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

10000/135/65

AIR REPORTS
SEPT. - DEC. 1946

CONFIDENTIAL.

Air 3

AIR FORCE SUB COMMISSION ALLIED COMMISSION,
R. O. M. E.

Monthly Air Report No 49 - December, 1946.

List of Appendices:

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

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

PART I - AIR STAFF.

1. Transport Wing - Centocello. Members of the Air Staff paid a visit to Centocello during the month. The aerodrome has been considerably cleaned up and the work on the hardstand in front of the military courier passenger terminal is rapidly nearing completion. This should greatly facilitate the handling of passengers. The repair shops were busy as they do their own let echelon maintenance on the station and even make modifications.

2. Bomber Transport Wing and Baltimore Wing - Guidonia. During the month members of the Air Staff made a visit to Guidonia and toured the station with the Commanding Officers of the Night Bomber/Transport Wing and the Baltimore Wing. Work on the aerodrome is progressing satisfactorily. Two large maintenance hangars are partially reconstructed and one of these is now in the process of being covered with corrugated iron. Until it is completed there are not many facilities for carrying out any major repairs. A machine shop has been set up in a nissen hut but is not yet in operation; this particularly hampers the Baltimore Wing as they must make most of their own spare parts. Work is also underway on quarters for officers and sergeants. The sergeants' quarters are nearly completed. The Transport Wing has a very neat set up and the loading and unloading of passengers is done quickly and efficiently. The Baltimore Wing is at present mostly engaged in pilot and crew training. The aircrews are now again fully proficient on this type and pleased with their aircraft.

3. Fighter Wing - Lecce. Intensive activity prevailed throughout the Fighter Wing until 11th December and culminated in a display during the Air Officer Commanding's visit. Intensive efforts were made to provide tyres for the Spitfire Squadrons but these unfortunately arrived too late to allow the Squadrons to take part in the training and flying programme, this was a great disappointment to the personnel concerned. After the inspection on 11th, normal activity was resumed until about the 21st when units were "stood down" for Christmas and New Year to allow as many personnel as possible to be with their families (mostly in the North) during this period.

4. Bari Airport. Bari Airport has now been taken over by the I.A.F. and all installations are manned and functioning including night flying facilities.

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4. Bari Airport. Bari Airport has now been taken over by the I.A.F. and all installation are manned and functioning including night flying facilities. At present a small R.A.F. detachment remains to service two Dakota's and personnel are still occupying one hangar and the Officers' Mess. Accommodation in the mess has been provided for the Italian Commanding Officer. It is expected that this detachment will soon move out and leave the field completely to the Italians. Several Allied aircraft have used the field during the month, this has been due to bad weather which would not permit of overflying Ba.

5. Seaplane Wing - Reggio. Normal flying training and courier transport flights have been carried out by the Seaplane Wing during the month. The serviceability of these aircraft remains high and no serious flying incidents have taken place. The 506s are being converted to comfortable passenger carrying aircraft.
6. Pilot Training School. The pilot training schools are functioning satisfactorily. Continuous bad weather in the Puglia area has hampered flying progress and at Grotta del Colle the grass landing strip has been unserviceable for several days. In the elementary flight, trouble has been experienced due to the lack of propellers for Ca 147's and tyres for Breda 25's. These items are not available in stores but are now on order from the factories.
7. Navigation School - Presinone. The navigation school is making steady progress despite certain equipment shortages such as compasses and driving instruments. Due to lack of facilities and bad weather night flying is not possible. It is hoped to move the school to the training area in the South East during the summer.
8. Visits by Air Staff. Visits have been made during December to Contocello, Urbo, Guidonia, Frascone, Venice Lido, Linate, Lecce and Bari.
9. Visit of A.O.C. R.A.F. HQ Lecce. On Wednesday 11th December 1946 a demonstration was staged by the Italian Air Force for the Air Officer Commanding R.A.F. Italy and Senior Allied and Italian Officers at the I.A.F. Base at Lecce. The programme consisted of an inspection of the base followed by a display of formation flying and simulated attacks by fighter bombers on the airfield. This was perhaps the first time since the cessation of hostilities the Senior Officers of the three Italian services were present at a flying demonstration given by the Italian Air Force. The flying display was planned to include formation flights by the Macchis and Lightnings, dive bombing attacks on the airfield by the Macchis, low level strafing by the Lightnings and an interception of twin engined aircraft by single engine fighters. Unfortunately the weather was bad, low clouds and heavy showers considerably curtailed the planned programme.
10. Civil Aviation. Permissive authority has been given to the I. A.M. for certain Italian civil aviation services other than scheduled air lines to operate inside Italy, Sardinia and Sicily. This authority refers to companies to operate air charter services carrying freight on non regular schedules, taxi services using light aircraft and acting as feeders for the main aircraft terminals and also for private aircraft used for commercial and business matters.
11. Italian Decorations. The Italian War Cross for Military Valor and the Italian War Cross of Merit were presented to Lt. Colonel Frank E. Marek and 1st Lieutenant Patt Favano respectively. Among those present at the ceremony at the Italian Air Ministry on 19th November, 1946, were Dr. Cingolani, Italian Air Minister, General Ajmon-Cat, Chief of Staff Italian Air Force and the General Staff of the Italian Air Ministry.
12. Link Trainers. Of the twelve part worn link trainers acquired by the Italian Air Force from American sources recently, one has been installed at the Air Ministry where a course of 14 pupils has undergone two weeks instrument flying training. This link is also used by officers of the Stato Maggiore for practice. Two other links will be sent to Guidonia and one to Contocello.

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13. Movement of Fighter Wings. Approval has been given for the movement of two I.A.F. Fighter Wings from Lecce to the North. The Aerodrome at Orto al

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- 3 -

Serio (Bergamo) and Vicenza have been prepared and will be ready to receive the Wings during January and February. The 5th Fighter Wing will move with their Macchi 205's to Bergamo and the 5th Interceptor Wing will move to Vicenza.

14. Flying Accidents. The Italian Air Ministry has received reports from the A.F.S.O. staff to publish a summary of flying accidents. This is based on the system at present in use in the Army and Navy. A flying accident occurred at Galdarona during the month when a Spitfire was engaged on local flying over the airfield. All members of the crew were killed and the aircraft was completely wrecked.

15. Capodichino Airfield. It is expected that Capodichino airfield will be handed over to the Italian Air Force early in February. The U.S. units are at present reducing the number of their personnel and are scheduled to leave operations on the 31st of January 1947. The Italian Military Courier Service is operating flights from the North side of the airfield. The assembly of P-48s is also being carried out in a nearby hangar which has recently been turned over to them by the departing British units.

16. Amendola Airfield. Agreement has now been reached between the American and the Italian authorities for the handover some time during January of the large American bomber station at Amendola near Foggia to the Italian Air Force. The formal ceremonies marking the conclusion of the transaction will be held at the installation, probably late in January. Amendola is a large airfield with a two mile runway which will accommodate the most modern aircraft. There are approximately 400 buildings on the site and about 70% of these have been completed by the American authorities prior to evacuation.

17. Linate Airfield. Fog at Linate airport has interfered with flying to such an extent that it has not been possible to make many practice flights. Work is proceeding on the repair of H/F, D/F Station.

18. Bergamo - Orto al Serio Airfield. Construction started during November is practically completed and the runway is in good condition and entirely serviceable. A train of 23 wagons bringing materials from the Technical Section of the Fighter Squadron to be transferred to this airport is expected early in January. Seventy three airmen from the Lecce Fighter Squadron should arrive during January.

19. Baldinara, Vigonza. As has been decided, only one flight between Milan and Treviso has been undertaken for a week although frequent practice flights have been made when the weather has permitted.

Air Force Safety

20. Air Force Rescue Organisation. A separate department is now forming in the Italian Air Ministry to be directly responsible for Air Sea Rescue and Flying Control. The department will be self contained, and have full control over all personnel and equipment within the Air Sea Rescue Organisation. As Air Sea Rescue and Flying Control are demands for equipment and supplies will no longer have to go through other departments, the efficiency of the organis-

operations on the 1st of January 1947. The Italian Military Courier Service is operating flights from the Roman side of the field. The assembly of P-38s is also being carried out in a nearby hangar which has recently been turned over to them by the departing British units.

