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AIR REPORTS
DEC. 1945 - AUG. 1946

AIR FORCES SUB-COMMISSION - ALLIED COMMISSION - BALKANS.

File No.
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Subject :-

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References to other Files.
25/1/AIR Part 1.

3613
3782

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Reference to other files.

.25/1/AIR Part. 1..

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THIS FOLDER
CONTAINS PAPERS
FROM JAN. 1946
TO SEPT. 1946
CATALOGUE.

1954

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Naples

CONFIDENTIAL.

AIR FORCE SUB-COMMISSION, ALLIED COMMISSION,
ROME.

MONTHLY AIR REPORT NO. 45 - AUGUST, 1946.

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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.

6. Flying Training Schools. Approval was granted for the Primary Pilot

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

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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 Command. 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. A.M.F.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. A 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. Grassoni, Lt. Col. Reinero and Lt. Col. Rush and Major Kopplinger 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.

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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 Rifredo 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 IMB. In addition to synoptic reports, IMB 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:

UNIT	LOCATION	ACTUAL STRENGTH OFFRS	OR'S	TOTAL	NOTES

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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	
A.A. 1st Z...T.	Milan	329	1720	2049	
A.A. 2nd Z...T.	Padua	281	1842	2123	
A.A. 3rd Z...T.	Rome	492	3815	4307	iti-iti

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UNIT	LOCATION	ACTUAL STRENGTH OFFRS	OR.s	TOT.L	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.		30	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.O...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 259 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 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.

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Bronze Star Medal (Posthumous) to the widow of Capt. Paolo Rossoni by Lt. Col. Frank E. Marek, 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 (S. Giusto). 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. Amongst 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). 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

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28. P.. Aircraft. Assembly is progressing favourably and the 38th aircraft is being worked on. Supply 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 (... for F.). ... is being 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., ... aircraft had been handed over to MAAF for disposal, so that it could be earmarked for purchase by the I...F.

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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 M.A.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 Papareschi.

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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 Simone-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.S.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".

PART III - REPORTS FROM DETACHMENTS.

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PART III - REPORTS FROM DEPARTMENTS.

AIR

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.A. Novara. Construction of motor-buses continues.

(b) S.I....I. Vergiate. Twelve aircraft are undergoing general overhaul at S.I....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. 1st Z...T. will then be reduced to the three Regional H.Q's at Milan, Turin and Genoa.

41. Equipment.

(a) Gallarate. An inspection of Gallarate Main Stores was carried out on 16th 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. hangars serviceable for occupation. As the premises at Sedriano have been evacuated in favour of the civilian proprietors, the R.A.F. 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 hangar 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

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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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B.A.F.

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' Area 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 VCAS, General Briganti, 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 Briganti for this appointment seems to be very popular among personnel in this area, who speak very highly of hisintegrity and his past service career.

48. The bomber S.R....F. 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' Area 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' Area 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, 1943.
Ref : AFSC/35/1/Air.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF AUGUST 1946

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'	685	45706
S.M. 75	6	15,10'	137	7620
G. 12	149	330,05'	2243	10931
S.M. 82	130	213,30'	1276	74720
Seaplane Wing	62	123,35'	561	18621
Baltimore Wing	90	84,45'	350	12247
TOTAL	556	949,25'	4952	169845

SUMMARY OF FLYING. (+)

	Flights	Flying hours
Autonomous Squadron Units' Force	87	58,50'
Training School, Frosinone	39	37,50'
Training School, Lecce	312	126,05'
Night Flying School	33	12,45'
Baltimore Wing	44	34,25'
Cant Z 1007	5	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 missions

1973

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S.M. 82	120	213,50'	1276	74720
Seaplane Wing	62	123,35'	561	18621
Baltimore Wing	90	84,45'	230	12247
TOTAL	556	929,35'	4932	169845

SUMMARY OF FLYING.

	(+) Flights	Flying hours
Autonomous Squadron Units' Force	87	58,50'
Training School, Frosinone	39	37,50'
Training School, Lecce	313	126,05'
Night Flying School	33	12,45'
Baltimore Wing	44	54,25'
S.M.T. 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.A.F. AS AT 31ST 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.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

1975
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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	-	
		57	16	142

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AUTONOMOUS SQUADRONS UNITS HERE.

Gioia del Colle	S.M.79	1	1	
Palese	S.M.79	1	-	
Gioia del Colle	Cant.Z.1007	2	2	
Linate	Cant.Z.1007	1	1	
Gioia del Colle	C.R. 314	2	2	
Palese	C.R. 314	1	1	
Linate	C.R. 314	2	2	
Treviso	C.R. 309	1	1	
Linate	CR 42	2	2	
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	

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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	6	20

AUTONOMOUS SECTION (SARDINI.).

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.39	3	3	
Lecce	BA 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	6	6	
Lecce	C. 135	1	1	
Lecce	FL 3	1	1	
B.&.T. S.R...				
Lecce	S...84	1	-	
Lecce	S.M.82	2	-	
Lecce	CM 164	1	-	
Centocelle	S.M.82	1	-	
Centocelle	S.M.84	1	-	
Centocelle	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	CM 309	1	-	
Gioia del Colle	C. 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	-	

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Lecce	Mc 305	13	-	
Lecce	Mc 202	11	-	
Lecce	S.I .02	9	6	
Lecce	C.. 133	1	1	
Lecce	FL 3	1	1	
B.&.T. S.R....				
Lecce	S...84	1	-	
Lecce	S.M.82	2	-	
Lecce	CM 164	1	-	
Centocelle	S.M.82	1	-	
Centocelle	S.M.84	1	-	
Centocelle	S.M.79	8	-	
Gioia del Colla	Cant.Z.1007	1	-	
Gioia del Colle	CM 314	3	-	
Gioia del Colle	CM 310	2	-	
Gioia del Colle	CM 309	1	-	
Gioia del Colle	CM 164	1	-	
Gioia del Colle	SMI 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	1	-	
Lecce	G.8	1	-	
Lecce	G.50	3	-	
Lecce	G.55	1	-	
Lecce	C...164	2	-	
Lecce	FR.505	1	-	
TRAINING SCHOOL S.R....				
Frosinone	M.167	1	-	
Frosinone	S.79	2	-	
		137	8	
	GENERAL TOTAL	450	194	754

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1980

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APPENDIX "C"

I.A.F. ORDER OF BATTLE AS AT 31ST AUGUST 1946.

FIGHTER GROUP - LECCE:				
2' WING	9' SQUADRON	75 Flight	Lightning A/C P.38--19	No.of Pilots 57
		96 Flight		
		97 Flight	P.39--19	
	10' SQUADRON	84 Flight		
		90 Flight		
		91 Flight		
5' WING	8' SQUADRON	92 Flight	Macchi 205 A/C----25	No.of Pilots 68
		93 Flight	Macchi 202 A/C----16	
	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		
		378 Flight		
BOMBER AND TRANSPORT GROUP - GUIDONIA:				
BALTIMORE WING (Urbe Airfield)	132' SQUADRON	355 Flight	Baltimore M.187 A/C----24	No.of Pilots and crews 29
		281 Flight		
	33' SQUADRON	13 Flight		
		260 Flight		
NIGHT WING (Guidonia Airfield)	1' SQUADRON	1 Flight	S.82 A/C-----27	No.of Crews 44
		3 Flight		
	28' Squadron	190 Flight		
		265 Flight		
TRANSPORT WING (Centocelle Airfield)				
	2' SQUADRON	102 Flight	S.75/S.75/S.79/S.83/ 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 (Taranto)	139 Flight	Cz.506/TB -Cz.506/C---7	
		149 Flight		

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	101' SQUADRON	208 Flight 238 Flight			68
	102' SQUADRON	203 Flight 239 Flight			
51' WING	20' SQUADRON	356 Flight	Spitfire 9 A/C----34	No. of Pilots 70	
	21' SQUADRON	330 Flight 331 Flight 386 Flight			
	155' SQUADRON	361 Flight 378 Flight			

BOMBER AND TRANSPORT GROUP - GUIDONIA:

BALTIMORE WING (Urbe Airfield)	132' SQUADRON	235 Flight 281 Flight	Baltimore M.187 A/C----24	No.of Pilots and crews 29	
	38' SQUADRON	13 Flight 260 Flight			
NIGHT WING (Guidonia Airfield)	1' SQUADRON	1 Flight 5 Flight	S.82 A/C-----27	No.of Crews 44	
	28' Squadron	190 Flight 265 Flight			
TRANSPORT WING (Centocelle Airfield)					
	2' SQUADRON	102 Flight	S.75/S.75/S.79/S.83/ S.84	No.of Crews 55	
	98' SQUADRON	103 Flight 240 Flight 241 Flight	S.95/G.12 A/C-----40		

SEA PLANE GROUP-

82'SQUADRON (Taranto)	139 Flight 149 Flight	Cz.506/TB -Cz.506/C---7		
83' SQUADRON (Brindisi)	141 Flight 147 Flight	Cz.506 - Cz.501-------10	No.of crews 16	
84' SQUADRON (Vigna di Valle	140 Flight	Cz506/TB - Cz506/-8	No.of crews 14	S--
85' SQUADRON (Taranto)	135 Flight 287 Flight	Cz.501 - R.S.14--------12	No. of crews 19	
			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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AIR 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 and walking about in the fuselage whilst in flight thus causing instability.

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month of July, 1946.

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

PART I - AIR STAFF.

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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 the 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 hangars.

...../Cont. Page 2.

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7. Elmas Airfield 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.S.C. and the representatives of the A.C.C., Malta and their staffs. Representatives of H.Q. MED/MR 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. manpower 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 practicable 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 situationshould again be reviewed to see whether the I.A.F. are in a position to take over the commitment wihtout 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	Stamparone	Rome/Centocelle
Celone	Sternara	Pantellaria
Cutella	Torretta	Cervia
Guilia	Tortorella	Cancello
Lesina	Triola	Del Quarto
Lucera	Venosa	Lucca/Tassignano
Mondolfo	Vincenzo	Plaino

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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 R.A.F. are in a position to take over the commitment wihtout 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	Stagarone	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
Rosignano	Benvegnante	Candida
San Giovanni	Chiaravalle	La Croce
Pisa/Al Bovola	Riete	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. Gussoni 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 the aerial modification of the P.38 Lightning mounting oblique cameras and four .50 cal. machine-guns in the nose is successful thereby 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 Italian 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 NISIDA 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-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.

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14. Tactical Reconnaissance Training. It is hoped that material 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 reconsidered.

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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.P.D. 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 ALMZA-ROME-MALTA. Contact was made with ALMZA 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.F. 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
N.C.O's.	550	742	1,292
Truppa (O.R's)	1,934	1,880	3,814

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Totals	3,010	3,330	6,340

ENGINEERING.

29. Assembly of P.38 Lightnings. 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.M. 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 at M.R.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.I. works at Rieti. It was ascertained that the workers at present at Laverna would be returned in the very near future.

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

INTELLIGENCE SECTION.

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 Popolare 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 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

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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 thorugh 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.

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

(i) External - because the press would make use of it as the occasion

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45. The reasons put forward by the C.A.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 position 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 from Vercelli via Linate (custom clearance) to Locarno.

50. Authority has been granted for the test flying of the Cator 110 aircraft at C.R.L.A. Works, Laveno, 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, I.A.F. Officer i/c Courier Service. This has been found in the Italian Air Forces Headquarters building, in office adjoining the A.F.S.C. detachment.

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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. Amount of material now being recovered is negligible Salvage parties are to be disbanded.
(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.

58. Equipment

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imates 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. Amount of material now being recovered is negligible. Salvage parties are to be disbanded.
(iii) Uffici Storici. 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.

