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AIR REPORTS
SEPT. 1944 - NOV. 1945

AIR FORCES SUB COMMISSION - ALLIED COMMISSION - NAPLES.

File No.
AFSC/N/23/1/AIR.

Subject :-

Date Opened
21/2/45

Date Closed
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Reference to other Files
ASC/61 CANCELLED.

AIR REPORTS

ENC.	DATE	REFERRED TO	INIT.	ENC.	DATE	REFERRED TO	INIT.	ENC.	DATE	REFERRED TO	INIT.

3807
4019

January 1946

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3807
4019

January 1946

Dated 1944

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THIS FOLDER
CONTAINS PAPERS
FROM OCT. 1944
TO DEC. 1945
CATALOGUE.

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Naples 25/1/Air File

·SECRET.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.36 - November, 1945.

List of Appendices:

Appendix "A" - Summary of flying activity for the month of November, 1945.

Appendix "B" - Details of visit to Centocelle Airfield by Air Marshal Sir Charles Medhurst, Air C-in-C, RAF/MEDITE.

Appendix "C" - Report on test flights of I.A.F. aircraft types FL.3 and FL.5.

Appendix "D" - Aircraft state as at 30th November, 1945.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. The month has seen an increase in the flying activity of the Fighter Wing. Very good aerobatic and formation drill etc. has been witnessed during the training.

2. All squadrons have now been moved out of the tented camp to the permanent buildings of the airfield. Aircraft are now also located near the hangars.

3. Flying times are shown in Appendix "A".

Night Bomber Wing - Lecce/Guidonia.

4. The Wing has not completed its move to Guidonia yet. Part of the maintenance organisation still remains at Lecce until accommodation at Guidonia is available.

5. Very little flying has been done during the month, but new operations have been planned.

6. Summary of flying times is in Appendix "A". 4019

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Airfield by Air Marshal Sir Charles Medhurst, Air C-in-C, MAF/MEDITE.

Appendix "C" - Report on test flights of I.A.F. aircraft types FL.3 and FL.5.

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Light Bomber Wing - Littorio (Rome).

7. During the month the Wing had 30 planes in use of which 11 had been modified for transport work, 10 had been disarmed but not modified, and 9 were still armed. Flying times are shown in Appendix "A".

Seaplane Wing - Taranto.

8. Between 27th October 1945 and 5th November, 1945 our Liaison Officer carried out an extensive survey of the facilities and conditions existing at the Seaplane Bases of GENOA, SPEZIA, TORRE DEL LAGO and ORBITELLO, with a view to their future usage as bases and emergency alighting areas for the Air Sea Rescue and Courier Services.

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9. A small nucleus of key personnel was installed at the Spezia and Genoa Seaplane Bases.

10. Air Sea Rescue. Ten A.S.R. sorties were flown with a total of 30.20 hours flying.

11. Other Flying. 52.35 hours were flown on A.A. plotting and tow target exercises for the Italian Navy. Courier Services accounted for 125.50 hours flying time. Details of flying and air transport work are shown in Appendix "A".

Bomber/Transport Wing, Centocelle (Rome).

12. Courier Service. This Wing has continued scheduled courier services during the month. Details of work carried out are shown in Appendix "A".

Training.

13. F/Lt. Hart, R.A.F, was attached from England temporarily as Flying Training Instructor.

14. A flying training survey has been carried out at Italian airfields in conjunction with Lt/Col. Andrewes of the I.A.F. Visits were made to the following airfields: Centocelle, Frosinone, Littorio, Lecce and Bari. In addition check flights have been made in certain Italian light aircraft, a report of which is found in Appendix "C".

15. Refresher Flying School, Lecce. The Refresher Flying School has continued to settle in and train during the month. Difficulty has been experienced due to cross winds as the grass area is not yet prepared for flying, although work is at last in progress. In order to provide more facilities for training, an FL.305 was experimentally fitted with a Spitfire tail wheel instead of a skid and with brakes. After tests which proved successful, it was decided to modify other aircraft.

16. Flying times are shown in Appendix "A".

17. Fighter Training School - Lecce. Shortage of advanced trainer aircraft is still a major problem. Although a second G.50 arrived from Sardinia recently there are still only 2 aircraft available. A number of G.55 aircraft are available in the Turin area and, if authority for their conversion and use is favourably reconsidered, it would considerably improve the school's position.

18. Flying times are shown in Appendix "A".

19. Instrument Training. Instrument training has been initiated. It can be broken down into two phases, first, work on the Link Trainer, and second, Air Work. Classes on the Link Trainer are held at Ciampino airport by kind consent of U.S.A.A.F.C, each Monday, Wednesday, and Friday afternoon and Saturday morning. Attending are two pilots, two Engineering Officers and five enlisted technicians. The object of the course is to train a nucleus of operation and maintenance personnel who will operate and maintain trainers to be purchased at some future date by the Italian Air Force.

20. Instrument flying totalled 7 hours 15 min, flown by four pilots who will be part of the training staff for the I.A.F.

21. At the present time there is but one ship completely fitted for instrument training, but plans are in effect to equip similar ships for use at Guidonia and Lecce.

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22. Frosinone O.T.U. A thorough ground school programme is in operation, with particular emphasis on navigation and R/T procedure.

23. The flying training programme is working efficiently, but the number of planes out of commission due to a tail wheel shortage is hampering training.

24. 206 training sorties were flown for a total of 95 hours. 46 sorties totalling 24.40 hours were flown on test flights and communication work. Output of the school during the month was 9 pilots and 3 W/T operators. 11 pilots, 29 navigators, and 3 W/T Operators remain under training.

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25. Littorio. Flying training consists of circuits and landings and emergency procedure.

Flying Control.

26. I.A.F. Flying Control Organisation. Orders for the I.A.F. Flying Control Organisation, called S.A.T.A. (Servizio Assistenza Traffico Aereo), have been issued by the Italian Air Ministry. This organisation is very similar to the R.A.F. Flying Control.

27. As soon as this is put into effect at the airfields, the I.A.F. Flying Control will be adequate to handle all traffic.

28. Flying Control Course. The two I.A.F. Officers, Capt. Guza and Lt. Vitucci, who attended the R.A.F. Flying Control School in Cario, have completed their course satisfactorily. On their return trip the Officers were in an R.A.F. Transport plane that crashed in North Africa. Capt Guza was injured slightly and has returned to duty. Lt. Vitucci was injured more seriously and is still in a hospital in North Africa. He is expected to return shortly. A properly organised I.A.F. course will be initiated at Lecce on the 10th January, 1946.

Aircraft Safety.

29. An inspection of all the R.A.F. Aircraft Safety Centres in Italy and Sardinia was made to check on the Italian Air Sea Rescue Detachments and the liaison between the Safety Centres and the I.A.F. Efforts are being made to correct the discrepancies found.

Air Courier Service.

30. Air priorities system (to Allied standards) is now in operation at all points with the exception of the Islands where the system will be inaugerated immediately.

31. A new service to CATANIA via NAPLES has been proposed and it is likely that approval will be given in the near future. Bi-weekly flights to Catania are planned for the present and until such time as it is determined whether the volume of business warrents an adjustment in the number of scheduled flights.

32. There was one minor accident in the Courier Service. A shock strut broke on an SM.79 aircraft causing the left gear to collapse on landing at Bologna. There were no injuries or damage to freight. It is estimated that the plan can be repaired by the Centocelle S.R.A. with 2,000 man hours of work.

Italian Meteorological Services.

33. During the month reporting stations were opened at Parma, San Remo, Piacenza and Guadagnolo. No stations were closed. There are now a total of 113 Meteorological Stations operating in Italy, Sicily and Sardinia.

34. A large amount of British Meteorological equipment was issued on repayment to the Italians. As the prices were lower than those quoted originally, the Italians purchased much more than they had previously intended. There is still a small amount of British equipment to be handed over, and this, with the stocks already supplied, should be sufficient for Italian needs for six to nine months. An attempt is being made to have part of the S.I.A.P. Works in Bologna [illegible] and if this is successful, there should be no future trouble

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Guidonia Airport.

35. Recent inspection of Guidonia Airport indicates that rather extensive work is being carried out by the Italian Air Force personnel stationed there to improve the operations set-upand to repair the damages of bombing and demolition. Many

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of the installations are under repair and the old hangars are being either torn down for salvage or rebuilt for use. As regards operations, a new aircrew briefing room which will contain all current meteorological and navigation information is in the process of completion as well as is a new building to be used as a "passengers waiting room" for new courier commitments. A fully equipped and well situated control tower will also be completed shortly. The signals and meteorological installations are completed and ready for use. The airfield has three grass landing strips of 1,200, 1,500 and 1,600 metres length.

Visits.

36. Details of the visit to Centocelle Airfield by Air Marshal Sir Charles Medhurst, KCB, CBE, MC, Commander-in-Chief of R.A.F. MED/ME, is shown in Appendix "G".

37. The Director and Deputy Director, A.F.S.C. inspected Littoria airfield and the Baltimore Wing stationed there.

PART II - ORGANISATION AND ADMINISTRATION.

38. Personnel. The returns for November show a decrease in the total strength of the I.A.F, but have brought forward the question of the readjustment of the composition of the 51,000. The reduction of 4,000 Italian Air Force personnel formerly employed by U.S.A.A.F. has created a ration problem in the Italian Air Ministry, and the question of the responsibility for rations has been raised with higher authority.

Organisation.

39. Further attention has been paid to the complete reorganisation of the Air Ministry. Until the major changes are made, further reorganisation of the operational commands is difficult.

English Speaking Courses.

40. Plans have been effected to establish English speaking courses for I.A.F. personnel in the following centres: Milan, Turin, Padua, Rome, Naples, Bari, Lecce, Taranto and Cagliari.

Motor Transport.

41. Captured Ex-Enemy Vehicles. Lists of vehicles handed over from R.A.F. sources are being compiled, and on completion will be released to the I.A.F. on F.603 action.

42. Autogruppo di Manovra.

(a) The detachment at Naples has been disbanded.

(b) H.Q. MED/ME have put a ban on the exchange and major repair of R.A.F. vehicles until the future interim policy of the I.A.F. has been decided.

43. H.Q. 244Group have asked H.Q. MED/ME to [illegible]

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43. H.Q. 214Group have asked H.Q. MED/T to hasten their decision because the M.T. situation in the I.A.F. is critical. An early reply is expected.

44. M.T. Drivers School. The building at Monterotondo is completed and the equipment and vehicles have been received. The Instructors course is expected to commence in the very near future.

Engineering.

45. Italian Fighters. The serviceability has again improved and now stands at 80%, this being due to spares becoming available from the North.

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46. Allied Fighters. The serviceability of the Spitfires has improved to 73% with more spares available, the P.38's serviceability is being maintained and stands at 72%, which is good in view of the shortage of spares which are becoming increasingly difficult to obtain.

47. Italian Bomber Transport. The serviceability has dropped slightly to 73%, this being mainly due to routine inspections. The Italian Air Ministry has decided to order 6 SM.75 aircraft instead of SM.82 (approved by Allies).

48. General. A recent visit to Lecco to investigate our proposal for a central maintenance organisation revealed that the fighters using a similar system to the R.A.F, all work up to 48 hours is done by the Squadrons, routine inspections are carried out by a section of the S.R.A.M, and major inspections, major repairs and engine changes etc, are carried out in another section of the S.R.A.M, this system is working very well under centralised control.

Italian Air Force aircraft and crew status report as of 30th November, 1945, is shown in Appendix "D".

Milan Detachment.

49. Equipment. The handing over of Italian Air Depots has begun. Soregno (Barrack and Clothing) and Pogliano (Medical) Depots have already been handed over to the I.A.F.

50. The completion of inventories for Gallarate, Sedriano, Monza and Corsico prior to handing over is in progress.

51. The French Air Mission have returned to Milan and are continuing to locate and list French Air Force Equipment, etc. taken over by the Italians during the period of the Italian occupation in France.

52. During the month further Italian Air Force M.T. vehicles have been located in the Milan and Turin districts and several release certificates obtained from H.Q. 2 District. A complete list of recovered M.T. vehicles for Milan and Turin Districts for the period 11.10.45 to date is being completed by H.Q. 1st Z.A.T.

53. Further issues of surplus I.A.F. equipment have been made to R.A.F. Units.

54. Industrial position. Aircraft firms have been encouraged to switch production to peacetime articles and November has seen considerable progress in this direction. Fiat aircraft works in Turin are making coach work for motor-buses and electric trolley buses and when the new assembly lines are ready, combined output will be stepped up to fifty per month. Additional enterprises are furniture construction and non-precision work for the State Railways.

55. Readily adaptable firms, such as the Lombardia Glider Works, Cantu (now engaged upon toy, furniture and motor-boat production) have been able to make 100% conversions. Others, such as Caproni Armament Works, Saronno (which is turning out a few trolley-bus chassis) have a large number of specialised machine tools lying idle and hundreds of employees for whom no useful work can be found. Lack of coal and raw materials aggravates the situation and hardship will have to be endured before conditions improve.