16. Amendola Airfield Agreement has now been reached between the American and the Italian authorities for the handover some time during January of the large American bomber station at Amendola near Foggia to the Italian Air Force. The formal ceremonies marking the conclusion of the transaction will be held at the installation, probably late in January. Amendola is a large airfield with a two mile runway which will accommodate the most modern aircraft. There are approximately 400 buildings on the site and about 70% of these have been completed by the American authorities prior to evacuation.

17. Linate Airfield Work at Linate airport has interfered with flying to such an extent that it has not been possible to make many practice flights. Work is proceeding on the repair of H/F, D/F Station.

18. Parma - Orto al Serio Airfield Construction started during November is practically completed and the runway is in good condition and entirely serviceable. A train of 23 wagons bringing materials from the Technical Section of the Fighter Squadron to be transferred to this airport is expected early in January. Seventy three airmen from the Lecce Fighter Squadron should arrive during January.

19. Bullis Airfield As already stated, only one flight between Milan and Treviso has been undertaken so far, although frequent practice flights have been made when the weather has permitted.

Air Force Base

20. Air Sea Rescue Organisation A separate department is now forming in the Italian Air Ministry to be directly responsible for Air Sea Rescue and Flying Control. The department will be self contained, and have full control over all personnel and equipment within the Air Sea Rescue Organisation. As Air Sea Rescue and Flying Control unit demands for equipment and supplies will no longer have to go through other departments, the efficiency of the organisation should be greatly increased.

21. Air Sea Rescue Mission Nine exercises have been carried out during this month with fair result and four Rescue sorties undertaken; two of these had negative results, one had to be abandoned due to bad weather, but in the remaining case a positive result was obtained. In all cases the searches were for surface craft. The time spent on these searches being 13 hrs and on practice rescue sorties 20 hrs.

- 4 -

22. Aircraft Safety. Again, due to delays on point to point communications, overdue action was taken on 35 cases with successful result.

23. Flying Controls. As a result of an international conference in Paris during October and November 1946, Italy was asked to agree to a plan for the control of the air traffic in the Milan zone. This was done by plans and regulations are now being prepared to set up an approach and departure zone based on the present system of approach control now in force in the Rome Area and at present being operated by the Americans. The zone concerned covers an area within a Radius of 30 miles from Milan and up to a height of 6500 ft.

Italian Meteorological Services.

24. New Stations. Three more new stations were opened during the month at Asta, Mantova Grappa and Cargena, making a total of 149 in the Italian network.

25. Radio Sonda. Radio-Sonde stations at Milan and Elmas worked very well throughout the month.

26. The Radio-Sonde station at Chinisia has now been transferred to Palermo, but owing to the absence of a qualified technician it is not yet working. Owing to the unserviceability of aircraft the sounding flights at Brindisi and Venice carried out less than half of the scheduled flights.

27. Pilot Balloon Stations. The Pirelli Company has now 1000 Pilot Balloons ready for delivery, and from these the station at Milan has taken 100 for use. Approximately 280 hydrogen cylinders have been sent to Terni for serviceability tests but as yet none have been returned.

28. Minison. There are now two Italian Officers and two Italian Sergeants receiving instruction in British methods in the British Met. Office at Ciampino.

Intelligence.

29. Security. There was a particularly serious breach of security during the month within the Italian Air Ministry. On the 2nd December a secret meeting was held at the Italian Air Ministry between senior Allied and I.A.F. Officers, to discuss the reorganisation of the Italian Air Force. Although strict precautions have been taken to ensure that this meeting was not made public on Wednesday, 4th December, an article appeared in the communist paper "Unità" giving a resume of of subject discussed and a slightly incorrect list of those present. The article then went on the allege that the R.A.F. was thus laying a stronghold on the I.A.F. with the aim of using it as a satellite Air Force in the future. A denial of this deliberately false interpretation of the scope of this conference was subsequently issued by the Air Minister. An investigation is being carried out at the Air Ministry to ascertain the blame although it is doubtful whether any satisfactory conclusion can be reached. This incident has caused considerable alarm in I.A.F. circles and it is feared that the inability of the authorities to prevent confidential information from being leaked and distorted by the Press will increase the feeling of insecurity

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30. Manila. The first of Officers to be used under the scheme for reducing personnel appeared at the end of the month. It is not yet possible to judge the fairness of the result but first reports show that some apprehensions are felt at the elimination of a number of Officers who have done good and useful work in the past. After an inspection of the Italian Air Units at

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- 5 -

Leece airfield by A.O.C. Italy and Director, A.F.S.C. On 11th December, the Italian C.A.S. addressed all Officers. Among other points made was a request for better cooperation between Senior and Junior Officers and formations without which any attempt at efficiency would end in failure. The C.A.S. also referred to excellent cooperation between the I.A.F. and the Allies. His address was very well received.

PART II - ORGANISATION & ADMINISTRATION.

31. I.A.F. Strength State. The Strength of the I.A.F. as at 31st December, 1946 was as follows:-

Unit	Location of H.Q.s	Actual Strength.		NOTES
		OFF.s	AIRCRAF. TOTAL	
Air Ministry and Air Staff	Rome	617	1465	2082
Unit: Acron	Bari	972	6313	7285
HQ 1st Z.A.T.	Milan	302	1613	1915
HQ 2nd Z.A.T.	Padua	263	1997	2260
HQ 3rd Z.A.T.	Rome	509	4085	4594
HQ 4th Z.A.T.	Bari	212	2767	2979
HQ I.A.F. Sicily	Palermo	118	1454	1572
HQ I.A.F. Sardinia	Gagliari	78	856	934
Navy		34	2	36
Army		7	-	7
Garabinieri		13	587	600
With R.A.F.		45	893	938
With U.S.A.A.F.		59	1549	1608
Grand Total		3229	23581	26810

32. Special Flights. A special flight to Cairo by three Italian aircraft was authorised to take place on the 4th of January, 1947. One SM 95 and two G-12 aircraft carrying an Italian Lyrical Company to Cairo at the request of the Greek and Italian Governments, backed by the British Embassies in Cairo and Rome. Another special flight to Udine was authorised on 30th December, 1946 to take Vatican Relief Officers to Pola at the request of the Vatican authorities and from Udine, an R.A.F. aircraft took the party of four to Pola to meet representatives who discussed ways and means for urgent relief assistance to the people of Pola and the surrounding district.

33. Clearance of Foreign Aircraft. A new amendment to the Directive covering the clearance of Foreign aircraft has been received from M.A.A.C. This provides for the clearance of all military aircraft by M.A.A.C. and for all civil aircraft to be cleared by the Italian Government.

34. Argentine Civil Airline. The Argentine Air Attache visited A.F.S.C. on the 28th of December with plans for establishing a Civilian Air Line to (Pola) from the Argentine. For the use of Ciampino they were instructed to visit Washington.

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34. Argentine Civil Airline. The Argentine Air Attache visited A.F.S.C. on the 28th of December with plans for establishing a Civilian Air Line to Giampino (Rome) from the Argentine. For the use of Giampino they were instructed to sign a Hold Harmless agreement with the American Government in Washington through their Diplomatic channels and informed that their application had been forwarded to A.F.H.Q. for approval. A letter giving them all instructions for establishing an air line in Italy was handed to them. They were informed that approval from the Allied Commission for the use of Giampino (subject to the signing of the Hold Harmless agreement) would be forthcoming in the near future.