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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.

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

...../Cont. Page 9.

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

Magneghi, 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 R.A.F. Marcianise Airport Comm. Squadron is now being disbanded.

LECCE.

62. Flying and Training. The fourth [illegible] have carried on with their type familierisation 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 pilots firing practice.

66. The Move of the Refresher School. This has caused much local contrversy. Permission was orginally asked to move the school complete to Brindisi in 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

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67. Engineering. Further to report submitted recently work has now stopped on the S.M.84 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 alternative arrangements for accomodation of visiting A.F.S.C. personnel will be made. When communications are completed further information will be forwarded.

G.W.L. GRECE, W/CDR.,
for 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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2001
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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' Acrea	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'
TOTALS	2,206	1,620.45'

2003

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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
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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'

(a) Includes Transport and Communication Flights.

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2004

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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	23	19	
Centocelle	S.M. 75	2	2	
Centocelle	G.12	13	11	
Centocelle	S.M. 83	3	1	
Centocelle	S.M. 84	2	1	
Centocelle	S.M. 95	1	-	
		95	66	354

SEAPLANE WING.			
Tranto	Cant.Z.506/BT	4	3
Codimare	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
Codimare	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

2005
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Lecce	Mc. 205	27	22	Serv. Roscito
	Mc. 202	15	6	
		123	80	194

LIGHT BOMBER & BOMBER TRANSPORT [illegible].

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]	3	
Centocelle	G.12	[illegible]	11	
Centocelle	S.M. 83	[illegible]	1	
Centocelo	S.M. 84	1	1	
Centocelle	S.M. 95	1	-	
		93	66	354

SEAPLANE WING.

Trento	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	
Taranto	R.S. 14	7	-	
		35	17	14

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AUTONOMOUS SQUADRONS
UNITA' AEREA.

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	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.

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Gissi del Colle	S.I.202	1	1	
Palese	S.I.202	1	1	
Linate	S.I.202	1	1	
Allied Command	S.I.202	1	-	
		18	14	32

AUTONOMOUS SECTION (President).

Urbe	S.M. 79	1	1	
Urbe	S.M. 79	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	S.I.204	1	-	
Centocelle	S.I.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	
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	SAI.202	1	-	3735
		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	C.R.164	5	5	
Lecce	FIAT.305	3	3	
Lecce	P.39	2	2	
Lecce	Spitfire V	2	1	
Lecce	B.R.25	1	1	
Lecce	S.M.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	S.M.202	9	5	
Lecce	C.R.133	1	-	
Lecce	FL.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	C.R.314	3	-
Gioia del Colle	C.R.310	1	-
Gioia del Colle	C.R.309	1	-
Gioia del Colle	S.M.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	-

2009

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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.207	9	5	
Lecce		CA.133	1	-	
		FL.3	[illegible]	1	
B. A 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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Declassified E.O. 12356 Section 3.3/NND No. 785017

Naples

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

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 Stormo. 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. Night 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 CZ.1007s and two SM.82s. Aerodrome and hangar areas have been cleaned up. Bulk petrol is now being received by rail tankers from Naples.

6. Refresher Flying School - Lecce [illegible]

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

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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 to 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

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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 Headquarte 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 M/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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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 OFLC 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.

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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).

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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 18th, 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 135 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 USAF. 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 two 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

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changing 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.

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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 Lesbon 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.

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 Cevoletto, 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.D. 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.

42. 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.E.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 Rome 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.

35. Use of aircraft to protect fruit and crops. Permission has been given

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British Air Ministry to hand it over to the [illegible] approximately 420 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 MZ.306, 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.C. during the month - Brindisi, Capodichino, Frosinone, Rome Autogruppo Guidonia.

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35. Use of aircraft to protect fruit and crops. Permission has been given for the use of an Avia FL3 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 KK.427 and KB.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) Gallarate. 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 Pezzolo instead of previous intentions to transfer materials to Aquasante (30 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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have been transferred to Treviso on 17th June by [illegible]
Flight.

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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.

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 PCW'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 Maccanica, 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 W.O. Gregory (both ex 592 H.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 staring 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 200s. 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.

Naval Mechanics, 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.

Locce.

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L.E. JARMAN, G/CAPT,
AIR VICE-MARSHAL,
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	06	30,20
TRANSPORT WING	52	31,25
BALTIMORE WING	337	186,55
SEAPLANE WING	118	112,40
GAFT.21007	-	-
FIGHTER WING	565	345,05
	1,808	1,047,35

(i) Includes Transport and Communication flights.

(ii) Includes

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S.12				
S.82	61	131,45	743	22,102
SEAPLANE WING	97	140,40	421	40,253
BALTIMORE	38	77,25	170	6,668
	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
GAFT.21007	-	-
FIGHTER WING	565	345,05
	1,808	1,047,35

(i) Includes Transport and Communication flights.

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

2026

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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	106

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	
Caldiero	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	
Caldiero	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/S	3	1	
Taranto	Cant.Z.501	5	3	

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NIGHT BOMBER & TORPEDO/TRANSPORT WING.				
Urbe	M.187	23	18	
Linate	M.187	2	2	
Urbe	Sed.202	1	1	
Guidonia	SM.82	25	21	
Guidonia	Sed.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	
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.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	
Taranto	RS.14	7	4	
		37	23	142
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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Continued/2.....

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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		

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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	
Lecce	G.8	1	-	
Lecce	Ca.164	4	1	
Lecce	Fn.305	2	-	
		28	11	23

Continued/3.....

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		STRENGTH	SERVICEABLE	CREW
FIGHTER SQNS.				
Lecce	Mc.205	12	-	
Lecce	Mc.202	6	-	
Lecce	P.39	16	-	
Lecce	Sai.202	7	4	
Lecce	Sai.200	1	-	
	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	-	
SEAPLANE SQN.				
Taranto	Cz.506/BT	12	-	
Taranto	Cz.506/S	3	-	
Taranto	Cz.501	12	-	
Taranto	RS.14	2	-	
SCHOOL SQN.				
Lecce	Mc.200	2	-	
Lecce	Ba.25	1	-	
Lecce	G.50	1	-	
Lecce	G.8	1	-	
Lecce	Cr.164	3	-	
Lecce	FN.305	4	-	
		102	6	-
GENERAL TOTAL:		431	228	778

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Grest Colle	Ca.316	1	-	
Centocelle	SM.79	5	-	
Centocelle	SM.84	1	-	
Urbe	Ca.309	1	-	
SEAM DE SPAM.				
Taranto	Cz.506/BT	12	-	
Taranto	Cz.506/3	3	-	
Taranto	Ca.501	12	-	
Taranto	RS.14	2	-	
SCHOOL SPAM.				
Lecce	Mc.200	2	-	
Lecce	Be.25	1	-	
Lecce	G.50	1	-	
Lecce	G.8	1	-	
Lecce	Ca.164	3	-	
Lecce	FW.305	4	-	
		102	6	-
GENERAL TOTAL:		431	228	778

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CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.42 - MAY, 1946.

List of Appendices:

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

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

PART I - AIR STAFF.

1. 1st Wing, 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 decided increase in morale.

2. 41st Bomber Wing - Littorio. Flying activity was on a reduced scale owing to the petrol strike.

3. 41st Bomber Wing - Grottaglie. One S.M.82 is standing by ready to Rome/Ciampino with a servicing party and a spare engine for the S.M.82 grounded there.

4. 43rd Bomber Transport Wing - Castelvolturno. 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 Castelvolturno 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 was 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 - THE 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 number of the Oxfords were therefore substituted. The use of the more intensive ground training on these aircraft has created a good impression which has resulted in a definite increase in morale.

2. Flying Training - Littorio. Flying activities was on a reduced scale owing to the petrol strike.

3. Flying Training - Guidonia. One S.M.82 is standing by to fly to Tambroni with service spare engines and a spare engine for the S.M.81 rounded there.

4. Flying 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.M.S.C, visited the British Air Ministry where, subject to official channels, he obtained agreement to the supply of certain aircraft, spares could be carried out, and to a limited number of British specialists visiting Italian aircraft factories. Italian personnel being given certain courses in the R.A.F. with a view of improving the standard of training in various Italian Air Force Schools.

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

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

8. Supply of Training Aircraft. The A.O.S.C. Training Officer inspected the Air Force S.M.85 aircraft at Grosseto and reported favourably on the latter after a flight trial. These will be used for primary training at Lecce. One S.M.85 on its flight from Southern France to Pisa.

9. Tactical Reconnaissance Training. The two Italian Officers recently attached to Desert Air Force for tactical reconnaissance training are to obtain a report on their instruction to A.O.S.C. through the Italian Air Ministry. An Italian photo reading Officer will probably be attached to Desert Air Force for a short course.

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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.

SIGNALS.

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

12. Heleno. This airfield was visited by the C.S.O. and Lt/Col. Ciampanti of the I.A.F. The W/T 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 SERVICES.

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

14. Lido, Venice. A separate operations room has been set up in the Airport Control Tower. Telephone communication with all D.A.F. airfields, D.A.F. Headquarters and Rome is satisfactory. While only W/T facilities exist at present, it is hoped to establish an R/T Station in the near future. Air Sea Rescue in Italy is now entirely under Italian Control. The aeroplanes 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. Emilio Pucelli, left Malaga, Spain, on 8th May 1946, and landed on Centocelle Airfield, Rome, on 9th May, 1946. It made one stop at Cagliari, Sardinia, for refuelling and maintenance.

16. Decoy. During the month a search by 15 fighters was ordered for an aircraft missing on a flight from Bari to Decoy. Seaplanes were also employed to search the whole route. Arrangements were not entirely satisfactory, and due to control shortage only 9 of the 15 fighters took off.

ITALIAN INTERNAL COURIER SERVICE.

17. Italian Courier Service. Work again on the I.A.F. Courier Service has not started as expected, 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 Control Centres at Turin and Milan, to deal with accounting procedure.

18. Air Courier Service is being started immediately to Cyprus, running

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for site errors.

AERODROME SAFETY SERVICES.

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

14. Milan, Linate. A separate operations room has been set up in the Airport Control Tower. Telephone Communication with all D.A.S. Airfields, D.A.S. Headquarters and Rome is satisfactory. While only H/F facilities exist at present, it is hoped to establish an V.H.F. Station in the near future. Air Sea Rescue in Italy is now entirely under Italian Control. Six 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 Pd/Col. Emilio Pandi, left Sal e Pi d'Ebron, Spain, on 8th May 1946, and landed on Centocelle Airfield, Rome, on 9th May, 1946. It made one stop at Cagliari, Sardinia, for refuelling and maintenance.

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

ITALIAN AIRLINE COURIER SERVICE.

17. Army Courier Service. Work pertaining to the I.A.C. 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.C. Officer is to be appointed to the Air Traffic Centres at Turin and Milan, to deal with accounting procedure.

18. A new 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 Cervinia. This makes a total of 132 stations in the Italian network.

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

22. Radio Sonde Equipment. The radio-sonde station at Pratica has not yet 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, Genoa, Pisa, Turin Lido, Ostending 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 International Met Conference in Paris.

PART II - ORGANIZATION AND ADMINISTRATION.

24. Italian Air Force Personnel. A request was received from No.249 Air Sub Area H.Q. for a list of Italian personnel to be employed at R.A.F. Stations Jesi, Medicina, Cervia and Forli, 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 commence employment. The R.A.F. will be responsible for their administration.

25. Reduction in Personnel. The new lists are being passed to reduce the officer and W.O.'s strength of the R.A.F., Army and Navy. It is anticipated that during the year 749 Generals and Senior Officers and 7,000 W.O.'s will be released from service.

