocation is to be increased from 7 copies to 8 in future.

It is also requested that one additional copy of the Monthly Air Report for January, Nº 38 be forwarded, for onward transmission to Cairo.

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4th March, 1946.

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.38 - January, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of January, 1946.

Appendix "B" - Aircraft State as at 31st January, 1946.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Activity. Flying activity has been considerably curtailed by bad weather. Heavy rain causes the airfield to become unserviceable through flooding in two days. Maximum advantage has been taken of all periods of good flying weather. The standard of formation flying and acrobatics is generally very high.

2. Accidents. One fatal accident occurred. The aircraft stalled after climbing out of a loop, and spun into the airfield.

Light Bomber Wing - Littorio.

3. Accidents. One accident occurred during the month when one of the Baltimores overshot in an emergency night landing in Sicily occasioned by engine failure when returning from Pantelleria. No one was hurt. Flying times and summary of special flight activity are shown at Appendix "A".

Night Bomber Wing - Guidonia.

4. Airfield Development. This Wing is commanded by Lt/Col. Collavolpi and consists of 2 Squadrons of SM.82s. Much progress has been made in cleaning up the airfield, eradicating bomb and mine damage and increasing the habitable accommodation. Preparations are being made to construct a new and longer North/South runway. The frames of bombed hangars are being raised to provide future covering.

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5. Flying Activity. SM.82s have been operating on the Courier Services to Catania and Sardinia. Negotiations for completing the arrangements for air carriage of fish and other perishable foodstuffs into Milan from Venice and

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5. **Flying Activity.** SM.82s have been operating on the Courier Services to Catania and Sardinia. Negotiations for completing the arrangements for air carriage of fish and other perishable foodstuffs into Milan from Venice and Rome from Sardinia are expected to be completed very soon.

Bomber Transport Wing - Centocelle.

6. Works services have gone ahead, and a good defence and security scheme is in operation. 10% of scheduled flights had to be cancelled on account of bad weather and airfield unserviceability.

Courier Service.

7. **Rome - Naples - Bari - Lecce - Service.** Passenger capacity on this service has been increased by 10 seats by means of substituting one Fiat G.12 for an SM.79 each week.

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Seaplane Wing - Taranto.

8. Air Transport Work. Most of the flying activity of this Wing consisted of air transportation on scheduled courier services and special flights. At the end of the month a weekly service from Rome (Lake Bracciano) to Genoa was inaugurated. Aircraft on the service leave Rome on Mondays and return on Wednesdays, returning subsequently to their base at Elmas, Sardinia. It may be worth while increasing the frequency of this service when the seaplane base at Vigna di Valle has been got into a condition adequate to base seaplanes on Lake Bracciano. As some seaplanes are also used on the Rome-Cagliari service it has been necessary to substitute an SM.82 service from Guidonia to Sardinia for one of the three weekly seaplane services.

9. Other Flying Activity. This consisted of one negative Air Sea Rescue Sortie together with 5 hrs 30 mins target towing for Italian naval A.A. A new Air Sea Rescue detachment has been established at La Spezia for operating in the Gulf of Genoa under the operational direction of Aircraft Safety Centre, Northern Italy.

Training.

10. Refresher and Fighter Flying School - Lecce. This unit has continued to operate but on a reduced scale owing to wearing out of advanced trainers and lack of replacements. It is intended as an interim measure to seek authorisation to substitute other aircraft as replacements for the obsolete Macchi 200s and 202s which are mostly indefinitely unserviceable.

11. Light Bomber Flying School - Frosinone. Pilot and Wireless Operator training has been continued with Baltimore and Cant Z.1007 aircraft, 7 pilots and 2 W/T Operators being at present under training. The school is reported to be doing good work in the face of severe obstacles, old aircraft, unserviceability and lack of spares.

12. English Language Courses. These are now being given at all the major I.A.F. Headquarters and Air Bases, and are being attended with considerable enthusiasm. English literature is much in demand; an English/Italian aeronautical phrase book has been produced.

13. General Service School - Frosinone. The first course began on January 10th and has been more successful than expected by I.A.F. higher authority. This initial course, however, has been composed of specially selected personnel owing to its experimental character, and it remains to be seen whether the majority of Junior Officers and Senior N.C.Os will derive substantial benefit from it. In general, the bad current service conditions prevailing in the I.A.F. tend to destroy enthusiasm for improving service knowledge and being subjected to stricter discipline than in the I.A.F. at large.

14. Flying Control Course (S.A.T.A) - Lecce. The first course began on January 10th with 17 officers under instruction. The school is commanded by Colonel Bianchi who is running it efficiently. Two Italian officers who recently attended a similar course in Cairo are on the directing staff. The second course will begin on 15th February and will be composed of Senior N.C.Os.

Work of Staff Officer - Flying Training Instructor.

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15. Airmanship. Check flights have been made with pilots from the Bomber Transport Wing (Courier Service) and with an instructor and a pupil from the Light Bomber flying school at Frosinone. The standard of the Courier pilots was excellent and their flying above criticism. The standard of instruction at Frosinone is 'high average', both in the air and on the ground. The pupils are keen and eager to learn, and a good spirit prevailing between instructor and pupil is observed.

16. Instrument Flying. Efforts are being made to obtain from Allied sources (at least on loan) a portable radio range for practice at Lecce. At present instrument flying training is being carried out spasmodically on Allied radio

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ranges. Proposals have been submitted to Italian Air Ministry for establishing a system of instrument flying ratings on the lines of those in force in the USAAF and recently brought into force in the R.A.F. (Green and White cards).

17. Night Flying. A complete set of angle of approach indicators have been supplied to the I.A.F. at Guidonia, where it is also hoped to set up an experimental "Upaven" type flare path.

Operations.

18. Sicilian disturbances. Minor reconnaissance operations unaccompanied by any offensive action have been carried out by a flight of several Italian type transport aircraft in support of an Italian ground force operating against Sicilian bandits.

Aircraft Safety.

19. I.A.F. Flying Control Organisation. The I.A.F. Flying Control Organisation, called S.A.T.A, has been organised and is operating on a few of the airfields. Present regulations apply only to flight clearances and tower control. Orders covering instrument flights, night flights and seaplanes are being prepared.

20. Aircraft Safety Organisation. In discussion with the Aircraft Safety Officer, Air H.Q. Italy, the suggestion was made that the I.A.F. should participate more fully in the present Aircraft Safety organisation in Italy with the probability of the I.A.F. taking over this duty completely when sufficient personnel have been trained.

21. With this in mind, the Seaplane Base at Taranto and the C.A.V. (Centrale Assistenza Volo) at Brindisi were inspected by the Air H.Q. Italy Aircraft Safety officer.

22. After further discussion it was decided that exercises should be conducted by the Taranto Seaplanes in conjunction with the Brindisi C.A.V. to determine their efficiency when operating together.

Signals.

23. W/T Organisation. Additional frequencies have been allocated to the I.A.F. for the inter - C.A.V. W/T channel and for inter - Zone channels. This should ensure more satisfactory communication at night. Sanction has been given for the I.A.F. to revert to the use of international callsigns on all W/T services.

24. Air/Surface Vessel/Ground Service. Some difficulty had been experienced in operating the common aircraft and launch A.S.R. guard, 3805 Kc/s. Recent reports indicate much more satisfactory results obtained between Bologna and the Venice A.S.R. seaplanes. The I.A.F. have provided crystals to ensure more accurate tuning. Additional experiments are in progress to determine whether the more efficient type of aircraft equipment can be modified to operate on 3805 Kcs. Point-to-point and air-to-ground tests are being made (on instructions from Air H.Q. R.A.F. Italy) with a view to introducing this frequency as standard for all control of A.S.R. aircraft and launches in Italy.

25. Signals Equipment - Linate (Milan). Included in the equipment taken over by the I.A.F. at Linate is an H.F. R/T station

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25. Signals Equipment - Linate (Milan). Included in the equipment taken over by the I.A.F. at Linate is an H.F. D/F station, which though not at present serviceable will soon be brought into use. This is the first of what it is hoped will be developed into a net of H.F. D/F stations to operate as an international service.

26. Bologna - Venice Link. The W/T standby to the line between A.S.C. North Italy and Treporti Seaplane Base had not operated satisfactorily. Successful tests have been carried out from A.S.C. North Italy through I.A.F. Bologna over Italian W/T circuits to the C.A.V, Venice, thence by landline or VHF to Treporti. Communication over this route appears to be workable, reliable and reasonably rapid. Instructions are being given with the concurrence of Air Headquarters, R.A.F. Italy, for this link to be substituted for the direct link A.S.C. North Italy to Treporti.

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Meteorological Service.

27. New Reporting Stations. During the month reporting stations were opened at Pisa, Vemagono, Sesto Calende, Vercelli, Orbetello, Arezzo, Piombino and Montefiascone. There are now 121 stations open - the target is 140 stations in Italy and the Islands.

28. Meteorological Equipment. British pilot balloons have been supplied to the Italian Air Ministry and to the Sardinian Meteorological Service for distribution amongst sub-units. The rubber needed by the firm of Pirelli for the manufacture of balloons has not yet been released and further efforts are being made to hasten the Italian department concerned. It is anticipated that the delay will result in the necessity for further demands to be made upon Allied stocks.

29. Transfer of Brindisi Flight to Lecce. The two Cr.42 aircraft carrying out met. flights at Brindisi have been moved to Lecce. A further flight is to be started at Venice.

30. Italian National Met. Service. Favourable comments have been made by Allied units about the National transmitter IMB. All previous faults have been corrected by persuading the Italians to start the transmission of the National Collective at thirty minutes past the hour instead of at fifteen minutes. In this way all the Regional broadcasts are received before the national broadcast is started and the radio operators are able to prepare their automatic tape in good time and to send it without interruption.

31. Italian Air Ministry - Ciampino Link. A direct line has been installed between the Italian Air Ministry and the teletype switchboard at Ciampino, with the result that a much better service is being supplied - both by and for the Italians. Power failures have been frequent during the month, thus causing teletype and wireless communications to break down temporarily.

PART II - ORGANISATION AND ADMINISTRATION.

Organisation.

32. Personnel. The return of personnel in the Italian Air Force for January shows an over all decrease in the total number of about two thousand personnel, chiefly owing to the partial discharge of the 1920 and 1921 classes, which it is anticipated will continue during the month of February.

33. Pay. A comprehensive table of pay and allowances etc. for NCOs and Other Ranks of the Italian Air Force shows that the average rate of pay is :-

(a) NCOs Aircrew - 8500 lire per month

(b) Specialists NCOs - 8200 Other Ranks - 1700

(c) A/C. Hs average - 1400 lire per month

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started at Venice.

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(b)	Specialists NCOs	-	8200	Other Ranks	- 1700
(c)	A/C.Hs average	-	1400 lire per month		

Flying Pay has recently been increased from 900 to 3000 lire per month.

34. Organisation. Progress has been made in the attempt to form an Air Council or its equivalent with a limited number of members, and permission has been given to replace "Unita Aeree" with a new and smaller Command "Comando Forze Generali dell'Aria", which is to be centred in Rome and not Bari.

Motor Transport.

35. Recovery and Repair of Ex-enemy Vehicles in N. Italy. Capronis of Gardolo are well organised and forging ahead with their repair programme. Lack of spares however is delaying completion of repairs to many vehicles. Curtisas

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of Bologna have received approximately 100 vehicles by rail from Solbiate, but repairs are not being put in hand until a suitable contract has been arranged with the Italian Air Ministry. 50 vehicles have been released to the I.A.F. from the U.S. dump at Ghedi and another 140 can be expected.

36. M.T. School of instruction - Monterotondo, Rome. The first drivers instruction course began on the 10th January, and finished on 1st February. The second course for learners only is due to begin on the 10th February, 1946. This school is to be permanent and courses of instruction will shortly be arranged for all grades of motor mechanics and electricians. Workshops are being adapted for the purpose.

Engineering.

37. Workshops at Monserrato Airfield - Sardinia. These have now been turned over from repairing aircraft to repairing I.A.F. vehicles in Sardinia. The airfield has now been closed.

38. Serviceability. In the Italian Fighters the serviceability is still being maintained at a high level; the end of the month figures showing the 2 Macchi Squadrons to be over 90%. The serviceability of the P.39s shows a big improvement; this month the average for the month being roughly 90%. The Spitfires have improved to 75%. While the P.39 Squadrons have reserve aircraft to draw on, the Spitfire Squadron have no reserve and are, therefore, unable to replace aircraft which need engine changes and major repairs. The serviceability of the Bomber Transport aircraft is being maintained at 75%, and as spares are becoming available from the North, this should be maintained. One SM.79 recently rebuilt has been fitted to take 40 passengers instead of the usual 8. The SM.95 military version which is being converted for the courier service by S.I.A.I. has not yet arrived. The aircraft state for the Italian Air Force as at 31st January 1946 is shown at Appendix "B".

39. Visits. Each time Centocelle is visited some improvement is noticed; the technical lay-out of the various shops is well arranged, and whatever department is visited, everybody seems to be on their toes. At Littorio the first Baltimore is now on major inspection, and other repair jobs are going ahead. At Guidonia no major snags have occurred from the maintainance point of view.

PART III - REPORTS FROM DETACHMENTS.

Milan.

40. M.T. Recovery. During the month further I.A.F. vehicles have been located in the Milan and Turin areas and release certificates obtained from H.Q. No.2 District. A record is being maintained of these vehicles which are reported to A.F.S.C. Rome. Salvaged vehicles which have been repaired and are ready to be put into commission are now reported monthly to A.F.S.C. Rome.

41. Material of French origin. The French Air Mission visited this detachment and is now arranging for the disposal of French M.T. vehicles and other material which they have located in Northern Italy.

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42. Occupation of Linate by I.A.F. On the closing down of No.146 Staging Post, Linate, all I.A.F. equipment and materials issued to the Staging Post are being returned to the I.A.F. Any of this equipment not required by the I.A.F. will be re-issued to the R.A.F. Staging Post at Pomigliano. Stocks of aviation P.O.L. remaining at Linate have been handed over to the I.A.F, together with an R.A.F. Petrol Bowser and Fire Tender and a considerable quantity of Signals equipment. English speaking I.A.F. personnel have been posted to the Control Tower, Operations and Meteorological Sections. A competent Italian liaison officer has also been appointed.

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43. Equipment. Releases from H.Q. 2 District of C.E.M. are satisfactory. 68 Italian Aero engines have been located at Riva Forte and Riva Caproni and release obtained for handing over to the I.A.F. Compilation of depot inventories is now nearing completion.

Industrial Position.

44. A marked worsening in the industrial position of aircraft firms has been experienced in recent weeks. Hopes had been entertained that the ban on all branches of aircraft construction might be partly lifted after a relatively short period. Efforts to bridge this interim period by the production of peacetime articles have now in many cases been abandoned or nullified for economic reasons.

45. Firms (such as the Cantu' Glider Works) who were turning out utility and high quality furniture, toys etc. have found it necessary to close down completely. High production costs, reluctance of consumers to buy owing to lack of money (due to high cost of living, unemployment etc) and the expectation of a fall in prices have combined to reduce sales to a minimum. No market has been found to absorb the bicycles and light vehicles produced by Breda, Macchi, Caproni, and S.I.A.I. Marchetti, whose difficulties have been increased by the non-availability of tyres except at black market prices.

46. All these firms have been forced to stand-down workers, thus adding to the unemployment figures and further aggravating the situation. Efforts are still being made to find new channels into which surplus labour and machinery can be diverted, but constant set backs have convinced many directors that only the permission to return to at least a limited programme of aircraft construction will supply a solution to their problem.

47. Lack of coal has compelled the Fiat Works at Turin to suspend 60,000 workers.

48. Air Courier Service. Adverse weather conditions, including fog and heavy snow, led to a suspension of the Air Courier Service from January 17th to January 27th inclusive. On January 28th the service was resumed from Orio (Bergamo) diversionary airfield as Linate (Milan) was still unserviceable. In future the Genoa Seaplane Service will provide an alternative route when weather conditions present the normal service.

49. Medical Aid. Special medical services have been obtained in emergency cases for R.A. personnel, and the rapid supply of penicillin from Allied sources has been responsible for saving the life of at least one I.A.F. officer.

Padua.

50. Captured Enemy Vehicle Repair. Work at Caproni (Trento) has been retarded by difficulties of financial settlement with the Italian Air Ministry and by lack of spares. The work of S.A.B.O. (Bolzano) has also been held up pending the signing of a contract by the Italian Air Ministry. 118 out of the 200 cars allotted to the I.A.F. from the dump at Ghedi have been taken to Desenzano.

51. Airfields. Improved accommodation for the Italian Courier Staging Post has been arranged at the R.A.F. airfield at

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except at black market prices.

46. All these firms have been forced to stand-down workers, thus adding to the unemployment figures and further aggravating the situation. Efforts are still being made to find new channels into which surplus labour and machinery can be diverted, but constant set backs have convinced many directors that only the permission to return to at least a limited programme of aircraft construction will supply a solution to their problem.

47. Lack of coal has compelled the Fiat Works at Turin to suspend 50,000 workers.

48. Air Courier Service. Adverse weather conditions, including fog and heavy snow, led to a suspension of the Air Courier Service from January 17th to January 27th inclusive. On January 28th the service was resumed from Orio (Bergamo) diversionary airfield as Linate (Milan) was still unserviceable. In future the Genoa Seaplane Service will provide an alternative route when weather conditions present the normal service.

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51. Airfields. Improved accommodation for the Italian Courier Staging Post has been arranged at the R.A.F. airfield at Treviso. Destruction of ammunition is being carried out at Villafranca airfield by No.2 C.E.M. group of H.Q. No.2 District on the understanding that the runway is not damaged.

3451

Naples.

52. Cadet College. All the work in connection with the rehabilitation of the Cadet College at Nisida Base is now finished. The main barrack building has been reconditioned and this will permit the evacuation of all the Station personnel from College building. The College staff took over control of the premises at the beginning of the month and arrangements are now made for its functioning.

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53. During the period between 16th and 19th January the candidates for the Instructional Course reported to their College Headquarters for admission to the I.A.F. Academy's first year of instruction and they then underwent a physical examination in the Legal-Medical Institute, Naples. 28 candidates were selected after the physical examination.