3802

- 6 -

35. 1st ZAT Command. 244 recruits have been assigned to the 1st Command and 125 airmen of the older classes have been posted. Naval Fire and Turin Garrisons have been prepared to accommodate respectively 400 and 150 recruits who will be arriving during the first week of January. The 10th of December being the day of the Patron Saint of the I.A.F., was observed as a holiday. A gift parcel was handed to every airman and a lunch was given to all officers and other ranks in the Command.
36. Gallarate. During the month 13 wagons and 21 trucks containing 26 tons of materials arrived at Gallarate. 4 wagons containing 11 tons of material were despatched. Aircraft spares have been repaired. The Workshops and the Carpentry Sections have completed a large number of jobs for various airports and depots.
37. Maintenance of Present Equipment. The Spitfire tyre problem has been lessened by the discovery of sufficient spare hubs in the Bari area to modify 22 MK IX aircraft so as to take MK V wheels and tyres. An issue of MK V tyres (which are in good supply) was urgently arranged from 357 M.U. but unfortunately arrived too late for the squadrons to take part in the air exercises arranged for the visit of A.O.C. Italy. The British Air Ministry have now accepted the principle that A.O.C. requirements for the Spitfire Squadrons will be met by the U.K. if not available in Italy or Middle East. A demand for 10 1/2 inch. tyres for the remaining unconverted aircraft has accordingly been forwarded. The comprehensive range of spares for the Spitfire which had been promised from the Middle East since July is now arriving at 357 M.U. and will be forwarded to Guidonia immediately.
38. Ammunition. Ammunition and practice bombs for training and also ammunition and H.E. Bombs for an operational reserve have been offered by HQ AFOSU from their surpluses. It only remains for the Italian Government to accept the offer. British type practice bombs and 303 SAA are not included but are on demand from R.A.F. sources.
39. Transfer of Marine Craft. Authority has been received for the transfer of two more 63 ft. launches at Ischia and of a third launch when it arrives from Malta. This will make a total of eight with the five already in Italian hands. The transfer of the six remaining launches (68 ft) is still in abeyance pending a British Air Ministry decision. A small range of spare parts has been transferred to the I.A.F. but there is no information regarding spare engines or the balance of the spare parts which are essential if the Italians are to operate the launches. Urgent representations have been made to AHQ Italy.
40. Air Sea Rescue Equipment. A fresh start has been made for the supply of Lindholme gear as the previous efforts appear to have petered out.

Engineering.

41. Baltimore Squadron. Further tests have been carried out by the Squadron at Guidonia with the drague towing gear. Unfortunately the tests were

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Engineering.

41. Baltimore Squadron. Further tests have been carried out by the Squadron at Guidonia with the drague towing gear. Unfortunately the tests were unsuccessful, due to a fault in the winch mechanism. Improvements are being made.

42. Civil Aircraft Construction. Permission has been given to the I.A.M. allowing a limited amount of civil aircraft to be built, for use on internal airlines and charter services.

43. Spitfire Squadrons. The long-awaited receipt of 44 tyres for these aircraft has enabled a limited amount of flying to be done.

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44. Courier Service. The prototype four engine aircraft, which was sent to the United States for its return from Farnborough last August has been in the United States for some time. The aircraft is now being overhauled and engine replacement, is now in service with the courier service.

45. High Speed Launches. On the request of the Air Force, an investigation was conducted into the possibility of finding an overhaul base for the High Speed Launches now at Ischia. Liaison with the Air Force Submarine Service revealed that only privately owned bases are to be found in the area.

46. Routine Visits. Visits were made to the Smeva Franchetti Works at Vergiate, where approximately 10 A/C of various types are being overhauled. and six SM 95 are being constructed, progress in the most advanced of which is estimated at 90%. Routine visits were made to Cantale, Guidonia, Linate and Bergamo.

Signals.

47. Radar Courses. Radar courses at Freccinico and Destro are proceeding satisfactorily. The Italian pupils are very keen and are considered to be good material.

48. Brill. The following facilities now in operation at Bari from dusk to Dawn: V.H.F. and Darky in Central Tower, M/F Beacon, H/F, D/F.

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

Air Forces Sub Commission,
Allied Commission, Rome.
Date:- 4th January, 1947.
Ref:- AFSC/25/L/AIR.

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satisfactorily. The Italian pupils are very keen and are considered to be good material.

48. Enri. The following facilities now in operation at Bari from Dusk to Dawn: V.H.F. and Darky in Central Tower, M/F Beacon, H/F, D/F.

P. Micheli

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

Air Forces Sub Commission,
Allied Commission, Rome.
Date:- 4th January, 1947.
Ref:- AFSC/25/L/Alk.

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3800

SUMMARY OF FLYING ACTIVITY FOR
THE MONTH OF DECEMBER 1946

SUMMARY OF MILITARY COURIER FLIGHTS OF
L.A.F. (x)

	No of Flights	Hours	Passengers Carried	Various freight in lbs.
SM. 79	98	124,05	466	19748
SM. 75	3	7,00	62	2367
G. 12	105	209,50	1577	63342
SM. 82	89	178,25	1114	85545
Scaplane Wing	37	73,20	183	10511
Baltimore Wing	12	10,55	22	675
	<u>344</u>	<u>603,35</u>	<u>3424</u>	<u>182188</u>

SUMMARY OF FLYING.

	(x) Flights.	(x) Flying hours.
Autonomous Squadron Units, Korea	43	29,15'
Training School, Frosinone	64	60,25'
Training School, Lecce	594	226,55'
Transport Wing	21	13,00'
Night Flying Wing	57	34,55'
Baltimore Wing	118	50,05'
Scaplane Wing	53	71,00'
Fighter Wing	378	331,05'
	<u>Total</u>	<u>816,40'</u>

(x) Includes Transport and Communication Flights.

(x) Includes Flights for training, air and sea rescue mission, not. flights various flights (aircraft tests, etc).

SM. 82	89	178,25	1114	85545
Seaplane Wing	37	73,20	183	10511
Baltimore Wing	12	10,55	22	675
	<u>344</u>	<u>603,35</u>	<u>3424</u>	<u>182188</u>
<u>SUMMARY OF FLYING.</u>				
Autonomous Squadron Units' Korea			(x) <u>Flights.</u>	<u>Flying hours.</u>
Training School, Frosinone			43	29,15'
Training School, Lecce			64	60,25'
Transport Wing			594	226,55'
Night Flying Wing			21	13,00'
Baltimore Wing			57	34,55'
Seaplane Wing			118	50,05'
Fighter Wing			53	71,00'
			378	331,05'
		<u>Total</u>	<u>1328</u>	<u>816,40'</u>

(d) Includes Transport and Communication Flights.

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

.3799

WENTZ, E.

STRENGTH STANDARDS

STRENGTH STANDARDS

Guidonia	L. 187	18	14
Linac	K. 187	3	3
Guidonia	SAI202	1	1
Guidonia	S. 52	22	15
Guidonia	SAI202	1	1
Centocelle	S. 79	21	13
Centocelle	S. 73	1	-
Centocelle	S. 95	1	1
Centocelle	G. 12	15	9

Guidonia	L. 187	18	14
Linac	K. 187	3	3
Guidonia	SAI202	1	1
Guidonia	S. 52	22	15
Guidonia	SAI202	1	1
Centocelle	S. 79	21	13
Centocelle	S. 73	1	-
Centocelle	S. 95	1	1
Centocelle	G. 12	15	9

Taranto	CZ.506
Cadimarc	CZ.506
Vigna di Valle	CZ.506
Brindisi	CZ.501
Brindisi	CZ.506
Venezia	CZ.506
Vigna di Valle	CZ.506
Elmas	CZ.506
Taranto	CZ.501
Taranto	RS. 14

Taranto	CZ. 506
Cadimarc	CZ. 506
Vigna di Valle	CZ. 506
Brindisi	CZ. 501
Brindisi	CZ. 506
Venezia	CZ. 506
Vigna di Valle	CZ. 506
Elmas	CZ. 506
Taranto	CZ. 501
Taranto	RS. 14

Guidonia H. 187
 Linate H. 187
 Guidonia SAI202
 Guidonia S. 82
 Guidonia SAI202
 Centocelle S. 79
 Centocelle S. 73
 Centocello S. 95
 Centocelle G. 12

SEAFANE WING.

Taranto CZ. 506
 Cadimare CZ. 506
 Vigna di Valle CZ. 506
 Brindisi CZ. 501
 Brindisi CZ. 506
 Venezia CZ. 506
 Vigna di Valle CZ. 506
 Elmas CZ. 506
 Taranto CZ. 501
 Tranto RS. 14

18	14
3	3
1	1
22	15
1	1
21	13
1	-
1	1
15	9
83	57
	336

3	3
1	1
1	1
4	1
1	-
3	2
6	1
4	2
5	2
6	4
34	17
	126

...../Cont. Page 2.

- 2 -

AUTONOMOUS SQUADRONS
UNITA' AEREA.