(a) Powers will be given to release Generals and Senior Officers after 12 years regular service and 15 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 Lists. Conferences have been held in connection with A.C.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.C.A.C. on Commercial basis terms. The Italian Government have intimated that A.C.A.C. may continue to use Taranto pending further discussion between the Navy Sub-Commission, Italian Ministry of Marine, A.C.A.C. and A.M.S.C.

27. Representation of Reparations Questions by Sir, Noel Baker M.P. Owing to failure on the part of the British Commissioner for War Trials, and in view of the fact that the Italian Police do not like to be involved in political questions, and because the Police of Italy and Australia generally are lax or tardy when the accused was originally located last November, the whole project has been cancelled. The Allied Commission is bringing the facts of this matter to the attention of the Italian Prime Minister.

Engineering.

28. R.E. circuit are now being established 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 effect the handing over of necessary tools from the Officer in charge of the Persian Liquidation Committee (O.P.L.C).

29. Provision has been made to institute

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29. [illegible] Demobilisation in Personnel. The numbers are being passed to reduce the establishment A.C.C. strength of the I.A.F., by end May. It is anticipated that during the year 769 Generals and Senior Officers and 7,000 N.C.O's will be released from service.

(a) Orders will be given to release Generals and Senior Officers after 42 years combined service and 35 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 Mate. Conferences have been held in connection with A.C.A.C. who wish to obtain 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.C.A.C. on Continental base terms. The Italian Government have indicated that A.C.A.C. may continue to use Taranto pending further discussion between the Navy Sub-Commission, Italian Ministry of Marine, A.C.A.C. and A.F.H.Q.

27. Organisation of reconstructional Establishment by Air, Mediterranean. Owing to delays caused by the Allied Commissioner for Austria, in view of the fact that the Austrian Police is likely to be involved in political questions, and because the price at which our Austrian property can be let is higher than the scheme originally costed last May, the whole project has been cancelled. The Allied Commission is bringing the facts of this matter to the attention of the Italian Peace Delegation.

Maintenance.

28. B.36 aircraft are now being based at I.A.F. Foggia/Gino Lisio, but difficulty is being experienced through lack of specialist tools and ground equipment. Every endeavour is being made by A.A.S.C. and I.A.F. to expedite the handing over of necessary tools from the Officer in charge of the Foreign Liquidation Committee (O.F.L.C.).

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

30. Three C.47.506 aerodromes are with Savigliano Varcotti Verzate for overhaul, and discussions have taken place concerning the transfer by road, rail or sea to Verzate of this entire C.47.506 for overhaul.

31. It is the intention of the I.A.F. to form a main repair depot for Spitfire aircraft and engines in the north; Bolzano airfield - Milan - has been approved by A.C.A.C.

32. The following fighters were visited by the Chief Technical Officer of A.F.H.Q. during May:

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1. Savoia Marchetti - Stato Maggiore.
2. Alitalia - Ex Littorio Aereo, Rome.
3. [illegible] - Naples.
4. Macchi - Varese.
5. CANSA - Trieste.

33. The Italian Air Ministry has advised 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 Italian Air Ministry have authorised the handing over to the U.S.A.F. of 37 Italian Air Force aircraft for scrapping. In addition all spares, ground equipment, simulators, W/T, etc, available in this country are also to be handed over to the U.S.A.F. The remainder of the aircraft were 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 propaganda sources have been taken. A Communist manifesto was distributed to the other ranks of the Air Forces to desert their posts as quickly as possible after 2nd June. The propaganda disclosed, 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 both the conditions under which they serve. General Ivone Cot, the C.A.S., issued an Order of the Day to all Services concerning their duties before, during, and after the Elections.

36. On the 27th an Italian G.79 aircraft was stolen from Turin airfield by five unidentified men, believed to be Italian Communists who are ex R.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. Investigations revealed later that the aircraft landed at Milan (near Gorizia), but that it was not intercepted 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 press, there are once again reports of a number of articles attacking the Minister for Air in the Director of Civil Aviation who, they allege, were dismissed with the mistrust of all concerns for interested parties in the Air Force and have obtained the Nation's friends in protection for their wages".

38. A further attack has been made on Colonel Romagnino, Assistant Chief of Air Staff, who is accused by the Neo Fascist Republican of an interest in the release of the Duce's private funds in Sweden. 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 rank, and twelve Generals will retire to be appointed to Commands

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...ccdin ent, simplanes, M.T., etc, available in this country are also to be hande[d] over to the I.... The transfer of the aircraft will be handed over on June 27th, and the remainder plus other equipment will be transferred on June 7th.

Intelligence.

35. With the advent of the elections, varying propaganda measures have been taken. A Communist manifesto was distributed to the other ranks of the armed forces to assert their points as quickly as possible after 2nd June. The propaganda was directed, supported by the soldiers are treated and how all the Officers live, but so far as the British Air Crew is concerned the men are known to be reasonably contented with the conditions under which they serve. General Anne Dot, the C.A.S., issued an Order of the Day to all Commands concerning Welfare, Morale, and after the Elections.

36. On the 27th of January a flight of 79 aircraft was stolen from Lecce airfield by five unidentified men, believed to be Italian Communists who were ex R.A.F. Officers. The aircraft belonged to the School of Specialised Training and its base at the moment of the theft. Interrogation has revealed later that the aircraft landed at Aussim (Near Corinia), but that it was not covered by the Yugoslavs. A full investigation is being carried out at Milan by Brigadier Air Attaché Canfield; the Chief of the Air Staff sent General Miles to conduct the inquiry.

37. After a lull in attacks on Ministers in the papers, there are once again insertions of a number articles attacking the Minister for Air in the Director of Civil Aviation line, they allege, have broken with the Ministry of all Officers and interested parties in the Air Force and have placed the Nation's future in question for two years".

38. A further attack has been made on Colonel Bonomino, Assistant Chief of Air Staff, who is accused by the Vice Republicano of an indecent role as the Duke's private Aide in Berlin. 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 rank, and twelve Generals of Brigade are to be promoted to Generals of Division, and three Generals of Divisions to Generals of Squadron. The majority of those promoted are due to retire, and their promotion will, therefore, accrue as a reward for their long service in Italian Military Aviation.

PART III - PEOPLE AND EVENTS.

Milan.

40. Major rewinding and repair work by the S.M.A. organisation including repair to the undercarriages of Cant .1007 and S.M.82, and the fuselage of 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 new models of aircraft engines with an output of 30 per month.

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42. Plans of Italian aeronautical designs for the G.46 training aircraft and the final version of the G.55; studies are also being made of types G.32-34 and G.26-44 for future civil aviation.

43. Caproni di Arcore are converting three C.42 into 2 seat dual control aircraft for training purposes, and a further five are undergoing various repairs.

44. Ansaldo Vercelli have been given permission to build a further twenty SM.79 light aircraft. Tests were carried out with the Polish AOP squadron at Limoto to assess the quality of the SM.79 aircraft for AOP duties; a favourable report was made.

45. Private Aircraft. Difficulties have been experienced on this difficult matter but efforts to eliminate, servicing and operational procedure recommendations to eliminate these difficulties have been forwarded to M.A.A.C.

46. Security. Pro-Fascist disturbances if not assuming serious proportions, but the discovery of a political plot prompted the order for all Allied personnel in Milan to remain at home for a short period. Instructions issued to Allied personnel of their responsibilities with regard to the security of their installations. Precautions were taken to immobilise 30 lbs of other explosives and ammunition dumps were posted on guard, to prevent fascist sabotage.

47. A.M.G.O. Detachment, Milan. A.M.G.O. Det with the Prefect Detachment was closed, on full equipment duties with them to Milan. Staff visits from Milan are being made once a week in order to attend to matters arising in the 3rd A.A.

Naples.

48. Allied Area H. On May 4th, General Gruenl took over Command of the Allied Area, which he initiated more intensive study, after which he went to Leghorn to make arrangements at the Aeronautical Institute for the transfer of the Area H to that location.

49. Transmitted U.S. 's. A considerable number of 1,300 U.S.A. or P.O.W. passed through Naples.

50. Surplus. Six Italian Allied ships have been made in conjunction with the Navy, Main Depot M.S.A. authorities.

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

Leece.

52. Technician Training School - Leece-Frosinone. Work is in progress for the construction of two army huts, one for 1,200 and one for 500, and it is hoped that this will improve [illegible]

47. Air-to-ground. Instructions have been circulated on the duties with regard to clearance, servicing of aircraft, reception of visitors to aerodromes and civilians have been forwarded to H.Q.

46. Security. Precaution disturbance if not cases of strike operations, but the location of a political plot against the order for all Allied personnel in Italy to remain at their stations for a short period. Set out in Gen. Mason MacFarland's memorandum of their responsibilities with regard to the care and custody of their installations. Precautions were taken to immobilise boats and other explosives and other vessels were posted on them, to guard against sabotage.

47. [illegible] Both the Italian Police and the A.M.G. [illegible] closely, on all questions affecting Allied interests. Daily visits from Allied officers were made to them in order to attend to matters arising in the Italian Police.

Courts.

48. Italian Courts. On the 1st October, Criminal Courts took over [illegible] of the Courts of Assize, which had been initiated under Allied auspices. Officers have been detailed to watch proceedings at the Commercial Courts to see the transfer of the property to the Italians.

49. Correspondence H.Q. 'G'. A record number of 1,300 I.A.C. and H.Q. 'G' passed through the offices.

50. Complaints. Six direct to Italians have been made in conjunction with the Army, Navy and A.A.F. complaints.

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

Labour.

52. Technical Wireless School - Leghorn. This is in process for the construction of two new buildings, one for 1,000 men and one for 500, and it is hoped that this will improve circuit and cause less delay. Conferences have been held at the school and the Police in regard thereto.

(a) The elimination of all other private users from the school H.Q. [illegible] by the overhauls done by factories.

(b) The standardisation of trainers and the elimination of too many types of aircraft, but nothing can be done in this direction until the delivery of the new 25 and 6.55's.

53. English speaking courses. When the students were interviewed at the end of the current course, it was found 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.A.F. Great interest has been taken in the game. Internal tournaments, and matches with outside teams have been arranged.

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55. Armament Training. It is considered that Germ airgraft should have been trained in the use of the instrument before it is brought into the school.

56. Italian Armistice, C.C.O. Corps. Has initiated action on salvage in the first stage in the collection of all bicycles and cars for inspection, after which they will either be overhauled or scrapped. Secondly a review of all civil industries will be made to determine any material shortages, and after this the remainder will be sold to approved civilian contractors.

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

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

Distribution:

H.Q.A.C. G-3/AAF (5 copies) (3 for WD/AG, 2 for Historical Records Section, Holt, Ca. 1 for Air Ministry, London, if required).
H.Q. MTO/AF (Chief Allied Control Air Division Section). 1 copy
Chief Commissioner, A.M.A.C. Rome. 1 copy
Executive Commissioner, A.M.A.C. Rome. 1 copy
A.M.A.C. Rome. 1 copy
A.M.A.C. Naples. 1 copy
A.M.A.C. Leece. 1 copy
A.M.A.C. Livorno. 1 copy
A.M.A.C. Milan. 1 copy
Director, A.M.A.C. Rome. 1 copy
French Representative, Allied Commission, Rome. 1 copy
Yugoslav Representative, Allied Commission, Rome. 1 copy

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AIR WAR-HEADQUARTERS,
DIRECTOR,
AIR POWER SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 15th June, 1945.
Ref: AC/S/1/AFC.