54. On January 23rd, the candidates were given a written Italian test from which five more were dropped. A total of 23 have actually been retained at the Cadet School for a further 20 days apprenticeship and theory/practice course, at the end of which time they will be required to pass their oral examinations in mathematics. It is then intended that the 15 best entries will be selected and the remaining 8 candidates will be rejected.

55. The young men who have reported for the course all show eagerness and enthusiasm for the Service.

56. Motor Transport. Serviceability of R.A.F. vehicles in use with the Italian Air Force remains at a low standard and the decision of Headquarters MED/ME on replacements is still awaited. Apart from normal routine work the transport has been largely engaged in moving equipment and ex P.O.Ws shipped to the Port of Naples.

57. Repatriated P.O.Ws. During the month a decrease in the number of incoming P.O.Ws was observed. A total of 300 were received, interrogated, assisted and administrative action was taken. 200 were given their discharge. The remainder were granted 2 months leave, after which they are to report to the Reception Centre either as regulars or as being eligible for further service in their respective age groups.

Aviation Factories.

58. Alfa Romeo (Pomigliano d'Arco), have overhauled and tested 5 DB.601 engines and continued the assembling of modified types of machine gun control gears on DB.601 "E" and "F" engines.

59. Macchi (S. Anastasia), have delivered an additional consignment of rubber gaskets for aircraft. They are continuing to repair machine tools for the Italian Air Force.

60. Sarnita (Benevento), having carried out necessary adjustments to its installations and machine tools, has proceeded in the production of further sets of aluminium brackets for Cant. Z.506/B aircraft.

61. Navalmeccanica (Naples), are still working on the construction of the remaining 4 metal-blade water radiators for Macchi 205s.

62. I.A.F. Co-operator Companies. The duties to which the Italian Air Force Companies have been assigned are being normally carried out. Both the Italian Air Force Commandant and the Inspectorate Officer have been frequent inspections at the various units. The detachment at No. 143 M.U. has been disbanded and the personnel involved transferred to Bari as replacements for the

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62. I.A.F. Co-operator Companies. The duties to which the Italian Air Force Companies have been assigned are being normally carried out. Both the Italian Air Force Commandant and the Inspectorate Officer have been frequent inspections at the various units. The detachment at No.113 M.U. has been disbanded and the personnel involved transferred to Bari as replacements for those discharged from the Italian Air Force.

3:50

63. Miside Seaplane Base. For some time the American Authorities have used the jetty for unloading bombs, but now this work is finished and the Italian Air Force are carrying out repair work to improve its surface. It can be used for loading and unloading small boats, and also as a parade ground.

W.M. DISNEY, WING COMMANDER,
AIR VICE-MARSHAL,
DEPUTY A.O.C.,
ALLIED FORCES SUB-COMMISSION.

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AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 19TH FEBRUARY, 1946.
REF: AFSC/25/1/AIR.

DISTRIBUTION:

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF JANUARY 1946.

Summary of Courier Service. +

	No. of Flights.	Hours.	Passengers Carried.	Various freight in lbs.
SM.79	174	275.55'	992	71,273
SM.82	85	127,40'	1.031	86,251
SEAPLANE WING.	58	117,20'	395	23,031
BALTIMORE WING.	39	94,55'	97	2,175
	354	615,50'	2.515	180,3510

Summary of other flights of I.A.F. ∅

	Flights.	Flying hours.
AUTONOMOUS SQDN. UNITA AEREA.	37	22,15'
TRAINING SCHOOL (B) FROSINONE.	159	63,45'
TRAINING SCHOOL (C) LECCE.	11	6,20'
PILOT SCHOOL, LECCE.	314	115,10'
NIGHT FLYING SQDN.	40	23,05'
TRANSPORT WING.	43	20,45'
BALTIMORE WING.	174	87,15'
CANE Z.1007.	2	0,30'
SEAPLANE WING.	660	53,15'
FIGHTER WING.	515	366,55'

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	No. of Flights.	Hours.	Passengers Carried.	Various freight in lbs.
SM.79	174	275,55'	992	71,275
SM.82	93	127,40'	1.031	86.231
SEAPLANE WING.	50	117,20'	395	23,831
FAITHFUL WING.	39	94,55'	97	2,175
	554	615,50'	2.515	180,3510

Summary of other flights of I.A.F. ∅

	Flights.	Flying hours.
AUTONOMOUS SQDN. UNITA AEREA.	37	22,15'
TRAINING SCHOOL (A) FROSINONE.	159	63,45'
TRAINING SCHOOL (C) LECCE.	11	6,20'
PILOT SCHOOL, LECCE.	314	115,10'
NIGHT FLYING SQDN.	40	23,05'
TRANSPORT WING.	43	20,45'
BALTIMORE WING.	174	87,15'
CANT Z.1007.	2	0,30'
SEAPLANE WING.	660	53,15'
FIGHTER WING.	515	366,55'
	1.555	759,15'

3.478

+ - Includes transport and communication flights.

∅ - Includes flights for training, air sea rescue, test flights, various flights (aircraft tests, etc).

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 31ST JANUARY, 1946.

FIGHTER WING.

		STRENGTH	SERVICEABLE	CREW.
LECCE	P.39	32	32	
LECCE	P.39	43 *	-	
LECCE	CA.133	1	1	
LECCE	SAI.202	2	2	
LECCE	SPITFIRE	11	7	
LECCE	MC.205	18	17	
LECCE	MC.202	18	17	
		125	76	183

LIGHT BOMBER & BOMBER/ TRANSPORT WING.

GUIDONIA	S.82	20	14	
URBE	M.187	24	20	
LINATE	M.187	2	2	
URBE	SAI.202	1	1	
LECCE	S.82	2	1	
CENTOCELLE	SM.79	22	12	
PALERMO	SM.79	2	2	
CENTOCELLE	S.75	1	-	
CENTOCELLE	SM.84	2	2	
CENTOCELLE	SM.83	1	1	
CENTOCELLE	SM.73	1	1	
CENTOCELLE	G.12	5	2	
CENTOCELLE	SAI.202	1	-	
		84	58	138

SEAPLANE WING.

TARANTO	CZ.506/BT	4	3	
CADIMARE	CZ.506/T	2	2	
ELMAS	CZ.506/T	1	1	
TARANTO	CZ.506/C	1	1	
BRINDISI	CZ.501	9	6	
BRINDISI	CZ.506/S	2	1	
VENEZIA	CZ.506/S	1	1	
VENEZIA	CZ.506/T	1	-	
TARANTO	CZ.506/BT	4	1	
ELMAS	CZ.506/BT	2	2	
ELMAS	CZ.506/S	3	1	
TARANTO	CZ.501	4	3	
TARANTO	RS.14	7	5	
VENEZIA	RS.14	1	1	

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GUIDONIA	S.82	20	14	
URE	M.167	24	20	
LINATE	M.187	2	2	
URE	SAI.202	1	1	
LECCE	S.82	2	1	
CENTOCELLE	SM.79	22	12	
PALERMO	SM.79	2	2	
CENTOCELLE	S.75	1	-	
CENTOCELLE	SM.84	2	2	
CENTOCELLE	SM.83	1	1	
CENTOCELLE	SM.73	1	1	
CENTOCELLE	G.12	5	2	
CENTOCELLE	SAI.202	1	-	
		84	58	138

SEAPLANE WING.

TARANTO	CZ.506/BT	4	3	
CADIMARE	CZ.506/T	2	2	
ELMAS	CZ.506/T	1	1	
TARANTO	CZ.506/C	1	1	
BRINDISI	CZ.501	9	6	
BRINDISI	CZ.506/S	2	1	
VENEZIA	CZ.506/S	1	1	
VENEZIA	CZ.506/T	1	-	
TARANTO	CZ.506/BT	4	1	
ELMAS	CZ.506/BT	2	2	
ELMAS	CZ.506/S	3	1	
TARANTO	CZ.501	4	3	
TARANTO	RS.14	7	5	
VENEZIA	RS.14	1	1	
		42	28	59 3447

AUTONOMOUS SQUADRONS.

UNITA AEREA -	PALESE	SM.79	4	1
	PALESE	CZ.1007	3	2
	PALESE	CA.314	4	4
	PALESE	SAI.202	1	1
	PALESE	CA.310	1	-

Continued/2.....

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AUTONOMOUS SQUADRONS (Cont'd).			STRENGTH	SERVICEABLE	CREW.
UFFICIO AEREO	-	PALESE	CA.309	2	2	
		PALESE	SAI.202	3	3	
		PALESE	RE.2001	3	1	
		CENTOCELLE	RE.2000	2	1	
		CENTOCELLE	CR.42	1	1	
		CENTOCELLE	SAI.204	1	1	
		CENTOCELLE	SAI.202	2	1	
		CENTOCELLE	CA.309	1	-	
		CENTOCELLE	FI.156	1	-	
		LECCE	CA.309	1	1	
		LECCE	SAI.202	1	-	
		LECCE	CA.313	1	-	
		LECCE	CR.42	2	1	
		ALLIED COMM.	SAI.202	1	-	
				32	20	59

AUTONOMOUS SQUADRONS - SARDINIA.				
ELMAS	SM.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2

AUTONOMOUS SECTION.				
UTBV	SM.79	1	1	
URDE	SM.75	2	2	
		3	3	3

SCHOOLS.				
LECCE	MC.200	10	2	
LECCE	FR.305	3	2	
LECCE	G.50	2	1	
LECCE	CR.42	2	-	
LECCE	CA.161	7	1	
LECCE	G.8	2	1	
VILLACIDRO	CR.42	1	-	(For Mot. Service).
LECCE	P.39	5	5	
LECCE	SPITFIRE	2	2	
FROSINONE	M.187	4	2	
FROSINONE	CZ.1007	1	1	
FROSINONE	SAI.202	1	1	

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		52	20	59	

AUTONOMOUS SQUADRONS - SARDINIA.

ELMAS	Sm.79	1	1		
ELMAS	SAI.202	1	1		
		2	2	2	

AUTONOMOUS SECTION.

[illegible]	SM.79	1	1		
UDINE	SM.75	2	2		
		3	3	3	

SCHOOLS.

LECCE	MC.200	10	2		
LECCE	FN.505	3	2		
LECCE	G.50	2	1		
LECCE	CR.42	2	-		
LECCE	CA.164	7	1		
LECCE	G.8	2	1		
[illegible]ENDISI	CR.42	1	-		(For Met. Service).
LECCE	P.39	5	5		
LECCE	SPITFIRE	2	2		
FROSINONE	M.187	4	2		
FROSINONE	CZ.1007	1	1		
FROSINONE	SAI.202	1	1		
		40	16	73	

FIGHTER S.R.A.M.

LECCE	P.39	6	-		
LECCE	SPITFIRE	1	-		
LECCE	MC.205	24	-		
LECCE	MC.202	11	-		
LECCE	SAI.202	8	6		
			-		

CONTINUED/3.....

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FIGHTER S.R.A.M. (CONT'D).		STRENGTH	SERVICEABLE	CREW.
LECCE	JU.87	3	-	
LECCE	FL.3	2	2	
LECCE	BR.20	1	1	
LECCE	SM.82	1	-	
LECCE	SM.79	1	-	
LECCE	CZ.1007	1	-	
S.V. TARANTO	CA.314	2	-	
S.V. TARANTO	CA.310	1	-	
CENTOCELLE	SM.79	8	-	
CENTOCELLE	SM.84	2	-	
TARANTO SEAPLANE S.M.A.	CZ.506/ET	11	-	
TARANTO	CZ.506/S	4	-	
TARANTO	CZ.501	11	-	
TARANTO	RS.14	1	-	
SCHOOL S.R.A.M.				
LECCE	G.50	1	-	
LECCE	RE.2001	7	-	
LECCE	RE.2002	15	-	
LECCE	MC.200	17	-	
LECCE	FN.305	1	-	
		139	9	--
	TOTALS:	467	212	511

* (See: Fighter Wing P.39).

29 P.39 aircraft to be broken down for spares and scrap.

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LECCE	G.50	1	-	
LECCE	FE.2001	7	-	
LECCE	RE.2002	15	-	
LECCE	MC.200	17	-	
LECCE	FN.305	1	-	
		139	9	--
	TOTALS:	467	212	511

= (See: Fighter Wing P.39).

29 P.39 aircraft to be broken down for spares and scrap.

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SECRET.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

Monthly Air Report No.37 - December, 1945.

List of Appendices:

Appendix "A" - Summary of flying activity for December 1945.

Appendix "B" - Summary of Transport Wing activity during 1945.

Appendix "C" - Flying Training Instructors Report for December.

Appendix "D" - Account of visit by A.O.C. Italy and Director, A.F.S.C. to I.A.F. bases in Southern Italy.

Appendix "E" - Aircraft state as at 31st December, 1945.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. A flying demonstration was given on the occasion of the A.O's C's visit on December 12th referred to hereafter.

Night Bomber Wing - Guidonia (Nr. Rome).

2. This Wing under the command of Lt. Col. Colla-Volpi and consisting of two squadrons of SM.82s is now well established at Guidonia though works developments are still in progress. It is planned to use some of the aircraft of this Wing in scheduled courier services to Sardinia to replace seaplanes required to fulfil the I.A.F's expanding Air Sea Rescue commitment. It is also proposed to use the SM.82s on other special missions including the carrying of fish from Venice to Milan and Sardinia to Rome in order to reduce the cost of living for the poor. Major maintenance of this Wing's aircraft is still carried out at the S.P.A.M. at Lecce.

3. Total flying activity for December 221 flights entailing 155 hrs 35 mins flying time and carrying 9 Allied passengers, 622 Italian passengers and 26,220

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Appendix "C" - Flying Training Instructors Report for December.

Appendix "D" - Account of visit by A.O.C. Italy and Director, A.F.S.C. to I.A.F. bases in Southern Italy.

Appendix "E" - Aircraft state as at 31st December, 1945.

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3. Total flying activity for December 221 flights entailing 155 hrs 35 mins flying time and carrying 9 Allied passengers, 622 Italian passengers and 26,220 kgms of Italian material.

3444

4. The state of serviceability at the end of December was 16 aircraft serviceable and 8 unserviceable. Visits to the airport were made by the Chief Technical Officer and Flying Training Instructor. All personnel were given home leave either at Christmas or the New Year.

Light Bomber Wing - Littorio (Rome).

5. This Wing has been engaged mainly on Special Flights with those aircraft converted for passenger carrying, and routine training of aircrews at the authorised rate of six hours per crew per month. In addition aircraft have been loaned to the Light Bomber Training School at Frosinone and some photographic test flights were carried out. Total activity comprised 302 flights entailing 250

Continued/2.....

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hours flying time and the carrying of 36 Allied passengers and 12,690 lbs of Italian freight.

Two accidents occurred (not on Courier flights), one resulting in the death of the crew and the other slight injury to the pilot. Serviceability at the end of December was 27 serviceable and 1 under repair. All personnel were given home leave either at Christmas or the New Year.

Bomber Transport Wing - Centocelle (Rome).

7. In North Italy only 5% of the scheduled Courier Flights had to be cancelled due to weather. Serviceable at the end of December were 3 SM.84s, 2 SM.79s, 1 SM.75, 1 SM.75 and 4 G.12s. The morale and standards of keenness and efficiency of this Wing are high owing to the importance and quantity of work and the ableleadership of the Commanding Officer, Lt.Col. Reinero. A summary of the work of the Wing during 1945 is shown at Appendix "B". Flying times for December, together with flying times for all other units of the I.A.F. are shown at Appendix "A".

8. The service between Bari and Tirana on behalf of the Balkan Mission has been continued without incident with CZ.1007 aircraft. These aircraft are now on the strength of the United Aerea Communications Squadron at Bari.

Seaplane Wing - Taranto.

9. The seaplane bases at Taranto and Brindisi were inspected by the A.O.C. Italy in company with the Director, Air Forces Sub-Commission on 13th and 14th December. Further details are shown at Appendix "C". Activity for the month up till 23rd December comprised approximately 75 hours flying on Courier work and special flights, and 2 hours of towed target and artillery plotting exercises.

Training.

10. Flying School - Lecce. Weather has greatly hampered flying during the month as cross-winds interfered with the use of the runway and rain put the grass area completely unserviceable. However, every advantage has been taken of good weather as the number of pilots on refresher flying has increased. These pilots were screened after being P.O.W's and internees during the war, and eventually sent for refresher courses. Good progress has been made with the modification of light aircraft to take tail wheels.

11. Light Bomber School - Frosinone. The School has turned out 5 pilots, 27 navigators and 2 wireless operators. 5 Pilots and 2 wireless operators remain under training. The state of serviceability of the school at the end of the month was 3 Baltimores and 1 Cant 1007 serviceable; 1 Baltimore and 1 Saiman light aircraft unserviceable.

12. Blind Flying. Major Vasallo, an experienced I.A.F. pilot with pre-war knowledge of the Lorenz system, has been instructed practically in the use of radio range by pilots on the staff of the Air Forces Sub-Commission. He has in turn instructed four crews in the use of Radio Range as instructors for the

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8. The service between Bari and Tirana on behalf of the Balkan Mission has been continued without incident with CZ.1007 aircraft. These aircraft are now on the strength of the United Nations Communications Squadron at Bari.

Seaplane Wing - Taranto.

9. The seaplane bases at Taranto and Brindisi were inspected by the A.O.C. Italy in company with the Director, Air Forces Sub-Commission on 13th and 14th December. Further details are shown at Appendix "C". Activity for the month up till 23rd December comprised approximately 75 hours flying on Courier work and special flights, and 2 hours of towed target and artillery plotting exercises.

Training.

10. Flying School - Lecce. Weather has greatly hampered flying during the month as cross-winds interfered with the use of the runway and rain put the grass area completely unserviceable. However, every advantage has been taken of good weather as the number of pilots on refresher flying has increased. These pilots were screened after being P.O.W's and internees during the war, and eventually sent for refresher courses. Good progress has been made with the modification of light aircraft to take tail wheels.

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13. Flying Training Instruction. Flight Lieutenant Hart, a qualified flying training instructor has been scrutinising I.A.F. methods of flying training and standard of airmanship. His report for the month is shown at Appendix "C".

Meteorological Service.

14. Opening and Closing of Stations. Reporting stations were opened at Orro al Serio, Tarvisio, Ferrara and Vigna di Valle. The stations at Loverano and Bracciano were closed.

Continued/3.....