56. Inventions and new aircraft. A successful test of the "Turri 52" para-chute has been carried out on Linate Airport. Special features claimed for this

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4012

56. Inventions and new aircraft. A successful test of the "Turri 52" parachute has been carried out on Linate Airport. Special features claimed for this parachute include safety at low altitude (150 feet), shock absorbers to eliminate jerk, air valves to control speed and direction of descent and automatic self-opening device. Interest in the parachute has been expressed by the Ministry of Aircraft Production and steps are being taken for the conveyance of prototypes to London.

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57. The first air test of the LM.5, new two seater passenger aircraft, has been carried out at Vercelli. The aircraft proved very manoevrable and is anticipated to prove a popular model if regulations allow its production for the civil market.

58. Air Courier Service and Freight Transport. During the month some interruption in the regular functioning of the Air Courier Service has been caused by weather conditions. Owing to the incidence of fog at Linate Airfield arrangements are well in hand for the systematisation of diversionary landing grounds at Orio Bergamo, Venegono and Vergiate.

59. During the past seven weeks over 9,000 mines have been raised from Orio Airfield by the I.A.F. Armament Section. Work of levelling and clearing the field has been completed, and accommodation provided for duty personnel. Two aircraft have already landed at Bergamo.

60. The I.A.F. seaplane base at Genoa has been set up and staffed in preparation for Rome-Genoa Air Courier Service.

61. Screening procedure at Air Booking Centre, Milan, has been revised and brought into line with the provisions of the A.F.S.C. Air Priorities Board.

62. I.A.F. Equipment and Ration Issues. Accord has been reached with No.2 District to facilitate the release to I.A.F. of material stored in C.E.A. Dumps. Present arrangements consent to the immediate withdrawal of necessary stores and obviate the time-lag previously occasioned by submitting lists for approval.

63. A Regional I.A.F. Depot has been established in I.A.F. Headquarters Barracks, Milan. Bulk rations for 30 days for all I.A.F. personnel in this area will be stored and issued at this centre.

64. Inspections and visits. Inspections and visits have been made to Aeronautica Lombardia Glider Works, at Cantu, Fiat Aircraft Works at Turin and Reggio, Caproni Works at Sarrono, C.C.R.A. Sedirano etc.

PADOVA DETACHMENT.

65 Caproni - Gardolo. Tangible results are now beginning to be seen as a result of M.T. repair work carried out at the firm Caproni - Gardolo. Two buses have been repaired of which one has been despatched to Rome and the other to the airfield of Bologna for the purpose of conveying passengers from the I.A.F. Courier Service, between the airfield and the town. An ambulance has also been repaired and is being sent to the airfield of Bologna. It is now expected that results will be more in evidence as quite a number of vehicles are in an advanced state of repair.

66. S.A.I.A. Bologna. Difficulties had been experienced in obtaining permission to convey salvage trucks from Belgrano to the main works at Bologna. However, permission was eventually obtained and the transport of vehicles is now well under way. A total of approximately 40 vehicles have already been delivered, and a further 20 are being sent each week.

67. Transfer of R.A.F. vehicles to Rome. A start has already been made on the transfer of R.A.F. vehicles to Rome. As Italian type trucks are repaired and put into use with the 2nd S.A.T, R.A.F. vehicles are despatched to Rome.

HARMS DETACHMENT.

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NAPLES DETACHMENT. 4019

68 Supply of aircraft from U.S. sources. During the month under review the ...A.F.S.C/A.T.C. Headquarters in Naples closed down. This organisation had been responsible for the issue of P.39 aircraft and equipment since June 1944 when the Italian Air Force first used Allied equipment. Supplies are now controlled by an organisation known as Naples Air Force General Depot where contacts have already been made. After a necessary delay owing to this transition it is hoped to resume P.39 supplies with the possibility of P.38 aircraft also being handed over.

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69. Cadet School. In order to provide suitable accommodation for the cadets at Nisida, repair work is in hand. The Officers, N.C.O's and civilian permanent staffs who are to carry out duties with the school have arrived at Nisida and have been accommodated at the airport. The school is expected to open on 10th January, 1946.

70. Clothing and Accoutrements. More than 50 tons of clothing and accoutrements of second and third grade quality have now been successfully transferred from Naples to the I.A.F. Store at Mungivacca near Bari. Supplies reached the Port of Naples from the Middle East and were temporarily stored at Nisida Depot prior to forwarding. Owing to the heavy commitments in this area the A.F.S.C. has supervised the opening of a local clothing store of sufficient capacity to supply all the Italian Air Force personnel who are very largely attached to Allied Units.

71. Motor transport. With the general decrease in serviceability of British vehicles previously supplied to Italian Air Force S.A.T. Column, arrangements are being made to provide Italian vehicles from the North in replacement. It is intended entirely to reorganise the motor transport arrangements in the Naples area which should lead to economy in the use of men and material while at the same time increasing the efficiency. At Nisida, a workshop is being equipped so that it may be capable of undertaking all repair work on M.T. vehicles of any description, and this should obviate the heavy charges of civilian contractors.

72. Repatriated I.A.F. Ex-POW'S. About 450, including about 40 I.A.F. Officers and 60 N.C.O's have passed through Nisida during the month. They have been accommodated there and interrogated in order to obtain from them all the necessary details prior to their being issued with backpay and allowances.

73. Aviation Firms. The work at all the factories in the Naples area is gradually coming to an end and in the near future none of these factories will have any work in hand for the Italian Air Force. The Magnaghi Firm has produced a consignment of rubber gaskets for P.39 aircraft.

74. I.A.F. Companies. Special attention has been given to I.A.F. personnel employed by the Royal Air Force. Frequent inspections have been carried out by the newly appointed I.A.F. Liaison Officer and by Lt/Col. Dentice in order to ensure that the personnel maintain a reasonable standard of discipline. A complaint of inefficiency by the R.A.F. No.1 General Hospital was passed to our Naples Office, and they have reported that our immediate action has produced a decided improvement. The Units which have been established for some time do not produce as many complaints as in the past. The 21st Company was transferred from Caserta to Bari.

75. Ex-Enemy Vehicle Park. 43 vehicles of ex-enemy origin have been collected from R.A.F. Units and stored at the Transport Column. They range from small saloon cars to 5 ton transports, but almost without exception their condition is very poor. A local contractor has been recommended to the Italian Air Ministry who will undertake to "cannibalise" vehicles in order to make a few of them serviceable.

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74. I.A.F. Casualties. Special attention has been given to I.A.F. personnel employed by the Royal Air Force. Frequent inspections have been carried out by the newly appointed I.A.F. Liaison Officer and by Lt/Col. Dentice in order to ensure that the personnel maintain a reasonable standard of discipline. A complaint of inefficiency by the R.A.F. No.1 General Hospital was passed to our Naples Office, and they have reported that our immediate action has produced a decided improvement. The Units which have been established for some time do not produce as many complaints as in the past. The 21st Company was transferred from Caserta to Bari.

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I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER? COMMANDING

4008

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 14th December, 1945.
Ref: AFSC/25/1/AIR.

Continued/6.....

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APPENDIX "A"

SUMMARY OF COURIER WORK FOR THE MONTH OF NOVEMBER, 1945.

	Number of Flights.	Hours.	Passengers.	Freight. Lbs.
SM. 79.	177	338.30	1277	77
SM. 82	131	196.05	874	140
Seaplane Wing.	47	90.40	367	16
Baltimore Wing.	67	75.10	146	8
TOTALS:	422	702.25	2664	243

SUMMARY OF OTHER FLYING BY ITALIAN AIR FORCE.

	No of Flights.	No of hours.
INDEPENDENT (AUTONOMOUS) SQUADRON U.A.	52	31.25
TRAINING SCHOOL FROSINONE.	224	97.50
FIGHTER TRAINING SCHOOL, LECCE.	32	25.50
REFRESHER FLYING SCHOOL, LECCE.	90	37.00
NIGHT FLYING SQUADRON.	156	74.00
TRANSPORT WING.	41	30.00
BALTIMORE WING.	249	82.30
CANT Z.1007.	10	13.30
SEAPLANE WING.	63	81.20
FIGHTER WING.	636	444.35

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TOTALS:	422	702.25	2[illegible]4	243

SUMMARY OF OTHER FLYING BY ITALIAN AIR FORCE.

	No of Flights.	No of hours.
INDEPENDENT (AUTONOMOUS) SQUADRON U.A.	52	31.25
TRAINING SCHOOL FROSINONE.	224	97.50
FIGHTER TRAINING SCHOOL, LECCE.	32	25.50
REFRESHER FLYING SCHOOL, LECCE.	90	37.00
NIGHT FLYING SQUADRON.	168	74.00
TRANSPORT WING.	41	30.00
BALTIMORE WING.	249	82.30
CANT Z.1007.	10	18.30
SEAPLANE WING.	63	81.20
FIGHTER WING.	636	444.35
TOTALS:	1565	922.15

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785017

APPENDIX "I".

VISIT OF AIR MARSHAL SIR CHARLES MEDHURST K.B., O.B.E., M.C. TO CENTOCELLE AIRFIELD - SUNDAY 25th NOV. 1945.

The Italian Air Force station, Centocelle, was inspected by the Commander-in-Chief, R.A.F. - MED/ME. - Air Marshal Sir Charles Medhurst K.B., O.B.E.,M.C. on Sunday the 25th November, 1945, at 09,30 hours together with Air Vice-Marshal F.J. Fogarty D.F.C., A.F.C., - A.O.C. Italy; Air Vice Marshal I.E. Brodie C.B.E. A.F.S.C., A.C. Rome; Brig.Gen. W.L.Lee; Colonel R.F. Worden - A.F.S.C., A.C. Rome; General Aimone Cat - Chief of Italian Air Staff.

2. Arriving at the airfield the C-in-C was introduced to General Gaeta, Commanding, Unita Aerea - Nari, and the station commander, Lt. Colonel Reinero, and afterwards inspected the Guard of Honour.

3. Aircraft, representing all phases of operational, courier, and training departments of the I.A.F. were displayed for inspection on the flight line. These included such types as the Spitfire, Airocobra, Baltimore, MC 205, SM. 79, SM. 82, SM. 95, F.L. 3., L.M. 5 and C.R. 42.

4. After inspecting the aircraft, - a detailed tour of the airfield buildings followed.
First, the maintenance hangars and buildings, - where airframe,propellor and engine maintenance was seen underway.

5. Then to the mobile workshops, - the radio repair shop, - the stores, - airmen's barracks, - officer's and airmen's dining halls.

6. Finally to the C.A.V. offices, and the operations room, where details of the movement and control of aircraft engaged in the courier service, were explained by the officers in charge.

7. Upon completion of the inspection, light refreshments were served in the buffet, when the Air Marshal expressed his admiration and appreciation of all he had seen, and thanked all those responsible.

8. The morning activities ended with a flying demonstration of the performance of the SM. 95, in the capable hands of the chief test pilot of the firm of Savoia Marchetti, and also a formation of three Baltimores representing the two squadrons stationed at Littorio airfield.

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5. Aircraft, representin- all phases of operational, courier, and training departments of the I...F. were displayed for inspection on the flight line. These included such types as the Spitfire, Airocobra, Baltimore, MC 205, SM. 79, SM. 82, SM. 95, F.L. 3., L.M. 5 and C.R. 42.

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APPENDIX "C".

REPORT ON TEST FLIGHTS IN ITALIAN AIRCRAFT TYPES F.L. 3 AND F.L. 5.

Test flights in the above named aircraft were flown by the F.T.I. from Centocelle Airfield, on the 26th and 27th of November - respectively.

1. F.L. 3 (Reg N MM.5474) -
DURATION OF FLIGHT - 1 hour 15 minutes.
DESCRIPTION.

2. This is a light, single-engine aircraft designed with an open cockpit with side by side seating for dual instructional purposes in the elementary training of pilot cadets. It has a normal type fixed under-carriage - flaps are not fitted.

OPERATING DATA.

3. Powered by a 65 H.P. engine, driving a fixed pitch airscrew, the stalling speed is 50 km/hr. Take-off speed at full power is 60 km/hr - with a climb of 200 to 300 ft/min. - at 100 km/hr, and 1650 engine r.p.m. Cruising speed is 140 km/hr, at 1650 r.p.m. - with an endurance of 4½ hours tanks full.

GENERAL REMARKS.

4. The aircraft handles very lightly indeed, and little or no rudder is required in any manoeuvre. No trimming devices are available, but the aircraft responds effectively to the controls, and is stable in flight.

5. The glide approach for landing is the best method to adopt at 90 km/hr., but even this gives but a shallow flat attitude, and if the speed is at all on the high side, considerable float results before landing - the landing run is very short.

F.L.5 (PROTOTYPE)
DURATION OF FLIGHT. - 30 minutes.
DESCRIPTION.

6. The first model of a light single-engine aircraft, designed for either military or civilian use, in short distance personal and courier service. Has an enclosed cockpit, with side by side seating for two persons. Retractable undercarriage and full 90 of flaps are fitted.

OPERATING DATA.

7. A fixed pitch airscrew is powered by a 60 H.P. C.N.A. normally aspirated engine, consisting of four cylinders horizontally opposed in pairs.