Distribution:

U.S.A.C. STAFF (8 copies (2 for CD/B, 2 for Historical Records Section, Italy, and 1 for War Diary, London, if required).
U.S. CD/B (Chief (Allied & Naval Air Liaison Section).) 1 copy
Chief Commissioner, U.S.A.C. Rome. 1 copy
Executive Commissioner, U.S.A.C. Rome. 1 copy
U.S.A.A.F. Rome. 1 copy
U.S.A.C. Naples. 1 copy
U.S.A.C. Bastia. 1 copy
U.S.A.C. Palermo. 1 copy
U.S.A.C. Milan. 1 copy
Director, U.S.A.C. Rome. 1 copy
French Representative, Allied Commission, Rome. 1 copy
Russian Representative, Allied Commission, Rome. 1 copy

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APPENDIX "A".

SHIPMENT OF TROOPS AND MAIL FROM THE UNITED STATES, 1946.

	No of Ships.	Hours.	Passengers carried.	(*) Various Weights in lbs.
S.S. [illegible].	175	296.65	930	17,522
S.S. [illegible].	2	9.40	32	[illegible]
S.S. [illegible].	57	137.55	1,165	28,200
S.S. [illegible]	125	221.25	1,465	74,893
[illegible]	51	108.25	311	4,756
[illegible]	26	46.45	95	1,560
	456	821.15	3,958	127,949

STRENGTH OF OTHER UNITS OF T.A.A.S.

	Ship Lds	(+) Flight Hours.
[illegible]	47	25.50
[illegible]	221	121.00
[illegible]	527	255.15
[illegible]	42	12.45
[illegible]	61	40.15
[illegible]	363	213.45
[illegible]	3	3.45
[illegible]	90	91.25
[illegible]	315	220.15
TOTAL:	1,669	970.55

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G. 12.	67	137,35	1,105	28,200
Sl.82	125	221,25	1,465	74,[illegible]
[illegible] TYG.	51	108,25	311	4,[illegible]
[illegible] TYG.	26	46,15	95	1,560
	456	821,15	3,938	121,949

SUMMARY OF OTHER FLIGHTS OF T.A.F.

	Flights	(++) Flight Hours.
[illegible] OF S/M. VILLA [illegible].	47	25,50
TRAINING SCHOOL, [illegible].	321	121,00
TRAINING SCHOOL, HARE.	527	213,15
HIGH FLYING SCHOOL.	42	19,45
[illegible] TYG.	61	40,15
[illegible] TYG.	363	213,45
[illegible].	3	3,45
[illegible] TYG.	90	41,05
[illegible] TYG.	345	223,15
TOTAL:	1,659	970,55

\+ Includes Transport and Communication flights.

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

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APPENDIX "A"

ENGINEERING REPORT AND AIRCRAFT SERIES - I.A.F. AS AT 31ST MAY, 1946.

		SERVICE	REMEMBRANCE	ETC.
MUSTANG MK.				
1 Sqdn	P.39	32	25	
1 Sqdn	P.39	15	--	Reserve
1 Sqdn	Gn.135	1	1	
7 Sqdns	Sqd.202	2	2	
1 Sqdn	Spitfire	12	8	
1 Sqdn	Mk.205	21	21	
1 Sqdn	Mk.202	18	16	
		101	73	197
HURRICANE/CANADIAN MK.				
1 Sqdn	M.167	24	17	
1 Sqdn	M.167	2	2	
1 Sqdn	Sqd.202	1	1	
6 Sqdns	Sqd.82	27	19	
6 Sqdns	Sqd.260	1	1	
6 Sqdns	Sqd.79	22	20	
6 Sqdns	Sqd.75	1	1	
6 Sqdns	Sqd.84	1	-	
6 Sqdns	Sqd.85	1	1	
6 Sqdns	Sqd. 12	9	3	
6 Sqdns	Sqd.95	1	1	
		90	71	125
SPITFIRE MK.				
1 Sqdn	Sqdn.Ldr.506/AD	5	5	
6 Sqdns	Sqdn.Ldr.126/AD	1	1	
6 Sqdns	Sqdn.Ldr.443/AD	1	1	
6 Sqdns	Sqdn.Ldr.505/AD	1	-	
6 Sqdns	Sqdn.Ldr.504/AD	1	1	
6 Sqdns	Sqdn.Ldr.501	6	1	
6 Sqdns	Sqdn.Ldr.506/AD	1	-	
6 Sqdns	Sqdn.Ldr.506/AD	2	1	
6 Sqdns	Sqdn.Ldr.501	1	1	
6 Sqdns	Sqdn.Ldr.443/AD	1	1	
6 Sqdns	Sqdn.Ldr.506/AD	1	1	
6 Sqdns	Sqdn.Ldr.505/AD	4	3	
6 Sqdns	Sqdn.Ldr.504/AD	1	1	
6 Sqdns	Sqdn.Ldr.416/AD	1	1	
6 Sqdns	Sqdn.Ldr.416/AD	3	1	
6 Sqdns	Sqdn.Ldr.501	4	1	
6 Sqdns	R.S.14	7	4	
		41	24	58

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Urbe	[illegible]	21	17	
Tibaldo	[illegible]	2	2	
Urbe	[illegible]	1	1	
Guglielmo	[illegible]	27	19	
Guglielmo	[illegible]	1	1	
Centonello	[illegible]	22	20	
Centonello	[illegible]	1	1	
Centonello	[illegible]	1	-	
Centonello	[illegible]	1	1	
Centonello	[illegible]	9	8	
Centonello	[illegible]	4	1	
		90	71	161

MEDICI DEL

Lorenzo	Cent. [illegible]	5	5	
[illegible]	Cent. [illegible]	1	1	
[illegible]	Cent. [illegible]	1	1	
[illegible]	Cent. [illegible]	1	1	
Lorenzo	Cent. [illegible]	1	1	
[illegible]	Cent. [illegible]	6	1	
[illegible]	Cent. [illegible]	1	-	
[illegible]	Cent. [illegible]	2	1	
Vanni	Cent. [illegible]	1	1	
Vanni	Cent. [illegible]	1	1	
Vanni	Cent. [illegible]	1	1	
[illegible]	Cent. [illegible]	4	3	
[illegible]	Cent. [illegible]	1	1	
[illegible]	Cent. [illegible]	1	1	
[illegible]	Cent. [illegible]	3	1	
[illegible]	Cent. [illegible]	4	1	
Lorenzo	Cent. [illegible]	1	1	
Bernardo	[illegible]	1	1	
		41	24	58

Continua /2.....

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		GIUSTA	MANCANTE	OMESSO
AMMINISTRAZIONE DELLA GUERRA.				
Gioia del Colle	Sol.79	1	1	
Gioia del Colle	Cent.C.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	Bg.135	1	1	
Ignoto	Gr.42	1	1	
Ignoto	Sci.202	1	-	
Ignoto	Ca.313	2	1	
Ignoto	Ca.314	1	-	
Ignoto	Sci.202	1	1	
Ignoto	Gr.42	2	1	Not a section.
Ignoto	Ca.309	1	1	
Ignoto	Sci.202	1	-	
		23	13	05
AMMINISTRAZIONE MINISTERI.				
Ignoto	Sol.79	1	1	
Ignoto	Sol.79	2	2	
		3	3	1
AMMINISTRAZIONE STATALE (Stato in corso).				
Centocelle	Sol.79	2	2	
Centocelle	Ca.314	1	1	
Centocelle	Re.2007	3	2	
Centocelle	Sci.204	1	-	
Centocelle	Sci.202	2	1	
		9	6	15
AMMINISTRAZIONE SPECIALE.				
Ignoto	Sol.79	2	1	4
AMMINISTRAZIONE SPECIALE - SANITA'.				
Ignoto	Sol.79	1	1	
Ignoto	Sci.202	1	1	
		2	2	1
SCUOLE.				
Ignoto	Re.200	7	5	
Ignoto	Fn.305	2	-	
Ignoto	G.59	1	-	

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Tabella	Ca.344	1	-	
Tabella	Sal.202	1	1	
Tabella	Ca.42	2	1	Left a ction.
Trevisan	Ca.309	1	1	
Villa Tommasini	Sal.202	1	-	
		21	15	21

ALBERGHI STAZIONI (Trieste).

Urbe	S1.79	1	1	
Urbe	S1.75	2	2	
		3	3	3

ALBERGHI STAZIONI (Stazione Lc. Acque).

Centocelle	S1.79	2	2	
Centocelle	Ca.314	1	1	
Centocelle	Ca.2001	2	2	
Centocelle	Sal.284	1	-	
Centocelle	Sal.202	2	1	
		8	6	15

ALBERGHI STAZIONI.

Urbe	S1.79	2	1	1

ALBERGHI STAZIONI SAVOIA.

Villa	S1.79	2	1	
Villa	Sal.202	1	1	
		3	2	3

SCUOLE.

Ieeue	Ca.290	7	5	
Ieeue	Ca.345	2	-	
Ieeue	G.50	1	-	
Ieeue	Ca.42	7	5	
Ieeue	Ca.164	4	2	
Ieeue	G.8	1	1	
Ieeue	F.39	2	1	
Ieeue	Sviluppo	2	2	
Ieeue	C.187	4	4	
Ieeue	S1.79	2	2	
Ieeue	S1.84	1	1	
Ieeue	Cant.T.1007	1	1	
Ieeue	Sal.202	1	-	
		35	23	72

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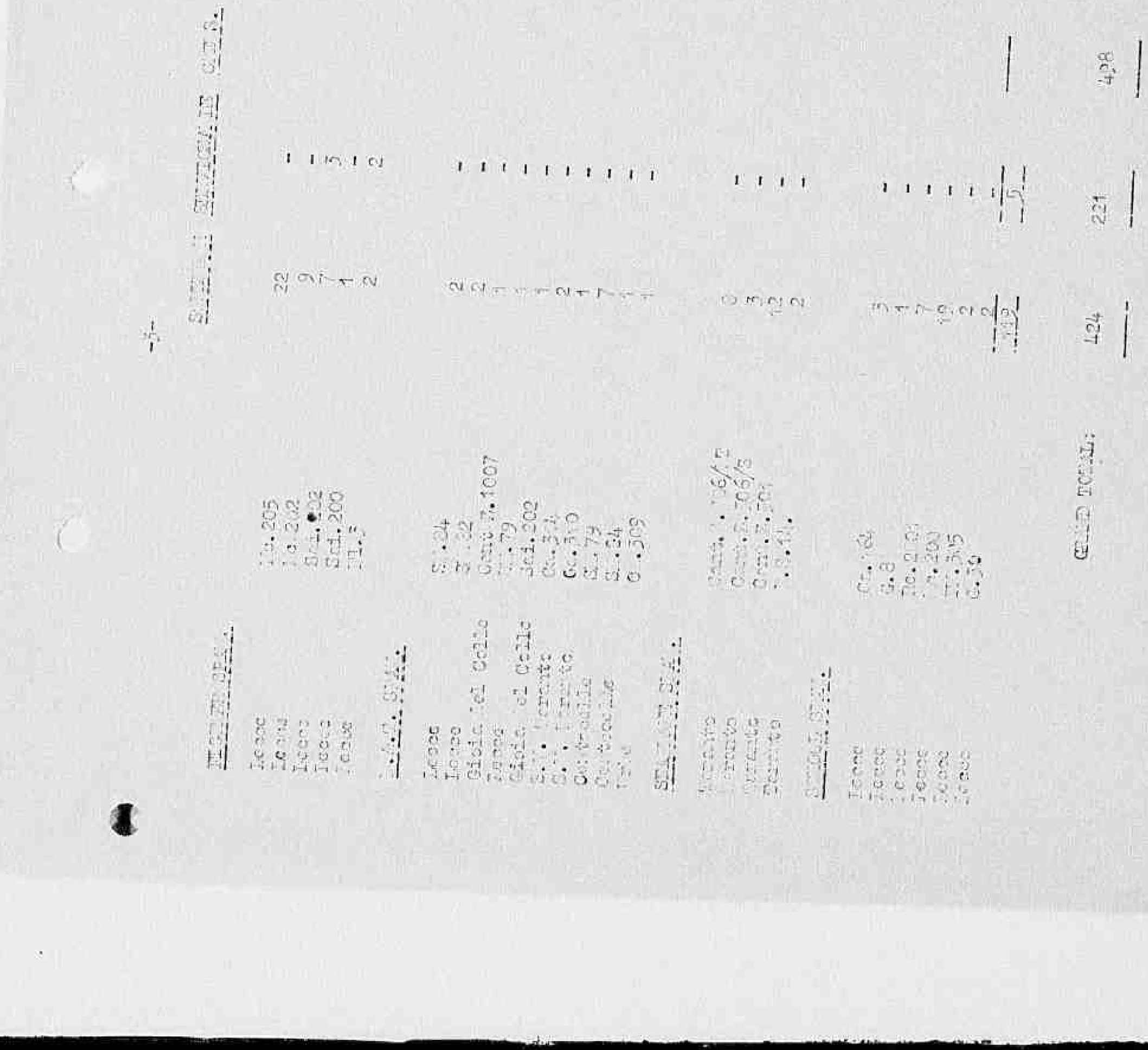