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15. Met. Flights. Permission was given for a second CR.42 aircraft to be sent to Brindisi in an attempt to remedy the present situation there. It is hoped that regular flights will now be possible from that base. Further upper air data will soon be available from the Italian Air Courier pilots and navigators who will be responsible for informing their respective bases of the conditions encountered during flight and who will report temperature and humidity at various levels.

16. Weather Communication. Frequent failures in the Rome power supply and many line faults between Ciampino and the Air Ministry made teletype reception very irregular and unsatisfactory. This, in turn effected the radio transmissions by the National transmitter IMB and many complaints were received about the poor service given by this station. These complaints originated from Caserta, Malta, Marseilles and the American Embassy, Sofia, Bulgaria (on behalf of the Russian Weather Service). In nearly all cases the trouble was caused by teletype failures, which restricted the reception of weather information at the Air Ministry - IMB thus having nothing to broadcast. A complaint concerning the slack manner in which the Italian National collective is being transmitted has been remedied by starting Italian transmissions fifteen minutes later, thus giving the wireless operators plenty of time in which to prepare their messages and to enable them to send them without interruption. Further checks are to be made on the quality of I.M.B's material and all British recipients have been requested to supply this office with occasional reception reports.

Signals.

17. La Spezia. Seaplanes operating from La Spezia come under W/T control of Aircraft Safety Centre Bologna, on the Air/Marine Craft wave 3805 kc/s, on R...F. frequency not allocated to the I.A.F. W/T point-to-point stand by to land line is provided by La Spezia joining the inter CMV circuit, R.A.15.

Air Courier Service.

18. Catania Service. A bi-weekly service from Rome to Catania Via Naples (Pomigliano) was planned to begin on January 3rd. Flights carrying 20 passengers will be made on Mondays and Thursdays, returning on Tuesdays and Fridays. A new booking office has been established at the Naples A.F.S.C. office to handle flights out of Naples. The office is located in the A.M.G. building.

19. Genoa Service. A new seaplane service to Genoa from Rome will be inaugurated in January. For the time being these flights will be made on Tuesdays returning on Thursdays.

20. Fares. Permission in principle has been granted for the Italian Air Ministry to charge fares for certain types of airlift on the Italian Military Courier Service. The final approval of such a plan will augment the income of the I.A.F. which at present realises considerable expenditure for its P.O.L. supplies.

Visits.

21. The Director, A.F.S.C, in company with A.O.C, A.H.Q. Italy, visited Lecce, Brindisi, Taranto and Bari between the 11th and 15th December, 1943. Details of these visits are shown at Appendix "D".

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PART II ORGANISATION AND ADMINISTRATION

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PART II - ORGANISATION AND ADMINISTRATION.

Personnel.

22. Strength. Further reductions were noted in Italian Air Force strength statements in December as the readjustment of the composition of the 31,000 level was being brought about.

23. Recruitment and Training of Specialists. A study of details of enlistment and promotion of specialists was received for study during December.

Continued/4.....

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A brief summary of the study reveals the following:-

(a) I.A.F. Specialists include fitters (mechanics) radio operators, armourers, drivers, medical orderlies, photographers, electricians and aircraft electrical engineers.

(b) Only volunteers are accepted for specialist training, with age limits between 17 and 20 years. Physical fitness, good moral and civil conduct and varying degrees of educational achievement, depending on the specialities, are required from the volunteers. Conditions of the enlistment include a 30-month term of service and the provision that they have to fly, whenever it is required for service duty.

(c) Specialist courses, temporarily inactive, last from 6 to 10 months, and for 3 months an "on-the-job" training period follows graduation. At the completion of training, specialists are remustered and deserving individuals receive promotions. At the close of the 30-month period the specialist is given the option of re-engagement for a 4-6 year period.

(d) Once a specialist decides on a long period of duty, promotion is open up to the rank of captain.

Organisation.

24. Courses. A General Service School (Frosinone) and a Flying Control School (Lecce) and an M.T. School (Rome) are due for their first courses on 10th January when the Cadet College will also open at Nisida (Naples).

25. Welfare. Groundwork for the initiation of a programme designed to transport by air perishable foods from Italy's remote sections to the metropolitan centres was laid during December. Approval has been obtained for the first of these plans to go into effect. It will entail the carrying of some 7,000 kilos of fresh fish daily from Venice to Milan. Private concerns will handle the gathering and loading of the fish, Italian Air Force SM.82s will carry the load to Milan, and there it will be turned over to the SEPRAL, the Governmental food agency for proper distribution at minimum prices. Permission has been obtained for the basing of three aircraft at Treviso. Future plans indicate the possibility of transporting scarce items into Rome from Sardinia and into Turin from the same Venice markets that will supply Milan.

Motor Transport.

26. Ex-Enemy Recovered Vehicles. Progress is being made in the repair of vehicles recovered, but delay in the completion of vehicles is being experienced through lack of essential parts. Approximately 60 vehicles have been transferred by rail from Bolzano to S.A.B.C. Bologna for repair.

27. Drivers School - Monte Retondo. Twenty Junior N.C.O's for the instructors course assembled on the 22nd December 1945 for the first course which is due to begin on the 2nd January.

Engineering.

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Engineering.

3441

28. Italian-type Fighters. The serviceability is being maintained at a high level particularly with the No.202 Squadron which is 100%; the all round serviceability remains at about 80%.

29. Allied-type Fighters. The serviceability of the Spitfires has dropped slightly to roughly 66%, this is due to non-availability of spares, which are now practically non-existent, the possibility of certain spares being manufactured locally is being explored.

30. Bomber Transport. The serviceability has improved to 75%. 16 Baltimores have now been converted for passenger work; it is expected that conversion programme will be completed in about a month's time.

Continued/5.....

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31. General. Arrangements have now been made with the Savoia Marchetti firm by the Italian Air Ministry to overhaul seaplanes. It will be a month or two before the work can begin owing to bomb damage at the St. Anna seaplane works. When the firm gets started it will be of considerable help to the overworked S.[redacted] A.M. at Taranto, which has had difficulty in maintaining the necessary standard of serviceability owing to the age and deterioration of the seaplanes. The Italian Air Ministry have also arranged for the complete overhaul of CR.42s and the conversion to dual control of 5 aircraft for use at the Flying School at Lecce. This should also be beneficial to the Met. Flights who have been experiencing difficulty in maintaining aircraft.

PART III - REPORTS FROM DETACHMENTS.

MILAN.

32. Barrack and Clothing Equipment. The transfer of all material from Seregno (Barrack and Clothing) to the main depot at Gallarate has been completed satisfactorily. Seregno School can now been returned to the Education Authority.

33. M.T. Recovery. A complete list of recovered I.A.F. M.T. vehicles for the Milan and Turin districts for the period 11-10-45 to 15-12-45 has been completed by H.Q. 1st Z.A.T.

34. Storage of Explosives. All explosives are being centralised at Lonate Pozzolo.

35. Aircraft Firms. Aircraft firms continue to divert their energies as far as possible to peacetime products. The Macchi Firm at Varese is now producing light 3-wheeler vans, threshing machines for farm work, and barges (60 and 300 ton types) made in sections.

36. Although firms have absorbed much of their machine and labour on similar programmes, a few retain skilled operatives and machine-tools for aircraft production in readiness, hoping that authority may be granted for a return to the work upon which their name and reputation has been built.

37. The Avia Firm at Vercelli has applied for permission to construct a limited number of LM5 three-seater passenger aircraft, of which the prototype was successfully air-tested in November and of which further tests are in progress.

38. Air Courier Service. Considerable work has been put in on Orio/Bergamo diversionary airfield, and courier aircraft unable to land at Linate (Milan) through local fog, have been handled efficiently. A petrol bowser for refuelling aircraft has been secured on loan from 146 Staging Post until it is possible to obtain one for permanent allocation. Application has been made to the Prefettura for the uninterrupted supply of electric current for the R.T. centre. Transport has been arranged to carry passengers between Bergamo and Milan.

39. Genoa Seaplane Base. Further provisions have been made to render the seaplane base at Genoa efficient. Two landing-strips, each 2,000 yards in length, have been cleared in sheltered waters [illegible]

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40. Intelligence. The missing prototype of the RE.2006 Fighter has been traced in an underground store at Caproni Taliedo. Although the aircraft was dismantled and instruments had been stolen, all main components have now been recovered. Reports and diagrams have been forwarded to Rome.

41. Information regarding concealed dumps of arms and suspect personnel has been passed on to the appropriate department of the Public Safety Division.

Continued/6.....

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42. Security. Security for the month has been satisfactory as a result of policy of centralisation of stores and provision of compounds guards. Thefts of A.M.F. cars and car-tyres, however, have occurred notwithstanding rigid precautions. These have sometimes been carried out by armed men stopping and threatening the armed drivers. Lawlessness and hold-ups of this nature are becoming more prevalent, especially in Lombardia and Piemonte, where civilians are often reluctant to venture out at night unattended.

43. Inspections and Visits. Visits and inspections have been made to the following places:- R.A. Seaplane Base at Lemon, Diversionary Airfield at Bergamo, Central I.A.F. Stores at Gallarate, Macchi Aircraft Unit at Varese, Caproni Taliedo, and Corsico.

PADUA.

44. The bulk of the work of this Detachment is concerned with the supervision of recovery and repair work to Italian motor vehicles concentrated in North Italy by the Republican and German Forces prior to the liberation. The firms carrying out the repairs are Caproni at Cardolo, S.A.E.C. at Bolzano, and Curtiss and Rigni, both of Bologna. Generally speaking the rate of output of repaired vehicles remains low owing to a lack of spare-parts.

45. Arrangements are in hand for directing the distribution of the Italian Air Forces allotment of these vehicles as approved by the Italian Air Ministry and Air Forces Sub-Commission.

NAPLES.

46. Cadet School. The building and repair work for the Cadet School at Nisida is now in its final stages.

47. Motor Transport. The Autogruppo di Campania has been closed and all available vehicles allotted to Sections of the I.A.F. Steps have been taken to expedite the transfer of Italian lorries from the North to replace R.A.F. and W.D. vehicles which are now in use but rapidly becoming unserviceable. Contact has been maintained with 214 Group Headquarters to find out the position with regard to replacements and repairs, but no action can be taken pending receipt of a decision on this subject by H.Q. MED/AF.

48. The M.T. Workshop has been working overtime to keep vehicles running for the increased commitments which the Italian Air Ministry have placed on this region for the transport of materials obtained in Naples and Salerno to various parts of the country.

49. Repatriated P.O.W's. A record number of repatriated prisoners have been received at Nisida. Approximately six hundred have been formally dealt with in respect of allowances, registration and general administrative action has been taken. Of these, about 350 have been granted two months leave and the remainder discharged in accordance with their age group.

3439

50. Aviation Factories. The majority of the Firms have nearly fulfilled their contracts. The Factories which are still producing for the Italian Air Force are:-

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(a) Alfa Romeo, who have delivered five aircraft engines during December.

(b) Sannita, who have almost finished turning out aluminium supports for Cant Z.506 aircraft, and -

(c) Magnaghi, who are making gaskets and are being employed to repair exhaust-gas tubes for Alfa 128 engines.

Continued/7.....

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51. I.A.F. Co-operator Companies. There have been no complaints against any Company, and a general improvement has been noticed. Number 16 Company stationed S. Rocco, Capodimonte, has been disbanded and the personnel have been dispersed among various other Royal Air Force Units.

52. Equipment Supplies. The R.A.F. have issued 172, 966 3 type Flying Rations to the Italian Air Ministry and these are being temporarily stored at Nisida.

53. Federal Liquidation Commission of the U.S.A.A.F. have informed us that there are no further supplies available in Italy for P.32 and P.39 aircraft in use by the I.A.F. They are now enquiring into the possibility of obtaining spares from the E.T.O.

54. Ex-Enemy vehicles. Having sorted out and classified the vehicles handed back to the Italian Air Force by the R.A.F, they are now being turned over to a civilian contractor with a view to making as many serviceable as possible.

I.E. BRODIE,
AIR VICE-MARSHAL,
DIRECTOR, A.F.S.C.
A.C. C.M.F.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 16th January, 1946.
Ref: AFSC/25/1/AIR.

DISTRIBUTION:

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A.F.S.C. Rome. 1 copy
A.F.S.C. Naples. 1 copy
A.F.S.C. Lecce. 1 copy
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A.F.S.C. Milan.	1 copy
Director, A.F.S.C. Rome.	1 copy

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A P P E N D I X "A"

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF DECEMBER, 1945.

Summary of Courier Service +

	No. of Flights.	Hours.	Passengers Carried	Various Freight in lbs.
S.M. 79	153	280.40	1025	72 000
S.M. 82	52	103.45	631	65 000
Seaplane Wing.	52	108.30	356	33 000
Baltimore Wing.	59	63.55	144	15 000
TOTALS :	316	556.50	2156	185 000

Summary of other flights of I.A.F. ø

	Flights.	Flying hours.
Autonomous Sqdn. Unita Aerea.	52	37.40
Training School (B) Frosinone	113	173.55
Training School (C) Lecce.	14	7.25
Pilot School, Lecce	134	52.55
Night Flying Sqdn.	159	34.25
Transport Wing.	26	13.15
Baltimore Wing	179	90.45
Cant. Z.1007	10	17.15
Seaplane Wing	55	36.40
Fighter Wing	552	386.35
TOTALS:	1294	850.50.

+ - Signifies flights for transport and liaisions.

ø - Signifies flights for training, air sea rescue, met flights various flights (aircraft tests, etc.).

NOTES: In the Training School Frosinone, activity 75 flights involving 104.50 hours flying

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NOTES: In the Training School Frosinone, activity 75 flights involving 104.50 hours flying time carried out by aircraft of the Baltimore Wing temporarily located at Frosinone for Navigator Training. Cant Z.1007 flights have been carried out at Training School (B) Frosonine in aid of Navigational Training.

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INSTRUMENT FLYING.

11. The link trainer course for the officers and NCO's of the I.A.F. at Ciampino is making good progress.

NIGHT FLYING.

12. Col. Savi hopes that it may be possible to equip fully one airfield possibly Guidonia) for night flying practice and for use in case of emergency night landings by the Allies.

13. Discussions have been held with Col. Savi and the "Upaven" portable system of night firepath lighting was explained in detail. It is simple in operation, easily understood and has a low maintenance costs. Most of the equipment can be found by the I.A.F. except for goose-neck flares and angle of approach indicators, which have been asked for from R.A.F. sources.

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APPENDIX "B"

TRANSPORT WING ACTIVITY - 1945.

MONTH.	PASSENGERS.	WEIGHT IN LBS. POST.	WEIGHT IN LBS FREIGHT.	FLYING HOURS.	MILES FLOWN	SUPPLE-MENTARY FLIGHTS.	ACCIDE CAUSI INJURI PASSE
January	685	34650	45000	246	51150	10	-
February	740	44100	76500	296	57350	32	-
March	900	99000	32350	308	59675	39	-
April	940	32850	69750	283	55800	32	-
May	1100	42750	88650	402	77888	25	-
June	1970	63900	141150	506	99288	45	-
July	2200	85000	93100	524	101525	55	-
August	2560	96750	79550	656	127100	84	-
September	3000	69300	129600	580	113537	85	-
October	3050	28000	139500	588	113925	83	-
November	2120	48600	81800	502	98512	54	-
December	1666	27810	76828	384	93150	26	-
TOTALS:	20961	712710	1083778	5304	1048900	570	-

1882

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APPENDIX "B"

COMT WING ACTIVITY - 1945.

GHT IN LBS. ST.	WEIGHT IN LBS FREIGHT.	FLYING HOURS.	MILES FLOWN	SUPPLE-MENTARY FLIGHTS.	ACCIDENTS CAUSING INJURIES TO PASSENGERS	% OF FLYING PROGRAMME CARRIED OUT
4650	45000	216	51150	10	-	94%
4100	76500	296	97350	32	-	100%
3000	32350	308	59675	39	-	100%
2850	69750	288	55800	32	-	100%
2750	88650	402	77808	25	-	100%
3900	144150	506	99280	45	-	100%
5000	93400	524	101525	55	-	98%
6750	79350	656	127100	64	-	98%
9300	129600	580	113537	85	-	99%
8000	139500	588	113925	83	-	100%
8600	81200	502	98512	54	-	100%
7810	76328	384	93150	26	-	95%
12710	1000778	5304	1043900	570	-	99%

3435

1883

APPENDIX "C".

FLYING TRAINING INSTRUCTIONS REPORT FOR THE MONTH OF DECEMBER, 1945.

AIRMANSHIP.

1. In conference with Col. Savi at the Air Ministry, all angles of the Italian and R.A.F. circuit procedures were discussed in detail. No doubt the I.A.F. pilots have allowed their circuit discipline to be lax since the cessation of hostilities, prior to which they were flying from R.A.F. airfields. Also, the small scale of traffic encountered on Italian Airfields does not make the need for rigid discipline evident.

2. However, measures are in force for reporting severe breaches of air discipline and it is known that at least with the squadrons of Baltimores at Litterio, disciplinary action is taken by the Squadron Commander against the pilots concerned.

3. A series of regulations have been prepared together with a detailed analysis, and sketches showing the correct circuit procedure. Col. Savi is taking steps to have copies distributed to all pilots, and also to include them in the syllabus of lectures in the Training Schools.

4. Two check flights were made from Litterio Airfield, with S/Lt. Minasi and Maresciallo Pil Maggiore of 28 Squadron.

VISITS.

5. Guidonia. - Visited together with Col. Adrower on the 14th December, 1945. Much headway has been made in preparation for opening up the courier service with S.M. 82's of which it is hoped to have some thirty aircraft available. Three grass runways are being prepared and accommodation for pilots, passengers and operations personnel is well underway. It is hoped to have the flying control building ready by the New Year, - it is well situated, affording an unrestricted view of all quarters of the airfield and surrounding terrain.

6. Due to the close proximity of the mountains on the East side of the field, it is planned to circulate to all airfields a copy of the regulations and restrictions for Guidonia, before the airfield becomes fully operative.

7. Cantocelle. At Centocelle a test flight was carried out in a CR.42 which handles rather like a Gladiator.

8. Litterio. Airfield was visited on the 17th and 18th December, 1945, including both 28 and 132 Squadrons. Discussions were held with Col. Reveda Col. Molci and Ceptain Graziani on airmanship, training programme and instrument flying. The Squadrons activities are well organised and efficiently executed.