Gioia del Colle	S. 79
Palazzo	S. 79
Gioia Del Colle	Cant. Z. 1007
Linato	Cant. Z. 1007
Gioia del Colle	Cant. Z. 314
Palazzo	Cant. Z. 314
Linato	Cant. Z. 314
Trovisio	Cant. Z. 309
Venezia	C.R. 42
Linato	C.R. 42
Gioia del Colle	R.E. 2001
Palazzo	SAI. 202
Linato	SAI. 202
Alledi Command	SAI. 202
Linato	F.L. 3

QUANTITA'	SQUADRONI	TOTALE
1	1	1
1	1	1
1	1	1
1	1	1
1	1	1
2	2	2
1	1	1
1	1	1
1	1	1
1	1	1
3	3	3
2	2	2
1	1	1
1	1	1
1	1	1
19	15	24

AUTONOMOUS SECTION
Stato Maggiore.

Centocelle	S. 95
Centocelle	S. 79
Centocelle	C.R. 313
Centocelle	RE. 2001
Urbe	S. 79
Urbe	S. 75
Urbe	S. 79

1	1	1
3	3	3
1	1	1
2	1	1
2	1	1
2	1	1
2	2	2
13	10	19

AUTONOMOUS SECTION
Sardinia.

Elas	S. 79
Elas	SAI. 202

1	1	1
1	1	1
2	2	2

Allied Command
Linate
SAL.202
F.L. 3

AUTONOMOUS SECTION
Stato Maggiore.

Centocelle
Centocelle
Centocello
Centocello
Urbe
Urbe
Urbe
S. 95
S. 79
C.A. 313
RE. 2001
S. 79
S. 75
S. 79

1	-	
1	1	
19	15	24
1		
3	1	
1	3	
2	1	
2	1	
2	1	
2	1	
2	2	
13	10	19

AUTONOMOUS SECTION
Sardinia.

EL-as
EL-as
S. 79
SAL.202

1	1	
1	1	
2	2	2

...../Cont. Page 3.

3797

- 3 -

PILOT SCHOOL

Lecce
Lecce
Lecce
Lecce
Lecce
Lecce
Brindisi
Brindisi
Gioia del Colle
Gioia del Colle
Gioia del Colle
Gioia del Colle

MC.200
MC.202
P. 39
Spitfire V
FW.305
G. 50
CR. 42
CR. 42 D.C.
G. 8
CA. 164
BA. 25
SAI200

STRENGTH SERVICEMEN OF

6	2	
8	4	
5	1	
1	1	
4	2	
2	1	
10	3	
2	1	
1	1	
7	1	
3	1	
1	1	
50	23	54

TRAINING SCHOOL

Prosinone
Prosinone
Prosinone
Prosinone

ML 187
S. 79
S. 84
SAI202

4	1	
2	1	
4	3	
1	1	
11	6	12

FIGHTER S.R.A.

Lecce
Lecce
Lecce
Lecce
Lecce
Lecce
Lecce
Lecce
Lecce

P. 39
P. 39
P. 39
Spitfire II
Spitfire V
MC.205
C.202
SAI202
FW.305

24	-	Store Reserve
3	-	
2	-	
1	-	
10	-	
12	-	
13	-	
9	-	

TRAINING SCHOOL

Prosinone
Prosinone
Prosinone
Prosinone

4	1	
2	1	
4	3	
1	1	
11	6	12

FIGHTER S.R.A.

Lecce
Lecce
Lecce
Lecce
Lecce
Lecce
Lecce
Lecce
Lecce
Lecce

P. 39
P. 39
P. 30
Spitfire II
Spitfire V
IC.205
IC.202
SAI202
W.305

24	24	Store Reserve
3	-	
2	-	
1	-	
10	-	
12	-	
15	-	
9	-	
1	-	

...../Cont. Page 4.

B. & T. S.P.A.

Lecce	S.I. 82	4	-
Lecce	S. 79	4	-
Centocelle	S. 79	6	-
Centocelle	S. 84	4	-
Centocelle	CA. 100	1	-
Gioia del Colle	Cant. E. 1007	3	-
Gioia del Colle	CA. 314	3	-
Gioia del Colle	CA. 310	1	-
Gioia del Colle	CA. 309	1	-
Gioia del Colle	CA. 133	1	-
Gioia del Colle	SAI 202	1	-
Gioia del Colle	FI. 156	1	-

SEAPLANE S.R.A.

Taranto	Cant. Z. 506	14	-
Taranto	Cant. Z. 501	13	-
Taranto	R.S. 14	4	-

PILOT SCHOOL S.P.A.

Lecce	Spitfire V	2	-
Lecce	MC. 200	1	-
Lecce	G. 8.	1	-
Lecce	G. 50	1	-
Lecce	G. 25	1	-
Lecce	FW. 305	1	-

TRAINING SCHOOL S.P.A.

Frosinone	FI. 187	1	-
Frosinone	S. 79	2	-
Frosinone	S. 84	1	-

141	4	-
463	209	759
=====	=====	=====

Taranto
 Taranto
 Taranto

14
 13
 4

Cant. E. 506
 Cant. E. 501
 R. S. 14

PILOT SCHOOL S. I. A.

Lecce
 Lecce
 Lecce
 Lecce
 Lecce
 Lecce

Spitfire V
 MC. 200
 G. 3.
 G. 50
 G. 55
 PW. 305

2
 1
 1
 1
 1
 1

TRAINING SCHOOL S. I. A.

Frosinone
 Frosinone
 Frosinone

H. 187
 S. 79
 S. 84

1
 2
 1

4

141

209

463

759

3795

CONFIDENTIAL.

AIR FORCE, SUP-COMMISSION, ALLIED COMMISSION,
R O M E

Monthly Air Report No. 47 - October, 1946.

List of Appendices:

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

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

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. The airfield was closed to traffic for two days due to heavy rains and the inadequate drainage of the field. During this rain period, water had leaked into the electrical system of a parked SU 84 and the short circuit caused a small fire in the main fuselage. The fire was extinguished immediately and only minor damages were suffered. A large parking space in front of the passenger terminal is being levelled and prepared for the laying of P.S.I. in the near future.

2. Night Bomber Wing - Guidonia. The work of re-erecting the large and very badly damaged hangars is progressing very well. A great improvement for the passengers has been evolved by the construction of concrete path ways. To all aircraft parking spaces. The night bomber wing is functioning satisfactorily. Four planes daily are used for military courier services.

3. Light Bomber Wing - Ugent. Flying training has continued satisfactorily during the month and pilots have averaged six hours. There has been one accident on the airfield due to a burst tire which resulted in a swing and undercarriage collapse: there were no casualties. The new SIFA building has been completed and all flying control, staff and briefing services have now been moved there.

4. Flying Training Schools. The flying school, now dispersed on three fields is making fair progress although there are limiting factors at each field. At Gioia del Colle the initial flight is finding it rather difficult to maintain their light aircraft in a serviceable condition due to the poor surface of the grass field which is not good in spite of forecasts by Ugent Area and the Stato Maggiore. Also, due to the recent rains, the field will undoubtedly go out of action for part of the winter.

5. At Guidonia the work was started with one dual CR 42. However a few days after the start of the course the dual went U/S with sheared timing gear and the engine had to be changed. Although this was done very quickly and training resumed, it is too much to expect training to continue with one dual aircraft and stoppages are inevitable unless other duals are forthcoming very soon.

2213

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

785017

extinguished immediately and our minor damages are on order and being repaired. The space in front of the passenger terminal is being levelled and prepared for the laying of P.3's, in the near future.

2. Night Bomber Wing - Gaidonia. The work of re-erecting two large and very badly damaged hangars is progressing very well. A great improvement for the passengers has been evolved by the construction of concrete path ways. No all aircraft parking spaces. The night bomber wing is functioning satisfactorily. Four planes daily are used for military courier services.

3. Light Bomber Wing - Urbe. Flying training has continued satisfactorily during the month and pilots have averaged six hours. There has been one accident on the airfield due to a burst tire which resulted in a wing and undercarriage collapse; there were no casualties. The new 34th building has been completed and all flying control, ref and briefing services have now been moved there.

4. Flying Training Schools. The flying school, now dispersed on three fields is making fair progress although there are limiting factors at each field. At Gioia del Colle the initial flight is finding it rather difficult to maintain their light aircraft in a serviceable condition due to the poor surface of the grass field which is not good in spite of forecasts by Villa Aerea and the Stato Maggiore. Also, due to the recent rains, the field will undoubtedly go out of action for part of the winter.