Jeep	Sq.84	2	-	
Jeep	Sq.82	2	-	
Sicula Tel Colle	Comd A.1007	1	-	
Jeep	Sq.79	1	-	
Sicula Tel Colle	Sqd.202	1	-	
C.T. Lorente	Co.3.4	2	-	
C.T. Lorente	Co.3.0	1	-	
Co.Vaccile	Sq.7?	1	-	
Co.Vaccile	Sq.84	1	-	
Tribe	Sq.309	1	-	
[illegible]				
Lorente	Sqd.[illegible]6/3	2	-	
Lorente	Sqd.A.106/3	3	-	
Lorente	Sqd.A.304	12	-	
Lorente	[illegible].A.	2	-	
[illegible]				
Jeep	Co.164	3	-	
Jeep	Sq.8	1	-	
Jeep	Sq.2.0?	7	-	
Jeep	Sq.200	12	-	
Jeep	Sq.305	2	-	
Jeep	Sq.3?	2	-	
		112	0	
	GRAND TOTAL:	424	221	498

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CONFIDENTIAL.

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 - Litteria. 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.C.A.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.

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

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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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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. Machine tradles and equipment are being salvaged from the lake and some of the hangar accommodation should be useable in the near future. The transformer station and standby power set are completely serviceable. The R.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 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 - Frosinone. 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 Breda B.A.25s located at the Bresso 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.

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 - Ciampino 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, 1945.

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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 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 Fiesler Fi.25s located at the Grosseto 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, 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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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 P. 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, Germany.

Aircraft Centre.

19. Transfer of duties to Italian C.A.V's. During April the CAVs at Rome 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 Viana di Vallo, 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 CAV 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

Continued/2.....

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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 Milan is scheduled to close.

Italian Military Courier Service.

20. Para-moving 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.M.

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 30 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 (Director 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 stores, and concluded by stating that the Transport Group had carried out 26,000 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 Carbonia, Volterra and Massarosa. There are now 151 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 Aviation. They discussed International Civil Air Lines and the problems of bases.

27. Reduction of Commands. From April 9th all I.A.F. Nucleus Commands were disbanded. This is part of the general plan to revert to the normal peace-time organisation.

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the Minister for Air (Dister Cevoletto) and numerous politicians, as well as representatives of Allied and Italian services. Cevoletto made a brief speech illustrating what the Italian military courier service had accomplished in the field of transporting passengers and stores, and he 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 Carlsone, Volterra and Grossetto. There are now 131 stations in the Italian net-work.

23. National Radio Transmitter (IMO). 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 Aviation. They discussed International Civil Air Lines and the problems of bases.

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.

28. Radio-Sonde Transmitters. A great deal of prominence has been given in local 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 use matter 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.F.H.Q. The following firms were visited:

Breda at Sesto San Giovanni and Bresso.
Destatti Carlo at Ancona.
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 Calendo, S. Anna and Vergiate.
Caproni at Vizzola Ticino.

Visits have also been made to the following I.A.F. Units: Novara, Gallarate, Linate, Malpensa and the Technical Headquarters at Milan. A.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.S.C. 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.F.O. firm of Bolzano.

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Breda at Sesto San Giovanni and Bresso.
Bestetti Gerla at Ancara.
Macchi at Bergamo.
Alfa Romeo at Milan.
Isotta Fraschini at Milan.
Fiat at Turin.
Perino at Turin.
Caproni at Bergamo, Milan and Trento.
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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. Lumber S.R.A.M. 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, felt and plywood is seriously hindering progress. This shortage is being experienced by all the S.R.A.M'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 Brakey, 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 from Taranto.

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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 Gosta 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.

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-cars and 122 lorry-loads of incoming stores were handled against 16 box-cars and 25 lorry-loads for outward delivery. Extensive servicing, pressing and repairing of aircraft spares was carried out by the Gallarate 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 Grimani 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. stores in Via Vanvitelli, Milan, has been closed down and about forty tons of material (mainly spare engine parts, crates), have been transferred to Novara and Gallarate.

48. 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 M.U. R.A.F. is working between Manlu 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 laboratories in Aeronautics. 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 R.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

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

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/29/1/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.
G.12	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
BALTIMORE 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. UDITA 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
BALTIMORE WING.	273	150,45
CANT.Z1007.	2	4,00
SEAPLANE WING.	99	92,15
FIGHTER WING.	623	456,20
TOTAL:	1761	1051,10

+ Includes Transport and Communication flights.

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[illegible]	38	47,00	134	3,708
	510	849,10	4,517	234,260

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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, mot flights, various flights (aircraft tests, etc).

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APPENDIX "D".

ENGINEERING DEPOT AND AIRCRAFT STATE - I.A.F. AS AT 30TH APRIL, 1946.

FIGHTER WING.		SERVICEABLE	UNSERVICEABLE	CHEV.
1ECOE	P.39	34	34	
1ECOE	P.39	13	3	
1ECOE	Ch.133	1	1	
1ECOE	Sal.202	2	2	
1ECOE	Spitfire	12	8	
1ECOE	Hu.205	13	17	
1ECOE	Me.202	18	17	
		98	82	199

LIGHT BOMBER AGGRESSIVE/TRANSPORT WG.				
Urbe	M.187	24	19	
Urbe	M.187	2	2	
Urbe	Sal.202	1	1	
Guidonia	S.82	25	15	
Centocelle	S.79	24	17	
Centocelle	S.75	1	1	
Centocelle	S.84	1	1	
Centocelle	S.85	1	1	
Centocelle	G.12	7	5	
Centocelle	S.95	1	1	
		88	64	122

SEAPLANE WING.				
Taranto	Cant.Z.506/B	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	
Calderara	Cant.Z.506/B.	2	2	
Elmas	Cant.Z.506/B.	2	2	
Elmas	Cant.Z.506/S.	3	1	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	5	
		42	25	57

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Urbe	M.107	24	19	
Urbe	M.107	2	2	
Urbe	Sni.202	1	1	
Caltanis	S.82	25	15	
Centocelle	S.79	24	17	
Centocelle	S.75	1	1	
Centocelle	S.84	1	1	
Centocelle	S.83	1	1	
Centocelle	S.12	7	5	
Centocelle	S.95	1	1	
		88	64	122

MARINE WIN.

Taranto	Cent.Z.506/T	7	4	
Taranto	Cent.Z.506/C	1	1	
V. Di Valle	Cent.Z.506/T	2	2	
Brindisi	Cent.Z.501	6	-	
Venice	Cent.Z.501	1	1	
Venice	Cent.Z.506/T	2	2	
Venice	Cent.Z.506/S.	1	1	
Brindisi	Cent.Z.506/S.	2	1	
V. Di Valle	Cent.Z.506/T.	2	2	
Caldivaro	Cent.Z.506/T.	2	2	
Elmas	Cent.Z.506/T.	2	2	
Elmas	Cent.Z.506/S.	3	1	
Taranto	Cent.Z.501	4	1	
Taranto	R.S.14.	7	5	
		42	25	57

AERONAUTICAL STATIONS - URBE AREA.

G. Sol Calle.	S.79	1	1	
G. Sol Calle.	Cent.Z.1007	3	2	
G. Sol Calle.	Ca.314	3	2	
G. Sol Calle.	Ca.309	2	1	
G. Sol Calle.	Ro.2001	3	-	
G. Sol Calle.	Sni.202	2	2	
G. Sol Calle.	Pj.156	1	-	

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		STRETH	SERVICEABLE	CREW
AUTONOMOUS SQUADRONS - UNITA AEREA (CONT'D).				
Palese (Bari)	Ca.310	1	-	
Palermo	Ca.314	1	-	
Palermo	Sai.202	1	1	
Linate	Ca.313	2	1	
Linate	Sai.202	1	1	
Linate	Cr.42	2	1	
Treviso	Ca.309	1	1	
Udine/Lei	Cr.42	1	1	
Allied Command	Sai.202	1	1	
		26	15	24
AUTONOMOUS SECTION. (Minister).				
Urbe	SM.79	1	1	
Urbe	CR.75	2	2	
		3	3	3
AUTONOMOUS SECTION (State Machine).				
Centocelle	SM.79	2	2	
Centocelle	Ca.313	1	1	
Centocelle	Be.2001	2	2	
Centocelle	Sai.204	1	-	
Centocelle	Sai.202	2	2	
		8	7	15
REMBARCH SECTION.				
Urbe	SM.79	2	1	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	1
SCHOOLS.				

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AUTONOMOUS SECTION. (Minister).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (State Marittime).				
Centocelle	SM.79	2	2	
Centocelle	Ca.313	1	1	
Centocelle	Re.2001	2	2	
Centocelle	Sai.204	1	-	
Centocelle	Sai.202	2	2	
		8	7	19
REDAZIONE 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	
Lecce	P.39	2	2	
Lecce	Spitfire	2	2	
Frosinone	M.167	4	4	
Frosinone	SM.79	1	-	
Frosinone	S.84	1	-	3088
Frosinone	Cant.Z.1007	1	1	
Frosinone	Sai.202	1	-	
		42	19	73

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		STRENGTH	SERVICEABLE	CREW.
FIGHTER SQN.				
Lecce	Mc.205	25	-	
Lecce	Mc.202	9	-	
Lecce	Bmi.202	7	4	
Lecce	Fl.3	2	1	
Lecce	Br.20	1	-	
R.E.C. SQN.				
Lecce	SM.82	2	-	
Lecce	SM.79	1	-	
G. del Gallo	Cant.Z.1007	1	-	
S.V. Taranto	Cr.314	2	-	
S.V. Taranto	Cr.310	1	-	
Cont-cello	SM.79	5	-	
Cont cello	SM.84	3	-	
Urbe	Cr.309	1	-	
SEAPLANE SQN.				
Taranto	Cant.Z.506/T.B.	7	-	
Taranto	Cant.Z.506/S.	3	-	
Taranto	Cant.Z.501	12	-	
Taranto	R.S.14.	2	-	
SCHOOL SQN.				
Lecce	G.8	1	-	
Lecce	Ro.2001	7	-	
Lecce	Mc.200	17	-	
Lecce	Fn.305	1	-	
Lecce	Bmi.200	1	-	
		111	5	-
GENERAL TOTALS:		422	223	498

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Urbe	Cn.509	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	Ne.200	17	-	
Lecce	Fm.305	1	-	
Lecce	Sal.200	1	-	
		111	5	-

GENERAL TOTALS: 422 223 498

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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, 1946, 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. and contain 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 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 M.A.A.C. Secretariat, or Air Headquarters, A.C.P. 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 1a, supra, and if normal warnings 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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Instructions have been issued by A.F.S.C. to all Military Missions in Rome that effective 25th March, 1945, all Civilian aircraft entering Italy must have specific clearance from the A...C. Secretariat. Requests for permission to fly over or land in Italy must be made to the 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 visas which can be obtained through Italian Embassy or Lisbon 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...C. Secretariat, or Air Headquarters, 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:

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CONFIDENTIAL.