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9. Pilots arriving from Frosinone are thoroughly trained, completing between 40 - 50 hours practise flying before undertaking passenger work - and frequent progress test flights are made by the Scuadron Commanders.

10. A comprehensive syllabus of instrument flying practise is operated. Six progressive exercises are arranged and the pilots have completed them all to pass as satisfactory - the final test again being given by the Squadron Commander.

Cont'd over.

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A P P E N D I X "D"

ACCOUNT OF VISIT BY A.O.C., ITALY AND DIRECTOR, A.F.S.C. TO I.A.F. BASES IN SOUTHERN ITALY.

1. After 24 hours postponement due to weather, the A.O.C. Italy, Air Vice Marshal Fogarty, DFC, AFC and Director, A.F.S.C., Air Vice Marshal I.E. Brodie, OBE, arrived at Lecce at 1115 hours on 12th December, 1945, to inspect Units in the area and watch a flying demonstration by the Fighter Wing. The flying programme consisted of:-

(a) Three Macchi 205
- (a) looping in formation.
- (b) rolling in formation.
- (c) rolling in line astern.
- (d) Immelman in line astern.
- (e) looping in line astern.

(b) Two formations of 4 P.39's making a simulation bombing and strafing attack over the airport.

(c) Four Spitfires escorting the above were attacked by 4 Mc. 202. A short but realistic combat ensued, hampered slightly by scattered low cloud in which it was conclusive that the Mc. 202 had fared badly at the hands of the Spitfires.

(d) Further informal aerobatics by a formation of P.39's followed by strafing, into which the pilots appeared to put everything they had.

(e) A CR.42 piloted by a pupil was to have carried out aerobatics but was cancelled due to unfavourable wind conditions.

All the fighter flights were controlled from the control tower by Radio and timing was adhered to accurately.

2. Before lunch the A.O.C's met Squadron Commanders and pilots who had taken part in the display and voiced his appreciation of the high standard of flying and flying discipline and congratulated them on their good work.

3. After lunch, an inspection of the School SRAM, Bomber SRAM and [illegible] shops, and Fighter SRAM was carried out. These inspections provided an insight into the technical organisation and also on the ingenuity and perseverance of the technical people who, for so long, had maintained old aircraft without the benefit of industrial backing. Before his departure at 1530 hours, A.O.C., Italy again expressed his appreciation of all he had seen and said he hoped that the worst days of the I.A.F. were past and that [illegible]

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4. The Director, A.F.S.C. carried out further inspections of 51st Stormo living site including Officers, N.C.O's and airmens' kitchens, Messes and dormitories, followed by a similar inspection of the Flying School accommodation. These inspections, showing how the people concerned had tried to improve their own living conditions, elicited congratulations from the Director.

5. On the morning of December 15th, the Director A.F.S.C. visited the Seaplane Detachment at Brindisi and the C.A.V. organisation before lunch. He saw how assistence and information was given and received and how the whole organisation tied up with Air Sea Rescue activities when 302 ASRU was visited.

6. After lunch at S.A.R.D., the Seaplane organisation was visited by the A.O.C., Italy with Director A.F.S.C. before their departure to Taranto at 1430 hours.

Cont'd/over.

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7. The visit to Lecce was welcomed with great enthusiasm by all personnel who were delighted to see the interest taken in their activities by two "R.A.F. Generals". It appeared to improve the morale very considerably and all have since been "on their toes". The encouragement afforded by the visit is quite obvious, the visit being the general topic of conversation for many days before and after it took place. Similar reactions were noticed at the Taranto Sea-plane Base where an A.S.V. demonstration was staged but rather spoilt by the Lindholm gear refusing to release at the correct moment.

3

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SECRET.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

Monthly Air Report No.36 - November, 1945.

List of Appendices:

Appendix "A" - Summary of flying activity for the month of November, 1945.

Appendix "B" - Details of visit to Centocelle Airfield by Air Marshal Sir Charles Medhurst, Air C-in-C, RAF/MEDME.

Appendix "C" - Report on test flights of I.A.F. aircraft types FL.3 and FL.5.

Appendix "D" - Aircraft state as at 30th November, 1945.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. The month has seen an increase in the flying activity of the Fighter Wing. Very good aerobatic and formation drill etc. has been witnessed during the training.

2. All squadrons have now been moved out of the tented camp to the permanent buildings of the airfield. Aircraft are now also located near the hangars.

3. Flying times are shown in Appendix "A".

Night Bomber Wing - Lecce/Guidonia.

3430

4. The Wing has not completed its move to Guidonia yet. Part of the maintenance organisation still remains at Lecce until accommodation at Guidonia is available.

5. Very little flying has been done during the month, but new operations have been planned.

6. Summary of flying times is in Appendix "A".

Light Bomber Wing - Littoria (Cerv).

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Airfield by Air Marshal Sir Charles Medhurst, Air C-in-C, MAF/AEAFE.

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6. Summary of flying times is in Appendix "A".

Light Bomber Wing - Littorio (Rome).

7. During the month the Wing had 30 planes in use of which 11 had been modified for transport work, 10 had been disarmed but not modified, and 9 were still armed. Flying times are shown in Appendix "A".

Seaplane Wing - Taranto.

8. Between 27th October 1945 and 5th November, 1945 our Liaison Officer carried out an extensive survey of the facilities and conditions existing at the Seaplane Bases of GENOA, SPEZIA, TORRE DEL LAGO and ORBITELLO, with a view to their future usage as bases and emergency alighting areas for the Air Sea Rescue and Courier Services.

Continued/2.....

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9. A small nucleus of key personnel was installed at the Spezia and Genoa Seaplane bases.

10. Air Sea Rescue. Ten A.S.R. sorties were flown with a total of 30.20 hours flying.

11. Other Flying. 32.35 hours were flown on A.A. plotting and tow target exercises for the Italian Navy. Courier Services accounted for 125.50 hours flying time. Details of flying and air transport work are shown in Appendix "A".

Bomber/Transport Wing, Centocelle (Rome).

12. Courier Service. This Wing has continued scheduled courier services during the month. Details of work carried out are shown in Appendix "A".

Training.

13. F/Lt. Hart, R.A.F, was attached from England temporarily as Flying Training Instructor.

14. A flying training survey has been carried out at Italian airfields in conjunction with Lt/Col. Alrcwer of the I.A.F. Visits were made to the following airfields: Centocelle, Frosinone, Litterio, Lecce and Bari. In addition check flights have been made in certain Italian light aircraft, a report of which is found in Appendix "C".

15. Refresher Flying School, Lecce. The Refresher Flying School has continued to settle in and train during the month. Difficulty has been experienced due to cross winds as the cross area is not yet prepared for flying, although work is at last in progress. In order to provide more facilities for training, an FL.305 was experimentally fitted with a Spitfire tail wheel instead of a skid and with brakes. After tests which proved successful, it was decided to modify other aircraft.

16. Flying times are shown in Appendix "A".

17. Fighter Training School - Lecce. Shortage of advanced trainer aircraft is still a major problem. Although a second G.50 arrived from Sardinia recently there are still only 2 aircraft available. A number of G.55 aircraft are available in the Turin area and, if authority for their conversion and use is favourably reconsidered, it would considerably improve the school's position.

18. Flying times are shown in Appendix "A".

19. Instrument Training. Instrument training has been initiated. It can be broken down into two phases, first, work on the Link Trainer, and second, Air Work. Classes on the Link Trainer are held at Ciampino airport by kind consent of U.S.A.A.F.C, each Monday, Wednesday, and Friday afternoon and Saturday morning. Attending are two pilots, two Engineering Officers and five enlisted technicians. The object of the course is to train a nucleus of operation and maintenance personnel who will operate and maintain trainers to be purchased at some future date by the Italian Air Force.

20. Instrument flying totalled 7 hours 15 min, flown by four pilots who will be part of the training staff for the I.A.F.

21. At the present time there is but one ship completely fitted for instru-

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20. Instrument flying totalled 7 hours 15 min, flown by four pilots who will be part of the training staff for the I.A.F.

21. At the present time there is but one ship completely fitted for instrument training, but plans are in effect to equip similar ships for use at Guidonia and Lecce.

22. Frosinone O.T.U. A thorough ground school programme is in operation, with particular emphasis on navigation and R/T procedure.

23. The flying training programme is working efficiently, but the number of planes out of commission due to a tail wheel shortage is hampering training.

24. 206 training sorties were flown for a total of 95 hours. 46 sorties totalling 24.40 hours were flown on test flights and communication work. Output of the school during the month was 9 pilots and 3 W/T operators. 11 pilots, 29 navigators, and 3 W/T Operators remain under training.

Continued/3.....

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25. Littorio. Flying training consists of circuits and landings and emergency procedure.

Flying Control.

26. I.A.F. Flying Control Organisation. Orders for the I.A.F. Flying Control Organisation, called S.A.T.A. (Servizio Assistenza Traffico Aereo), have been issued by the Ital an Air Ministry. This organisation is very similar to the R.A.F. Flying Control.

27. As soon as this is put into effect at the airfields, the I.A.F. Flying Control will be adequate to handle all traffic.

28. Flying Control Course. The two I.A.F. Officers, Capt. Guza and Lt. Vitucci, who attended the R.A.F. Flying Control School in Cairo, have completed their course satisfactorily. On their return trip the Officers were in an R.A.F. Transport plane that crashed in North Africa. Capt Guza was injured slightly and has returned to duty. Lt. Vitucci was injured more seriously and is still in a hospital in North Africa. He is expected to return shortly. A properly organised I.A.F. course will be initiated at Lecce on the 10th January, 1946.

Aircraft Safety.

29. An inspection of all the R.A.F. Aircraft Safety Centres in Italy and Sardinia was made to check on the Italian Air Sea Rescue Detachments and the liaison between the Safety Centres and the I.A.F. Efforts are being made to correct the discrepancies found.

Air Courier Service.

30. Air priorities system (to Allied standards) is now in operation at all points with the exception of the Islands where the system will be inaugerated immediately.

31. A new service to CATANIA via NAPLES has been proposed and it is likely that approval will be given in the near future. Bi-weekly flights to Catania are planned for the present and until such time as it is determined whether the volum of business warrants an adjustment in the number of scheduled flights.

32. There was one minor accident in the Courier Service. A shock strut broke on an SM.79 aircraft causing the left gear to collapse on landing at Bologna. There were no injuries or damage to freight. It is estimated that the plan can be repaired by the Centocelle S.R.A. with 2,000 man hours of work.

Italian Meteorological Services.

33. During the month reporting stations were opened at Parma, San Remo, Piacenza and Guadagnolo. No stations were closed. There are now a total of 113 Meteorological Stations operating in Italy, Sicily and Sardinia.

34. A large amount of British Meteorological equipment was issued on repayment to the Italians. As the prices were lower than those quoted originally the Italians purchased much more than they had previously intended. To [illegible]

3728

1892

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R.A.F. Transport plane and crashed [illegible] slightly and has returned to duty. Lt. Vitucci was injured more seriously and is still in a hospital in North Africa. He is expected to return shortly. A properly organised R.A.F. course will be initiated at Lecce on the 10th January, 1946.

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Guidonia Airport.

35. Recent inspection of Guidonia Airport indicates that rather extensive work is being carried out by the Italian Air Force personnel stationed there to improve the operations set-up and to repair the damages of bombing and demolition. Many

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of the installations are under repair and the old hangars are being either torn down for salvage or rebuilt for use. As regards operations, a new aircrew briefing room which will contain all current meteorological and navigation information is in the process of completion as well as is a new building to be used as a "passengers waiting room" for new courier commitments. A fully equipped and well situated control tower will also be completed shortly. The signals and meteorological installations are completed and ready for use. The airfield has three grass landing strips of 1,200, 1,500 and 1,600 metres length.

Visits.

36. Details of the visit to Centocelle Airfield by Air Marshal Sir Charles Medhurst, KCB, CBE, MC, Commander-in-Chief of R.A.F. MED/ME, is shown in Appendix "B".

37. The Director and Deputy Director, A.F.S.C. inspected Littoria airfield and the Baltimore Wing stationed there.

PART II - ORGANISATION AND ADMINISTRATION.

38. Personnel. The returns for November show a decrease in the total strength of the I.A.F, but have brought forward the question of the readjustment of the composition of the 31,000. The reduction of 4,000 Italian Air Force personnel formerly employed by U.S.A.A.F. has created a ration problem in the Italian Air Ministry, and the question of the responsibility for rations has been raised with higher authority.

Organisation.

39. Further attention has been paid to the complete reorganisation of the Air Ministry. Until the major changes are made, further reorganisation of the operational commands is difficult.

English Speaking Courses.

40. Plans have been effected to establish English speaking courses for I.A.F. personnel in the following centres: Milan, Turin, Padua, Rome, Naples, Bari, Lecce, Taranto and Cagliari.

Motor Transport.

41. Captured Ex-Enemy Vehicles. Lists of vehicles handed over from R.A.F. sources are being compiled, and on completion will be released to the I.A.F. on F.605 action.

42. Autogruppo di Manovra.

(a) The detachment at Naples has been disbanded.

(b) H.Q. MED/ME

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42. Autogruppo di Manovra.

(a) The detachment at Naples has been disbanded.

(b) H.Q. MED/E have put a ban on the exchange and major repair of R.A.F. vehicles until the future interim policy of the I.A.F. has been decided.

43. H.Q. 214Group have asked H.Q. MED/E to hasten their decision because the M.T. situation in the I.A.F. is critical. An early reply is expected.

44. M.T. Drivers School. The building at Monterotondo is completed and the equipment and vehicles have been received. The Instructors course is expected to commence in the very near future.

Engineering.

45. Italian Fighters. The serviceability has again improved and now stands at 80%, this being due to spares becoming available from the North.

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46. Allied Fighters. The serviceability of the Spitfires has improved to 73% with more spares available, the P.38's serviceability is being maintained and stands at 72%, which is good in view of the shortage of spares which are becoming increasingly difficult to obtain.

47. Italian Bomber Transport. The serviceability has dropped slightly to 73%, this being mainly due to routine inspections. The Italian Air Ministry has decided to order 6 SM.75 aircraft instead of SM.82 (approved by Allies).

48. General. A recent visit to Lecce to investigate our proposal for a central maintenance organisation revealed that the fighters using a similar system to the R.A.F, all work up to 48 hours is done by the Squadrons, routine inspections are carried out by a section of the S.R.A.M, and major inspections, major repairs and engine changes etc, are carried out in another section of the S.R.A.M, this system is working very well under centralised control.

Italian Air Force aircraft and crew status report as of 30th November, 1945, is shown in Appendix "D".

Milan Detachment.

49. Equipment. The handing over of Italian Air Depots has begun. Seregno (Barrack and Clothing) and Pogliano (Medical) Depots have already been handed over to the I.A.F.

50. The completion of inventories for Gallarate, Sedriano, Monza and Cerisco prior to handing over is in progress.

51. The French Air Mission have returned to Milan and are continuing to locate and list French Air Force Equipment, etc. taken over by the Italians during the period of the Italian occupation in France.

52. During the month further Italian Air Force M.T. vehicles have been located in the Milan and Turin districts and several release certificates obtained from H.Q. 2 District. A complete list of recovered M.T. vehicles for Milan and Turin Districts for the period 11.10.45 to date is being completed by H.Q. 1st Z.A.T.

53. Further issues of surplus I.A.F. equipment have been made to R.A.F. Units.

54. Industrial position. Aircraft firms have been encouraged to switch production to peacetime articles and November has seen considerable progress in this direction. Fiat aircraft works in Turin are making coach work for motor-buses and electric trolley buses and when the new assembly lines are ready, combined output will be stepped up to fifty per month. Additional enterprises are furniture construction and non-provision work for the State Railways.

55. Readily adaptable firms, such as the Lombardia Glider Works, Cantu (now engaged upon toy, furniture and motor-boat production) have been able to make 100% conversions. Others, such as Caproni Armament Works, Saronno (which is turning out a few trolley-bus chassis) have a large number of specialised machine tools lying idle and hundreds of employees for whom no useful work can be found. Lack of coal and raw materials aggravates the situation and hardship will have to be endured before conditions improve.

56. Inventions and new aircraft. A successful test of the "Turri 32" para-

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chute has been carried out on Lingotto Airport.

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1949, is shown in appendix "B".

Milan Detachment.

49. Equipment. The handing over of Italian Air Depots has begun. Seregno (Barracks and Clothing) and Pogliano (Medical) Depots have already been handed over to the I.A.F.

50. The completion of inventories for Gallarate, Solbiate, Monza and Cercisa prior to handing over is in progress.

51. The French Air Mission have returned to Milan and are continuing to locate and list French Air Force Equipment, etc. taken over by the Italians during the period of the Italian occupation in France.

52. During the month further Italian Air Force M.T. vehicles have been located in the Milan and Turin districts and several release certificates obtained from H.Q. 2 District. A complete list of recovered M.T. vehicles for Milan and Turin Districts for the period 11.10.45 to date is being completed by H.Q. 1st Z.A.T.

53. Further issues of surplus I.A.F. equipment have been made to R.A.F. Units.

54. Industrial position. Aircraft firms have been encouraged to switch production to peacetime articles and November has seen considerable progress in this direction. Fiat aircraft works in Turin are making coach work for motor-buses and electric trolley buses and when the new assembly lines are ready, combined output will be stepped up to fifty per month. Additional enterprises are furniture construction and non-precision work for the State Railways.

55. Readily adaptable firms, such as the Lombardia Glider Works, Cantu (now engaged upon toy, furniture and motor-boat production) have been able to make 100% conversions. Others, such as Caproni Armament Works, Seregno (which is turning out a few trolley-bus chassis) have a large number of specialised machine tools lying idle and hundreds of employees for whom no useful work can be found. Lack of coal and raw materials aggravates the situation and hardship will have to be endured before conditions improve.

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56. Inventions and new aircraft. A successful test of the "Turri 32" parachute has been carried out on Linate Airport. Special features claimed for this parachute include safety at low altitude (150 feet), shock absorbers to eliminate jerk, air valves to control speed and direction of descent and automatic self-opening device. Interest in the parachute has been expressed by the Ministry of Aircraft Production and steps are being taken for the conveyance of prototypes to London.

Continued/6.....