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elementary training of pilot cadets. It has a [illegible]
carriage - flaps are not fitted.

OPERATING DATA.

5. Powered by a 65 H.P. engine, driving a fixed pitch airscrew, the stalling speed is 50 km/hr. Take-off speed at full power is 60 km/hr - with a climb of 200 to 300 ft/min. - at 100 km/hr, and 1850 engine r.p.m. - Cruising speed is 140 km/hr, at 1850 r.p.m. - with an endurance of 4½ hours tanks full.

GENERAL REMARKS.

4. The aircraft handles very lightly indeed, and little or no rudder is required in any manoeuvre. No trimming devices are available, but the aircraft responds effectively to the controls, and is stable in flight.

5. The glide approach for landing is the best method to adopt at 90 km/hr., but even this gives but a shallow flat attitude, and if the speed is at all on the high side, considerable float results before landing - the landing run is very short.

F.L.5 (PROTOTYPE)
DURATION OF FLIGHT. - 30 minutes.
DESCRIPTION.

6. The first model of a light single-engine aircraft, designed for either military or civilian use, in short distance personal and courier service. Has an enclosed cockpit, with side by side seating for two persons. Retractable undercarriage and full 90 of flaps are fitted.

OPERATING DATA.

7. A fixed pitch airscrew is powered by a 60 H.P. C.N.A. normally aspirated engine, consisting of four cylinders horizontally opposed in pairs. 4002

8. Takes-off at full power at 60 km/hr., climbing at 300 ft/min. 1900 r.p.m. at 100 km/hr. Cruises straight and level at 130 km/hr.

9. Stalling speed - a) with undercarriage and flaps up - 40

b) undercarriage and flaps down, 30 - 35 km/hr.

10. With full petrol tanks the manufacturers lay down an endurance of 6 hours. Maximum speed for operation of undercarriage and flaps 120 km/hr.

11. The elevators and rudder are fitted with adjustable trimming devices - operative from pilots seat.

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GENERAL REMARKS, CHARACTERISTICS, ETC.

12. During the take-off there is a slight swing to the left which is easily corrected by application of moderate right rudder.

13. The undercarriage is mechanically operated by a hand lever to the left of centre of the cockpit. To retract the gear pull the lever out to the left and then sharply to the rear and lock there. The wheels retract instantly, being assisted by the spring action of a rubber "hinge" in the mid-section of the undercarriage legs.

14. The flaps lever is in close proximity to the right of the undercarriage lever, and slightly forward of the latter. There is a possibility of knocking the flaps lever into the "down" position when raising the undercarriage, and it should be guarded against,

15. Flaps may be lowered in four stages approximating to 20°, 40°, 60°, and full 90°.

16. The first 60° create a sudden surging loss of speed and steep, nose down attitude, also one feel a fair weight effect on the operating lever. In raising the flaps little change of trim is experienced, and the aircraft continues to handle efficiently and safely.

17. The rate of descent in a glide with full flaps down is up to 500 metres min.,full flaps being used for landing under normal wind conditions. A slight check only is needed on the control column, and after touchdown the aircraft will come to rest within a comfortable fifty yards.

18. A spacious and bulbous canopy is fitted to the cockpit, giving excellent visibility throughout all directions, including an exceptionally good view forward of the nose.

19. It is hoped to fit a Lycoming, 65 H.P. engine to later models, which should further enhance the excellent performance of this aircraft.

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18. A spacious and bulbous canopy is fitted to the cockpit, giving excellent visibility throughout all directions, including an exceptionally good view forward of the nose.

19. It is hoped to fit a Lycoming, 65 H.P. engine to later models, which should further enhance the excellent performance of this aircraft.

4000

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APPENDIX "D".

ITALIAN AIR FORCE - AIRCRAFT STATUS REPORT AS AT 30TH NOVEMBER, 1945.

		Strength	Serviceable	Crew.
FIGHTER WING.				
Lecce	P.39	32	23	
Lecce	P.39	44	--	Reserve
Lecce	Ca.135	1	1	
Lecce	Sai. 202	2	2	
Lecce	Spitfires	11	8	
Lecce	Mc. 205	10	14	
Lecce	Mc. 202	10	15	
		125	63	174
LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.				
Urbe	M. 167	27	23	
Linate	M. 167	2	2	
Guidonia	S. 82	14	4	
Centocelle	S. 82	4	4	
Lecce	S. 82	4	3	
Lecce	Cant. Z. 1007	2	-	
Frosinone	Cant.Z. 1007	1	1	
Centocelle	S. 79	29	22	
Centocelle	S. 84	3	2	
Centocelle	S. 73	1	1	
Centocelle	S. 12	5	5	
Centocelle	Sai. 202	1	1	
		93	68	137
SEAPLANE WING.				
Taranto	Cant. Z.506/	5	2	
Elmas	Cant.Z.506/	2	2	
Brindisi	Cant.Z.501	9	7	
Brindisi	Cant.Z.506/S	2	1	
Venice	Cant.Z.506/S	1	1	
Venice	Cant.Z.506/	1	1	
Taranto	Cant.Z. 506/	2	2	
Elmas	Cant.Z. 506/	2	1	
Elmas	Cant.Z. 506/S	3	-	
Taranto	Cant.Z.501	4	2	
Taranto	R.S. 14	6	5	
Venice	R.S. 14	1	1	
		38	25	49
SCHOOLS.				
Lecce	Mc.200	11	4	
Lecce	Fn.305	3	1	
Lecce	G.50	2	1	
Lecce	Cr.42	5	2	
Lecce	Ca.134	7	2	
Lecce	Sai. 200	1	1	

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Guidonia	S. 82	14	4	
Centocelle	S. 82	4	4	
Lecce	S. 82	4	3	
Lecce	Cant. Z. 1007	2	-	
Frosinone	Cant.Z. 1007	1	1	
Centocelle	S. 79	29	22	
Centocelle	S. 84	3	2	
Centocelle	S. 73	1	1	
Centocelle	G. 12	5	5	
Centocelle	Sai. 202	1	1	
		93	68	137

SEAPLANE WING.

Taranto	Cant. Z.506/B	5	2	
Elmas	Cant.Z.506/B	2	2	
Brindisi	Cant.Z.501	9	7	
Brindisi	Cant.Z.506/S	2	1	
Venice	Cant.Z.506/S	1	1	
Venice	Cant.Z.506/B	1	1	
Taranto	Cant.Z. 506/	2	2	
Elmas	Cant.Z. 506/	2	1	
Elmas	Cant.Z. 506/S	3	-	
Taranto	Cant.Z.501	4	2	
Taranto	R.S. 14	6	5	
Venice	R.S. 14	1	1	
		38	25	49

SCHOOLS.

Lecce	Ro.200	11	4	
Lecce	Fn.305	3	1	
Lecce	G.50	2	1	
Lecce	Cr.42	5	2	
Lecce	Ca.134	7	2	
Lecce	Sai. 200	1	1	
Lecce	G.8	1	1	
Brindisi	Cr.42	1	1	
Lecce	F.39	5	1	3998
Lecce	Spitfires	2	2	
Frosinone	M.167	4	2	
Frosinone	Sai.202	1	1	
		43	19	114

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AUTONOMOUS SQUADRONS.
Unita Aerea.

Palese	Ca. 314	4	2	
Palese	S. 79	1	1	
Palese	Cent. Z. 1007	2	1	
Palese	Ca. 313	1	-	
Palese	Ca. 310	1	-	
Palese	Ca. 309	2	1	
Palese	Sai. 202	3	3	
Palese	Re. 2001	3	1	
Centocelle	Re. 2001	2	-	
Centocelle	Cr. 42	1	1	
Centocelle	Sai. 204	1	1	
Centocelle	Sai. 202	1	-	
Centocelle	Ca. 309	1	-	
Urbe	Sai. 202	1	-	
Linate	Ca. 309	1	1	
Linate	Sai. 202	1	1	
Linate	Cr. 42	2	2	
Udine	Fj. 156	1	-	
Allied Com.	Sai. 202	1	-	
		30	15	63

AUTONOMOUS SQUADRON - SARDIGNA.

Elmas	S. 79	1	-	
Elmas	Sai. 202	1	1	
		2	1	2

AUTONOMOUS SECTION.

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

REPAIR SHOPS.

Fighter	Lecce	M.39	6	-
	Lecce	Spitfire	1	-
	Lecce	Mc.205	18	1
	Lecce	Mc.202	9	-
	Lecce	Sai.202	7	3
	Lecce	Ju.87	2	-
	Lecce	Fl.3	2	2
	Lecce	Cr. 20	1	1
T/T	Lecce	S.82	4	-
	Lecce	S.79	1	-
	S.V.Taranto	Ca.314	2	-
	S.V.Taranto	Ca. 310	1	-
	Centocelle	S.79	5	-
	Centocelle	S.84	1	-
Seaplane	Taranto	Cant.Z.506	13	-

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	Urbe	Sai. 202	1	-	
	Linate	Ca. 309	1	1	
	Linate	Sai. 202	1	1	
	Linate	Cr. 42	2	2	
	Udine	Fj. 156	1	-	
	Allied Com.	Sai. 202	1	-	
			30	10	63

AUTONOMOUS SQUADRON - SARDINIA.

	Elmas	S. 79	1	-	
	Elmas	Sai. 202	1	1	
			2	1	2

AUTONOMOUS SECTION.

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

REPAIR SHOPS.

Fighter	Lecce	F.39	6	-	
	Lecce	Spitfire	1	-	
	Lecce	Mc.205	10	1	
	Lecce	Mc.202	9	-	
	Lecce	Sai.202	7	3	
	Lecce	Ju.87	2	-	
	Lecce	Fl.3	2	2	
	Lecce	Cr. 20	1	1	
S/T	Lecce	S.82	4	-	
	Lecce	S.79	1	-	
	S.V.Taranto	Ca.314	2	-	
	S.V.Taranto	Ca. 310	1	-	
	Centocelle	S.79	5	-	
	Centocelle	S.84	1	-	
Seaplane	Taranto	Cant.Z.506/	13	-	
	Taranto	Cant.Z.506/C	1	-	
	Taranto	Cant.Z.506/S	4	-	
	Taranto	Cant.Z. 501	11	-	
	Taranto	R.S. 14	2	-	
	Leverano	Re. 2001	7	-	
	Leverano	Re.2002	15	-	
	Leverano	Mc. 200	15	-	
	Leverano	Cr. 42	1	-	
	Leverano	C. 5	1	-	3996
	Brindisi	RS. 14	2	-	
			132	7	--
TOTALS:			447	201	542

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SECRET.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

MONTHLY AIR REPORT NO. 35 - OCTOBER, 1945.

List of Appendices:

Appendix "A"	Summary of Flying Activity for the month of October 45.
Appendix "B"	Details of Albanian Repatriation Air Service.
Appendix "C"	Review of the achievements of the Courier Service from May to October.
Appendix "D"	Aircraft State as at 31st October 1945.
Appendix "E"	Allocation of Staff Duties in A.F.S.C.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Normal flying has been carried out by the Fighter Wing. Flying times are shown at Appendix "A".

Night Bomber Wing - Lecce/Guidonia.

2. This Wing has almost completed its move to Guidonia, the remaining personnel merely waiting till accomodation becomes available there.

3. CZ.1007 - Tirana Repatriation Service. Both of the Night Bomber Squadrons are now equipped with SM.82s. The Cant.Z.1007 aircraft have been transferred to the Night Bomber O.T.U. at Frosinone and to the Autonomous Squadron at Bari. The latter Unit has now taken over the repatriation Service between Palese (Bari) and Tirana (Albania). Passengers evacuated during October amounted to 6 Civilians and 100 Servicemen. Orders covering the running of this service are shown at Appendix "B".

Light Bomber Wing - Littorio (Rome).

4. The activity both in training and transportation work has been very restricted owing to shortage of aircraft petrol in the Rome area. This was due to a strike at Naples.

Seaplane Wing - Taranto.

5. Inspections. The Seaplane Bases at Taranto and Brindisi were inspected

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Appendix "D" Aircraft State as at 31st October 1945.

Appendix "E" Allocation of Staff Duties in A.F.S.C.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Normal flying has been carried out by the Fighter Wing. Flying times are shown at Appendix "A".

Night Bomber Wing - Lecce/Guidonia.

2. This Wing has almost completed its move to Guidonia, the remaining personnel merely waiting till accommodation becomes available there.

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Light Bomber Wing - Littorio (Rome).

4. The activity both in training and transportation work has been very restricted owing to shortage of aircraft petrol in the Rome area. This was due to a strike at Naples.

Seaplane Wing - Taranto.

5. Inspections. The Seaplane bases at Taranto and Brindisi were inspected on 1st October 1945 by the Chief of Staff of the Italian Air Force (General Aimone-Cat) and two members of his Staff.

6. Air Sea Rescue. A further successful A.S.R. exercise was carried out by the Seaplane detachment at Venice on 27th October. In addition to this three negative operational sorties were flown by aircraft of this wing totalling 7.55 hrs flying time.

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Continued/2.....

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7. Other Flying. 46.25 hrs were flown on A.A. plotting and towed target exercises for the Italian Navy. Courier Services accounted for 101 hours flying time. Details of flying and air transport work are shown at Appendix "A".