File

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 24 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

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

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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.

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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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 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.

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16. Flying Training. A short flying training instructors course was held for six instructors 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.

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

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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.

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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.F. 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.

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.

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30. Internal 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.

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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.

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:

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

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

(c) Marmarini, 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 Nisida 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.R.A.R. organisation.

59. Aircraft and Airfields. Six training type Breda BA.25 aircraft were traced to the R.A. Hangar at Bresso. 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 IM.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 been put right.

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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 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 required during February.

I.E. BRODIE,
AIR VICE-MARSHAL,
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	16	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 (T) 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.	868	623,50
	1,977	1,143,15

\+ Includes transport and communication flights.

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

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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 (aircraft tests, etc).

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Appendix "A".

ENGLISH TRANSLATION AND AIRCRAFT STATE - I.A.F. AS AT 31ST MARCH 1946.

		SERVICE	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	16	17	
		96	79	190
LIGHT BOMBER & BOMBER/TRANSPORT WING.				
Urbe	M.167	25	19	
Linate	M.167	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
AUTONOMOUS SQUADRONS UNITA AEREA.				

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LIGHT BOMBER & BOMBER/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	
Cent c lle	SM.79	23	18	
Centocelle	SM.75	1	1	
Cent celle	SM.74	1	1	
Centocelle	SM.83	1	1	
Cent celle	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

AUTONOMOUS SQUADRONS ATTACHED.

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	-	
Palese	Ca.310	1	-	
Palese	Re.2001	1	-	
Palermo	Ca.314	1	1	
Palermo	Sai.202	1	1	
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	
Brindisi	Cr.42	1	1	
Allied Command	Sai.202	1	1	
		28	18	60

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		STRENGTH	SERVICEABLE	CEF.
AUTONOMOUS SECTION (1c Minister).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (Stet Maggiore).				
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	S-i.204	1	1	
Cent celle	S-i.202	2	2	
		10	6	8
AUTONOMOUS SECTION - SAIDDIL.				
Elmas	SM.79	1	1	
Elmas	S-i.202	1	1	
		2	2	2
SCHOOLS:				
Lecce	Re.200	10	1	
Lecce	IM.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	
Lecce	Spitfire	2	2	
Trapani	M.167	3	2	
Trapani	S.84	1	1	
Trapani	CZ.1007	1	1	
Trapani	S-i.202	1	1	

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Cent cello	Sk.79	2	2	
Cent cello	Cr.314	1	-	
Cent cello	Cr.309	1	-	
Cent cello	Re.2001	2	1	
Cent cello	Cr.42	1	-	
Cent cello	Sri.204	1	1	
Cent cello	Sri.202	2	2	
		10	6	8

LUNGHOLDS SECTION - SATTINI .

Elens	Sk.79	1	1	
Elens	Sri.202	1	1	
		2	2	2

SCHOOLS:

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	
Lecce	Spitfire	2	2	
Brasimone	[illegible].187	3	2	
Brasimone	S.84	1	1	
Brasimone	CL.1007	1	1	
Brasimone	Sri.202	1	1	
		39	19	77

[illegible] STAT.

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

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		STRENGTH	SERVICEABLE	OTE.
T.C.T SQN.				
[illegible]	SM.82	2	-	
[illegible]	S.79	1	-	
[illegible]	Cr.314	2	-	
[illegible]	Cr.310	1	-	
[illegible]	SM.79	7	-	
[illegible]	SM.84	3	-	
SERVICE SQN.				
Taranto	CZ.506/T	10	-	
Taranto	CZ.506/MSR.	3	-	
Taranto	CZ.501	12	-	
Taranto	M.S.14	2	-	
SCHOOL SQN.				
Lecce	G.50	1	-	
Lecce	Re.2001	7	-	
Lecce	Re.2002	15	-	
Lecce	MC.200	16	-	
Lecce	MV.305	1	-	
Lecce	Sm.i.200	1	-	
		133	6	
TOTAL:		435	217	519

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Permit	CZ.506/T	10	-	
Permit	CZ.506/LSR.	3	-	
Permit	CZ.501	12	-	
Permit	L.S.14	2	-	
SCHOOL STAFF.				
Lease	G.50	1	-	
Lease	Re.2001	7	-	
Lease	Re.2002	15	-	
Lease	MC.200	16	-	
Lease	TH.305	1	-	
Lease	Sni.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 Mot. 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) Mechanic 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 Flying Control Course is ready to commence at Lecce as soon as suitable accommodation is available.

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(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.

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

(f) Electro mechanics for WCOs 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 (28), 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

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A further 14 stations are still projected and arrangements have been made to take over several American weather stations in Italy.

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These centres collect and broadcast all observations and reports from stations in their respective Zones.

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5. Upper air ascents.

Five radio-sonde ascents are made (at Milan, Centocelle, Foggia, 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 meteorological 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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CONFIDENTIAL.

Spare Set

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 defence. 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 flo

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Appendix "H" - 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".

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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 for trying out a projected Italian control organisation. Four ASR exercises were carried out by ASCNI with the Maritime Detachment at La. Spezia and the RSL's at Leghorn. There was a change of Wing C.O's.

6. Communications Squadron has been transferred from Bari to Gioia del Colle.

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 Cisapino 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 Cisapino 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 6 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 efficient until these troubles can be corrected. The Aircraft Safety Centre, Northern Italy, is working on this and better results should be obtained in March.

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.

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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.

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17. 23 I.A. Co-operation Unit. Plans to use Italian personnel to run this I.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.H.Q. 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 broken 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, Vergiate, Udine and Palmeria. 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 Section 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 Trepani, 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 B.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 (IMB) has functioned well and very favourable comments have been received from Caserta, Malta and Udine concerning the quality of its broadcasts.

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

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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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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 ENEGI 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 USAAF 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.

35. International Conferences

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35. International Conferences. I.A.F. Officers are attending two Conferences at 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-Bari-Lecce [illegible]

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46. Courier Service. The addition of a C.42 to the SM.79s operating on the Naples-Bari-Lecce service has been a great help in facilitating the movement of troops and other passengers. The possibility of increasing still further the air space on this line by means of SM.82s is under consideration.

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 SM.84s were flown in during the month for complete overhaul. They were withdrawn from base-line work, and when overhauled will be handed over to the school at Frosinone 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 AMG) 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 Nisida 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 "Centaure II". The school also contains cadets from earlier courses begun at Brindisi. The syllabus covers English, French, Navigation, Geometry, Physics, Chemistry, Mathematics, Signals, 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 Italian 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 W.D. 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 Nisida. 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.1 000 and D.B.601 engines.

(b) SANNITA, 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. Nisida 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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57. 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.

58. 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 E.N.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 Roma.

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 R.A.F. on Linate airfield. A technical D.F. fitting party, consisting of five R.A.F. ORs from 376 M.U. is engaged upon setting up and making serviceable the HF 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 casual 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.

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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.

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.C. has expedited the release of C.M.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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74. Miscellaneous. Efforts are being made to secure the return of Italian telephone Switch-boards at present installed in 2 Distri H.Q. to Italian Air Ministry, Rome. Supervision has been given to I.A.F. altitude flights on which 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. Caproonis, 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.

Air Forces Sub-Commission,
Allied Commission, Rome.

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service is not effected the airfield is likely to be unserviceable during the April ending.

7. 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.

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W.M. BISDEE, WING COMMANDER,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 21st March, 1946.
Ref: ASC/25/1/AIR.

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DISTRIBUTION:

M.A.A.C. SECRETARIAT (8 copies) (2 for MED/ME, 2 for Historical Records Section, Malta, and 1 for Air Ministry, London, if required).

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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.
[illegible].79	171	279,45	1,207	49,255
[illegible].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 (S) FROSINONE.	162	50,50
TRAINING SCHOOL (C) LECCE.	3	2,45
PILOT SCHOOL, LECCE.	171	65,55
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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[illegible] WING.	[illegible]	[illegible]	[illegible]	[illegible]
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BALTIMORE WING.	332	186,20
CANT. Z.1007.	-	-
SEAPLANE WING.	91	72,00
FIGHTER WING.	354	234,25
TOTAL:	1,308	758,15

(-) 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.

		STRENGTH	SERVICEABLE	CREW
FIGHTER WING.				
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.167	24	20	
LIDO	M.167	2	2	
LIDO	SAI.202	1	1	
GUIDONIA	S.82	23	13	
CENTOCELLE	S.79	24	18	
PALERMO	S.79	2	2	
CENTOCELLE	S.75	1	-	
CENTOCELLE	S.84	1	1	
CENTOCELLE	S.84	2	2	
CENTOCELLE	S.83	1	1	
CENTOCELLE	S.75	1	1	
CENTOCELLE	G.12	5	4	
CENTOCELLE	SAI.202	1	-	
		88	65	131
SEAPLANE WING.				
TARANTO	CZ.506/TB	5	3	
MILAZZO	CZ.506/T	2	2	
AUGUSTA	CZ.506/C	1	1	
AUGUSTA	CZ.501	9	6	
VENEZIA	CZ.506/S	1	1	
AUGUSTA	CZ.506/S	2	1	
PALERMO	CZ.506/T	1	1	
CATANIA	CZ.506/T	5	5	
SICILY	CZ.506/TB	1	1	
CATANIA	CZ.506/S	3	1	
PALERMO	CZ.501	1		

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		131	83	193
[illegible] BOMBER & BOMBER/ [illegible]OPT WING.				
[illegible]ONIA				
[illegible]				
[illegible]ATE	M.187	24	20	
[illegible]E	M.187	2	2	
[illegible]OPLA	SAI.202	1	1	
[illegible]TOCELLE	S.82	23	13	
[illegible]O	S.79	24	18	
CENTOCELLE	S.79	2	2	
PALERMO	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
[illegible]LANE WING.				
TARANTO	CZ.506/TB	5	3	
MILAS	CZ.506/T	2	2	
TARANTO	CZ.506/C	1	1	
[illegible]DISI	CZ.501	9	6	
[illegible]DISI	CZ.506/S	1	1	
VENEZIA	CZ.506/S	2	1	
[illegible]NTISI	CZ.506/T	1	1	
[illegible]TO	CZ.506/T	5	5	
[illegible]ED	CZ.506/TB	1	1	
[illegible]	CZ.506/S	3	1	
[illegible]TO	CZ.501	4	1	
[illegible]TO	RS.14	6	5	
VENEZIA	RS.14	1	1	
		41	29	53

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		STRENG	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	
CAMPOLEONE	CA.309	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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[illegible] FD.156		1	1	
CENTOCELLE	CA.309	1	-	
CENTOCELLE	RE.2001	1	-	
CENTOCELLE	CR.42	2	-	
CENTOCELLE	SAI.204	2	1	
CENTOCELLE	SAI.202	1	1	
LINATE	CA.313	2	2	
LINATE	FN.305	2	1	
LINATE	SAI.202	1	1	
LINATE	CR.42	1	1	
MALPENSO	CA.309	2	2	
ALLIED COMM.	SAI.202	1	1	
		1	-	
		34	19	68

AUTONOMOUS SQUADRONS - SARDINIA.