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57. The first air-test of the IM.5, new two seater passenger aircraft, has been carried out at Vercelli. The aircraft proved very manoeuvrable and is anticipated to prove a popular model if regulations allow its production for the civil market.

58. Air Courier Service and Freight Transport. During the month some interruption in the regular functioning of the Air Courier Service has been caused by weather conditions. Owing to the incidence of fog at Linate Airfield arrangements are well in hand for the systematisation of diversionary landing grounds at Orio Bergamo, Venegono and Verziate.

59. During the past seven weeks over 9,000 mines have been raised from Orio Airfield by the I.A.F. Armament Section. Work of levelling and clearing the field has been completed, and accommodation provided for duty personnel. Two aircraft have already landed at Bergamo.

60. The I.A.F. seaplane base at Genoa has been set up and staffed in preparation for Rome-Genoa Air Courier Service.

61. Screening procedure at Air Booking Centre, Milan, has been revised and brought into line with the provisions of the A.F.S.C. Air Priorities Board.

62. I.A.F. Equipment and Ration Issues. Accord has been reached with No.2 District to facilitate the release to I.A.F. of material stored in C.E.I. Dumps. Present arrangements consent to the immediate withdrawal of necessary stores and obviate the time-lag previously occasioned by submitting lists for approval.

63. A Regional I.A.F. Depot has been established in I.A.F. Headquarters Barracks, Milan. Bulk rations for 30 days for all I.A.F. personnel in this area will be stored and issued at this centre.

64. Inspections and visits. Inspections and visits have been made to Aeronautica Lombarda Glider Works, at Cantu, Fiat Aircraft Works at Turin and Rossio, Caproni Works at Sarono, C.C.R.A. Sodirene etc.

PADOVA DETACHMENT.

65 Caproni - Garbolo. Tangible results are now beginning to be seen as a result of M.T. repair work carried out at the firm Caproni - Garbolo. Two buses have been repaired of which one has been despatched to Rome and the other to the airfield of Bologna for the purpose of conveying passengers from the I.A.F. Courier Service, between the airfield and the town. An ambulance has also been repaired and is being sent to the airfield of Bologna. It is now expected that results will be more in evidence as quite a number of vehicles are in an advanced state of repair.

66. S.A.E.O. Bologna. Difficulties had been experienced in obtaining permission to convey salvage trucks from Dalmine to the main works at Bologna. However, permission was eventually obtained and the transport of vehicles is now well under way. A total of approximately 40 vehicles have already been delivered, and a further 20 are being sent each week.

67. Transfer of R.A.F. vehicles to Rome. A start has already been made on the transfer of R.A.F. vehicles to Rome. [illegible] Italian type trucks [illegible] put into use with the 2nd [illegible]

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60. The I.A.F. aeroplane base at Genoa has been set up and started in preparation for Rome-Genoa Air Courier Service.

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63. A Regional I.A.F. Depot has been established in I.A.F. Headquarters Barracks, Milan. Bulk rations for 30 days for all I.A.F. personnel in this area will be stored and issued at this centre.

64. Inspections and visits. Inspect ons and visits have been made to Aeronautica Lombardia Glider Works, at Cantu, Fiat Aircraft Works at Turin and Rossio, Caproni Works at Saronno, C.C.R.A. Sedirmo etc.

MOTOR DEPARTMENT.

65 Caproni - Gardolo. Tangible results are now beginning to be seen as a result of M.T. repair work carried out at the firm Caproni - Gardolo. Two buses have been repaired of which one has been despatched to Rome and the other to the airfield of Bologna for the purpose of conveying passengers from the I.A.F. Courier Service, between the airfield and the town. An ambulance has also been repaired and is being sent to the airfield of Bologna. It is now expected that results will be more in evidence as quite a number of vehicles are in an advanced state of repair.

66. S.A.C.O. Bolzano. Difficulties had been experienced in obtaining permission to convey salvage trucks from Bolzano to the main works at Bologna. However, permission was eventually obtained and the transport of vehicles is now well under way. A total of approximately 40 vehicles have already been delivered, and a further 20 are being sent each week.

67. Transfer of I.A.F. vehicles to Rome. A start has already been made on the transfer of I.A.F. vehicles to Rome. As Italian type trucks become unserviceable and put into use with the 2nd A.A.T, I.A.F. vehicles are despatched to Rome.

MAPPING DETACHMENT.

68 Supply of aircraft from U.S. sources. During the month under review the A.A.F.S.C/A.A.I.C. Headquarters in Naples closed down. This organisation had been responsible for the issue of P.39 aircraft and equipment since June 1944 when the Italian Air Force first used Allied equipment. Supplies are now controlled by an organisation known as Naples Air Force General Depot where contacts have already been made. After a necessary delay owing to this transition it is hoped to resume P.39 supplies with the possibility of P.38 aircraft also being handed over.

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69. Cadet school. In order to provide suitable accomodation for the cadets at Nisida, repair work is in hand. The Officers, N.C.O's and civilian permanent staffs who are to carry out duties with the school have arrived at Nisida and have been accommodated at the airport. The school is expected to open on 10th January, 1946.

70. Clothing and accoutrements. More than 50 tons of clothing and accoutrements of second and third grade quality have now been successfully transferred from Naples to the I.A.F. Store at Mumpivacca near Bari. Supplies reached the Port of Naples from the Middle East and were temporarily stored at Nisida Depot prior to forwarding. Owing to the heavy commitments in this area the A.F.S.C. has supervised the opening of a local clothing store of sufficient capacity to supply all the Italian Air Force personnel who are very largely attached to Allied Units.

71. Motor transport. With the general decrease in serviceability of British vehicles previously supplied to Italian Air Force S.&T. Column, arrangements are being made to provide Italian vehicles from the North in replacement. It is intended entirely to reorganise the motor transport arrangements in the Naples area which should lead to economy in the use of men and material while at the same time increasing the efficiency. At Nisida, a workshop is being equipped so that it may be capable of undertaking all repair work on M.T. vehicles of any description, and this should obviate the heavy charges of civilian contractors.

72. Repatriated I.A.F. Ex-POW's. About 450, including about 40 I.A.F. Officers and 30 N.C.O's have passed through Nisida during the month. They have been accomodated there and interrogated in order to obtain from them all the necessary details prior to their being issued with backpay and allowances.

73. Aviation Firms. The work at all the factories in the Naples area is gradually coming to an end and in the near future none of these factories will have any work in hand for the Italian Air Force. The Magneghi Firm has produced a consignment of rubber gaskets for P.39 aircraft.

74. I.A.F. Companies. Special attention has been given to I.A.F. personnel employed by the Royal Air Force. Frequent inspections have been carried out by the newly appointed I.A.F. Liaison Officer and by Lt/Col. Dentice in order to ensure that the personnel maintain a reasonable standard of discipline. A complaint of inefficiency by the R.A.F. No.1 General Hospital was passed to our Naples Office, and they have reported that our immediate action has produced a decided improvement. The Units which have been established for some time do not produce as many complaints as in the past. The 21st Company was transferred from Caserta to Bari.

75. Ex-Enemy Vehicle Park. 43 vehicles of ex-enemy origin have been collected from R.A.F. Units and stored at the Transport Column. They range from small saloon cars to 5 ton transports, but almost without exception their condition is very poor. A local contractor has been recommended to the Italian Air Ministry who will undertake to "cannibalise" vehicles in order to make a few of them serviceable.

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

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 14th December, 1945.
Ref: AFSC/25/1/AIR.

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DISTRIBUTION:

M.A.A.C. SECRETARIAT (7 copies) (1 for NAD/AE, 2 for Historical Records Section, [illegible], and 1 for Air Ministry, London, if required).

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APPENDIX "A"

SUMMARY OF COURIER WORK FOR THE MONTH OF NOVEMBER, 1945.

	Number of Flights.	Hours.	Passengers.	Freight. Lbs.
SM. 79.	177	330.30	1277	77
SM. 82	131	196.05	674	140
Seaplane Wing.	47	90.40	387	16
Baltimore Wing.	67	75.10	146	8
TOTALS:	422	702.25	2484	243

SUMMARY OF OTHER FLYING BY ITALIAN AIR FORCE.

	No of Flights.	No of hours.
INDEPENDENT (AUTONOMOUS) SQUADRON U.A.	52	31.25
TRAINING SCHOOL FROSINONE.	224	97.50
FIGHTER TRAINING SCHOOL, LECCE.	32	25.50
REFRESHER FLYING SCHOOL, LECCE.	90	37.00
NIGHT FLYING SQUADRON.	156	74.00
TRANSPORT WING.	41	30.00
BALTIMORE WING.	249	82.30
CANT Z.1007.	10	10.30
SEAPLANE WING.	63	81.20
FIGHTER WING.	36	444.35
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TOTALS:	422	702.25	2604	243

SUMMARY OF OTHER FLYING BY ITALIAN AIR FORCE.

	No of Flights.	No of hours.
INDEPENDENT (AUTONOMOUS) SQUADRON U.A.	52	31.25
TRAINING SCHOOL FROSINONE.	224	97.50
FIGHTER TRAINING SCHOOL, LECCE.	32	25.50
REPRESENTATIVE FLYING SCHOOL, LECCE.	90	37.00
NIGHT FLYING SQUADRON.	136	74.00
TRANSPORT WING.	41	30.00
BALTIMORE WING.	249	82.30
CANT Z.1007.	10	10.30
SEAPLANE WING.	63	31.20
FIGHTER WING.	536	444.35
TOTALS:	1565	922.15

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APPENDIX "I".

VISIT OF AIR MARSHAL SIR CHARLES MEDHURST K.B., O.B.E., M.C. TO CENTOCELLE AIRFIELD - SUNDAY 25th NOV. 1945.

The Italian Air Force station, Centocelle, was inspected by the Commander-in-Chief, R.A.F. - MED/ME. - Air Marshal Sir Charles Medhurst K.B., O.B.E., M.C. on Sunday the 25th November, 1945, at 09,30 hours together with Air Vice-Marshal F.J. Fogarty D.F.C., A.F.C., - A.O.C. Italy; Air Vice Marshal I.E. Hordle C.B.E. A.F.C., A.C. Rome; Brig.Gen. W.E.Lee; Colonel R.F. Worden - A.F.S.C., A.C. Rome; General Aimone Cat - Chief of Italian Air Staff.

2. Arriving at the airfield the C-in-C was introduced to General Gaeta, Commanding, Units Area - Nord, and the station commander, Lt. Colonel Meinero, and afterwards inspected the Guard of Honour.

3. Aircraft, representing all phases of operational, courier, and training departments of the I...F. were displayed for inspection on the flight line. These included such types as the Spitfire, Airacobra, Baltimore, MC 205, SM. 79, SM. 82, SM. 95, F.L. 3., L.M. 5 and C.R. 42.

4. After inspecting the aircraft, a detailed tour of the airfield buildings followed.
First, the maintenance hangars and buildings, - where airframe, propeller and engine maintenance was seen underway.

5. Then to the mobile workshops, - the radio repair shop, - the stores, - airmen's barracks, - officer's and airmen's dining halls.

6. Finally to the C.A.V. offices, and the operations room, where details of the movement and control of aircraft engaged in the courier service, were explained by the officers in charge.

7. Upon completion of the inspection, light refreshments were served in the buffet, when the Air Marshal expressed his admiration and appreciation of all he had seen, and thanked all those responsible.

8. The morning activities ended with a flying demonstration of the performance of the SM. 95, in the capable hands of the chief test pilot of the firm of Savoia Marchetti, and also a formation of three Baltimores representing the two squadrons stationed at Littorio airfield.

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Colonel Romero, and afterwards inspected the Guard of Honour.

3. Aircraft, representing all phases of operational, courier, and training departments of the I.A.F. were displayed for inspection on the flight line. These included such types as the Spitfire, Airacobra, Baltimore, MC 205, SM. 79, SM. 82, SM. 95, F.L. 3., L.M. 5 and C.R. 42.

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7. Upon completion of the inspection, light refreshments were served in the buffet, when the Air Marshal expressed his admiration and appreciation of all he had seen, and thanked all those responsible.

8. The morning's activities ended with a flying demonstration of the performance of the SM. 95, in the capable hands of the chief test pilot of the firm of Savoia Marchetti, and also a formation of three Baltimores representing the two squadrons stationed at Littorio airfield.

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APPENDIX "C".

REPORT ON TEST FLIGHTS IN ITALIAN AIRCRAFT TYPES F.L. 3 AND F.L. 5.

Test flights in the above named aircraft were flown by the P.T.I. from Centocelle Airfield, on the 26th and 27th of November - respectively.

1. F.L. 3 (Reg N MM.5474) -
DURATION OF FLIGHT - 1 hour 15 minutes.
DESCRIPTION.

2. This is a light, single-engine aircraft designed with an open cockpit with side by side seating for dual instructional purposes in the elementary training of pilot cadets. It has a normal type fixed undercarriage - flaps are not fitted.

OPERATING DATA.

3. Powered by a 65 H.P. engine, driving a fixed pitch airscrew, the stalling speed is 50 km/hr. Take-off speed at full power is 60 km/hr - with a climb of 200 to 300 ft/min. - at 100 km/hr, and 1650 engine r.p.m. Cruising speed is 140 km/hr, at 1650 r.p.m. - with an endurance of 4½ hours tanks full.

GENERAL REMARKS.

4. The aircraft handles very lightly indeed, and little or no rudder is required in any manoeuvre. No trimming devices are available, but the aircraft responds effectively to the controls, and is stable in flight.

5. The glide approach for landing is the best method to adopt at 90 km/hr., but even this gives but a shallow flat attitude, and if the speed is at all on the high side, considerable float results before landing - the landing run is very short.

F.L.5 (PROTOTYPE)
DURATION OF FLIGHT. - 30 minutes.
DESCRIPTION.

3420

6. The first model of a light single-engine aircraft, designed for either military or civilian use, in short distance personal and courier service. Has an enclosed cockpit, with side by side seating for two persons. Retractable undercarriage and full 90 of flaps are fitted.

OPERATING DATA.

60 H.P. G.N.A. normally

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DESCRIPTION.

2. This is a light, single-engine aircraft designed with an open cockpit with side by side seating for dual instructional purposes in the elementary training of pilot cadets. It has a normal type fixed undercarriage - flaps are not fitted.

OPERATING DATA.

3. Powered by a 65 H.P. engine, driving a fixed pitch airscrew, the stalling speed is 50 km/hr. Take-off speed at full power is 60 km/hr - with a climb of 200 to 300 ft/min. - at 100 km/hr. and 1050 engine r.p.m. Cruising speed is 140 km/hr, at 1450 r.p.m. - with an endurance of 4½ hours tanks full.

GENERAL REMARKS.

4. The aircraft handles very lightly indeed, and little or no rudder is required in any manoeuvre. No trimming devices are available, but the aircraft responds effectively to the controls, and is stable in flight.

5. The glide approach for landing is the best method to adopt at 90 km/hr., but even this gives but a shallow flat attitude, and if the speed is at all on the high side, considerable float results before landing - the landing run is very short.

F.L.5 (PROTOTYPE)
DURATION OF FLIGHT. - 30 minutes.
DESCRIPTION.

3429

6. The first model of a light single-engine aircraft, designed for either military or civilian use, in short distance personal and courier service. Has an enclosed cockpit, with side by side seating for two persons. Retractible undercarriage and full 90 of flaps are fitted.

OPERATING DATA.

7. A fixed pitch airscrew is powered by a 60 H.P. C.N.A. normally aspirated engine, consisting of four cylinders horizontally opposed in pairs.

8. Takes-off at full power at 60 km/hr., climbing at 300 ft/min. 1900 r.p.m. at 100 km/hr. Cruises straight and level at 140 km/hr.

9. Stalling speed - a) with undercarriage and flaps up - 40

b) undercarriage and flaps down. 30 - 35 km/hr.

10. With full petrol tanks the manufacturers lay down an endurance of 6 hours. Maximum speed for operation of undercarriage and flaps 120 km/hr.

11. The elevators and rudder are fitted with adjustable trimming devices - operative from pilots seat.

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GENERAL REMARKS, CHARACTERISTICS, ETC.

12. During the take-off there is a slight swing to the left which is easily corrected by application of moderate right rudder.

13. The undercarriage is mechanically operated by a hand lever to the left of centre of the cockpit. To retract the gear pull the lever out to the left and then sharply to the rear and lock there. The wheels retract instantly, being assisted by the spring action of a rubber "hinge" in the mid-section of the undercarriage legs.

14. The flaps lever is in close proximity to the right of the undercarriage lever, and slightly forward of the latter. There is a possibility of knocking the flaps lever into the "down" position when raising the undercarriage, and it should be guarded against.

15. Flaps may be lowered in four stages approximating to 20°, 40°, 60°, and full 90°.

16. The first 60° create a sudden surging loss of speed and steep, nose down attitude, also one feel a fair weight effect on the operating lever. In raising the flaps little change of trim is experienced, and the aircraft continues to handle efficiently and safely.

17. The rate of descent in a glide with full flaps down is up to 500 metres min., full flaps being used for landing under normal wind conditions. A slight check only is needed on the control column, and after touchdown the aircraft will come to rest within a comfortable fifty yards.

18. A spacious and bulbous canopy is fitted to the cockpit, giving excellent visibility throughout all directions, including an exceptionally good view forward of the nose.

19. It is hoped to fit a Lycoming, 85 H.P. engine to later models, which should further enhance the excellent performance of this aircraft.

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APPENDIX "D".

ITALIAN AIR FORCE - AIRCRAFT STATUS REPORT AS AT 30TH NOVEMBER, 1945.