Bomber/Transport Wing - Centocelle.

8. Courier Service. This Wing has continued to operate the Military Courier Service. A review of the achievements of this service since the end of hostilities in Italy is shown at Appendix "C". Information about the development of an Air Priorities system to cover this service are shown in Part II of this report. Details of work carried out during October are shown at Appendix "A".

Training.

9. Refresher Flying School - Leverano. This school has made good progress in its move from Leverano to Lecce. All flyable aircraft have now arrived and practically all personnel. The School's Workshops are functioning in one of the hangars at Lecce. An excellent camp site has been prepared and is now partially occupied. The Reggiane aircraft at Leverano will remain there until the proposed aircraft holding unit has been established. Leverano airfield will continue to be used as a relief landing ground until the weather makes it unserviceable.

10. Frosinone. Normal training was continued with Baltimores and Canzetta 1007 aircraft. 183 Sorties were flown totalling approximately 100 hours flying. Output of the school during the month was 10 Pilots and 1 W/T Operator. 17 Pilots, 29 Navigators and 3 W/T Operators remain under training.

11. Ground Training. Col. WAREEN (USAAF) attached to the A.F.S.C. has been given the duty of supervising all training in the I.A.F., especially ground training which at present appears to be somewhat neglected, and which has not previously been the subject of close investigation by A.F.S.C.

Aircraft Safety.

12. R/T & Tower Control. Italian Air Force a/c are being equipped with R/T. All transport a/c should be fitted by the end of this year. The Main I.A.F. Airports (Lecce, Frosinone, Rosa Littorio, Roma Centocelle) are already equipped with towers for R/T control. The tower at Guidonia will be working in November. English speaking Italian Officers will be placed in the Allied Control Towers at Milan, Treviso, Pomigliano and Bari airfields in the near future.

13. I.A.F. Flying Control Organisation. Orders are now being prepared in the Italian Air Ministry, establishing a Flying Control Organisation similar to that used by the Allies.

Aircraft Construction.

14. It was discovered that Caproni's have been constructing a large four-engined aircraft (BL.308) capable of carrying 60 passengers, construction having been continued since the German occupation. Authority for the construction of six additional SM.82s has been passed to the Italian Air Ministry.

Restitution of Italian Military Aircraft from Spain.

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Restitution of Italian Military Aircraft from Spain.

15. At the beginning of the month information was received by the Italian Air Ministry that of the aircraft they had asked for authority to withdraw from internment in Spain, 3 SM. 82s and 1 Cant 314 had been ordered to leave Spain by the Spanish authorities, being serviceable interned aircraft with available interned crews. Approval by the Allied Military and Diplomatic authorities for the restitution of these aircraft was received only two days before the Spanish "ultimatum" expired. Two of the aircraft were flown successfully direct to Centocelle on 10th October, the third forced landing at Corvatori owing to lack of fuel. This aircraft proceeded to Rome shortly afterwards when minor repairs made necessary by the forced landing had been effected. The Cant 314 has not yet left Spain.

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Aircraft Holding Unit.

16. The Air Forces Sub-Commission is responsible for restricting the ceiling of aircraft being used by the Italian Air Force, the general policy being to ensure that in any flying branch of the service, aircraft surplus to the aircraft strength at the end of hostilities should be placed in reserve. To put this policy into effect, it is necessary to establish an Aircraft Holding Unit with adequate hangar space, and for this purpose efforts are being made to obtain the use of at least the runways and hangars of Gela del Colle for the I.A.F. This airfield is still under requisition to the U.S.A.A.F., though not at present in use by Allied Flying Units.

Italian Meteorological Services.

17. Major reporting stations were opened at Trieste, Verona, Peretta, and Cozzo Spadaro. No stations were closed. Further British equipment at reduced prices has been offered to the Italian Met. Service and it seems likely that the Radio-Sondes of American origin now operated by the Italians will be "loaned indefinitely". The general signals position is good but there has been considerable trouble with the Teletype machine and line at the Italian Air Ministry.

Intelligence.

18. Press. A careful watch is being kept on certain Italian newspapers which are publishing articles of a critical nature about the methods used by the I.A.F. For the most part these are harmless and of such poor quality as not to be worthy of special attention, but in some cases they name and accuse high ranking serving officers.

19. Privately Owned Aircraft. Privately owned civilian aircraft are still being discovered. They are nearly all unserviceable and intelligence reports do not indicate that any unauthorised flying is taking place.

20. Gliding. In the North, air-minded civilians and demobilised I.A.F. personnel were found to be organising flying clubs with a view to encouraging gliding and interest in aeronautics. They have been informed that all forms of flying - including gliding, are forbidden.

21. 'International Crisis'. An interesting example of the dangers of Italian misunderstanding of the Allied sense of humour occurred recently when, amongst others, a Lieutenant Colonel of the I.A.F. had his hat removed from an Allied mess by some ~~exhorant~~ R.A.F. aircrew. Rumour of this "personal insult" arrived back unofficially at the Italian Air Ministry with an addition to the story to the effect that he had demanded payment for a new hat. It was then decided that he would have to be replaced as he did not get on with the Allies. Investigation has, however, proved that he took the 'joke' in good part, and that it was the Allied Aerodrome Commander who ordered the price of the new cap to be provided by the practical jokers. Though this explanation has been made to this officer's superiors to their apparent satisfaction, Italian Air Ministry circles still believe that the pilots were endeavouring to give a personal insult to the officer concerned.

Visits.

22. The Director A.F.S.C. inspected I.A.F. Station, Centocelle. He also visited Greece in connection with subjects of common interest and in particular

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PART II - ORGANISATION AND ADMINISTRATION 2390

A.F.S.C. Staff Organisation.

23. Owing to the gradual reduction of the posted strength of A.F.S.C. because of Officers being posted without replacement, the services of a number of

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American Officers on an attached basis have been obtained. The arrival of these officers has enabled the Sub-Commission to increase considerably its supervisory activity particularly in the sphere of the Courier Service and restricting aircraft construction in North Italy. As the result of a general re-adjustment of Staff Duties reallocation was made as shown at Appendix "E".

Air Priorities System.

24. Air Priorities Board. Allied Commission Air Priorities Board has produced a comprehensive directive to be used as a guide by all screening, priorities and booking agents concerned with requests for air travel and booking on the Italian Military Courier Services.

25. Future Policy. The current policy is to relinquish control of the operation of the Board when Italian Military personnel are trained in tried Allied methods of dealing with air priorities and traffic. Until this goal is reached, however, the system will be closely supervised by Air Forces Sub-Commission.

Personnel.

26. Location and Strength of Units List. October brought the publication of the first monthly unit strength report by the I.A.F., a booklet-form order of battle, which provides an accurate, up-to-date picture of all Units, solves the problem of ration allotments, and carries answers to numerous other personnel problems. The report will be issued on the 20th of each month.

27. I.A.F. Companies Serving with Allies. The position of the Italian Air Force Companies has changed little during the month of October. The extra 3,000 allowed on establishment has now been withdrawn, but only one company out of the eleven has been withdrawn, and the remainder are still with their parent I.A.F. Unit, though not up to establishment strength of 285 per Company.

28. Changes at Naples. Several changes of senior personnel in the Naples (Campania) District have taken place following investigations of some incidents there, and the position is reported to be much improved.

Welfare.

29. Welfare. A movement has been started to revitalise I.A.F. welfare.

Equipment.

30. Captured Enemy Material. Under the terms of the latest AFHQ directive all material of Italian military origin, if not required by the Allies, is to be handed over to the Italian military authorities for maintenance of the armed forces. In accordance with this directive preparations were made for the hand-over to the I.A.F. of all ex-Air Force depots in Northern Italy. It is estimated that the hand-over will be completed in four to five weeks' time.

Motor Transport.

31. Captured Ex-Enemy Vehicles. Two first lists comprising 428 ex-enemy captured vehicles, including trailers and motor-cycles recovered from North

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32. Drivers' School. The schools formed at Giovinazzo and Nisida have now been closed, one Central School is being formed at Monterotondo and should be operating shortly. A syllabus has been prepared and an Instructors course arranged. It is expected this course will begin on the 15th November, or earlier if all the equipment has been assembled.

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Engineering.

33. Italian Fighter. There has been another improvement in the serviceability during the month which now stands nearly 65%. Spares are still difficult to obtain, but should soon be available from the stores depots in the North.

34. Italian Bomber-Transport. The serviceability remains at about 80% which reflects very favourably on the standard of maintenance. More G.12 aircraft are becoming available for the Courier Service which has also had more SM.79 aircraft added.

35. Allied type Aircraft. The serviceability of the Spitfires stands at 50%, while the serviceability of the P.39 aircraft has improved to 75%. To help with spares for the P.39 it has been decided to break-down 4 of the oldest P.39 aircraft. One of the tightest items still being propellers.

36. General. The military version of the SM.95 is now completed, has been air tested satisfactorily, and is awaiting disposal instructions. The first G.12 fitted with Alfa 126 engines is also nearly ready to leave the factory and should show improvement over the same aircraft fitted with Fiat A.74 engines. Italian Air Force aircraft and crew state as at 31st October, 1945, is shown at Appendix "D".

Milan Detachment.

37. Equipment - Visits. Visits have been paid to the Milan Office by French and Austrian Commission representatives with a view to recovery of Equipment of French and German origin. Visits of these representatives to the various I.A.F. Equipment Depots and other Units have been facilitated.

38. Inventories. Listing of the I.A.F. Armament Dumps and Stocks in the area are now practically complete for the Milan area.

39. Depots. The I.A.F. Clothing Depot at Serrapne School is now in course of being transferred to the Central Depot, Gallarate, and will be returned to the Education Authorities. Arrangements were made for the further systematization of depots and preservation of stores. Consideration is being given to the question of disposing of unwanted scrap metal, and tenders are being invited.

40. Release of I.A.F. Vehicles from Civil Firms. During the month several I.A.F. M.T. vehicles have been discovered held by civilian firms in Milan and District, and necessary release has been requested from H.Q. 2 District.

41. Allied Military Policy - Aircraft Industry. Steps have been taken to implement the decision that there shall be no Italian Civil Aviation or construction of Italian aircraft pending further statement of policy. Aeroplane and engine constructors have been informed that no permission to build new aircraft can be given in the immediate future and have been reminded that all work not specifically authorised prior to the receipt of this order must cease.

42. Results of Policy. Considerable hardship and unemployment has been occasioned by enforcement of this directive but aircraft firms have shown ready compliance and made every effort to divert their energies into other channels. The firms of S.I.A.I. (Savoia Marchetti) has turned to the production of fishing boats, bicycles, and a newly designed motor-propulsion unit for attachment to bicycles.

43. Future Policy. Firms are also seeking a contract for the recovery and

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43. Future Policy. Firms are also seeking a contract for the recovery and repair of ex-enemy vehicles. Other Firms are being encouraged to show similar initiative in the development of new enterprises, but this is not always possible when special circumstances obtain. An instance is provided by the Breda Firm at Sesto San Giovanni where it seems unlikely that useful alternative employment can be found for five hundred operatives suspended from the construction of a new 65-seater passenger plane.

44. Security. One or two unsuccessful attempts to rob I.A.F. storehouses have been reported. On two consecutive evenings civilians attempting to break into the

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the M.T. Depot at Sedriano were scared off by Carabinieri Guards. In Malpensa area the woods and sheds of R.A. have been pillaged for firewood and measures have had to be taken to prevent a recurrence. With the arrival of Winter there is likely to be foraging on an increased scale and security measures will have to be tightened accordingly. There is also a possibility of civil disturbances in one form or another. Application has been made to issue the R/A Headquarters with automatic rifles as a defence measure and so bring the I.A.F. in line with the Italian Army in this respect.

45. Accommodation - I.A.F. Personnel. The departure of 15th American Hospotel from Milan has enabled the requisitioning for I.A.F. of the R.A. Barracks adjoining the Administration Building, thus solving certain accommodation problems in Milan city and making possible a central self-contained organisation. With this exception no improvement has been shown generally in the availability of accomodation and cases continue to arise of the I.A.F. being forced to evacuate quarters to meet the demands of Allied Forces for winter billeting.

46. Release of Materials. Considerable difficulties have been experienced in obtaining the release of materials required either by the I.A.F. or A.F.S.C. It has been impossible to obtain spares essential for the repair of unserviceable Ford trucks as the Scrapped Vehicle Park at Monza has been "frozen" by the AFHQ. Application to No.2 District for an allocation of tyres and batteries has been refused on the grounds that all stores of this description are reserved exclusively for Army use. Application for release of I.A.F. radio equipment for I.A.F. use is long outstanding and no decision has yet been given.

47. Inspections. During the month, inspections and visits have been made to the following places: Avio Fiat at Vercelli, Aruna Airfield at Biella, R.A. Aircraft Engine and Spares Depot at Novara, Breda Works at Sesto San Giovanni, SIAI Marchetti at Sesto Celonde and Borgomanero, Central I.A.F. Store at Gallarate etc.

Padova Detachment.