5. At midday the month was started with one fuel CR 42. However a few days after the start of the course the fuel went U/3 with sheered timing gear and the engine had to be changed. Although this was done very quickly and training resumed, it is too much to expect training to continue with one fuel aircraft and stoppages are inevitable unless other deals are forthcoming very soon.

6. The Lecce flight is also short of aircraft, there are no spares for the G55's Macchi 200's or Nord's and this flight is in a critical situation. The news that the G55 progress was being retarded due to a contract for converting DC/3's was a bitter blow to the school as their future policy was being formulated on the assumption that they would have these aircraft soon and at least one by the end of the month.

7. It would appear that the only way to build up an efficient training school would be to acquire suitable aircraft from Britain or America as none seem to be available in this country. Pupil material is abundant and good but the school cannot survive without outside and immediate help.

8. Aircraft Accident Reporting. The British Air Ministry has recently produced a comprehensive order with regard to accident reporting. Since the order is based on air experience in many theatres and will be of great value to statistical staffs in the analysis of flying accidents it has been suggested to the Italian Air Ministry that a similar order be applied to the I.A.F.

9. A table showing the number of flying accidents, and accidents by flying hours at the various IAF stations for the period 1 April - 30 June 1943 is as follows:

Continued.

3794

- 2 -

WINGS.	GUIDONIA TARANTO	FIGHTERS	AIRCRAFT	SCHOOLS
		LEONE	SECTIONS	LEONE-FROSINONE
Flight hours	2934	627	1345	790
Number of accidents	4	1	7	1
Flight hours for each accident	732	627	193	790
				136

10. Navigation School - Frosinone. In spite of bad weather conditions, flying at the navigation school is proceeding according to schedule. A new course of treatment for pupils has started and it is hoped to improve the syllabus of instruction by incorporating parts of AF 1234, especially in general D/F navigation and the use of such instruments as the drift recorder and astro compass. Training in radio navigation, using aids such as M/F D/F, M/F Beacons and H/F D/F, which have previously been the backbone of all navigation in the Italian Air Force, is still being given a high priority at the school.

11. Fomigliano. The Italian Air Force took over this aerodrome from the R.A.F. on 29th September. Approximately sixty I.A.F. personnel have been posted in for maintenance and guard duties. Only one Air Courier aircraft lands there per day, and the Italian Air Ministry has been warned against spending much on repairing the damaged buildings until the future of this airfield is settled. It may be turned back to agriculture.

12. Air Demonstration at Salsola. On 24th October two AFSC officers attended a demonstration of close support, dive bombing, strafing, and acrobatics given by the R.A.F. fighters at Salsola Range. Through the AFSC, the Air Officer Commanding I.A.F. Italy invited officers of the Italian Services; two I.A.F. senior officers attended. The M.M.I.A. was represented by one British officer, the General Commanding the Italian Army school of Cooperation, and a staff officer of the Italian Air Force. The Italian officers found the demonstration of great value and have requested that they may be asked to attend any future demonstrations.

13. Visits by A.R. Staff. Air I accompanied by the Italian Liaison Officer visited airfields and administrative units in the Naples area at the beginning of the month. It was found that the Auto Gruppo for the repair and servicing of British M.R. belonging to the I.A.F. had insufficient work to justify its continuance as a separate establishment and steps are now being taken to disband the Auto Gruppo and transfer the personnel and equipment to the M.F. for shops at Pisa. Whilst in the Naples area a visit was made to the R.A.F. H.B.L. unit in Ischia which is overhauling the RAF launches prior to their transfer to the I.A.F. Routine visits were also made by air staff during the month to Treviso, Air H.Q. Italy at Udine, Frosinone, Catania, Centocelle, Guidonia, Urbe and Fomigliano.

11. Benigliano. The Italian Air Force took over this aerodrome from the R.A.F. on 20th September. Approximately sixty I.A.F. personnel have been posted in for maintenance and ground duties. Only one Air Courier aircraft lands there per day, and the Italian Air Ministry has been warned against opening much on repairing the damage by landings until the future of this airfield is settled. It may be turned back to agriculture.

12. Air Demonstration at Serrano. On 24th October two AFSC officers attended a demonstration of close support, dive bombing, strafing, and acrobatics given by the I.A.F. fighters at Serrano Range. Through the AFSC, the Air Officer Commanding I.A.F. Italy invited officers of the Italian Services; two I.A.F. senior officers attended. The R.A.F. was represented by one British officer, the General Commanding the Italian Army School of Cooperation, and a staff officer of the Italian War office. The Italian officers found the demonstration of great value and have requested that they may be asked to attend any future demonstrations.

13. Visits by Air Staff. Air I accompanied by the Italian Liaison Officer visited airfields and administrative units in the Naples area at the beginning of the month. It was found that the Auto Gruppo for the repair and servicing of British A.C. belonging to the I.A.F. had insufficient work to justify its continuance as a separate establishment and steps are now being taken to disband the Auto Gruppo and transfer the personnel and equipment to the V.2. Workshops at Misina. Whilst in the Naples area a visit was made to the R.A.F. H.3 L. unit in Ischia which is overhauling the RAF launches prior to their transfer to the I.A.F. Routine visits were also made by air staff during the month to Treviso, Air E.O. Italy at Udine, Foggione, Catania, Centocelle, Guidonia, Rome and Benigliano.

Aircraft Safety.

14. Air Sea Rescue Organization. Nineteen exercises were carried out by the seaplane detachments with varying results. The greatest difficulties encountered during these exercises was poor air to ground communications, but much of the trouble has been attributed to poor operating technique. On the 24th, 30th and 31st ASR aircraft flew thirty two hours searching for three landing craft left adrift in the South Tyrrhenian Sea when the ropes by which they were being towed from Palermo or Cagliari parted. By 1430 hours on the 31st all three had been taken under tow again in spite of very bad weather and poor visibility.

3793

15. Flying Control. At a conference held in the Italian Air Ministry it was agreed that, in cases where airfields are to be handed over from Italian military to Italian civil control, it will be stipulated that I.A.F. flying control and signals will remain until such time as there are sufficient fully qualified civilian personnel to take over.

16. Aircraft Safety Centres. The five aircraft safety centres continue to give good service in overdue action. During the month forty-eight overdue aircraft were found, mostly weather-bound at diversion airfields.

Italian Meteorological Services.

17. New Stations. One new station, at Pontecagnano, was opened during the month. ... continued...

- 3 -

month, bringing the total of reporting stations in the IG from twelve to 143. The opening of the important net station on the island of Pantelleria has had to be postponed until the Naval authorities can once operating the light-house there, and until authority is obtained to place Net personnel there.

18. Radio-sonde. The radio-sonde stations at Elan and Elmas both operated well throughout the month, but that at Chivissia was unserviceable most of the time because of lack of electricity. The aircraft at Venice carried out only a moderate service, whilst that at Brindisi was unserviceable for the greater part of the month.

19. Pilot Balloon Stations. Pilot balloon stations throughout Italy ceased operating this month as the stocks of balloons ran out. No further supplies from British sources will be forthcoming, so the Italian Net. Service must become entirely self-sufficient in balloons. The Firolli Company, which has now undertaken the manufacture of these balloons, will have the first consignment ready for the middle of November.

20. Hydrogen. Preparations are being made to send the Italian Net. Service self-sufficient in hydrogen, as the task of transporting bulky caustic soda and ferrosulphate from Germany is fast becoming impractical. The first batch of cylinders will be ready by the middle of November.

21. Elmas. Arrangements were made this month to hand over the Turkish Net. elements at Elmas to the Italian Net. Service, with effect from 25th October, 1943.

Intelligence.

22. Appointments. Several requests for approval of appointments of Senior I.A.F. Officers were received during the month. Approval was given to the re-employment of 5 Senior Officers to fill posts in the Air Ministry. The effect on I.A.F. morale, of continued re-employment of Senior Officers in an organization which in normal conditions would be considered top heavy, is, however, constantly borne in mind.

23. Morale. The imminence of the reduction in personnel has an adverse effect on morale, particularly among the younger officers. There is some jockeying for position going on among those who are at present unemployed but are endeavouring to get themselves recalled before the general reduction takes place. There is therefore a wide-spread feeling of insecurity even among those who are already in established posts and many are turning towards civil aviation in the hope of better prospects than the post war Italian Air Force can hope to offer.