		Strength	Serviceable	Crew.
FIGHTER WING.				
Lecce	P.39	32	23	
Lecce	P.39	44	--	Reserve
Lecce	Ca.135	1	1	
Lecce	Sai. 202	2	2	
Lecce	Spitfires	11	6	
Lecce	Mc. 205	16	14	
Lecce	Mc. 202	18	15	
		128	63	174
LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.				
Urbe	M. 167	27	23	
Linate	M. 167	2	2	
Guidonia	S. 82	14	4	
Centocelle	S. 82	4	4	
Lecce	S. 82	4	3	
Lecce	Cant. Z. 1007	2	-	
Frosinone	Cant.Z. 1007	1	1	
Centocelle	S. 79	29	22	
Centocelle	S. 84	3	2	
Centocelle	S. 75	1	1	
Centocelle	S. 12	5	5	
Centocelle	Sai. 202	1	1	
		93	60	137
SEAPLANE WING.				
Taranto	Cant. Z.506/S	5	2	
Elmas	Cant.Z.506/S	2	2	
Brindisi	Cant.Z.501	9	7	
Brindisi	Cant.Z.506/S	2	1	
Venice	Cant.Z.506/S	1	1	
Venice	Cant.Z.506/S	1	1	
Taranto	Cant.Z. 506/S	2	2	
Elmas	Cant.Z. 506/S	2	1	
Elmas	Cant.Z. 506/S	3	-	
Taranto	Cant.Z.501	4	2	
Taranto	R.S. 14	6	5	
Venice	R.S. 14	1	1	
		36	25	49
SCHOOLS.				
Lecce	Mc.200	11	4	
Lecce	Fn.305	3	1	

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Lecce	M. 167	2	2	
Lecce	M. 107	2	2	
Guidonia	S. 82	14	4	
Centocelle	S. 82	4	4	
Lecce	S. 82	4	3	
Lecce	Cent. Z. 1007	2	-	
Frosinone	Cent.Z. 1007	1	1	
Centocelle	S. 79	29	22	
Centocelle	S. 84	3	2	
Centocelle	S. 73	1	1	
Centocelle	G. 12	5	5	
Centocelle	Sai. 202	1	1	
		93	66	137

SEAPLANE WING.

Taranto	Cent. Z.500/S	5	2	
Elmas	Cent.Z.500/S	2	2	
Brindisi	Cent.Z.501	9	7	
Brindisi	Cent.Z.500/S	2	1	
Venice	Cent.Z.500/S	1	1	
Venice	Cent.Z.500/S	1	1	
Taranto	Cent.Z. 500/S	2	2	
Elmas	Cent.Z. 500/S	2	1	
Elmas	Cent.Z. 500/S	3	-	
Taranto	Cent.Z.501	4	2	
Taranto	R.S. 12	6	5	
Venice	R.S. 12	1	1	
		38	25	49

SCHOOLS.

Lecce	Re.200	11	4	
Lecce	Fn.305	3	1	
Lecce	G.50	2	1	
Lecce	Cr.42	5	2	
Lecce	Ca.104	7	2	
Lecce	Sai. 200	1	1	
Lecce	G.8	1	1	
Brindisi	Cr.42	1	1	
Lecce	F.39	5	1	
Lecce	Spitfires	2	2	
Frosinone	M.167	4	2	
Frosinone	Sai.202	1	1	
		43	19	114

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AUTONOMOUS SQUADRONS.
Unità Aeree.

Palese	Ca. 314	4	2	
Palese	S. 79	1	1	
Palese	Cant. Z. 1007	2	1	
Palese	Ca. 313	1	-	
Palese	Ca. 310	1	-	
Palese	Ca. 309	2	1	
Palese	Sai. 202	3	3	
Palese	Me. 2001	3	1	
Centocelle	Me. 2001	2	-	
Centocelle	Cr. 42	1	1	
Centocelle	Sai. 204	1	1	
Centocelle	Sai. 202	1	-	
Centocelle	Ca. 309	1	-	
Urbe	Sai. 202	1	-	
Linate	Ca. 309	1	1	
Linate	Sai. 202	1	1	
Linate	Cr. 42	2	2	
Udine	Fj. 156	1	-	
Allied Com.	Sai. 202	1	-	
		30	15	63

AUTONOMOUS SQUADRON - SARDINIA.

Elmas	S. 79	1	-	
Elmas	Sai. 202	1	1	
		2	1	2

AUTONOMOUS SECTION.

Urbe	S. 79	1	1	
Urbe	S. 75	2	2	
		3	3	3

RELAIR SHOPS.

Fighter	Lecce	F.39	6	-
	Lecce	Spitfire	1	-
	Lecce	Mc.205	15	1
	Lecce	Mc.202	9	-
	Lecce	Sai.202	7	3
	Lecce	Ju.87	2	-
	Lecce	Fl.3	2	2
	Lecce	Cr. 20	1	1
T/T	Lecce	S.82	4	-
	Lecce	S.79	1	-
	S.V.Taranto	Ca.314	2	-

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	Centocelle	Re. 2001	2	-	
	Centocelle	Cr. 42	1	1	
	Centocelle	Sai. 204	1	1	
	Centocelle	Sai. 202	1	-	
	Centocelle	Cn. 309	1	-	
	Urbe	Sai. 202	1	-	
	Linate	Cn. 309	1	1	
	Linate	Sai. 202	1	1	
	Linate	Cr. 42	2	2	
	Udine	Fi. 156	1	-	
	Allied Com.	Sai. 202	1	-	
			30	10	03

AUTONOMOUS SQUADRON - SARDINIA.

Elmas	S. 79	1	-	
Elmas	Sai. 202	1	1	
		2	1	2

AUTONOMOUS SECTION.

Urbe	S. 79	1	1	
Urbe	S. 75	2	2	
		3	3	3

REPAIR SHOPS.

Fighter	Lecce	P.39	6	-	
	Lecce	Spitfire	1	-	
	Lecce	Mc.205	10	1	
	Lecce	Mc.202	9	-	
	Lecce	Sai.202	7	3	
	Lecce	Ju.87	2	-	
	Lecce	Fl.3	2	2	
	Lecce	Cr. 20	1	1	
S/T	Lecce	S.82	4	-	
	Lecce	S.79	1	-	
	S.V.Taranto	Cn.314	2	-	
	S.V.Taranto	Cn. 310	1	-	
	Centocelle	S.79	5	-	
	Centocelle	S.84	1	-	
Seaplane	Taranto	Cant.Z.506/B	13	-	
	Taranto	Cant.Z.506/C	1	-	
	Taranto	Cant.Z.506/S	4	-	
	Taranto	Cant.Z. 501	11	-	
	Taranto	R.S. 14	2	-	
	Leverano	Re. 2001	7	-	
	Leverano	Re.2002	15	-	
	Leverano	Mc. 200	15	-	
	Leverano	Cr. 42	1	-	
	Leverano	G. 8	1	-	
	Brindisi	RS. 14	2	-	
			132	7	--
	TOTALS:		167	201	542

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SECRET.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

MONTHLY AIR REPORT NO.35 - OCTOBER, 1945.

List of Appendices:

Appendix "A" Summary of Flying Activity for the month of October 45.

Appendix "B" Details of Albanian Repatriation Air Service.

Appendix "C" Review of the achievements of the Courier Service from May to October.

Appendix "D" Aircraft State as at 31st October 1945.

Appendix "E" Allocation of Staff Duties in A.F.S.C.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Normal flying has been carried out by the Fighter Wing. Flying times are shown at Appendix "A".

Night Bomber Wing - Lecce/Guidonia.

2. This Wing has almost completed its move to Guidonia, the remaining personnel merely waiting till accommodation becomes available there.

3. CZ.1007 - Tirana Repatriation Service. Both of the Night Bomber Squadrons are now equipped with Sm.82s. The Canadian 1007 aircraft have been transferred to the Night Bomber O.T.U. at Frosinone and to the Autonomous Squadron at Bari. The latter Unit has now taken over the repatriation Service between Palese (Bari) and Tirana (Albania). Passengers evacuated during October amounted to 6 Civilians and 100 Servicemen. Orders covering the running of this service are shown at Appendix "B".

Light Bomber Wing - Littorio (Rome).

4. The activity both in training and transportation work has been very restricted owing to shortage of aircraft petrol in the Rome area. This was due to a strike at Naples.

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Appendix "C" Review of the achievements of the Courier Service from May to October.

Appendix "D" Aircraft State as at 31st October 1945.

Appendix "E" Allocation of Staff Duties in A.F.S.C.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Normal flying has been carried out by the Fighter Wing. Flying times are shown at Appendix "A".

Night Bomber Wing - Lecce/Gaidonia.

2. This Wing has almost completed its move to Gaidonia, the remaining personnel merely waiting till accommodation becomes available there.

3. CZ.1007 - Tirana Repatriation Service. Both of the Night Bomber Squadrons are now equipped with Sm.82s. The Caproni 1007 aircraft have been transferred to the Night Bomber O.T.U. at Frosinone and to the Autonomous Squadron at Bari. The latter Unit has now taken over the repatriation Service between Palese (Bari) and Tirana (Albania). Passengers evacuated during October amounted to 6 Civilians and 100 Servicemen. Orders covering the running of this service are shown at Appendix "B".

Light Bomber Wing - Litteria (Rome).

4. The activity both in training and transportation work has been very restricted owing to shortage of aircraft petrol in the Rome area. This was due to a strike at Naples.

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Seaplane Wing - Taranto.

5. Inspections. The Seaplane Bases at Taranto and Brindisi were inspected on 1st October 1945 by the Chief of Staff of the Italian Air Force (General Aimone-Cat) and two members of his Staff.

6. Air Sea Rescue. A further successful A.S.R. exercise was carried out by the Seaplane Detachment at Venice on 27th October. In addition to this three negative operational sorties were flown by aircraft of this wing totalling 7.55 hrs flying time.

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7. Other Flying. 40.25 hrs were flown on A.A. plotting and towed target exercises for the Italian Navy. Courier Services accounted for 101 hours flying time. Details of flying and air transport work are shown at Appendix "A".

Bomber/Transport Wing - Centocelle.

8. Courier Service. This Wing has continued to operate the Military Courier Service. A review of the achievements of this service since the end of hostilities in Italy is shown at Appendix "C". Information about the development of an Air Priorities system to cover this service are shown in Part II of this report. Details of work carried out during October are shown at Appendix "A".

Training.

9. Refresher Flying School - Lecce. This school has made good progress in its move from Lecce to Lecce. All flyable aircraft have now arrived and practically all personnel. The School's Workshops are functioning in one of the hangars at Lecce. An excellent camp site has been prepared and is now partially occupied. The Regione aircraft at Leverano will remain there until the proposed aircraft holding unit has been established. Leverano airfield will continue to be used as a relief landing ground until the weather makes it unserviceable.

10. Frosinone. Normal training was continued with Baltimores and Cerzette 1007 aircraft. 483 Sorties were flown totalling approximately 100 hours flying. Output of the school during the month was 10 Pilots and 1 W/T Operator. 17 Pilots, 29 Navigators and 3 W/T Operators remain under training.

11. Ground Training. Col. MAREEN (USAAF) attached to the A.F.S.C. has been given the duty of supervising all training in the I.A.F., especially ground training which at present appears to be somewhat neglected, and which has not previously been the subject of close investigation by A.F.S.C.

Aircraft Safety.

12. R/T & Tower Control. Italian Air Force a/c are being equipped with R/T. All transport a/c should be fitted by the end of this year. The Main I.A.F. Airports (Lecce, Frosinone, Rear Littorio, Rome Centocelle) are already equipped with towers for R/T control. The tower at Guidonia will be working in November. English speaking Italian Officers will be placed in the Allied Control Towers at Milan, Treviso, Pomigliano and Bari airfields in the near future.

13. I.A.F. Flying Control Organisation. Orders are now being prepared in the Italian Air Ministry, establishing a Flying Control Organisation similar to that used by the Allies.

Aircraft Construction.

14. It was discovered that Caproni have been constructing a large four-engined aircraft (BL.308) capable of carrying 60 passengers, construction having been continued since the German occupation. Authority for the construction of

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partially occupied. The Regiano aircraft at Loverano will remain there until the proposed aircraft holding unit has been established. Loverano airfield will continue to be used as a relief landing ground until the weather makes it unserviceable.

10. Fresinone. Normal training was continued with Baltimores and Cant Z.1007 aircraft. 183 Sorties were flown totalling approximately 100 hours flying. Output of the school during the month was 10 Pilots and 1 W/T Operator. 17 Pilots, 29 Navigators and 5 W/T Operators remain under training.

11. Ground Training. C.I. "AMER" (USAAF) attached to the A.F.S.C. has been given the duty of supervising all training in the I.A.F., especially ground training which at present appears to be somewhat neglected, and which has not previously been the subject of close investigation by A.F.S.C.

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Restitution of Italian Military Aircraft from Spain.

15. At the beginning of the month information was received by the Italian Air Ministry that of the aircraft they had asked for authority to withdraw from internment in Spain, 3 SM. 82s and 1 Cant 314 had been ordered to leave Spain by the Spanish authorities, being serviceable interned aircraft with available interned crews. Approval by the Allied Military and Diplomatic authorities for the restitution of these aircraft was received only two days before the Spanish "ultimatum" expired. Two of the aircraft were flown successfully direct to Centocelle on 10th October, the third forced landing at Corvetori owing to lack of fuel. This aircraft proceeded to Rome shortly afterwards when minor repairs made necessary by the forced landing had been effected. The Cant 314 has not yet left Spain.

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Aircraft Holding Unit.

16. The Air Forces Sub-Commission is responsible for restricting the ceiling of aircraft being used by the Italian Air Force, the general policy being to ensure that in any flying branch of the service, aircraft surplus to the aircraft strength at the end of hostilities should be placed in reserve. To put this policy into effect, it is necessary to establish an Aircraft Holding Unit with adequate hanger space, and for this purpose efforts are being made to obtain the use of at least the runways and hangars of Gain del Colle for the I.A.F. This airfield is still under requisition to the U.S.A.A.F., though not at present in use by Allied Flying Units.

Italian Meteorological Services.

17. Major reporting stations were opened at Trieste, Verona, Poretta, and Cozzo Spadaro. 10 stations were closed. Further British equipment at reduced prices has been offered to the Italian Met. Service and it seems likely that the Radio-Sondes of American origin now operated by the Italians will be "loaned indefinitely". The general signals position is good but there has been considerable trouble with the Teletype reaching and line at the Italian Air Ministry.

Intelligence.

18. Press. A careful watch is being kept on certain Italian newspapers which are publishing articles of a critical nature about the methods used by the I.A.F. For the most part these are harmless and of such poor quality as not to be worthy of special attention, but in some cases they name and accuse high ranking serving officers.

19. Privately Owned Aircraft. Privately owned civilian aircraft are still being discovered. They are nearly all unserviceable and intelligence reports do not indicate that any unauthorised flying is taking place.

20. Gliding. In the North, air-minded civilians and demobilised I.A.F. personnel were found to be organising flying clubs with a view to encouraging gliding and interest in aeronautics. They have been informed that all forms of flying - including gliding, are forbidden.

21. "International Crisis". An interesting example of the dangers of Italian misunderstanding of the Allied sense of humour occurred recently when, amongst others, a Lieutenant Colonel of the I.A.F. had his hat removed from an Allied aero by some [illegible] A.A.F. aircrew. Rumour of this "personal insult" arrived back unofficially at the Italian Air Ministry with an addition to the story to the effect that he had demanded payment for a new hat. It was then decided that he would have to be replaced as he did not get on with the Allies. Investigation has, however, proved that he took the 'joke' in good part, and that it was the Allied Aerodrome Commander who ordered the price of the new cap to be provided by the practical jokers. Though this explanation has been made to this officer's superiors to their apparent satisfaction, Italian Air Ministry circles still believe that the pilots were endeavouring to give a personal insult to the officer concerned.

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considerable trouble with the Teletype working owing to the Italian Air Ministry.

Intelligence.

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Visits.

22. The Director ..F.S.O. inspected I.A.F. Station, Centocelle. He also visited Greece in connection with subjects of common interest and in particular, the intended formation of Air Councils and the Reorganisation of the Italian and Greek Air Ministries.

PART II - ORGANISATION AND ADMINISTRATION.

A.P.S.O. Staff Organisation.

23. Owing to the gradual reduction of the posted strength of A.P.S.O. because of Officers being posted without replacement, the services of a number of

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American Officers on an attached basis have been obtained. The arrival of these officers has enabled the Sub-Commission to increase considerably its supervisory activity particularly in the sphere of the Courier Service and restricting aircraft construction in North Italy. As the result of a general re-adjustment of Staff Duties reallocation was made as shown at Appendix "D".

Air Priorities System.

24. Air Priorities Board. Allied Commission Air Priorities Board has produced a comprehensive directive to be used as a guide by all screening, priorities and booking agents concerned with requests for air travel and booking on the Italian Military Courier Services.

25. Future Policy. The current policy is to relinquish control of the operation of the Board when Italian Military personnel are trained in tried Allied methods of dealing with air priorities and traffic. Until this goal is reached, however, the system will be closely supervised by Air Forces Sub-Commission.

Personnel.

26. Location and Strength of Units List. October brought the publication of the first monthly unit strength report by the I.A.F., a booklet-form order of battle, which provides an accurate, up-to-date picture of all Units, solves the problem of ration allotments, and carries answers to numerous other personnel problems. The report will be issued on the 20th of each month.

27. I.A.F. Companies Serving with Allies. The position of the Italian Air Force Companies has changed little during the month of October. The extra 3,000 allowed on establishment has now been withdrawn, but only one company out of the eleven has been withdrawn, and the remainder are still with their parent I.A.F. Unit, though not up to establishment strength of 283 per Company.

28. Changes at Naples. Several changes of senior personnel in the Naples (Campania) District have taken place following investigations of some incidents there, and the position is reported to be much improved.

Welfare.

29. Welfare. A movement has been started to revitalise I...F. welfare.

Equipment.

30. Captured Enemy Material. Under the terms of the latest AMG directive all material of Italian military origin, if not required by the Allies, is to be handed over to the Italian military authorities for maintenance of the armed forces. In accordance with this directive preparations were made for the hand-over to the I.A.F. of all ex-Air Force depots in Northern Italy. It is estimated that the hand-over will be completed in four to five weeks' time.

Motor Transport.

31. Captured Ex-Enemy Vehicles. The first lists comprising 428 ex-enemy [illegible] recovered from [illegible]

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26. Location and Strength of Units List. October brought the publication of the first monthly unit strength report by the I.A.F., a booklet-form order of battle, which provides an accurate, up-to-date picture of all Units, solves the problem of rating allotments, and carries answers to numerous other personnel problems. The report will be issued on the 20th of each month.

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Motor Transport.

31. Captured Ex-Enemy Vehicles. The first lists comprising 429 Company captured vehicles, including trailers and motor-cycles recovered from [illegible] Italy have been submitted to AMIO Italy. Arrangements have been made for the repair of those vehicles considered repairable by the firms of S.A.B.O. Bolzano and Bologna, and Caproni of Cerbolo. Vehicles will be released to the I.A.F. after repair.