48. Air Sea Rescue Seaplane Detachment - Treporti. Requirements of this Unit have received first priority and a motor car and a motor boat have been obtained during the month which should help increase efficiency. The importance of quick take-off's and constant manning of the operations line by intelligent personnel has been stressed.

49. Courier Service - Treviso. Some interruption to the Courier Service has been caused by torrential rain which put the field unserviceable. The Italian maintenance party seems to live in more harmony here with the R.A.F. than is usually found on jointly occupied fields.

50. Villafranca Airfields. These have now been vacated by all Allied Units. Reports that the permanent buildings had been auctioned to the natives were found to be exaggerated, when it was found that only some German prefabricated huts had been disposed of under M.E.D. 1E instructions.

51. 2nd Z.A.T. Accommodation and transport remain the major problems and it is unlikely that further housing will be available before Spring. It appears that Padova which virtually remains undamaged by bombing except in the vicinity of the station and bridges, has been chosen by the military authorities as the ideal site for various courses and schools which are to be located here in addition to all the Units of the 6th Armoured Division. Towns such as Ferrara

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52. Aircraft Work. The only legitimate activity in this Z.A.T. remains the overhaul of the GR 42's at Cerbo, this work is now virtually completed and several have been flown South. It is hoped shortly to make a tour of the very large area to discover if any unauthorised construction is taking pl[illegible]

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53. Salvage of Vehicles. Considerable numbers of Ex-Italian Air Force vehicles have now been gathered together at Gardolo, Bolzano and Padova. Substantial obstacles have impeded the salvage work such as lack of petrol due to C.I.P. strike, the reluctance of 2 District to release vehicles from C.E.M. dumps, and difficulty in obtaining space on the railways for transporting salvaged vehicles Southwards. These difficulties are being overcome.

54. Repair of Vehicles. Cygnonis at Gardolo employ 350 workers and have now some 300 vehicles to work on. It is hoped that they will be able to turn out 20 to 30 vehicles in November. An incipient strike of these workers at this firm was settled amicably. The S.I.B.C. Firm at Bolzano which has 150 vehicles to repair has made little progress on account of lack of petrol and repair facilities. It is hoped that this firm will be able to arrange sending vehicles by train to their main depot at Bologna.

Naples Detachment.

55. Nisida. The Italian Air Force Cadet Academy has now moved from its Naval premises at Brindisi to I.A.F. Station Nisida. Considerable reconstruction work is being carried out to improve the station. Courses of the Academy are of three years duration and intake of 15 cadets per year has been authorised by the Allies. The seaplane hangar is being used as an M.T. Park and repair shop for the Naples area, and will later also be used as a Cinema. 50 officers and 600 O.R's have been repatriated to their homes from being prisoners of war through the Nisida P.O.C. One ship has landed I.A.F. equipment from Sardinia. There has been little use of the base by Seaplanes. The M/T Drivers School has closed down.

56. Autocarrupo (S.&T. Column). The serviceability of the lorries has deteriorated very considerably as it is not possible to obtain certain essential spare parts. It is hoped that it will soon be possible to exchange many of the Ford lorries for Dodge lorries. A large number of ex-enemy vehicles continue to be received, and whilst many are only good for the scrap heap, yet some useful spare parts are often forthcoming. Also with patience and ingenuity a few road-worthy vehicles can be got out of the mess.

57. Factories. The work at all the factories in the Naples area is gradually coming to the end, and unless other orders are given in the near future, none of the factories here will have any work in hand for the I.A.F.

58. Italian Air Force Companies. Captain W. Basurto was appointed officer in charge of I.A.F. Companies on the 9th October vice Lt/Col. Polinca. Captain Basurto has contacted all the R.A.F. Officers concerned and discussed with them the future working of these Companies. An inspection has been made of all the Companies and it is believed that a general all-round improvement in their standing and deportment has been effected and will be maintained. The 24th Company working with 4 M.T.B.D. Vesuvius was disbanded on the 9th October, and the 8th Company working with 144 MU San Rocco, on the 27th October. All the personnel involved were sent to Bari by train.

A/C Eadie

A.CDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

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AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 20TH NOVEMBER, 1945.
Ref: AFSC/25/1/AIR.

3983

Declassified E.O. 12065 Section 3-402/NNDG NO. 785017

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APPENDIX "A".

SUMMARY OF COURIER WORK FOR THE MONTH OF OCTOBER 1945.

	Number of Flights.	Hours.	Passengers.	Material Kgs.
SM.79	244	414.00	1.306	45.540
SM.82	142	236.00	1.455	68.263
SEABEE VIC	55	101.00	302	13.141
DARTMOOR VIC	35	59.00	164	1.141
	476	810.00	3.727	128.095

SUMMARY OF OTHER FLYING BY T.A.F.

	Number of Flights.	Total Flying Hours.
Independent Squadron U.A.	59	27.00
Training School, Frosinone	177	94.00
Training School, Lecce	91	34.00
Pilots School, Leverano	283	105.00
Night Flying Squadron	53	20.00
Transport Wing	32	13.00
Baltimore Wing	135	45.00
Cent. Z.1007	6	18.00
Scopion Wing	45	85.00
Fighter Wing Lecce	388	649.00
	1.689	1.090.00

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476	840.00	3.727	128.095

SUMMARY OF OTHER FLYING BY I.A.F.

	Number of Flights.	Total Flying Hours.
Independent Squadron H.A.	59	27.00
Training School, Brosinone	177	94.00
Training School, Lecce	51	34.00
Pilots School, Lavarone	263	105.00
Night Flying Squadron	53	20.00
Transport Wing	52	13.00
Baltimore Wing	135	45.00
Unit. 2.1007	6	18.00
Somalia Wing	85	85.00
Fighter Wing Lecce	308	649.00
	1.689	1.090.00

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APPENDIX "D".

ORDERS COVERING RUNNING OF ALBANIAN REPATRIATION SERVICE.

Higher headquarters approved the continuance of the Tirana, Albania project designed to repatriate Albanians and Italians by air which was originally authorised by the Balkan Air Force. The scheme, as approved, will operate under the Officer in charge, A.M.F.S.C, A.C, Lecce Detachment, and the security authorities at Bari in accordance with the following instructions:

(a) Cant Z aircraft will be used to carry out the commitment unless extra lift is requested by F.S.S.

(b) Trips are limited to two Cant Z's on Mondays and Thursdays. This is in order that a standing commitment for preparation of passengers can be carried out.

(c) The pilot carries a pass signed by Officer Commanding Lecce Detachment, A.F.S.C. on behalf of A.C.S, A.F.S.C. This pass is one agreed upon originally by H.A.P, A.F.S.C. and Albanian Mission. It details crew members by name and the pilot is responsible that no other personnel are carried. Periodical checks before departure are made by a member of the Detachment at Lecce.

(d) Outgoing passengers are arranged by F.S.S. and are taken on at Bari by arrangement.

(e) Incoming aircraft carrying passengers always land at Bari where passengers are screened by F.S.S. If, for any reason, an aircraft cannot land at Bari, the Senior Italian Officer on the landing field, or the Italian Army Liaison Officer, is responsible for providing surface transport to Bari.

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Detachment, A.F.S.C. on behalf of A.C.S, A.F.S.C. This pass is one agreed upon originally by B.A.F, A.F.S.C. and Albanian Mission. It details crew members by name and the pilot is responsible that no other personnel are carried. Periodical checks before departure are made by a member of the Detachment at Lecce.

(d) Outgoing passengers are arranged by F.S.S. and are taken on at Bari by arrangement.

(e) Incoming aircraft carrying passengers always land at Bari where passengers are screened by F.S.S. If, for any reason, an aircraft cannot land at Bari, the Senior Italian Officer on the landing field, or the Italian Army Liaison Officer, is responsible for providing surface transport to Bari.

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APPENDIX "C".

REVIEW OF THE ACTIVITY OF THE ITALIAN MILITARY AIR COURIER SERVICE MAY TO OCTOBER.

1. Function. During the six months that have followed the ending of hostilities in Italy the Italian Air Force Medium Bomber and Flying Boat Wings have been fulfilling a substantial Air transportation commitment in the interest of the Government and rehabilitation of the country. Using principally Savoia Marchetti 79 land planes and Cansetto 506 Seaplanes they have maintained air services from Rome to Sicily, Sardinia, and all regions of the mainland.

2. Aircrew. Owing to the fact that no civil aviation has been allowed in Italy since the armistice and that no alternative flying employment has been open to Italian aircrew, the Courier Service has been able to employ exceptionally experienced aircrew personnel who had taken part in Italian civil aviation before the war. Many of the pilots were flying on the S. America and European Services before the war and have between four and twenty thousand hours in their log books.

3. Serviceability. The Medium Bomber Wing at Centocelle employ 3 Italian type aircraft (S.M.79, S.M.75 and C.42) and an average serviceability of 75% is maintained. The Seaplane Wing employs three Cant 501's on Courier work and maintain an average serviceability of 66 2/3 %.

4. Accident Rate. There have been 3 accidents of Courier Service aircraft since May 1st. None of these accidents involved any damage to passengers or freight, and in each event the aircraft was repaired with between 2 and 3,000 man hours. The work was carried out on two occasions by I.A.F. workshops and in the third case by the makers (Savoia Marchetti's). In each case the accidents were due to swinging and collapse of the undercarriage, and in each case there was a certain amount of excuse for the pilot. - mechanical failure of flaps - loss of a motor and a strong cross wind. A low accident rate of one accident per 1,400 flying house (nil fatal) has, therefore, been maintained.

5. Achievement. Since the cessation of hostilities in Italy 16,658 passengers have been given air transportation and 1,431,088 lbs of baggage and freight. An average of approximately 700 flying hours monthly have been flown on scheduled Courier Services thus producing a monthly total of some 120,000 air miles flown.

6. Air Priorities Board. Permission has recently been given for the Courier Service to be extended to Allied personnel not on the strength of the A.C. A Priorities Board has been set up to ensure that the best possible use is made of all available space on the Courier Service and with a view to instructing the Italians in Allied methods of handling Air Transportation.

7. Conclusions. Despite the inferiority of Italian Air Force technical resources, the Courier Service has achieved a remarkable record in fulfilling such extensive commitments with no loss of aircraft, passengers or freight. Their success in doing this has been due to the fact that they have been able to use experienced pilots, to the technical proficiency of their mechanics, and to the good leadership and organisational ability of the Commanding Officer of the Bomber Transport Wing, LT/COL. MENERE. Acknowledgement is also due to the willing co-operation of the Italian Air Ministry, and to the work of the Despatch Office of the Allied Commission.

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ally experienced aircrew personnel who had taken part in [illegible] before the war. Many of the pilots were flying on the S. America and European Services before the war and have between four and twenty thousand hours in their log books.

3. Serviceability. The Medium Bomber Wing at Centocelle employ 3 Italian type aircraft (S.M.79, S.M.75 and G.12) and an average serviceability of 75% is maintained. The Seaplane Wing employs three Cant 501's on Courier Work and maintain an average serviceability of 66 2/3 %.

4. Accident Rate. There have been 5 accidents of Courier Service aircraft since May 1st. None of these accidents involved any damage to passengers or freight, and in each event the aircraft was repaired with between 2 and 3,000 man hours. The work was carried out on two occasions by I.A.F. workshops and in the third case by the makers (Savoia Marchetti's). In each case the accidents were due to swinging and collapse of the undercarriage, and in each case there was a certain amount of excuse for the pilot. - mechanical failure of flaps - loss of a motor and a strong cross wind. A low accident rate of one accident per 1,400 flying house (nil fatal) has, therefore, been maintained.

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APPENDIX "D".

ENGINEERING REPORT AD AIRCRAFT SQNS - I.A.F. AS AT 31.10.45.