24. Press. There has been little criticism in the press during the month but articles have appeared which show the grave economic situation of members of all the Armed Forces. The pay of other ranks has been raised and it is learned that the War Ministry is endeavouring to improve the financial position of officers of the Services. These measures should do much to improve morale and discipline generally.

1946.

Intelligence.

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25. Personnel. The Senior Intelligence officer in Rome W/Odr. Reid, and 2/3 Reid of Italian Detachment have been posted to U.I. for release and Flt/Lt Goff, also of Milan Detachment, has been recalled to Rome, leaving no Intelligence Officers in AFSC detachments.

PART II - ORGANIZATION AND ADMINISTRATION.

26. I.A.F. Strength State. The strength of the I.A.F. as at the 31st October 1946 was as follows:

UNIT	LOCATION OF H.Q.s	Actual Strength OFFICERS	OR.s	TOTAL	NOTES
Air Ministry & Air Staff	Rome	590	1390	1980	
Units' Areas:	Bari	959	6279	7238	
1st Z.A.F.	Milan	303	2361	2664	
2nd Z.A.F.	Fadua	273	2660	2933	
3rd Z.A.F.	Rome	511	4614	5125	
4th Z.A.F.	Bari	216	3134	3350	
I.A.F. Sicily	Palermo	122	1905	2027	
I.A.F. Sardinia	Cagliari	79	800	879	
Naval		32	2	34	
Army		7	-	7	
Total		3101	25003	26194	

MTI - INT
(26896)

- 4 -

UNIT	LOCATION OF E.O.A.	Actual Strength OF ERS	Actual Strength C.L.S.	TOTAL	NOTES
Total C/P					
Commodore		311	23093	26104	
1st Lt. A.M.		1	5	6	ITI - ITI
1st Lt. A.M.		40	191	136	IR - ITI
1st Lt. A.M.		53	1514	1567	US - ITI
Total					
		3220	26523	29743	
Grand Total					
		3220	26523	29743	

2. Air Crew Strength. The Air Crew Strength as of 1st October

Pilots 1200
Navigators 124
Air Gunners 683
Wireless Ops 989

2. Capodichino. The Com. and Officer of Capodichino has agreed to allow the Italian Military Courier Service aircraft to operate at Capodichino (Naples) subject of Paragraph. Final arrangements are being made with regard to accommodation, office, etc.

3. Insurance. In arrangement with the Italian Air Ministry, all British and American Civilian passengers with valid British or American Passports will not have to pay the Insurance rates when travelling on the Military Air Courier Service, unless they elect to do so, but must sign an Indemnity Certificate. All British and American civilians not in possession of British or American Passports and all Italian civilians will pay the Insurance rates laid down in order not to implicate the Italian Government in any claims made under Italian law.

4. Air Council. The Director visited the Italian Air Ministry on the 15th October with D.D. and Org.L. The new post of "Secretary General", a Military and non political post, was approved by the Director. General Court will fill the post. The Secretary General will be responsible to the Air Minister for the work of certain Directorate, and will coordinate their work with that for which the Chief of Air Staff and the Director of Military personnel are responsible. The post is similar to that of the Air Member for Supply and Organization in the British Air Ministry. Progress is now again being made with the formation of an Air Council and with the reorganization of the Italian Air Ministry.

5. Naples and Taranto A.M.S.C. A.M.S.C. Naples Detachment was withdrawn permanently on 15th October, 1946, and A.M.S.C. Taranto on the 1st November 1946. Those duties have been redistributed as between AFSC HQ in Rome and AFSC detachment at Bari. Thus, there now remain only two AFSC detachments, namely those at Bari and at Milan.

6. I.A.M. Non-Rates of Pay. As from the 1st October 1945, (a) 1945 the following are the increased rates of pay: in effect the new rates into emergency service shown slightly better off when considering the old daily rates and in-

and American civilian passengers with valid British or American passports will not have to pay the insurance rates then travelling on the Military Air Carrier Service, unless they elect to do so, but must sign an indemnity certificate. All British and American civilians not in possession of British or American Passports and all Italian civilians will pay the insurance rates laid down in order not to duplicate the Italian Government in any claims and under its own law.

20. Air Council. The Director visited the Italian Air Minister on the 15th October with D.D. and Org. I. The new post of "Secretary General", a military and non political post, was approved by the Director. General Montini will fill this post. The Secretary General will be responsible to the Air Minister for the work of certain Directorates, and will coordinate their work in that for which the Chief of Staff and the Director of Military Personnel are responsible. The post is similar to that of the Air Minister for Supply and Organization in the British Air Ministry. Progress is now being made with the formation of an Air Council and with the reorganization of the Italian Air Ministry.

21. Bigliozzi and Taranto A.F. S.O. A P.O.C. Naples Detachment was withdrawn permanently on 15th October, 1945, and A.F.S.O. Taranto on the 1st November 1945. These Aviers have been redistributed as between AFSC HQ in Rome and AFSC detachments at Bari. Thus, there now remain only two AFSC detachments, namely those at Bari and at Milan.

22. I.A.P. New Rates of Pay. As from the 1st October 1945, (a) 1945 the following are the increased rates of pay: in office, the new rates make emergency service at least slightly better off than considering the old daily rates and increase of cost of living allowances together. The permanent officer ranks, however, are now better off to the extent of between 30% to 90% depending on length of service.

Personnel enlisted, re-enlisted or kept on service for emergency

(a) Less than 40 months service	Daily Rate
Aviers (AC-2)	L. 25 (old daily rate was L. 5 only)
Aviers Scelto (AC-1)	" 27
Primo Aviers (LAC)	" 30
(b) More than 40 months service.	Daily Rate.
Aviers (AC-2)	L. 35
Aviers Scelto (AC-1)	" 38
Primo Aviers (LAC)	" 42

3791

Personnel who have signed an engagement for further service, or engaged under special contract (Specialised personnel).

(a) from the date of enlistment to completion of one year of service	L. 41
(b) " " one year to completion of two years of service	" 43
(c) " " two " " five " " "	" 45
(d) " " five " " seven " " "	" 48
(e) " " seven " " eleven " " "	" 100
(f) after eleven years of service	" 110

- 5 -

33. Demilitarization of Pantelleria. A flight was carried out to Pantelleria on the 5th of October by U.S. II and Air III to inspect the progress of demilitarization of the island. Efforts are first being directed to the completion of the destruction of all military installations on Lampedusa, and in the near future a working party will begin operations on Pantelleria.

34. Florence IAF Academy. The Italian Chief of Air Staff agreed to the use of a large room of the IAF Academy in Florence as a courtroom by the American War Crimes Committee.

35. Brazilian Civil Airline. Approval has been given for the establishment of a Brazilian Civil Airline between Brazil and Italy, to operate weekly, subject to the signing in Washington of the Half-Hourly Agreement for use of Ciampino airfield. The Italian and Brazilian Governments have agreed on the inauguration of the projected air line, but no reciprocal Italian airline to Brazil will be established until an Allied decision has been made on the operation of Italian external air lines.

36. American Award. Lt. Gen. John C.H. Lee - Commander, American Forces in Italy, on 22 October presented the American Legion of Merit, Degree of Commander, to Gen. Mario Ajmon-Cat, Commanding General Italian Air Force, in a ceremony at the Excelsior Hotel, Rome. Gen. Ajmon-Cat was awarded the decoration for meritorious service in connection with Allied military activities from Dec. 1944 to May 1945.

Equipment.

37. Transfer of Radar Vehicles. 124 surplus radar and ancillary vehicles lying at Caserta have been offered to the Italian Air Force on "ultimate settlement" terms. These vehicles have not been in use for many months and it is most unlikely that any are immediately serviceable. It is hoped that radar spares will be made increasingly available from RAF sources in the North; there are none in the South. The Director of Communications, Italian Air Ministry, has decided to accept the vehicles as they lie; they will be removed to the Signals School near Rome.

38. Transfer of High Speed Launches. The transfer of these launches from the RAF to the IAF has been suspended on instructions from the British Air Ministry. Five launches and a certain amount of spares are already in the hands of the Italians. Air Headquarters is endeavouring to obtain removal of the suspension and, to avoid protracted negotiations as to price, is proposing transfer on "ultimate settlement" terms. On these terms the Italians will not specify any rigid requirements as to condition or performance on take-over.