32. Drivers' School. The schools formed at Cicognazzo and Nisida have now been closed, one Central School is being formed at Monterotondo and should be operating shortly. A syllabus has been prepared and an Instructors course arranged. It is expected this course will begin on the 15th November, or earlier if all the equipment has been assembled.

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Engineering.

33. Italian Fighter. There has been further improvement in the serviceability during the month which now stands roughly 65%. Spares are still difficult to obtain, but should soon be available from the stores depots in the North.

34. Italian Bomber-Transport. The serviceability remains at about 80% which reflects very favourably on the standard of maintenance. More G.12 aircraft are becoming available for the Courier Service which has also had more SM.79 aircraft added.

35. Allied type Aircraft. The serviceability of the Spitfires stands at 50%, while the serviceability of the P.39 aircraft has improved to 75%. To help with spares for the P.39 it has been decided to break-down 4 of the oldest P.39 aircraft. One of the tightest items still being propellers.

36. General. The military version of the SM.95 is now completed, has been air tested satisfactorily, and is awaiting disposal instructions. The first G.12 fitted with Alfa 126 engines is also nearly ready to leave the factory and should show improvement over the same aircraft fitted with Fiat A.74 engines. Italian Air Force aircraft and crew state as at 31st October, 1945, is shown at Appendix "D".

Milan Detachment.

37. Equipment - Visits. Visits have been paid to the Milan Office by French and Austrian Commission representatives with a view to recovery of Equipment of French and German origin. Visits of these representatives to the various I.A.F. Equipment Depots and other Units have been facilitated.

38. Inventories. Listing of the I.A.F. Armament Dumps and Stocks held therein are now practically complete for the Milan area.

39. Depots. The I.A.F. Clothing Depot at Serenmo School is now in course of being transferred to the General Depot, Gallarate, and will be returned to the Education Authorities. Arrangements were made for the further systematization of depots and preservation of stores. Consideration is being given to the question of disposing of unwanted scrap metal, and tenders are being invited.

40. Release of I.A.F. Vehicles from Civil Firms. During the month several I.A.F. M.T. vehicles have been discovered held by civilian firms in Milan and District, and necessary release has been requested from H.Q. 2 District.

41. Allied Military Policy - Aircraft Industry. Steps have been taken to implement the decision that there shall be no Italian Civil Aviation or construction of Italian aircraft pending further statement of policy. Aeroplane and engine constructors have been informed that no permission to build new aircraft can be given in the immediate future and have been reminded that all work not specifically authorised prior to the receipt of this order must cease.

42. Results of Policy. Considerable hardship and unemployment has been occasioned by enforcement of this directive but aircraft firms have shown ready compliance and made every effort to divert their energies into other channels. The firms of S.I.A.I. (Savoia Marchetti) has turned to the production of fishing boats, bicycles, and a newly designed motor-propulsion unit for attachment to bicycles.

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43. Future Policy. Firms are also seeking a contract for the recovery and repair of ex-enemy vehicles. Other Firms are being encouraged to show similar initiative in the development of new enterprises, but this is not always possible when special circumstances obtain. An instance is provided by the Breda Firm at Sesto San Giovanni where it seems unlikely that useful alternative employment can be found for five hundred operatives suspended from the construction of a new 65-seater passenger plane.

44. Security. One or two unsuccessful attempts to rob I.A.F. storehouses have been reported. On two consecutive evenings civilians attempting to break into the

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the I.T. Depot at Sedriano were scared off by Carabinieri Guards. In Malpensa area the woods and sheds of R.A. have been pillaged for firewood and measures have had to be taken to prevent a recurrence. With the arrival of Winter there is likely to be foraging on an increased scale and security measures will have to be tightened accordingly. There is also a possibility of civil disturbances in one form or another. Application has been made to issue the R/A Headquarters with automatic rifles as a defence measure and so bring the I.A.F. in line with the Italian Army in this respect.

45. Accommodation - I.A.F. Personnel. The departure of 15th American Hospital from Milan has enabled the requisitioning for I.A.F. of the R.A. Barracks adjoining the Administration Building, thus solving certain accommodation problems in Milan city and making possible a central self-contained organisation. With this exception no improvement has been shown generally in the availability of accommodation and cases continue to arise of the I.A.F. being forced to evacuate quarters to meet the demands of Allied Forces for winter billeting.

46. Release of Materials. Considerable difficulties have been experienced in obtaining the release of materials required either by the I.A.F. or A.F.S.C. It has been impossible to obtain spares essential for the repair of unserviceable Ford trucks as the Scrapped Vehicle Park at Roma has been "frozen" by the AFHQ. Application to No.2 District for an allocation of tyres and batteries has been refused on the grounds that all stores of this description are reserved exclusively for Army use. Application for release of I.A.F. radio equipment for I.A.F. use is long outstanding and no decision has yet been given.

47. Inspections. During the month, inspections and visits have been made to the following places: Avio Fiat at Vercelli, Aeroe Airfield at Biella, R.A. Aircraft Engine and Spares Depot at Novara, Breda Works at Sesto San Giovanni, SIAI Marchetti at Sesto Calende and Borgomanero, Central I.A.F. Store at Gallarate etc.

Padova Detachment.

48. Air Sea Rescue Seaplane Detachment - Treporti. Requirements of this Unit have received first priority and a motor car and a motor boat have been obtained during the month which should help increase efficiency. The importance of quick take-off's and constant manning of the operations line by intelligent personnel has been stressed.

49. Courier Service - Treviso. Some interruption to the Courier Service has been caused by torrential rain which put the field unserviceable. The Italian maintenance party seems to live in more harmony here with the R.A.F. than is usually found on jointly occupied fields.

50. Villafranca Airfields. These have now been vacated by all Allied Units. Reports that the permanent buildings had been auctioned to the natives were found to be exaggerated, when it was found that only some German prefabricated huts had been disposed of under M.E.D.D. ME instructions.

51. 2nd T.A.F. Accommodation and transport remain the major problems and it is unlikely that further housing will be available before Spring. It appears that Padova which virtually remains undamaged by bombing except in the vicinity of the station and bridges, has been chosen by the military authorities as the

1924
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quarters to meet the demands of

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51. 2nd Z.A.T. Accommodation and transport remain the major problems and it is unlikely that further housing will be available before Spring. It appears that Padova which virtually remains undamaged by bombing except in the vicinity of the station and bridges, has been chosen by the military authorities as the ideal site for various courses and schools which are to be located here in addition to all the Units of the 6th Armoured Division. Towns such as Ferrara which are considerably more damaged are virtually empty of Army Units though ample and good accomodation could be found there. It was desired to set up workshops here for the repair of Italian vehicles and although premises can be found for the work, the question of lodging the workers presents the greatest difficulty.

3108

52. Aircraft Work. The only legitimate activity in this Z.A.T. remains the overhaul of the CR 42's at Gardola, this work is now virtually completed and several have been flown South. It is hoped shortly to make a tour of the very large area to discover if any unauthorised construction is taking place.

Continued /7.....

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53. Salvage of Vehicles. Considerable numbers of Ex-Italian Air Force vehicles have now been gathered together at Gardole, Bolzano and Padova. Substantial obstacles have impeded the salvage work such as lack of petrol due to C.I.P. strike, the reluctance of 2 District to release vehicles from C.E.N. dumps, and difficulty in obtaining space on the railways for transporting salvaged vehicles Southwards. These difficulties are being overcome.

54. Repair of Vehicles. Caproni at Gardolo employ 350 workers and have now some 300 vehicles to work on. It is hoped that they will be able to turn out 20 to 30 vehicles in November. An incipient strike of these workers at this firm was settled quickly. The S.A.B.C. Firm at Bolzano which has 150 vehicles to repair has made little progress on account of lack of petrol and repair facilities. It is hoped that this firm will be able to arrange sending vehicles by train to their main depot at Bologna.

Naples Detachment.

55. Viside. The Italian Air Force Pilot Academy has now moved from its Naval premises at Brindisi to I.A.F. Station Viside. Considerable reconstruction work is being carried out to improve the station. Courses of the Academy are of three years duration and intake of 15 cadets per year has been authorised by the Allies. The seaplane hangar is being used as an M.T. Park and repair shop for the Naples area, and will later also be used as a Circus. 50 officers and 600 O.R's have been repatriated to their homes from being prisoners of war through the Viside PRC. One ship has landed I.A.F. equipment from Sardinia. There has been little use of the base by Seaplanes. The M/T Drivers School has closed down.

56. Autocarrage (S.A.S. Column). The serviceability of the lorries has deteriorated very considerably as it is not possible to obtain certain essential spare parts. It is hoped that it will soon be possible to exchange many of the Ford lorries for Dodge lorries. A large number of ex-enemy vehicles continue to be received, and whilst many are only good for the scrap heap, yet some useful spare parts are often forthcoming. Also with patience and ingenuity a few road-worthy vehicles can be got out of the mess.

57. Factories. The work at all the factories in the Naples area is gradually coming to the end, and unless other orders are given in the near future, none of the factories here will have any work in hand for the I.A.F.

58. Italian Air Force Companies. Captain W. Basurto was appointed officer in charge of I.A.F. Companies on the 9th October vice Lt/Col. Polinca. Captain Basurto has contacted all the R.A.F. Officers concerned and discussed with them the future working of these Companies. An inspection has been made of all the Companies and it is believed that a general all-round improvement in their standing and deportment has been effected and will be maintained. The 24th Company working with 4 M.T.B.D. Vesuvius was disbanded on the 9th October, and the 8th Company working with 114 MU San Rocco, on the 27th October. All the personnel involved were sent to Bari by train.

Viside 3406

W. CDR.

1926

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55. Misida. The Italian Air Force Cadet Academy has now moved from its Naval premises at Brindisi to I.A.F. Station Misida. Considerable reconstruction work is being carried out to improve the station. Courses of the Academy are of three years duration and intake of 15 cadets per year has been authorised by the Allies. The seaplane hangar is being used as an M.T. Park and repair shop for the Naples area, and will later also be used as a Cinema. 50 officers and 600 O.R's have been repatriated to their homes from being prisoners of war through the Misida P.W.C. One ship has landed I.A.F. equipment from Sardinia. There has been little use of the base by aeroplanes. The M/T Drivers School has closed down.

56. Autocarriage (S.A.D. Column). The serviceability of the lorries has deteriorated very considerably as it is not possible to obtain certain essential spare parts. It is hoped that it will soon be possible to exchange many of the Ford lorries for Dodge lorries. A large number of ex-enemy vehicles continue to be received, and whilst many are only good for the scrap heap, yet some useful spare parts are often forthcoming. Also with patience and ingenuity a few road-worthy vehicles can be got out of the mess.

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AIR/15/1/3406

J. CDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 20TH NOVEMBER, 1945.
Ref: AFSC/25/1/AIR.

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DISTRIBUTION.

M.A.A.C. SECRETARIAT. (6 copies) (2 for Historical Records Section, Malta, and 1 for Air Ministry, London, if required).

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A.F.S.C. Milan.	1 copy

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APPENDIX "A".

STRENGTH OF SQUADRON "A" FOR THE MONTH OF OCTOBER 1943.

	Number of Flights.	Hours.	Passengers.	Material Lbs.
SM.79	244	414.00	1.306	45.540
SM.82	112	256.00	1.455	68.263
SOLDATI VEC.	55	101.00	302	13.141
BATTISTI VEC.	35	59.00	164	1.141
	476	810.00	3.727	123.095

SUMMARY OF OTHER FLYING BY I.A.F.

	Number of Flights.	Total Flying Hours.
Independent Squadron U.A.	59	27.00
Training School, Frosinone	177	94.00
Training School, Lecce	51	34.00
Pilots School, Deversia	263	105.00
Night Flying Squadron	53	20.00
Transport Wing	52	13.00
Baltimore Wing	135	45.00
Cent. T.1007	6	18.00
Scopleni Wing	65	85.00
Fighter Wing Lecce	988	649.00
	1.689	1.090.00

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APPENDIX "B".

ORDERS COVERING RUNNING OF ALBANIAN REPATRIATION SERVICE.

Higher Headquarters approved the continuance of the Tirana, Albania project designed to repatriate Albanians and Italians by air which was originally authorised by the Balkan Air Force. The scheme, as approved, will operate under the Officer in charge, A.F.S.C, A.C, Lecce Detachment, and the security authorities at Bari in accordance with the following instructions:

(a) C.47 aircraft will be used to carry out the commitment unless extra lift is requested by F.S.S.

(b) Trips are limited to two C.47's on Mondays and Thursdays. This is in order that a standing commitment for preparation of passengers can be carried out.

(c) The pilot carries a pass signed by Officer Commanding Lecce Detachment, A.F.S.C. on behalf of A.C.C, A.F.S.C. This pass is one agreed upon originally by R.A.F, A.F.S.C. and Albanian Mission. It details crew members by name and the pilot is responsible that no other personnel are carried. Periodical checks before departure are made by a member of the Detachment at Lecce.

(d) Outgoing passengers are arranged by F.S.S. and are taken on at Bari by arrangement.

(e) Incoming aircraft carrying passengers always land at Bari where passengers are screened by F.S.S. If, for any reason, an aircraft cannot land at Bari, the Senior Italian Officer on the landing field, or the Italian Army Liaison Officer, is responsible for providing surface transport to Bari.

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APPENDIX "C".

REVIEW OF THE ACTIVITY OF THE ITALIAN MILITARY AIR COURIER SERVICE MAY TO OCTOBER.

1. Function. During the six months that have followed the ending of hostilities in Italy the Italian Air Force Medium Bomber and Flying Boat Wings have been fulfilling a substantial Air transportation commitment in the interest of the Government and rehabilitation of the country. Using principally Savoia Marchetti 79 land planes and Cant etto 506 Seaplanes they have maintained air services from Rome to Sicily, Sardinia, and all regions of the mainland.

2. Aircrew. Owing to the fact that no civil aviation has been allowed in Italy since the armistice and that no alternative flying employment has been open to Italian aircrew, the Courier Service has been able to employ exceptionally experienced aircrew personnel who had taken part in Italian civil aviation before the war. Many of the pilots were flying on the S. America and European Services before the war and have between four and twenty thousand hours in their log books.

3. Serviceability. The Medium Bomber Wing at Centocelle employ 3 Italian type aircraft (SM.79, SM.75 and S.12) and an average serviceability of 75% is maintained. The Seaplane Wing employs three Cant 501's on Courier Work and maintain an average serviceability of 66 2/3 %.

4. Accident Rate. There have been 3 accidents of Courier Service aircraft since May 1st. None of these accidents involved any damage to passengers or freight, and in each event the aircraft was repaired with between 2 and 3,000 man hours. The work was carried out on two occasions by I.A.F. workshops and in the third case by the makers (Savoia Marchetti's). In each case the accidents were due to swinging and collapse of the undercarriage, and in each case there was a certain amount of excuse for the pilot. - mechanical failure of flaps - loss of rudder and a strong cross wind. A low accident rate of one accident per 1,400 flying hours (nil fatal) has, therefore, been maintained.

5. Achievement. Since the cessation of hostilities in Italy 16,658 passengers have been given air transportation and 1,421,088 lbs of baggage and freight. An average of approximately 700 flying hours monthly have been flown on scheduled Courier Services thus producing a monthly total of some 120,000 air miles flown.

6. Air Priorities Board. Permission has recently been given for the Courier Service to be extended to Allied personnel not on the strength of the A.C. A Priorities Board has been set up to ensure that the best possible use is made of all available space on the Courier Service and with a view to instructing the Italians in Allied methods of handling Air Transportation.

7. Conclusions. Despite the inferiority of Italian Air Force technical resources, the Courier Service has achieved a remarkable record in fulfilling such extensive commitments with no loss of aircraft, passengers or freight. Their success in doing this has been due to the fact that they have been able to use experienced pilots, to the technical proficiency of their mechanics, and to the

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service one was. Many of the pilots were flying on the [illegible] Services before the war and have between four and twenty thousand hours in their log books.

5. Serviceability. The Bomber Wing at Centocelle employs 3 Italian type aircraft (S.M.79, S.M.73 and G.12) and an average serviceability of 75% is maintained. The Scarlino Wing employs three Cant 501's on Courier work and maintain an average serviceability of 66 2/3 %.

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5. Achievement. Since the cessation of hostilities in Italy 16,658 passengers have been given air transportation and 1,431,098 lbs of baggage and freight. An average of approximately 700 flying hours monthly have been flown on scheduled Courier Services thus producing a monthly total of some 120,000 air miles flown.

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7. Conclusions. Despite the inferiority of Italian Air Force technical resources, the Courier Service has achieved a remarkable record in fulfilling such extensive commitments with no loss of aircraft, passengers or freight. Their success in doing this has been due to the fact that they have been able to use experienced pilots, to the technical proficiency of their mechanics, and to the good leadership and organisational ability of the Commanding Officer of the Bomber Transport Wing, LT/COL. HEMEIRE. Acknowledgement is also due to the willing co-operation of the Italian Air Ministry, and to the work of the Despatch Office of the Allied Commission which has taken a substantial part in effecting the smooth running of the service.

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APPENDIX "D".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 31.10.45.