ELMAS	S.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2

AUTONOMOUS SECTION.

UDINE	S.79	1	1	
UDINE	S.75	1	1	
		2	2	3

SCHOOLS.

[illegible]	MC.200			
[illegible]	FN.305	9	1	
[illegible]	G.50	3	3	
[illegible]	CR.42	2	1	
[illegible]	CA.164	5	4	
[illegible]	G.8	7	4	
[illegible]	CR.42	2	1	
LECCE	P.39	1	1	
LECCE	SPITFIRE	2	1	
FROSINONE	M.187	2	2	
FROSINONE	CZ.1007	4	3	
FROSINONE	SAI.202	1	1	
		1	1	
		39	23	73

Continued/3.....

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		STRENGTH	SERVICEABLE	CREW.
FIGHTER S.P.A.M.				
LECCE	P.39	6	-	
MEDOE	SPITFIRE	1	-	
MEDCE	MC.205	23	-	
TECCE	MC.202	10	-	
LECCE	SAI.202	8	5	
MECCE	JU.87	2	-	
LECCM	FL.3	2	1	
MECCM	FR.20	1	1	
LECCE	S.79	1	-	
LECCT	CZ.1007	1	-	
S.V. TARANTO	CA.314	2	-	
S.V. TARANTO	CA.310	1	-	
CENTOCELLE	S.79	5	-	
CENTOCELLE	S.84	2	-	
CENTOCELLE	S.82	2	-	
TARANTO	CZ.506/TB	10	-	
TARANTO	CZ.506/S	4	-	
TARANTO	CZ.501	11	-	
TARANTO	RS.14	2	-	
		94	7	-
SCHOOL S.P.A.M.				
LECCE	G.50	1	-	
LECCE	RE.2001	7	-	
LECCE	RE.2002	15	-	
LECCE	MC.200	17	-	
LECCE	FN.305	1	-	
LECCE	SAI.200	1	-	
		42	-	-
		136	7	-
TOTALS:		467	212	511

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[illegible]	CA.310	2	-	
[illegible]	S.79	1	-	
[illegible]	S.84	5	-	
[illegible]	S.82	2	-	
[illegible]	CZ.506/TE	2	-	
[illegible]	CZ.506/S	10	-	
[illegible]	GZ.501	4	-	
[illegible]	RS.14	11	-	
		2	-	
		94	7	-

SCHOOL S.R.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	-

TOTALS: 467 212 511

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CONFIDENTIAL.

25/1/Air

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.

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.

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

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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.

Continued/2.....

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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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Work of Staff Officer - Flying Training Instructor.

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

Continued/3.....

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r[illegible]s. 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 "Upavon" 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 - Liberty (241 sp) [illegible]

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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. 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.

Continued/.....

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Meteorological Service.

27. New Reporting Stations. During the month reporting stations were opened at Pisa, Venegono, Gesto 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

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

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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 was 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. Cur[illegible]s

Continued/5.....

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of Bologna have receiv[illegible]pproximately 100 vehicles by [illegible] from Bolzano, but repairs are not being put in hand until a suitable contract has been arranged with the Italian Air Ministry. 60 vehicles have been released to the I.A.F. from the M.T. dump at Ghedi and another 140 can be expected.

36. M.T. School of instruction - Monterotonio, Roma. 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 F.39s shows a big improvement; this month the average for the month being roughly 90%. The Spitfires have improved to 75%. While the F.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 10 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

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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 10 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".

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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.

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 Porte 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.R.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 Treviso. Destruction of ammunition is being carried out at [illegible]

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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. 25 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. Sannita (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.113 M.U. has been disbanded and the personnel involved transferred to Bari as replacements for those

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63. Viside 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. DISLEE, WING COMMANDER,
AIR VICE-MARSHAL,
DEPUTY
AIR FORCES SUB-COMMISSION.

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AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 19TH FEBRUARY, 1946.
REF: AFSC/25/1/AIR.

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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	83	127,40'	1.031	86,251
SEAPLANE WING.	58	117,20'	395	23,631
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	25,05'
TRANSPORT WING.	45	20,45'
BALTIMORE WING.	174	87,15'
CANT Z.1007.	2	0,30'
SEAPLANE WING.	060	53.15'
FIGHTER WING.	515	366,55'
	1.355	759,15'

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	No. of Flights.	Hours.	Passengers Carried.	Various Freight in lbs.
SM.79	174	275,55'	992	71,273
SM.82	83	127,40'	1.031	86,231
SEAPLANE WING.	56	117,20'	395	23,851
BALTIMORE WING.	39	94,55'	97	2,175
	354	615,50'	2.515	180,3510

Summary of other flights of I.A.F. ø

	Flights.	Flying hours.
AUTONOMOUS SQDN. UNITA AEREA.	57	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.	45	20,45'
BALTIMORE WING.	174	87,15'
CANT Z.1007.	2	0,30'
SEAPLANE WING.	660	53,15'
FIGHTER WING.	515	366,55'
	1.355	759,15'

\+ - Includes transport and communication flights.

ø - 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	
CENTOCSLLE	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	
				57

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LIGHT BOMBER & BOMBER/
TRANSPORT WING.

GUIDONIA	S.82	20	14	
UDINE	M.187	24	20	
LINATE	M.187	2	2	
UDINE	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	53

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	-

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AUTONOMOUS SQUADRONS (Cont'd).			STRENGTH	SERVICEABLE	CREW.
UNITA AEREA	-	PALESE	CA.309	2	2	
		PALESE	SAI.202	3	3	
		PALESE	RE.2001	3	1	
		CENTOCELLE	RE.2001	2	1	
		CENTOCELLE	CR.42	1	1	
		CENTOCELLE	SAI.204	1	1	
		CENTOCELLE	SAI.202	2	1	
		CENTOCELLE	CA.309	1	-	
		CENTOCELLE	BR.150	1	-	
		[illegible]	CA.309	1	1	
		[illegible]	SAI.202	1	-	
		[illegible]	CA.313	1	-	
		[illegible]	CR.42	2	1	
		[illegible]	SAI.202	1	-	
				32	20	59

AUTONOMOUS SQUADRONS - SARDINIA.				
ELMAS	SM.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2

AUTONOMOUS SECTION.				
UDINE	SM.79	1	1	
UDINE	SM.75	2	2	
		3	3	3

SCHOOLS.				
LECCE	MT.200	10	2	
LECCE	FH.305	3	2	
LECCE	G.50	2	1	
LECCE	CR.42	2	-	
LECCE	CL.164	7	1	
LECCE	G.8	2	1	
[illegible]	CR.42	1	-	(For Mut. Service).
[illegible]	P.39	5	3	
[illegible]	SPITFIRE	2	2	
FROSINONE	M.187	4	2	
FROSINONE	CZ.1007	1	1	
FROSINONE	SAI.202	1	1	

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		32	20	59	

AUTONOMOUS SQUADRONS - SARDINIA.

ETNAS	SM.79	1	1		
ETNAS	SAI.202	1	1		
		2	2	2	

AUTONOMOUS SECTION.

UDES	SM.79	1	1		
UDES	SM.75	2	2		
		3	3	3	

SCHOOLS.

LECCE	MC.200	10	2		
LECCE	FW.305	3	2		
LECCE	G.50	2	1		
LECCE	CR.42	2	-		
LECCE	CA.164	7	1		
LECCE	G.3	2	1		
TRIMILDI	CR.42	1	-		
LECCE	P.39	5	3	(For Mat. Service).	
LECCE	SPITFIRE	2	2		
ARGENONE	M.187	4	2		
MODUNONE	CZ.1007	1	1		
FROSINONE	SAI.202	1	1		
		40	16	73	

FIGHTER S.F.A.N.

LECCE	P.39	6	-		
LECCE	SPITFIRE	1	-		
LECCE	MC.205	24	-		
LECCE	MC.202	11	-		
LECCE	SAI.202	8	6		
			-		

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CONTINUED/3.....

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FIGHTER S.P.A.M. (C[illegible]D).		STRE[illegible]	SERVICEABLE	CREW.
LECCE	JU.87	2	-	
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.P.A.	CZ.506/BT	11	-	
TARANTO	CZ.506/S	4	-	
TARANTO	CZ.501	11	-	
TARANTO	RS.14	1	-	
SCHOOL S.P.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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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

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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.R.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 26,200 kgms of Italian material.

4. The state of serviceability at the end of December was 16 aircraft

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during 1945.

Appendix "C" - Flying Training Instructors Report for December.

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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.

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

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hours flying time and the carrying of 36 Allied passengers and 12,690 lbs of Italian freight.

6. 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.73 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 ablelleadership 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 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.

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 Transport, Night Bomber, Light Bomber, and Training Wings respectively. Each of these wings has now set aside an aircraft for blind flying practice. Crews who have done ten tours blind flying in their Wings will be required to do a further more advanced course at Centocelle in a specially equipped SM.79. It is also hoped that the I.A.F. will soon have link trainers available which they are buying from the U.S. Navy and Army Liquidation Committee, Italy.

13. Flying Training Instruction. Flight Lieutenant Hart, a qualified flying training instructor has been scrutinising I.A.F. methods of flying training

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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 Leverano and Brocciano were closed.

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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.T.F. frequency not allocated to the R.A.F. W/T point-to-point stand by to land line is provided by La Spezia joining the inter CAW circuit, P.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.M. 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, 1945. Details of these visits are shown at Appendix "D".

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Signals.

17. La Spezia. Seaplanes operating from La Spezia come under W/T control of Aircraft Safety Centre Bolagna, on the Air/Marine Craft wave 3605 kc/s, on R.A.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 C.M. circuit, R.A.15.

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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 3625 enlistment and promotion of specialists was received for study during December.

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A brief summary of the [illegible] 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 AFRAL, 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 Recaptured 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.E.O. Bologna for repair.

27. Drivers School - Monte Rotondo. 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.

28. Italian-type Fighters. The serviceability is being maintained at a high level particularly with the Mc.202 Squadron which is [illegible]

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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.

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Motor Transport.

26. Ex-Enemy Recaptured 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 50 vehicles have been transferred by rail from Bolzano to S.A.S.O. Bologna for repair.

27. Drivers School - Monte Rotondo. 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.

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.

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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. Elena seaplane works. When the firm gets started it will be of considerable help to the overworked S.R.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 Saronno (Barrack and Clothing) to the main depot at Gallarate has been completed satisfactorily. Saronno 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 Li5 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 water. Two motor boats have been borrowed from local authorities for immediate use and these will soon be replaced by I.A.F. craft. Arrangements are in hand for undertaking light engine repairs. Refuelling facilities have been established. Spare-parts and tools are [illegible] delivered from the [illegible]

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40. Intelligence. The missing prototype of the RE.2006 Fighter has been traced in an underground store at Cerroni 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.

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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 competent guards. Thefts of I.A.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 Genoa, Diversionary Airfield at Bergamo, Central I.A.F. Stores at Gallarate, Macchi Aircraft Firm at Varese, Caproni Taliedo, and Corsico.

PAVIA.

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 Gardolo, S.A.F.O. at Dalsano, and Curtiss and Righi, both of Bologna. Generally speaking, the rate of out ut of repaired vehicles remains low owing to a lack of spare-parts.

45. Arrangements are in hand for dispersing 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/ME.

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.

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:-

(a) Alfa Romeo, who have delivered five aircraft engines during December.

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by the Republican and German Forces prior to the liberation. The firms carrying out the repairs are Caproni at Cardelo, S.A.B.C. at Bolzano, and Curtiss and Righi, 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 allocating the distribution of the Italian Air Forces allotment of these vehicles as approved by the Italian Air Ministry and Air Forces Sub-Commission.

NAPLES.