39. General. The policy on the supply of R.A.F. equipment to the I.A.F., remains undefined. In addition, R.A.F. resources in the country are becoming extremely limited. Consequently, practically no assistance is being rendered to the I.A.F. in the way of equipment, even essential spares being unobtainable. An exception is the issue of 13 sets of tyres for the Spitfire V3. This question of supply is believed to be under active consideration at the British Air Ministry.

Engineering.

40. Spitfire Aircraft. The Spitfire IX are still grounded for lack of tyres. Spare tyres have been supplied for the Spitfire V aircraft.

37. Transfer of Radar Vehicles. 124 surplus radar and ancillary vehicles lying at Caserta have been offered to the Italian Air Force on "ultimate settlement" terms. These vehicles have not been in use for many months and it is most unlikely that any are immediately serviceable. It is hoped that radar spares will be made increasingly available from RAF sources in the month; there are none in the South. The Director of Communications, Italian Air Ministry, has decided to accept the vehicles as they lie: they will be removed to the Signals School near Rome.

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Engineering.

40. Spitfire Aircraft. The Spitfire IX are still grounded for lack of tyres. Spare tyres have been supplied for the Spitfire V aircraft.

41. P. 38 Lightning Aircraft. One Aircraft at Lecce is being modified to take four .5 Machine guns and three oblique cameras.

42. Fairchild Aircraft. The Mark II Argus used by the A.F.S.C. was delivered to 357 N.U. and a Mark III was collected from Capodichino.

43. Cent 506 Aircraft. A visit was made to Ilmas to examine an Aircraft fitted out for Air Sea Rescue work. Four belts were installed, a winch for hoisting survivors aboard, and stowage in the bomb bay for Lindholm gear. The release of the gear is manual. The Italian Air Ministry has been asked to fit an electrical distributor release.

44. Parachute Display. A parachute display by military personnel was held at Guidonia on 19th October 1946. Live jumps were made from two SA 82 Aircraft. Supplies were dropped by paper parachutes, Ragoli's Patent. These supplies weighed up to 170 lbs. Plans were made for a parachutist to drop by paper parachute but the Italian Air Ministry Technical Department would not allow this drop as these parachutes had not been accepted and passed as safe for such feats. A dinghy was dropped which inflated on the way down and was fitted with an electrical device that released the parachute when landing on water. Rapid descents were made by the LI3I modified parachutes: this device allows the parachutist to spill air from the canopy for as long a period as he wishes, arresting his rapid descent as he pleases. To live delayed drops were made by experienced parachutists.

45. Routine Visits. Routine visits were made to Urto, Centocelle, Portici, Vigna di Valle and the R.A.F. H.A.L. base at Ischia.

- 6 -

Motor Transport.

46. General. S/C Brown joined the AFSC as M.T. Sec. on the 16th October.
47. Motor Transport - Caserta. An inspection was made at the M.T. pool Caserta of the vehicles and trailers which the IAP propose to hand over to the IAP. All the prime covers were in a bad state mechanically. One Lancie Armoured reconditioned vehicle has been disposed of through the appropriate channels.

PART III - REPORTS FROM DETACHMENT.MILAN.

48. Aircraft Safety Centre (C.A.V. Milano). The IAP signals fitting party have completed their work as far as it is possible at Milano, and will try to arrange for another party to return with the necessary calibrating gear to complete the test fix up of the various receivers. Difficulty is being experienced owing to the closing down of the I.A.F. unit which had been carrying out this work.
49. Exercises. No air sea rescue exercises are carried out with the Italian force because there was only sufficient petrol to carry out the normal training flights, also ground markers etc. are still required and as there was only one seaplane left at La Spezia it was decided to keep this ready for actual rescue purposes and not risk sending it on practice exercises.

50. Mechanical Transport. All vehicles with the exception of one 15 c t truck of the Milan Auto Gruppo di Panovera have now been transferred to Rome and the accommodation which they occupied has been handed over to the Soprintendenza di Finanza.

51. I.A.F. Administration. The training of the first batch of recruits at the Novi Ligure and Turin centres have been concluded; the recruits have been posted to all parts of Italy. A certain number have started special training courses, there takes place at the training centres for recruits of the Italian Army at Como and Gussago.

52. Visits to Factories and Workshops. The Colli Brothers small workshop in Milano was visited. No aircraft work is being carried out and the only completed aircraft has been stored for the time being. The firm are awaiting authority to test fly this aircraft. A visit was made to the I.A.F. overhaul workshop and stores depot at Sestriano. About twenty vehicles were being repaired. The stores are well laid-out and the workshop is well organized, but the owners are preparing for the return of these premises: it is intended to move this unit to Tiliade in the near future.

BARI.

53. Maintenance Organization. The bomber SRAM completed the second 3000 hours during the month: this is destined for the Prosinone School. Two of the SRAMs flown in for complete overhaul recently have been found with very extensive cracks in the main longeron. Before the engineer officer could undertake repairs, which is a tremendous job, a decision was asked from higher authority, which from Guadonia and the C.T.O. from Ugento. The C.T.O. actually orders were given for the work to be done. This probably is the biggest job ever undertaken by the SRAM and the work is the biggest.

di Finanza.

51. I.A.A. Administration. The training of the first batch of recruits at the Novi Ligure and Turin centres have been concluded; the recruits have been posted to all parts of Italy. A certain number have started special training courses, these take place at the training centres for recruits of the Italian Army at Como and Cuneo.
52. Visits to factories and workshops. The Colli Brothers small motor shop in Turin was visited. No aircraft work is being carried out and the only completed aircraft has been stored for the time being. The firm are awaiting authority to test fly this aircraft. A visit was made to the I.P.R. of exhaust workshop and stores depot at Sadrano. About twenty vehicles were being repaired, the stores are well laid-out and the workshop is well organized, but the money are pressing for the return of these premises. It is intended to move this unit to Turin in the near future.
53. Maintenance Organization. The bomber SRAM completed the second M.M. during the month. This is destined for the Grosinone School. Two of the SRAMs flown in for complete overhaul recently have been found with very serious cracks in the main longeron. Before the engineer officer could undertake repair, which is a tremendous job, a decision was asked from higher authority. The C.M. from Gualdonia and the C.T.C. from 'Unita' Areas inspected these aircraft and eventually orders were given for the work to be done. This probably is the biggest job ever undertaken by the SRAM and involves the removal of the wing from the fuselage.
54. At Pungivacqua the stores and M.T. repair organization have been inspected periodically. The stores seem to function well and are now issuing to consumer units all the equipment available. Stock keeping and stores is of a very high standard, so high in fact that they have been known recently to request the return of equipment issued to the Sub-Commission in April 1944.
55. Motor Transport. The M.T. repair section under the very able command of Lt. Maschali is engaged on the rebuilding old vehicles as well as repairs to crashed ones in current use. The work done and parts made are a credit to this officer's ingenuity and engineering ability.
56. The Drivers School which is under a separate command but works very closely with the Pungivacqua organization is finding difficulty in producing vehicles but is getting down to the job very well and the trainees are constantly attending courses of technical instruction at Pungivacqua whenever pressure of work and transport permit.
57. Personnel. The recruits, who are being trained by the Army, are making good progress. It appears that the material is good and no great difficulties are being encountered in training generally. Formations and units in this area are looking forward eagerly to some new blood to replace the Class 23 against the are considerably overdue for release and are generally inefficient due to despondency.

continued.

3789

-7-

50. Courier Service. The airline serving this area has continued with almost clock-work regularity and Allied users are enthusiastic about the service given. On the few occasions when the service has been late, Met. conditions have been responsible and this shows that all concerned tackle their job with a certain commendable discretion. With the withdrawal of the Allied service from Bari a greater capacity of air-lift will be necessary.

Copy to Air Force

C.M.M. GRICE /CDR.,
AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUP COMMISSION.

Air Forces Sup Commission,
Allied Commission, Rome.
Date : 4-11-46.
Ref : AFSC/25/1/AIR.