		Strength	Serviceable	Crews.
FIGHTER WING.				
Lecce	P.39	32	29	
"	Re.153	1	1	
"	M.C.202	2	2	
"	Spitfire	12	6	
"	Re.205	18	10	
"	Re.202	18	15	
		83	63	190
LIGHT BOMBER & TOWER/TRANSPORT WING.				
Foggia	M.167	28	23	
Minate	M.167	2	2	
Gudionia	S.82	13	8	
Centocelle	S.82	4	4	
Lecce	S.82	4	2	
"	Cant.Z.1007	4	3	
Fresinone	Cant.Z.1007	2	2	
Minte	Cant.Z.1007	1	-	
Centocelle	S.79	28	24	
"	S.84	3	2	
"	S.73	1	-	
"	G.12	4	3	
"	S.M.82	1	-	
		95	73	137
COMBINABLE STORES DEPOT.				
Lecce	P.39	41	--	-
SPECIAL DUTY.				
Taranto	Cant.Z.506/B	6	5	
Elmas	Cant.Z.506/B	2	1	
Brindisi	Cant.Z.501	9	7	
"	Cant.Z.506/S	2	2	
Venice	Cant.Z.506/S	1	1	
"	Cant.Z.506/B	1	1	
Taranto	Cant.Z.506/B	2	2	
Elmas	Cant.Z.506/B	2	1	
Taranto	Cant.Z.506/S	1	-	

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		83	63	190	
LIGHT BOMBER & BOMBER/TRANSPORT WING.					
Rome	M.187	28	23		
Ribate	M.187	2	2		
Guidonia	S.82	13	8		
Centocelle	S.82	4	4		
Lecce	S.82	4	2		
"	Cant.Z.1007	4	3		
Frosinone	Cant.Z.1007	2	2		
Littorio	Cant.Z.1007	1	-		
Centocelle	S.79	28	24		
"	S.84	3	2		
"	S.73	1	-		
"	G.12	4	3		
"	SAI.207	1	-		
		95	73	137	
COMMANDO STORES DEPOT.					
Lecce	P.50	41	-	-	
SEAPLANE UNIT.					
Taranto	Cant.Z.506/B	6	5		3975
Elmas	Cant.Z.506/B	2	1		
Brindisi	Cant.Z.501	9	7		
"	Cant.Z.506/S	2	2		
Venice	Cant.Z.506/S	1	1		
"	Cant.Z.506/B	1	1		
Taranto	Cant.Z.506/B	2	2		
Elmas	Cant.Z.506/B	2	1		
Taranto	Cant.Z.506/S	1	-		
Elmas	Cant.Z.506/B	3	2		
Taranto	Cant.Z.501	4	3		
"	Ro.44	7	4		
Venice	RS.14.	1	1		
		41	28	58	

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AUTONOMOUS SQUADRONS.		Strength	Serviceable	Crews.
Unità Aeree.				
Prilese (Bari)	Ca.314	3	2	
"	Ca.313	1	-	
"	Ca.310	1	-	
"	Ca.309	2	1	
"	Ro.2001	3	-	
"	SAI.202	3	1	
Centocelle	SAI.204	1	1	
"	SAI.202	1	1	
"	Ca.309	1	1	
"	Ro.2001	2	1	
Urbe	SAI.202	1	1	
Udine	Fi.156	1	1	
Lizzate	SAI.202	1	-	
"	Ca.309	1	1	
" (ant)	Cr.42	2	2	
Verpiate	S.79	1	-	
Allied Con.	SAI.202	1	1	
		26	14	65
AUTONOMOUS SQUADRON - SARDINIA.				
Monserrato	S.79	1		
Ollolai	SAI.202	1		
		2		2
AUTONOMOUS SECTION.				
Urbe (Rome)	S.79	1	1	
"	S.75	2	2	
		3	3	3
SCHOOLS.				
Lecce	Mc.200	11	3	
"	Fi.305	3	3	
"	G.50	1	-	
"	Cr.42	5	4	
"	Ca.164	4	1	
"	SAI.200	1	-	
"	G.8	1	1	
Lavarano	Mc.200	1	-	
"	Ca.164	2	-	
Grottaglie	Cr.42	1	1	
Foggia	F.59	6	2	
"	Caproni			

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" (Rmt)	Cr.42	1	-	
Verpiato	S.79	1	1	
Allied Com.	SAI.202			
		26	14	65

AUTONOMOUS SQUADRON - SANTEVIA.

Monserrato	S.79	1		
Olbia	SAI.202	1		
		2		2

AUTONOMOUS SECTION.

Urbe (Rome)	S.79	1	1	
"	S.75	2	2	
		3	3	3

SCHOOLS.

Lecce	Mc.200	11	3	
"	FN.305	3	3	
"	G.50	1	-	
"	Cr.42	5	4	
"	Ca.164	4	1	
"	SAI.200	1	-	
"	G.8	1	1	
Lavorano	Mc.200	1	-	
"	Ca.164	2	-	
Brindisi	Cr.42	1	1	
Lecce	P.39	6	2	
"	Spitfire	2	2	
Frosinone	M.187	5	3	
"	SAI.202	1	1	
		44	22	116

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REPAIR/SHORS.		Strength	Serviceable	Crews.
Fighter (Lecce)	P.39	8	..	
"	Mc.205	18	1	
"	Mc.202	10	-	
"	S.M.202	7	3	
"	Ju.87	2	..	
"	F.L.3.	2	2	
"	Dr.20	1	1	
B/T. "	S.82	4	-	
"	S.79	1	-	
S.V. Taranto.	Cr.314	3	-	
"	Cr.310	1	..	
Centocelle	S.79	4	..	
"	S.84	1	..	
Seaplane Taranto	Cz.506/A	13	-	
"	Cz.506/C	1	-	
"	Cz.506/S	2	-	
"	Cr.501	11	-	
"	RS.14	1	-	
Sardinia	G.50	1	-	
Lavorano	Mc.2001	7	..	
Lavorano	Mc.2002	15	..	
Lavorano	Mc.200	14	-	
Lavorano	Cr.42	1	-	
Lavorano	G.8	1	-	
Lavorano	Cr.164	1	-	
Brindisi	RS.14	2	-	
		132	7	0
TOTALS:		407	210	573

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	"	Ca.501	1	-	
	"	BS.14	1	-	
Sardinia		G.50	7	-	
Lavorano		Re.2001	15	-	
Lavorano		Re.2002	14	-	
Lavorano		Ro.200	1	-	
Lavorano		Cr.42	1	-	
Lavorano		G.8	1	-	
Lavorano		Ca.164	2	-	
Brindisi		BS.14			
			132	7	0
		TOTALS:	407	210	573

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APPENDIX "E".

ALLOCATION OF STAFF DUTIES IN A.F.S.C.

POST.	OFFICER FILLING.	DUTIES.
DIRECTOR	A/V/M I.E. BRODIE CMG.	
DEPUTY DIRECTOR	BRIG/GEN. W.L. LEE.	
ASST/DEPUTY DIRECTOR	COL. WORDEN.	Ground and Air Training.
AIR STAFF.		
Senior Staff Officer.	W/CDR. BISSEE.	O.C. H.Q. A.F.S.C. Unit. Co-ordination and allocation of air staff work. Preparation of Policies, Appreciations, Operational orders to cover all flying, training and Courier Services, Air Reports and Minutes of Staff conferences. R.A. Cadet College. Italian Civil Aviation.
Air I.	LT/COL. MAREK.	Personnel matters in connection with Americans in A.F.S.C. Collection of details for policy letters, appreciations and Air Staff operational orders and Air Reports. Airfields, dorequisitioning and guards etc.
Air II.	MAJOR SASS.	Aircraft safety. Airfield Fire Fighting efficiency. Fighter, A.B.S. Flying and Navigational Training. Flying Control at all aerodromes, and Flying Control Courses. Substitute for Air III when latter is not available.
Air III.	MAJOR GILDAY.	Courier Services, flying and training (includes seaplanes). Executive Officer of T.A.F. Courier Service Pri[illegible] Board. Inspector of Courier Services to ensure reduction of abuses

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		Operational orders to [illegible] flying, training and Courier Services, Air Reports and Minutes of Staff conferences. R.A. Cadet College. Italian Civil Aviation.
Air I.	LT/COL. MAHER.	Personnel matters in connection with Americans in A.F.S.C. Collection of details for policy letters, appreciations and Air Staff operational orders and Air Reports. Airfields, dorequisitioning and guards etc.
Air II.	MAJOR SASS.	Aircraft safety. Airfield Fire Fighting efficiency. Fighter, A.F.S. Flying and Navigational Training. Flying Control at all aerodromes, and Flying Control Courses. Substitute for Air III when latter is not available.
Air III.	MAJOR GILDAY.	Courier Services, flying and training (includes seaplanes). Executive Officer of I.A.F. Courier Service Pri[illegible] Board. Inspector of Courier Services to ensure reduction of abuses to a minimum and maximum safety of passengers. Deputy Aircraft Safety Officer, paying particular attention to Courier aerodromes. Special requests for Air Transport (I.A.F. and also Allied).

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ORGANISATION, ADMINISTRATION & SERVICES.

Org I.	S/LDR. MARSHALL assisted by MAJOR SANSOM.	Control of Movement I.A.F. Air, Rail and Sea Transport I.A.F. (Personnel & Mail).

Continued/2.....

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POST.	OFFICER WILLING.	DUTIES.
Org: I (Contd)		Utilisation of Manpower I.A.F. Prisoners of War I.A.F. and kindred matters. Welfare and Medical I.A.F. Administration Courses I.A.F. Personnel matters I.A.F. Organisation & Administration I.A.F. Establishments I.A.F. Subsidiary Units, depots etc (not airfields) I.A.F. Requisitions and Requisitioning. I.A.F.
Unit Adjutants	F/Lt. Tilly.	Responsible for unit administration and I.A.F. personnel. Records and Returns. A.F.S.O. Establishments.
Equipt. Off. Wkr. M.T.		Duties as laid down by Head of section.

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Naples

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, C.M.F.

MONTHLY AIR REPORT NO. 32 - AUGUST, 1945.

SECRET.

List of Appendices.

Appendix "A" - Summary of Courier Transport work for the month of August, 1945.

Appendix "B" - Summary of other Flying by I.A.F. Units

Appendix "C" - Aircraft State - I.A.F. as at 31st August, 1945.

Appendix "D" - Italian Air Force Station, Nisida.

PART I - AIR STAFF.

I.A.F. Operational Command.

1. The Italian Air Force General Staff on the instructions of A.F.S.C. are considering closing down the Operational Command (Unita Aeree) at Bari.

2. Consultations have taken place between A.F.S.C. and the General Staff with a view to obtaining improved Staff Organisation in the I.A.F. with particular reference to the running of the Courier Service. The intention of the A.F.S.C. is to ensure adequate control by the General Staff and Sub-Commission of the Courier Service and other flying units, and to work for improved coordination between the Air and Administration sides of the I.A.F.

Fighter Wing.

3. The Wing has continued to carry out training within the prescribed limits laid down by A.F.S.C. 800 Flights were made comprising 523 hours 30 minutes. A general improvement has been noticed in flying discipline and formation flying. There have, however, been five accidents during the month, 3965 of them fatal.

Light Bomber Wing.

4. Three Baltimores have now been modified for transport work out of the Wing's strength of 31 aircraft. 158 flights were made during the month totalling 115.40 flying hours.

Seaplane Wing.

At the beginning of the month the A.O.C.

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Light Bomber Wing.

4. Three Baltimores have now been modified for transport work out of the Wing's strength of 31 aircraft. 158 flights were made during the month totalling 115.40 flying hours.

Seaplane Wing.

5. Seaplane Base - Venice. At the beginning of the month the A.O.C. flew fro... Lake Bracciano (Rome) to the lagoon at Venice in connection with establishing a seaplane base for Air Sea Rescue operations. Owing to Naval requirements at Venice the original I.A.F. Seaplane Base at St. Andrea is not available for reoccupation, and the vicinity of the Lido was unsuitable because of inadequate water at low tide. The Fort of Tre Porti several miles North of Lido Island was therefore selected. This is the best stretch of water for Seaplanes in the Venice area, and is the site of the last Scheider Trophy Race to be held in Italy.

Continued.....

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6. Seaplane Base - Nisida. This is no longer used for the Co rier Service to Sardinia which now runs to Lake Bracciano. Seaplanes periodically operate from Nisida towing drogues for Italian Navy A.A. practice.

7. Flying Time Analysis. 4 Sorties on Air Sea Rescue totalling 16 hours 45 minutes were flown with negative results. 16 hours 35 minutes drogue towing was carried out, and 155 hours 15 minutes on Courier Service and special flights. Total flying hours were 168 hours 35 minutes.

Bomber/Transport Wing.

8. No. 2 Squadron (Centocelle) - SM. 79s. The Courier Service has continued throughout the month. An analysis of the loads lifted during the month is shown at Appendix "A".

9. No. 38 Squadron (Lecce) - CZ. 1007s. Two accidents have occurred with these aircraft during the month, one of which it is considered may have been due to structural failure. It is intended that these aircraft shall be employed chiefly on observer training. It is probable that the squadron will take over SM.79s or 82s as No. 2 Squadron is reequipped with G.12s in process of completion in North Italy.

10. No. 1 Squadron (Lecce) - SM. 82s. A considerable increase in the use of SM. 82s for air transport has been effected. In addition to the special flights made to Tirana for repatriating Italians, these aircraft have been used for augmenting the Courier Service between Lecce and Rome. After a CZ. 1007 accident at Centocelle on 15th August, orders were given that all flights to Tirana were to be made with SM. 82s. An interesting lift was carried out by one of the SM.82s which carried a load of 7,650 lbs including a Fiat car, from Lecce to Guidonia.

11. An analysis of the work carried out by Nos. 1 and 38 Squadrons is shown at Appendix "A".

Training.

12. Refresher Flying School, Leverano. The school has continued normal training during the month, and all pupils have succeeded in going solo. Flying carried out is shown at Appendix "B". This school is due to move to Lecce under the winter [illegible] ployment scheme.

13. Flying Control School - Lecce. The first course was completed on August 24th with the examination of all pupils. It is understood that all did very well and benefited by the course. All concerned were very enthusiastic and keen to adopt the control system taught.

14. Light Bomber O.T.U. - Frosinone, etc. During the month of August, 112 hours 30 minutes were flown by aircraft of the school. Personnel under training consist of 29 pilots, 4 W/T Ops and 19 Navigators, the latter from the I.A.F. Academy. As none of these Navigator Cadets has had any flying they are getting their practical training on Cant 1007 aircraft in batches of four for each flight.