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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:-

(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 ordered to repair exhaust-gas tubes for Alfa 128 engines.

Continued/7.....3622

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51. I.A.F. Co-operator Companies. There have been no complaints against any Company, and a general improvements has been noticed. Number 10 Company stationed at 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 S 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.38 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. ERODIE,
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:

M.A.A.C. SECRETARIAT (7 copies) (1 for MED/ME, 2 for Historical Records Section, Malta, and 1 for Air Ministry, London, if required).
Chief Commissioner, H.Q. A.C. Rome. 1 copy
A.F.S.C. Rome. 1 copy
A.F.S.C. Naples. 1 copy
A.F.S.C. Lecce. 1 copy
A.F.S.C. Taranto. 1 copy
A.F.S.C. Milan. 1 copy
Director, A.F.S.C. Rome. 1 copy

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back to the Italian Air Force by the [illegible], they are [illegible]
civilian contractor with a view to making as many serviceable as possible.

I.E. BROOKE,
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.

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A.F.S.C. Taranto.	1 copy
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	230.40	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 Aeree.	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.	36	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 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)

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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
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Transport Wing.	26	13.15
Baltimore Wing	179	90.45
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Seaplane Wing	55	36.40
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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 thatit 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 "Cpavon" 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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night landings by the Allies.

13. Discussions have been held with Col. Gavi and the "Spaven" 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 noted 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	SUPPLEMENTARY FLIGHTS.
January	685	34650	45000	246	51150	10
February	740	44100	76500	296	57350	32
March	900	99200	82350	308	59675	39
April	940	32850	69750	288	55800	32
May	1100	42750	88650	402	77888	25
June	1970	63900	141150	506	99288	45
July	2200	85000	98100	524	101525	55
August	2560	96750	79550	656	127100	84
September	3000	69300	129600	580	113537	85
October	3000	28000	139500	588	113925	83
November	2120	48600	81800	502	98512	54
December	1666	27810	76628	384	93150	26
TOTALS:	20961	712710	1008778	5304	1048900	570

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APPENDIX "B"

TRANSPORT WING ACTIVITY - 1945.

ERS.	WEIGHT IN LBS. POST.	WEIGHT IN LBS FREIGHT.	FLYING HOURS.	MILES FLOWN	SUPPLE-MENTARY FLIGHTS.	ACCIDENTS CAUSING INJURIES TO PASSENGERS	% OF FLYING PROGRAMME CARRIED OUT
	34650	45000	246	51150	10	-	94%
	44100	76500	296	57350	32	-	100%
	99000	82350	308	59675	39	-	100%
	32850	69750	288	55800	32	-	100%
	42750	88650	402	77868	25	-	100%
	63900	141150	506	99288	45	-	100%
	85000	93100	524	101525	55	-	100%
	96750	79550	656	127100	84	-	98%
	69300	129600	580	113537	55	-	98%
	28000	139500	588	113925	83	-	99%
	48600	81300	502	98512	54	-	100%
	27810	76826	384	93150	26	-	100%
	712710	1006778	5304	1048900	570	-	99%

A P P E N D I X "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. air fields. 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. Minnei and Maresciello 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. Centocelle. 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. Meloi and Captain Graziani on airmanship, training programme and instrument flying. The Squadrons activities are well organised and efficiently executed.

9. Pilots arriving from Frosinone are thoroughly trained, completing

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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 Littorio, disciplinary action is taken by the Squadron Commander against the pilots concerned.

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8. Littorio. Airfield was visited on the 17th and 18th December, 1945, including both 28 and 132 Squadrons. Discussions were held with Col. Roveda Col. Nolci and Captain Gretioni on airmanship, training programme and instrument flying. The Squadrons activities are well organised and efficiently executed.

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 Squadron 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, CBE. 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 straffing attack over the airport.

(c) Four Spitfires escorting the above were attached 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 information aerobatics by a formation of P.39's followed by straffing, 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 machine 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 an improvement in conditions would soon be possible.

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(a) Fiesa 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 information aerobatics by a formation of P.39's followed by strafing, into which the pilots appeared to put everything they had.

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3. After lunch, an inspection of the School SR&M, Bomber SR&M and machine shops, and fighter SR&M 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 an improvement in conditions would soon be possible.

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 assistance 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 8 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 1630 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.R. demonstration was staged but rather spoilt by the Lindholm gear refusing to release at the correct moment.

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A P P E N D I X "E".

ITALIAN AIR FORCE - AIRCRAFT STATE AS AT 31ST DECEMBER, 1945.

		STRENGTH.	SERVICEABLE.	CREW.
FIGHTER WING.				
LECCE	P.39	32	14	
LECCE	P.39	43	-	
LECCE	Ca.133	1	1	
LECCE	SAI. 202	2	2	
LECCE	Spitfire	11	6	
LECCE	MC.205	18	12	
LECCE	MC.202	18	18	
		125	53	162
LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.				
LITTORIO	M.187	25	20	
LINATE	M.187	2	2	
LITTORIO	S.I.202	1	1	
GUIDONIA (ROME)	SM.82	20	11	
LECCE	SM.82	3	2	
CENTOCELLE	SM.79	29	23	
CENTOCELLE	SM.84	3	2	
CENTOCELLE	SM.83	1	1	
CENTOCELLE	SM.73	1	-	
CENTOCELLE	G.12	5	4	
CENTOCELLE	SAI.202	1	-	
		91	66	133
SEAPLANE WING.				
TARANTO	CZ.506/C	1	1	
TARANTO	CZ.506/BT	5	3	
ELMAS	CZ.506BT	1	1	
BRINDISI	CZ.501	9	7	
BRINDISI	CZ.506/S	2	2	
VENICE	CZ.506/S	1	1	
VENICE	CZ.506/BT	2	1	
VIGNA DI VALLE	CZ.506/BT	2	1	
ELMAS	CZ.506/BT	3	2	
ELMAS	CZ.506/S	3	-	
TARANTO	CZ.501	4	3	
TARANTO	RS.14	6	4	
VENICE	RS.14	1	1	
		39	27	53
SCHOOLS.				
LECCE	MC.200	11	3	
LECCE	FN.305	3	1	
		2	-	

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LITTORIO	M.187	25	20	
LIMATE	M.187	2	2	
LITTORIO	S.I.202	1	1	
GUIDONIA (ROME)	SM.82	20	11	
LECCE	SM.82	3	2	
CENTOCEELE	SM.79	29	23	
CENTOCELLE	SM.84	3	2	
CENTOCELLE	SM.83	1	1	
CENTOCELLE	SM.73	1	-	
CENTOCELLE	G.12	5	4	
CENTOCELLE	SAI.202	1	-	
		91	66	133

SEAPLANE WING.

TARANTO	CZ.506/C	1	1	
TARANTO	CZ.506/BT	5	3	
ELLAS	CZ.506BT	1	1	
BRINDISI	CZ.501	9	7	
BRINDISI	CZ.506/S	2	2	
VENICE	CZ.506/S	1	1	
VENICE	CZ.506/BT	2	1	
VIGNA DI VALLE	CZ.506/BT	2	1	
ELLAS	CZ.506/BT	3	2	
ELLAS	CZ.506/S	3	-	
TARANTO	CZ.501	4	3	
TARANTO	RS.14	6	4	
VENICE	RS.14	1	1	
		39	27	53

SCHOOLS.

LECCE	MC.200	11	3	
LECCE	FN.305	3	1	
LECCE	G.50	2	-	
LECCE	CR.42	5	2	
LECCE	CA.164	6	3	
LECCE	G.8	1	1	
PALESE	SAI.200	1	1	
BRINDISI	CR.42	1	1	
LECCE	F.39	5	3	
LECCE	SPITFIRE	2	1	
FROSINONE	M.187	4	3	
FROSINONE	CZ.1007	1	1	
FROSINONE	SAI.202	1	1	
		43	21	108

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Cont'd/over

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		STRENGTH.	SERVICEABLE.	CREW.
AUTONOMOUS SQUADRONS UNITA AEREA.				
PALESE (BARI)	SM.79	1	1	
PALESE	CZ.1007	1	1	
PALESE	CA.314	4	3	
PALESE	CA.313	1	-	
PALESE	CA.310	1	-	
PALESE	CA.309	2	1	
PALESE	SAI.202	3	3	
PALESE	RE.2001	3	-	
CENTOCELLE (ROME)	RE.2001	2	1	
CENTOCELLE	CR.42	1	1	
CENTOCELLE	SAI.204	1	1	
CENTOCELLE	SAI.202	1	1	
CENTOCELLE	CA.309	1	-	
CENTOCELLE	FL.3	1	1	
CENTOCELLE	FJ.156	1	-	
LINATE (MILAN)	CA.309	1	1	
LINATE	SAI.202	1	1	
MET. LINATE	CR.42	2	2	
MET. LINATE	CZ.1007	1	1	
ALLIED COMM.	SAI.202	1	-	
		30	19	59
AUTONOMOUS SQUADRON - SARDINIA.				
ELMAS	SM.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2
AUTONOMOUS SECTION.				
LITTORIO (ROME)	SM.79	1	1	
LITTORIO	SM.75	2	2	
		3	3	3
REPAIR SHOPS.				
F. LECCE	P.39	7	-	
LECCE	SPITFIRE	1	-	
LECCE	MC.205	18	-	
LECCE	MC.202	9	-	
LECCE	SAI.202	7	4	
LECCE	JU.87	2	-	
LECCE	FL.3	1	1	
LECCE	BR.20	1	1	
P/T LECCE	SM.82	2	-	
LECCE	SM.79	1	-	
LECCE	CZ.1007	2	-	
S.V. TARANTO	CA.314	2	-	
S.V. TARANTO	CA.310	1	-	
CENTOCELLE	FL.3	1	-	

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CENTOCELLE	S.M. 202	1	1	
CENTOCELLE	CA. 309	1	-	
CENTOCELLE	FL. 3	1	1	
CENTOCELLE	FJ. 156	1	-	
LINATE (MILAN)	CA. 309	1	1	
LINATE	S.M. 202	1	1	
MET. LINATE	CR. 42	2	2	
MET. LINATE	CZ. 1007	1	1	
ALLIED COMM.	S.M. 202	1	-	
		30	19	59

AUTONOMOUS SQUADRON - SARDINIA.

ELMAS	SM. 79	1	1	
ELMAS	S.M. 202	1	1	
		2	2	2

AUTONOMOUS SECTION.

LITTORIO (ROME)	SM. 79	1	1	
LITTORIO	SM. 75	2	2	
		3	3	3

REPAIR SHOPS.

F. LECCE	F.39	7	-	
LECCE	SPITFIRE	1	-	
LECCE	MC. 205	18	-	
LECCE	MC. 202	9	-	
LECCE	S.M. 202	7	4	
LECCE	JU. 87	2	-	
LECCE	FL. 3	1	1	
LECCE	BR. 20	1	1	
D/T LECCE	SM. 82	2	-	
LECCE	SM. 79	1	-	
LECCE	CZ. 1007	2	-	
S.V. TARANTO	CA. 314	2	-	
S.V. TARANTO	CA. 310	1	-	
CENTOCELLE	SM. 79	6	-	
CENTOCELLE	SM. 84	1	-	
S.F. TARANTO	CZ. 506/ST	13	-	
TARANTO	CZ. 506/S	4	-	
TARANTO	CZ. 501	11	-	
TARANTO	RS. 14	2	-	
LECCE	CA. 164	1	-	
LECCE	RE. 2001	7	-	
LECCE	RE. 2002	15	-	
LECCE	MC. 200	15	-	
LECCE	CR. 42	1	-	
LECCE	G. 8	1	-	
		131	6	-
TOTALS:		464	197	520

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