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 A.F.S.C. Milan
 Director, A.F.S.C. Rome
 French Representative, Allied Commission
 Russian Representative, Allied Commission

8843

APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR
THE MONTH OF OCTOBER 1946SUMMARY OF FLIGHTS CONTAINING FLIGHTS OF
1.1.1. (4)

	No of Flights	Hours	Passengers Carried	Various Freight in lbs.
SM. 79	134	174,10'	651	17,534
SM. 75	12	29,40'	312	5,435
SM. 12	140	272,05'	2179	45,488
SM. 82	143	269,40'	2201	59,212
Seaplane Wing	50	115,35'	282	8,411
Baltimore Wing	74	75,55'	148	2,185
Total	561	937,05'	5773	139,265

SUMMARY OF FLYING.

	Flights	(*) Flying hours 50,35'
Autonomous Squadron Units' Aeres	73	
Training School, Frosinone	306	122,40'
Training School, Lecce	1160	453,40'
Transport Wing	29	24,40'
Night Flying Wing	40	40,40'
Baltimore Wing	226	176,30'
Cant Z 1007	1	0,25'
Seaplane Wing	115	124,20'
Fighter Wing	796	556,30'
TOTAL	2746	1655,50'

SUMMARY OF FLYING.

	Flights	(X) Flying hours
Autonomous Squadron Units, Aerea	73	50,35'
Training School, Grosinone	306	138,40'
Training School, Lecce	1160	453,40'
Transport Wing	29	24,40'
Night Flying Wing	40	40,40'
Balivon Wing	226	176,30'
Cent Z 1007	1	0,25'
Seaplane Wing	115	121,20'
Fighter Wing	703	656,20'
TOTAL	2746	1657,50'

(Ø) Includes Transport and Communication Flights.

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

3787

- 2 -

AUTONOMOUS SQUADRONS
AIR UNIT.

Gioia del Colle	SM. 79
Pallesc	SM. 79
Gioia del Colle	CZ. 1007
Linato	CZ. 1007
Gioia del Colle	Ca. 314
Pallesc	Ca. 314
Treviso	Ca. 309
Linato	Ca. 314
Venezia	CR. 42
Gioia del Colle	IT. 2001
Pallesc	Sai. 202
Linato	Sai. 202
Allied Command	Sai. 202

AUTONOMOUS SECTION (Sardinia).

Elmas	SM. 79
Elmas	Sai. 202

PILOT SCHOOL.

Lecce	G. 50
Lecce	Fn. 305
Lecce	Sai. 200
Lecce	IG. 200
Lecce	C. - 8
Lecce	F. 39
Lecce	Spitfire V
Gioia del Colle	Ca. 164
Gioia del Colle	Bl. 25
Brindisi	CR. 42 D.C.
Brindisi	CR. 42
Brindisi	FW. 305

TRAINING SCHOOL.

Frosinone	SM. 187
Frosinone	SM. 84
Frosinone	SM. 79

STRENGTH

SERVICEABLE

CREW

1	1	1
1	1	1
3	1	1
1	1	1
1	1	1
2	2	1
1	1	1
1	1	1
2	1	1
3	2	1
2	2	1
1	1	1
1	1	1

20	14	25
----	----	----

1	1	
1	1	

2	2	2
---	---	---

1	1	1
3	1	1
1	1	1
6	3	1
1	1	1
4	2	1
1	1	1
7	4	1
3	3	1
1	1	1
8	5	1
1	1	1

37	23	39
----	----	----

4	3	
4	2	
1	1	

9	5	12
---	---	----

PILOT SCHOOL.

Lecco 50
Lecco 305
Lecco 200
Lecco 200
Lecco 8
Lecco 39
Spitfire V
Ca. 164
Ba. 25
CR. 42 D.C.
CR. 42
WM. 305

Gioia del Colle
Gioia del Colle
Brindisi
Brindisi
Brindisi

TRAINING SCHOOL.

Prosinone 137
Prosinone 84
Prosinone 79

FIGHTER S.R.A.

Lecco 39
Lecco 39
Lecco IX
Lecco V
Lecco 58
Lecco 205
Lecco 202
Lecco 202
Sai. 202
WM. 305
P.D. 3
SM. 79

B. & T. S.R.A.

Lecco 82
Lecco 84
Centocelle 79
Gioia del Colle
Gioia del Colle
Gioia del Colle
Gioia del Colle

1
3
1
6
1
4
1
7
3
1
8
1

37

23

39

4
4
1

3
2
-

9

5

12

Store Reserve.

26
1
1
12
2
12
13
9
1
1
1

-
-
-
-
-
5
-
1
1

3786

..... / B. & T. S.R.A. Cont.....

- 3 -

B. & T. S.P.A. (Cont.)

Cicla del Collo Ca. 133
Cicla del Collo Sai. 202
Cicla del Collo RJ. 156

1
1
1

SPINONE S.P.A.

Taranto CZ. 506
Taranto CZ. 501
Taranto RS. 14

14
15
4

TRILITE SOTCO S.P.A.

Trosinone R. 137
Trosinone SM. 79
Trosinone SM. 84
Trosinone Sai. 202

1
3
1
1

TRIT SOTCO S.P.A.

Tecce TR. 200
Tecce CR. 12
Tecce G. - 8
Tecce G. - 50
Tecce G. - 55
Tecce RM. 305

1
2
1
2
1
1

144

7

GENERAL TOTAL

468

217

771

GRAND TOTAL

144

7

-

160

217

771

3785

APPENDIX "B"

ENGINEERING REPORT & AIRCRAFT STATE I.A.N. AS AT 31ST OCTOBER, '46.

FLIGHT LINE	STRENGTH	SERVICABLE	CREW
Iecce	30	19	
Iecce	14	11	
Iecce	36	18	
Iecce	28	21	
Iecce	12	7	
	120	76	204

LIGHT BOMBER & BOMBER
IN SERVICE

Urbe	M. 187	19	12	
Iinate	M. 187	3	3	
Urbe	Sai. 202	1	-	
Guidonia	S. 32	23	16	
Guidonia	Sai. 202	1	1	
Centocelle	S. 79	22	18	
Centocelle	S. 75	1	1	
Centocelle	S. 73	1	1	
Centocelle	S. 64	1	1	
Centocelle	S. 95	1	1	
Centocelle	G. 12	14	10	
		87	64	349

SEAFORCE

Taranto	CZ. 506/DT	4	3	
Cadimara	CZ. 506/DT	1	1	
V. di Valle	CZ. 506/DT	1	1	
Brindisi	CZ. 501	3	-	
Brindisi	CZ. 506/DT	3	-	
Venezia	CZ. 506/DT	2	2	
V. di Valle	CZ. 501	1	1	
V. di Valle	CZ. 506/DT	3	1	
Livorno	CZ. 506/DT	1	-	
Elmas	CZ. 506/DT	4	2	
Cadimara	CZ. 506/DT	1	1	
Taranto	CZ. 501	3	1	
V. di Valle	CZ. 501	1	2	
Taranto	IS. 14	5	1	
Naples	CZ. 501	1	4	1

Centocelle	22	13	
Centocelle	1	1	
Centocelle	1	1	
Centocelle	1	1	
Centocelle	1	1	
Centocelle	14	10	
	87	64	349

SEAPLANE INDG.

Taranto	4	3	
Ca'imare	1	1	
V. di Valle	1	1	
Brindisi	3	-	
Brindisi	3	-	
Venezia	2	2	
V. di Valle	1	1	
V. di Valle	3	-	
Livorno	1	-	
Elmas	4	2	
Ca'imare	1	1	
Taranto	3	2	
V. di Valle	1	1	
Taranto	5	1	
Naples	1	4	
	34	19	121

AUTONOMOUS SECTION (Stato Maggiore).

Centocelle	3	2	
Centocelle	1	1	
Centocelle	1	-	
Centocelle	2	-	
Centocelle	1	-	
Centocelle	1	1	
Urbe	2	1	
Urbe	2	1	
Urbe	2	2	
	15	7	19

3784

...../Cont.....

CONFIDENTIAL.

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

Monthly Air Report No. 46 - September, 1946.

List of Appendices:

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

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

PART I - AIR STAFF.

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

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

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

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

5. Seaplane Wing - Taranto. One Cant. 506 has now returned to the base after certain modifications had been made by the Marchetti firm at Sesto Calende. All bomb aiming windows and bombing and firing positions have now been removed and the interior has been fitted out.

PART I - AIR STAFF.

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

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

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

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

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

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

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

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

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

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