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with these aircraft during the month, one of which it is considered may have been due to structural failure. It is intended that these aircraft shall be employed chiefly on observer training. It is probable that the squadron will take over SM.79s or 82s as No. 2 Squadron is reequipped with G.12s in process of completion in North Italy.

10. No. 1 Squadron (Lecce) - SM. 82s. A considerable increase in the use of SM. 82s for air transport has been effected. In addition to the special flights made to Tirana for repatriating Italians, these aircraft have been used for augmenting the Courier Service between Lecce and Rome. After a CZ. 1007 accident at Centocelle on 15th August, orders were given that all flights to Tirana were to be made with SM. 82s. An interesting lift was carried out by one of the SM.82s which carried a load of 7,650 lbs including a Fiat car, from Lecce to Guidonia.

11. An analysis of the work carried out by Nos. 1 and 88 Squadrons is shown at Appendix "A".

Training.

12. Refresher Flying School, Loverano. The school has continued normal training during the month, and all pupils have succeeded in going solo. Flying carried out is shown at Appendix "B". This school is due to move to Lecce under the winter redeployment scheme.

13. Flying Control School - Lecce. The first course was completed on August 24th with the examination of all pupils. It is understood that all did very well and benefited by the course. All concerned were very enthusiastic and keen to adopt the control system taught.

14. Light Bomber O.T.U. - Frosinone, etc. During the month of August, 112 hours 30 minutes were flown by aircraft of the school. Personnel under training consist of 29 pilots, 4 W/T Ops and 19 Navigators, the latter from the I.A.F. Academy. As none of these Navigator Cadets has had any flying they are getting their practical training on Cant 1007 aircraft in batches of four for each flight.

15. During the month there has been a change of C.Os that has on the whole improved morale, which continues however, to be rather low owing to the uncertainty of the future of the O.T.U. Visits were paid to the Station during the month by the A.O.C., (A.F.S.C.) and by Air I. The O.T.U. is scheduled to move to Lecce under the winter redeployment programme.

Aircraft Safety.

16. The attachment has been terminated of the two officers from Aircraft

Continued.....3

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Safety, MED/ME, who were charged with reporting on Flying Control and Air Sea Rescue in the I.A.F. and making recommendations for improvement. Considerable improvement has been effected in this field as a result of their valuable attachment. Responsibility for dealing with Italian Aircraft Safety as touching Allied interests now reverts to the Air Staff of A.F.S.C.

Civil Aviation.

17. Policy. At the request of the Chief Commissioner, the policy of permitting Italians at least to plan their Civil Aviation is under consideration by higher authority. It came to light that the firm of A.V.I.A. at Vercelli has been manufacturing light aircraft. These aircraft havecnow been grounded and the question of the firm continuing production is under consideration by higher authority.

18. Production. Authority has been given for the construction by Fiats, Turin, of a further eight G.12s tri-motor passenger aircraft making a total of 20 aircraft of this type for use by the I.A.F. Courier Service. The prototype SM.95 - 4 motor civil version transport aircraft is about to be flown to U.K. for R.A.E. trials.

19. Policy Discussions. A number of important subjects were amicably discussed with the Italian C.A.S. and the Air Minister among those being flying technique, physical fitness, moves of units to winter stations, formation of an Aircraft Holding Centre, disbandment of the Units Aerea Command, the future of the Minister's Communication Flight, the retirement of Senior Officers, and the protection of certain officers who have satisfactorily helped the Allies against adverse political action.

Intelligence.

20. Inventions. The month of August brought a sudden flood of inventors and inventions to the Intelligence Sections. In view of the imminent departure from the Mediterranean theatre of all Technical Air Intelligence personnel, a new policy was agreed with H.Q. MED/ME whereby fullest details are first obtained from the inventors on paper so that their schemes can be forwarded directly to the competent authorities in London and Washington by H.Q. MED/ME for a decision as to whether or not they are worth being pursued.

21. Epuration. The High Commissioner for Epuration attempted to reopen the case against Colonel REMONDINO, A.C.A.S. of the I.A.F., which had been closed in January by order of the Chief Commissioner on security grounds. Further information was forwarded to the Epuration Commission, which the end of the was had made it possible to release, with the result that the case against Remondino and a number of officers who worked with him is now satisfactorily and finally disposed of.

3982

22. Republican Air Force Personnel. As a result of a new A.F.H.Q. ruling in the matter, conditional permission was given for all ranks of the Republican Air Force are formerly under house arrest in northern Italy to return to their homes in the south. This permission had previously been granted only to officers and C.Rs. The new ruling

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3702

22. Republican Air Force Personnel. As a result of a new A.F.H.Q. ruling in the matter, conditional permission was given for all ranks of the Republican Air Force are formerly under house arrest in northern Italy to return to their homes in the south. This permission had previously been granted only to junior officers and O.Rs. The new ruling should help to improve the situation of the I.A.F. in the north as well as solving the economic problems of the individuals themselves.

23. Security. The routine security check-ups on new appointments in the I.A.F. maintained its normal flow throughout the month.

Signals.

24. Good progress has been made fitting the R/T. A/C with radio/telephony, some 15 A/C being completed at the end of this month.

Continued.....4.

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25. Every effort is being made to complete the C..V. Installation at Venice, by the 20th of September, and the channels of communication between the A.S.C. at Bologna and the C.A.V. at Venice have been arranged.

Meteorology.

26. During the month reporting stations were opened at Aosta, Bormio, Passo della Cisa, Colico, Passo dei Giovi, Novi Ligure and Trento. In addition, arrangements were made to open, during September, the stations at Parma, San Remo, Verona, Capo Mele, Capo Noli, Piacenza, Balzano, Sopraboizano, Palmaria, Porretta and Dressanone. The opening of ILK at Milan and ILS at Padua completed the reorganisation of the Italian Regional transmitters.

27. Italian operators are now working in conjunction with Americans at many of the American "RAOB" (Upper Air Temperature Radio Ascents) stations and will shortly be capable of assuming full responsibility for the ascents, including the maintenance of the instruments. At the Italian Air Ministry, Italian teletype operators are working in conjunction with American operators, but, owing to language difficulties, they are unable to work without supervision. It is hoped to overcome this, by adopting the international "Q" Code over all of the Allied Weather Teletype Network.

Visits by A.O.C.

28. The A.O.C. visited the intended Italian A.S.R. Seaplane Base and the airfield at Venice. He subsequently visited the Provincial Commissioner at Padova, 5th Army H.Q. and airfields and M.T. dumps in the Balzano-Trento area.

29. Tailpiece. Overheard at the Long Bar of the Hotel Milano.

Lt. Col. A. "I am off to Milan tomorrow".

Lt. Col. B. "Take my tip and fly in one of those three engined Italian jobs".

A. "What!! Everyone I know turns up his nose at the mention of Italian aircraft".

B. "I am afriad you're biased like so many others, old man. If I had the choice I would always travel in one rather than in a Dakota. They are far more comfortable and steady, and at least you get a perfect view of the scenery".

3961

PART II - ORGANISATION AND ADMINISTRATION.

30. Deputy Directorship of A.F.S.C. Brigadier General Lucas V. Beau, Jr. (011175) M.A.F.S. was appointed Deputy Director on the 15th August, 1945, and on the 1st September, 1945, Brigadier General William L. Lee, (017465), 15th Air Force, took his place.

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3301

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31. New A.F.S.C. Interim Directive consequent upon the Reorganisation of Allied Higher Authority. Resulting from the disbanding of Mediterranean Allied Air Forces into its two parts, namely, R.A.F. MED/ME and U.S. AAF/MTO, a revised interim directive for the A.F.S.C. was received from A.F.H.Q., bringing the A.F.S.C. under a newly formed Mediterranean Allied Air Committee for technical matters, and under the Chief Commissioner (A.C., Italy) for broader matters.

32. Proposed Reorganisation of the Italian Air Force. After a brief discussion with the Italian C.A.S., a paper suggesting the reorganisation of the Italian Air Ministry and Air Force formations on the lines of similar Anglo/

Continued.....5.

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American organisations was forwarded to the Italian Air Ministry as a basis for discussion. The intention is to obtain greater overall efficiency through better coordination in the I.A.F.

Personnel.

33. Ex-Cooperator Companies. The eleven ex-cooperator companies now known as Italian Air Force Companies, have proved to be a disappointment, and a policy letter was received from Headquarters, R.A.F. MED/ME indicating that German prisoners would replace them. The Chief reason for the troubles encountered was that the companies were composed of personnel of other services, chiefly Italian Army, awaiting their discharges and unwilling to wait, and the consequent dissatisfaction with Italian rations after drawing British rations.

34. Control of Movement. Very few demands have been received for I.A.F. personnel to go beyond the Morgan line to the east of Trieste, and it is hoped that the permission of XXII Corps will be obtained to instal an I.A.F. post in Trieste and later in Gorizia and Pola to help personnel in those areas and to guard salvage material.

Motor Transport.

35. Salvage. Salvage of M.T. in Northern Italy is progressing satisfactorily. Vehicles required by I.A.F. from captured enemy vehicle parks have now been released by the 5th Army to A.F.S.C. An agreement has been come to with Caproni at Cardola (Trento) and S.A.B.O. of Bolzano with the I.A.M. to repair and thoroughly overhaul all recovered vehicles. Approximate number of vehicles listed 250. A detachment of the Autogruppo di Manovra is moving from Padua to assist in this work.

36. Ex-enemy Vehicles. An agreement has been reached with Headquarters No. 21/4 Group to hand over to this A.F.S.C. for disposal all ex-enemy vehicles of Italian Air Force Origin handed in from R.A.F. Sources. A vehicle park will be formed at Naples and in the Udine area.

37. Drivers Schools. M.T. Drivers Schools of instruction have been started at Giovinazzo and Nisida. Flying Officer Arnett has submitted a syllabus for instruction and is at present visiting both schools.

38. The Autogruppo di Manovra, is now operating as follows:- 3960

Headquarters	No. 3 Z.A.T.	ROME
Detachment	No. 1 Z.A.T.	MILAN
"	No. 2 Z.A.T.	PADUA
	A.F.S.C.,	NAPLES.

The detachment at Giovinazzo is being discontinued with the exception of vehicles required at the M.T. School for driving instruction.

General Situation in Northern Italy.

39. Equipment of ex-enemy origin. The [illegible] and materials from Sub [illegible]

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guard salvage material.

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36. Ex-enemy Vehicles. An agreement has been reached with Headquarters No. 214 Group to hand over to this A.F.S.C. for disposal all ex-enemy vehicles of Italian Air Force Origin handed in from R.A.F. Sources. A vehicle park will be formed at Naples and in the Udine area.

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The detachment at Giovinazzo is being discontinued with the exception of vehicles required at the M.T. School for driving instruction.

General Situation in Northern Italy.

39. Equipment of ex-enemy origin. The progress of transferring equipment and materials from Sub-Depots to the Central Depot Gallarate is moving steadily, but with the promise of additional Ex-Republican Air Force from the Bolzano area equipment etc. should be speeded up. The transfer of equipment from Sub-Depots Caravaggio, Lonate, San Antonio, Castano Primo to Gallarate have been completed. Requests for equipment and materials have decreased considerably during the month.

40. Balsano Area Steady progress has been made in the salvage of lorries and trucks in this area. It is hoped that as they become serviceable, these in turn can be used to bring in further equipment, as the great shortage of trucks throughout the North has hampered salvage operations since the first day of the liberation.

Continued.....6.

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41. Flying Activity. The various Met and Baltimore Flights and the Courier Services which fly from Linate and functioned with increased precision and regularity. Many important personages have been transported by the Courier Service to their complete satisfaction.

42. Inspections. Visits of inspection have been made by A.F.S.C. Officers to the Reggiane Works at Reggio Emilia, the Avia Works at Vercelli, & S.I.A.I. Works at S.Anna and Vergiate.

43. Industrial Position. Aeroplane and engine constructors in the North universally claim that their financial situation is critical. They state that they have large and long outstanding claims on the late Republican Government and the R.A. and though working at low pressure they are still obliged by law to retain a full pay roll. Written statements have been submitted to Rome, & though little sympathy can be felt for the bad debts, any premature bankruptcy before re-deployment to peaceful industries can be carried out, would only worsen the unenviable lot of many thousands of people.

44. It was the German policy to give employment to as many people as possible in the North, to avoid discontent and unless the Italian Government gives credit to these firms the increased numbers without jobs will be an added source of trouble later.

45. Nisida (Naples). A seaplane Servicing Section has been formed to service Seaplanes operating with the Italian Navy from this base, which is no longer used for Courier Seaplanes. The Reception Centre for P.O.Ws is accounting for 16 Officers, 58 N.C.Os and 742 O.Rs. During the period July to August 1500 veterans have been passed through the unit. Details of the history of this base are shown at Appendix "D".

46. Equipment. Approximately 70 tons of Clothing and Accoutrements have been received at Nisida from Middle East and 114 M.U. This is now being transferred to Mungivacca. 70 demands have been made on Allied Sources for equipment for the I.A.F.