		Strength	Serviceable	Crews.
FIGHTER WING.				
Lecce	P.39	32	29	
"	Ca.133	1	1	
"	SAI.202	2	2	
"	Spitfire	12	6	
"	Mc.205	18	10	
"	Mc.202	18	15	
		83	63	190
FIGHT BOMBER & BOMBER/TRANSPORT WING.				
Rosa	M.167	28	23	
Minato	M.167	2	2	
Guidonia	S.82	13	8	
Castelvolturno	S.82	4	4	
Lecce	S.82	4	2	
"	Cant.Z.1007	4	3	
Fresinone	Cant.Z.1007	2	2	
Minato	Cant.Z.1007	1	-	
Castelvolturno	S.79	28	24	
"	S.84	3	2	
"	S.73	1	-	
"	G.12	4	3	
"	SAS.202	1	-	
		95	73	137
COMMUNICATIONS STORES DEPOT.				
Lecce	P.39	41	-	-
SEAPLANE WING.				
Taranto	Cant.Z.506/B	6	5	
Elmas	Cant.Z.506/B	2	1	
Brindisi	Cant.Z.501	9	7	
"	Cant.Z.506/S	2	2	
Venice	Cant.Z.506/S	1	1	
"	Cant.Z.506/B	1	1	
	Cant.Z.506/B	2	2	

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		83	55	190
LIGHT BOMBER & TORPEDO/STANDARD TYPE.				
Rome	M.187	28	23	
Milano	M.187	2	2	
Guidonia	S.82	13	8	
Centocelle	S.82	4	4	
Lecce	S.82	5	2	
"	Cent.Z.1007	4	3	
Frosinone	Cent.Z.1007	2	2	
Littorio	Cent.Z.1007	1	-	
Centocelle	S.79	28	24	
"	S.84	3	2	
"	S.73	1	-	
"	S.12	4	3	
"	SM.202	1	-	
		95	73	137
COMBINABLE STORES DEPOT.				
Lecce	F.39	41	-	-
SEMPLICE TYPE.				
Taranto	Cent.Z.506/B	6	5	
Elmas	Cent.Z.506/B	2	1	
Brindisi	Cent.Z.501	9	7	
"	Cent.Z.506/S	2	2	
Venice	Cent.Z.506/S	1	1	
"	Cent.Z.506/B	1	1	
Taranto	Cent.Z.506/B	2	2	
Elmas	Cent.Z.506/B	2	1	
Taranto	Cent.Z.506/S	1	-	
Elmas	Cent.Z.506/S	3	2	
Taranto	Cent.Z.501	4	3	
"	Rs.14	7	4	
Venice	RB.14.	1	1	
		41	28	58

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		Strength	Serviceable	Crews.
AUTONOMOUS SQUADRONS.				
Unità Aeree.				
Palese (Bari)	Ca.314	3	2	
"	Ca.315	1	-	
"	Ca.310	1	-	
"	Ca.309	2	1	
"	Re.2001	3	-	
"	SAI.202	3	1	
Centocelle	S.I.204	1	1	
"	SAI.202	1	1	
"	Ca.309	1	1	
"	Re.2001	2	1	
Urbe	SAI.202	1	1	
Udine	FI.156	1	1	
Lirate	SAI.202	1	-	
"	Ca.309	1	1	
" (rot)	Cr.42	2	2	
Vergiate	G.79	1	-	
Allied Com.	SAI.202	1	1	
		26	14	65
AUTONOMOUS SQUADRON - SARDINIA.				
Monserrato	S.79	1		
Olbia	SAI.202	1		
		2		2
AUTONOMOUS SECTION.				
Urbe (Rome)	S.79	1	1	
"	S.75	2	2	
		3	3	3
SCHOOLS.				
Lecce	Re.200	11	3	
"	Fi.305	3	3	
"	G.50	1	1	
"	Cr.42	5	4	
"	Ca.164	4	1	
"	SAI.200	1	-	
"	G.8	1	1	
Leverano	Re.200	1	-	
"	Ca.164	2		

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" (rnt)	Cr.42	1	1	
Vergiate	S.79	2	2	
Allied Com.	SAI.202	1	-	
		1	1	
		26	14	65

AUTONOMOUS SQUADRON - SAIDE VIA.

Montecorvino	S.79	1		
Olbia	SAI.202	1		
		2		2

AUTONOMOUS SECTION.

Urbe (Rome)	S.79	1	1	
"	S.75	2	2	
		3	3	3

SCHOOLS.

Lecce	Mc.200			
"	Fi.305	11	3	
"	G.50	3	3	
"	Cr.42	1	1	
"	Ca.164	5	4	
"	SAI.200	4	1	3400
Viterbo	G.8	1	-	
"	Mc.200	1	1	
Brindisi	Ca.164	1	-	
Lecce	Cr.42	2	-	
"	F.59	1	1	
Frosinone	Spitfire	6	2	
"	H.167	2	2	
	SAI.202	5	3	
		1	1	
		44	22	118

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REPAIR SHOPS.		Strength	Serviceable	Crews.
Fighter (Locce)	F.39	8	..	
"	Mc.205	18	1	
"	Mc.202	10	-	
"	S/L.202	7	3	
"	Ju.87	2	..	
"	F.L.3.	2	2	
"	Br.20	1	1	
B/T. "	S.82	4	-	
"	S.79	1	-	
S.V. Taranto.	Ca.314	3	-	
"	Cr.310	1	..	
Castelluccio	S.79	4	-	
"	S.84	1	-	
Seaplane Taranto	Cz.506/B	13	-	
"	Cz.506/C	1	-	
"	Cz.506/C	2	-	
"	Cz.501	11	-	
"	IMAM.14	1	-	
Sardinia	G.50	1	-	
Leverano	Mc.2001	7	..	
Leverano	Mc.2002	15	..	
Leverano	Mc.200	12	..	
Leverano	Cr.42	1	..	
Leverano	G.8	1	-	
Leverano	Cr.164	1	-	
Brindisi	RS.14	2	-	
		132	7	0
TOTALS:		407	210	575

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APPENDIX "E".

ALLOCATION OF STAFF DUTIES IN A.F.S.C.

POST.	OFFICER FILLING.	DUTIES.
DIRECTOR	A/V/M I.E. ENGLE C.B.E.	
DEPUTY DIRECTOR	AIR/CDRE. V.L. LEE.	
ASST/DEPUTY DIRECTOR	COL. FORDE.	Ground and Air Training.
AIR STAFF.		
Senior Staff Officer.	W/CDR. BISSEE.	C.C. H.Q. A.F.S.C. Unit. Co-ordination and allocation of air staff work. Preparation of Policies, Appreciations, Operational orders to cover all flying, training and Courier Services, Air Reports and Minutes of Staff conferences. R.A. Cadet College. Italian Civil Aviation.
Air I.	LT/COL. MAHER.	Personnel matters in connection with Americans in A.F.S.C. Collection of details for policy letters, appreciations and Air Staff operational orders and Air Reports. Airfields, dorequisitioning and guards etc.
Air II.	MAJOR SASS.	Aircraft safety. Airfield Fire Fighting efficiency. Fighter, A.F.S. Flying and Navigational Training. Flying Control at all aerodromes, and Flying Control Courses. Substitute for Air III when latter is not available.
Air III.	MAJOR GILDAY.	Courier Services, flying and training (includes seaplanes). Executive Officer of Courier Service Priority Board. Inspector of Courier Services to ensure reduction of abuses to a minimum and maximum

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Senior Staff Officer.	W/CDR. BISSEE.	O.C. H.Q. A.F.S.C. Unit. Co-ordination and allocation of air staff work. Preparation of Policies, Appreciations, Operational orders to cover all flying, training and Courier Services, Air Reports and Minutes of Staff conferences. R.A. Cadet College. Italian Civil Aviation.
Air I.	LT/COL. MAYER.	Personnel matters in connection with Americans in A.F.S.C. Collection of details for policy letters, appreciations and Air Staff operational orders and Air Reports. Airfields, deroquisitioning and guards etc.
Air II.	MAJOR SARS.	Aircraft safety. Airfield Fire Fighting efficiency. Fighter, A.R.S. Flying and Navigational Training. Flying Control at all aerodromes, and Flying Control Courses. Substitute for Air III when latter is not available.
Air III.	MAJOR ONSLOW.	Courier Services, flying and training (includes seaplanes). Executive Officer of Courier Service Priority Board. Inspector of Courier Services to ensure reduction of abuses to a minimum and maximum safety of passengers. Deputy Aircraft Safety Officer, paying particular attention to Courier aerodromes. Special requests for Air Transport (I.A.F. and also Allied).

3198

ORGANISATION, ADMINISTRATION & SERVICES.

Org I.	S/LDR. EVANSHAW assisted by MAJOR SAMSON.	Control of Movement I.A.F. Air, Mail and Sea Transport I.A.F. (Personnel & Mail).

Continued/2.....

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POST.	OFFICER WILLIN.	DUTIES.
Org I (Cont'd)		Utilisation of Manpower I.A.F. Prisoners of War I.A.F. and kindred matters. Welfare and Medical I.A.F. Administration Courses I.A.F. Personnel matters I.A.F. Organisation & Administration I.A.F. Establishments I.A.F. Redundant Units, depots etc (not airfields) I.A.F. Requisitions and Requisitioning. I.A.F.
Unit Adjutant	F/Lt. THOMAS.	Responsible for Unit Administration and R.A.F. personnel. Records and Returns. W.A.A.F.S. Establishments.
ROBERTS, F/O. R.T. R.A.F. H.Q.		Duties as laid down by Head of section.

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SECRET.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

MONTHLY AIR REPORT NO.33 - SEPTEMBER, 1945.

List of Appendices:

Appendix "A" - Summary of Air Transportation by the Italian Air Force for the month of September, 1945.

Appendix "B" - Summary of other flying by Italian Air Force units.

Appendix "C" - Aircraft State - Italian Air Force as at 30th September, 1945.

Appendix "D" - Summary of work carried out by the Air Forces Sub-Commission in North Italy.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. The Fighter Wing has carried on with normal flying training activity while preparing their winter quarters. The Flying Times are shown at Appendix "B".

Light Bomber Wing.

2. This Wing consists of two squadrons of Baltimores and is at present based at Littorio airport (Rome). It was originally intended that all these aircraft should be modified for air transport work, but in view of the unlikelihood of Italian Air Forces being called upon for a much increased air transport commitment, it has been decided that only half the Baltimores will be converted. Transportation flying is included in Appendix "A" and other flying at Appendix "B".

Seaplane Wing.

3396

3. A conference was held in Venice on 23rd September, 1945, attended by an A.F.S.C. representative and the Commanding Officer and the Signals Officer of the Aircraft Safety Centre, Northern Italy. Various matters connected with the control of the Air Sea Rescue Detachment were discussed and plans made to operate the Italian aircraft forthwith.

4. A successful Air Sea Rescue exercise was carried out by the Seaplane

1942

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Appendix "B" - Summary of other flying by Italian Air Force units.

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4. A successful Air Sea Rescue exercise was carried out by the Seaplane Detachment at Venice on 28th September, 1945.

5. Flying Times for the period under review are at Appendices "A" & "B".

Bomber Transport Wing.

6. Scheduled Courier Services have been maintained throughout the month, connecting Rome with Milan, Turin, Treviso, Bologna, Naples, Bari, Lecce, Palermo and Sardinia. Details of work carried out by the Courier Service are included in Appendix "A".

Continued .....Page 2.

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at Lecce on accommodation for the unit is proceeding satisfactorily.

9. Light Bomber O.T.U., Frosinone. The strength of the pupils was increased by 2 pilots, 8 navigators and three Wireless Operators during the month. Air Gunner training has ceased at the O.T.U. 7 Pilots and 2 Wireless Operators were trained and transferred to the Baltimore Squadrons at Littorio. Under training at present are 18 pilots, 8 Navigators together with 19 Cadets who recently completed this course at the Italian Air Force Academy and who are training as navigators in Cant 1007 aircraft.

10. The school was visited by a Staff Navigator from Royal Air Force MED/AF who gave some lectures and made a report to the A.F.S.C.

Aircraft Safety.

11. I.A.F. Liaison with Allied Aircraft Safety Centres. English speaking Italian Officers have been assigned to the Aircraft Safety Centres at Bologna and Perugino. These Officers have a telephone connection with the nearest Italian C.A.V. and all Italian aircraft movements are intercepted by them and given to the aircraft safety centres. These connections coordinate all Aircraft Safety in Italy and increase the efficiency.

12. I.A.F. Officers on R.A.F. Flying Control Course. Two English speaking Italian Officers have been sent to Cairo to the R.A.F. Flying Control Course. When they have completed their course, they will be put in charge of Italian Air Force Flying Control (including the school).

Civil Aviation.

13. The firm of A.V.I.A. at Vercelli have been authorised to complete twenty LM. 3 light aircraft in the course of construction and their improved version (LM.5) which they claim cruises at 150 mph with an average consumption of 20 mpg.

Intelligence.

14. Epuration. A political campaign against the Assistant Chief of Air Staff (Colonel Pemincino) was undertaken by a left wing newspaper. This campaign seems to have been initiated out of spite by a member of the R. Aeronautica Epuration Commission whose services were being dispensed with by the Italian Government.

15. Liquidation of "Ala Littoria". Arrangements have now been completed in conjunction with the Finance Sub-Commission for the unblocking of all Ala Littoria funds in favour of a liquidating commissioner who has been declared acceptable to all the parties concerned. The anomalous and disturbing position of the employees of this civil air line concern in the Venice region should therefore soon be finally cleared.

Signals.

16. A new signals directive was received from Headquarters, M.A.A.F. giving the Italian Air Force much more freedom in the operation of their wireless services and a suitable instruction for the R.A. is in course of preparation. Although the C.A.V. at Venice is not completed the essential wireless services are operating. Proper accommodation has at last been obtained at Lizzati Airfield, and the C.A.V. is being erected on a permanent basis.

Continued.....Page 3.

1944

7. The night bomber/transport squadrons (SM. 82 and CZ. 1007) at Lecce are being transferred to Guidonia near Rome, which has recently been vacated by an American Glider Unit. This move is scheduled to be completed by the 10th October, 1945.

Training.

8. Refresher Flying School, Leverano. The school is still doing normal flying at Leverano, but aircraft are now flown into Lecce for inspections in order to help in speeding up the transfer of technical services to Lecce. It is intended that the whole school shall move into winter quarters at Lecce in October. Work at Lecce on accomodation for the unit is proceeding satisfactorily.

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1945

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Continued.....Page 3.

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Meteorology.

17. During the month, reporting stations were opened at Bolzano, Capo Noli, Montespluga, Paganella, Soprabolzano, Susa, La Spezia, Guidonia and Enna (Sicily). No stations were closed.

18. Meteorological Equipment. Three surface sets and one Pilot Balloon set of British meteorological equipment have been issued, on payment, to the Italian Meteorological Service. In addition, further stocks of surplus equipment have been offered to the Italians.

19. Teletype Organisation. The Italian teletype operators are now fully responsible for transmissions from the Italian Air Ministry, the American operators having been withdrawn on account of shortage of personnel at Ciampino Airfield. The Americans continue to maintain the machine.

PART II - ORGANISATION AND ADMINISTRATION.

20. U.S.A.A.F. Personnel in A.F.S.C. Unit. In addition to the Deputy Director, his personal assistant and Air II, four American Officers have been posted to the Sub-Commission to assist the following sections of the Staff: Air (2 Officers), Engineering, Organisation. Anglo-American 'integration' has thus been effected.

21. Air Priorities Board. The Director of the A.F.S.C. has been appointed to organise and be Chairman of the Air Priority Board for the Italian Courier Service; plans to put this into effect are under way. An American Officer will be the executive officer to the Board.

Personnel.

22. Ex-Cooperator Coys. During the month the withdrawal of Italian Air Force Companies (ex-cooperator) began; No. 2 Company being returned to the Italian Air Force.

23. Italian Air Force Personnel Serving with U.S.A.A.F. Numbers were reduced to 2547 out of a ceiling of 6500, but a further demand was received from C.C.A.A.F.S. /M.T.O. for 1500 for the guarding of airfields vacated by Allied Units, a figure which was later reduced to 800.

24. Control of Movement. A.M.G. XIII Corps. refused the request for an I.A.F. Unit in Trieste (referred to in the monthly report for August).

Motor Transport.

3395

25. Salvage - Ex Enemy M.T. More vehicles have been received from Mas-Desert, Cardollo and Colle Isarco. The majority of the vehicles are in a bad condition and will necessitate complete overhauling. There is an even greater shortage of tyres and inner tubes.

26. Civilian Firms. S.A.E.O. of Bolzano [illegible]

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26. Civilian Firms. S.A.D.O. of Bolzano have received a considerable number of vehicles, but have insufficient repair facilities. Arrangements are being made to transport vehicles by rail and road to their large workshops in Bologna for repair.

27. Caproni of Gaudolo have recovered approximately 300 vehicles of various types Repairs have been held up through the Italian Ministry failing to conclude a satisfactory contract.

28. Ex-enemy vehicles - Ex R.A.F. 13 Fiat trucks have been brough to the Italian Air Force M.T. Depot, Padua from 380 M.U., Udine. Some of the vehicles are runners and all are in a reasonably repairable condition. Arrangements are being made for their repair. 27 vehicles have been transferred from 4 M.T.B.D. Vesuvius to A.F.S.C. Naples. Arrangements are being made for their repair.

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29. Laives M.T. Spares Depot. Run jointly by M.M.I.A. and A.F.S.C. Captain Saville, R.A.O.C. was appointed by Major Edwards, M.M.I.A. to run this depot. It is staffed by German P.O.Ws and very efficiently run. Demands for spares are being submitted for vehicles repairs and they will be met as long as supplies last.

30. M.T. Drivers Schools. The progress made has not been satisfactory, chiefly due to the lack of an E.A.F. Instructor. The Deputy Director has made application for an American Instructor. The scattered nature of the schools is also unsatisfactory and arrangements have therefore been made with the I.A.M. to form one Central School in Rome. The 2nd course at Giovinazzo began on the 25th September, 1945; on its conclusion, the school will be transferred to Rome.

Situation in North Italy.

31. An account of the activities of the Air Forces Sub-Commission in North Italy from the time that representatives were established there is contained in Appendix "D".

Serviceability. Engineering.

32. Italian Fighter. There has been a slight improvement in serviceability during the month but spares have again been difficult. With the setting up of organised equipment depots in the North this should soon improve.

33. Italian Bomber/Transport. The serviceability is now in the region of 80% and the standard of maintenance is above the average, 2 more G.12 aircraft have been delivered, also the passenger seats in some SM. 79 aircraft are being fixed facing forward which is a big improvement.

34. Allied type Aircraft. The serviceability of the Spitfires remains satisfactory. The P.30 aircraft have improved to approximately 50% but trouble is developing due to corrosion at the rear of the fuselages which is bad on certain series of aircraft; the spares situation is getting worse, such items as propellors being practically unobtainable.

35. [illegible] Visits.

35. The Director of A.F.S.C visited Staging Posts that are effected by the Italian Courier Services at Bologna, Treviso and Linati; also Headquarters No. 1 and 2 Z.A.T.S. (Milan and Padua); and Novarra and Bolzano Depots also aircraft firms at Vercelli and Camari.

15th October, 1945.

for Bisdee Wg Cdr

AIR VICE MARSHAL,
AIR OFFICER COMMANDING,
AIR FORCES SUB-COMMISSION.

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1950