47. Engineering. Report for August together with Aircraft State as at 31st August is at Appendix "C".

48. Morale. Morale of the Italian Air Force remains unchanged and until some policy concerning the future is promulgated no improvement can result. The enormous number of Senior Officers at the top, the freezing of all promotion, increased cost of living combined with uncertainty as to the future, are discouraging factors to even the keenest.

I.E. BRODIE,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 24TH SEPTEMBER, 1945.

3954

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REF: AFSC/25/1/AIR.

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DISTRIBUTION.

M.A.A.C., Secretariat. (6 copies) (2 for Historial 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

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APPENDIX "A".

SUMMARY OF COURIER WORK FOR THE MONTH OF AUGUST, 1945.

	Number of Flights.	Hours.	Passengers.	Material Kgs.
SM. 79	489	569.20	1195	69,485
SM. 82	95	249.50	966	41,659
Seaplane Wing	56	120.05	366	12,628
Cant 1007	44	54.10	177	10,361
Baltimore Wing.	36	53.05	95	2,490
TOTALS:	720	1046.30	2799	137,623

APPENDIX "B".

SUMMARY OF OTHER FLYING BY I.A.F.

	Number of Flights.	Total flying hours.
INDEPENDENT SQUADRON U.A.	94	78 hrs 35 mins
TRAINING SCHOOL, FROSINONE	236	123 " 10 "
TRAINING SCHOOL, LECCE.	97	67. " 45 "
PILOTS SCHOOL, LEVERANO.	678	310 " 10 "
TRANSPORT WING.	21	9 " 25 "
BALTIMORE WING.	122	62 " 35 "
TOTALS :	1,248	651 hrs 40 mins

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TOTALS :	1,248	651 hrs 40 mins

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APPENDIX "

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 31ST. AUGUST, 1945.

FIGHTER WING.		STRENGTH.	SERVICEABLE.	CREWS.
LECCE	P.39	32	11	
LECCE	P.39	14	7	
LECCE	CA. 133	1	1	
LECCE	SAI. 202	2	2	
LECCE	SPITFIRES	12	8	
LECCE	MC. 205	26	14	
LECCE	MC. 202	26	15	
		113	58	216

LIGHT BOMBER & BOMBER/TRANSPORT WING.				
ROME	M.167	31	27	
LECCE	CANT. Z.1007	5	3	
FROSINONE	CANT. Z. 1007	2	1	
CENTOCELLE	SM. 79	25	13	
URBE	SM. 79	1	1	
LECCE	SM. 82	18	8	
CENTOCELLE	SM. 84	4	2	
CENTOCELLE	SM. 75	1	1	
CENTOCELLE	G. 12	2	2	
CENTOCELLE	SAI. 202	1	-	
		90	58	129

CONSUMABLE STORES DEPT.				
LECCE	F. 39	31	--	--

SEAPLANE WING.				
TARANTO	CANT. Z.506/B	7	5	
ELMAS	CANT. Z.506/B	2	1	
BRINDISI	CANT. Z.501	10	9	
BRINDISI	CANT. Z.506/S	3	3	
BRINDISI	CANT. Z.506/B	1	1	
TARANTO	CANT. Z.506/B	2	2	
ELMAS	CANT. Z.506/S	3	2	
TARANTO	CANT. Z.501	3	3	
TARANTO	R.S. 14	8	4	
		42	32	76

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AUTONOMOUS SQUADRONS.

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LECCE	CANT. Z.1007	5	3	
FROSINONE	CANT. Z. 1007	2	1	
CENTOCELLE	SM. 79	25	13	
UDBE	SM. 79	1	1	
LECCE	SM. 82	18	8	
CENTOCELLE	SM. 84	4	2	
CENTOCELLE	SM. 75	1	1	
CENTOCELLE	G. 12	2	2	
CENTOCELLE	SAI. 202	1	-	
		90	58	129

CONSUMABLE STORES DEPT.

LECCE	P. 39	31	--	--

SEAPLANE WING.

TARANTO	CANT. Z.506/B	7	5	
ELMAS	CANT. Z.506/B	2	1	
BRINDISI	CANT. Z.501	10	9	
BRINDISI	CANT. Z.506/S	3	3	
BRINDISI	CANT. Z.506/B	1	1	
TARANTO	CANT. Z.506/B	2	2	
ELMAS	CANT. Z.506/S	3	2	
TARANTO	CANT. Z.501	3	3	
TARANTO	R.S. 14	8	4	
		42	32	76

~~3955~~

AUTONOMOUS SQUADRONS.

UNITA AEREA-PALESE (BARI)	SM. 79	1	1	
"	CA. 314	2	1	
LECCE	CA. 314	1	1	
S.V. TARANTO	CA. 314	1	-	
LECCE	CA. 313	1	-	

Continued.....2.

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UNITA AEREA -	PALESE (BARI)	CA.310	1	-	
	ROME	CA.309	2	2	
	LECCE	CA.309	1	1	
	PALESE	CA.309	1	-	
	ROME	RE.2001	2	2	
	LEVERANO	RE.2001	2	-	
	PALESE	RE.2001	1	1	
	PALESE	SAI.202	2	-	
	LECCE	SAI.202	1	1	
	URBE	SAI.202	1	-	
	CENTOCELLE	SAI.202	1	1	
	ALLIED H.Q.	SAI.202	1	1	
MET. STATION LINATE		CR. 42	1	1	
			23	13	64

AUTONOMOUS SQUADRON - SARDIGNA.

MONSERRATO	(CAGLIARI)	SM. 79	1	-	
MONSERRATO		SAI.202	1	1	
ELMAS		S.66	1	-	
			3	1	2

AUTONOMOUS SECTION.

URBE - ROME		SM.79	1	1	7

SCHOOLS.

LEVERANO		MC.200	10	3	
LEVERANO		CR.42	4	-	
BRINDISI		CR.42	1	1	
LEVERANO		G. 50	1	1	
LEVERANO		CA.164	7	4	
LEVERANO		FN.305	2	1	
LECCE		P.39	8	3	
LECCE		SPITFIRES	2	2	
FROSINONE		M.187	7	4	
FROSINONE		SAI.202	1	1	
			43	20	134

REPAIR SHOPS.

FIGHTER -	LECCE	P.39	6	-	
	LECCE	MC.205	8	-	
	LECCE	MC.202	2	-	
	LECCE	SAI.202	7	3	
	LECCE	JU. 87	2	1	
	LECCE	F.L. 3	2	1	

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MONSERRATO (CAGLIARI)		SM. 79	1	-	
MONSERRATO		SAI.202	1	1	
ELMAS		S.66	1	-	
			3	1	2

AUTONOMOUS SECTION.

URSE - ROME		SM.79	1	1	7

SCHOOLS.

LEVRANO		MC.200	10	3	
LEVERANO		CR.42	4	-	
BRINDISI		CR.42	1	1	
LEVERANO		G. 50	1	1	
LEVERANO		CA.164	7	4	
LEVERANO		FN.305	2	1	
LECCE		P.39	8	3	
LECCE		SPITFIRES	2	2	
FROSINONE		M.187	7	4	
FROSINONE		SAI.202	1	1	
			43	20	134

REPAIR SHOPS.

FIGHTER -	LECCE	P.39	6	-	
	LECCE	MC.205	8	-	
	LECCE	MC.202	2	-	
	LECCE	SAI.202	7	3	
	LECCE	JU. 87	2	1	
	LECCE	F.L. 3	2	1	
	LECCE	BR.20	1	1	3953
B & T.	CENTOCELLE	SM.79	1	-	
	LECCE	SM.82	2	-	
	S.V.TARANTO	CA.314	2	-	
	S.V.TARANTO	CA.310	1	-	
	LECCE	CANT.Z.1007	1	-	

Continued.....3.

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SEAPLANE - TARANTO	CANT. Z.506/C	1	-	
TARANTO	CANT. Z. 506/B	12	-	
TARANTO	CANT. Z. 506/S	2	-	
TARANTO	CANT. Z. 501	11	-	
TARANTO	R.S. 14	1	-	
MONSERRATO	C.R. 42	2	-	
MONSERRATO	SM. 79	1	-	
MONSERRATO	CANT.Z.1007	1	-	
MONSERRATO	G. 50	2	-	
MONSERRATO	MC.305	1	-	
SICILY - PALERMO	SM.79	1	-	
SCHOOL - LEVERANO	RE.2001	7	-	
LEVERANO	RE.2002	15	-	
LEVERANO	MC.200	16	-	
LEVERANO	CR.42	2	-	
LEVERANO	G.8	2	-	
LEVERANO	FN.305	1	-	
LEVERANO	SAI.200	1	-	
		114	6	
S.A.C.A. - BRINDISI	R.S. 14	2	-	
		116	6	
TOTALS :		462	189	628

ENGINEERING.

1. Italian Fighter Serviceability. During the month there has been little change in serviceability. Permission has been given to the I.A.F. to give orders to firms in the North for various spares which are urgently needed.

2. Italian Bomber Transport Serviceability. Twelve SM.79s have now been delivered from the Savoia Marchetti Works, and the serviceability at Centocelle now stands at 75% for 33 aircraft which also included 4 SM.84s, 1 SM.73 and 2 T.12s.

3. Allied Aircraft Serviceability. The present position of the Spitfires is still satisfactory but the P.39s serviceability is now down to approximately 40%, mainly due to U/S batteries, wheel fairing etc. and non-availability of spares through normal channels, permission has been given to have items manufactured in the North were possible.

4. General. M.A.A.C. have been asked to sanction the building of 20 light aircraft for communication work and 6 SM.95 aircraft.

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LEVERANO	G.8	2	-	
LEVERANO	FW.305	1	-	
LEVERANO	S.M.200	1	-	
S.A.C.A. - BRINDISI	R.S. 14	114	6	
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3951

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APPENDIX "D".

Italian Air Force Station, Nisida (Nr. Naples).

Introduction.

1. Italian Air Force Station, Nisida is a former Seaplane Base situated a few miles North West of Naples. It was the first property returned to the I.A.F. eight months ago by the Allies, when returned by the U.S. Military authorities through the intervention of A.F.S.C.

2. The Station has played an important part in the redevelopment of the I.A.F., being used as a transit centre for personnel and equipment, and to a small extent as a Seaplane Base.

3. It is the intention of this paper to summarise the story of this base to date and mention briefly its prospects for the future.

Accommodation.

4. A considerable amount of war damage had been sustained by the buildings at the Seaplane Base. Repair to these buildings was started as soon as the I.A.F. took the base over. Most of the buildings are now in first class condition.

5. The largest building (apart from the Seaplane hangar) is used as an I.A.F. Personnel Transit Centre. It can accommodate 50 Officers, 100 N.C.Os and 450 Other Ranks, in all 600.

6. The Station also contains buildings, accommodation, a camp tailor, shoe-maker, barber, Orderly Officer's and Guardrooms, prison and prophylactic room. There are other buildings consisting of an Officers' Mess, Station Headquarters, Sickquarters, Carpenters Shop and Workshops.

7. Finally there is the Seaplane Hangar which is not at present required for housing Seaplanes but is used instead as a M.T. Depot for the district.

Seaplanes.

8. Four buoys have been fixed in position for the morring of the seaplanes and all facilities for Seaplane Services are adequate, although another motor-boat is needed, as also a crane, and the slip-way has to be reconstructed. Cant 506 seaplanes stationed at Cagliari frequently alight at Nisida, and a Cant 501 is now stationed there for A.A. target practice for the Italian Navy.

Storage.

9. Under the main building and in various other parts, there are large store rooms capable of holding large quantities of stores and equipment. Unfortunately, however, the majority of these store-rooms are damp and cannot be

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6. The Station also contains buildings, accommodation, a camp tailor, shoe-maker, barber, Orderly Officer's and Guardrooms, prison and prophylectic room. There are other buildings consisting of an Officers' Mess, Station Headquarters, Sickquarters, Carpenters Shop and Workshops.

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Equipment.

10. Upto the present, approximately the following stores and equipment have been handled at Nisida: 3979

2,000 tons delivered from Sardinia by 9 steamers.
4/500 tons delivered from other sources.
2,300 tons have been sent off to various destinations by rail, road and sea.

All these goods had to be sorted out, checked. Broken and damaged cases and

Continued.....2.

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bales had to be repaired. This work has been effected entirely by the I.A.F. personnel without any civilian or outside assistance.

Movement of Personnel.

11. About 5,000 "in transit" personnel of all descriptions (ex-Prisoners of War, etc) have been billeted, fed, paid and equipped.

Co-operators.

12. The ex-Cooperators are also being released and paid off at Nisida (over 7½ million Lire has been paid out in one week) and the new I.A.F. personnel take their places in the Italian Companies are all being concentrated at Nisida and properly fitted out.

Staff.

13. The permanent staff at Nisida consists of:-

13 Officers with a Major in Command.
32 N.C.Os.
130 Other Ranks (average present is 105).

Finance.

14. The normal cash movement on the island for pay, stores, etc., amounts to about 25 million lire monthly.

Driving School.

15. On the 10th August an M.T. Driving School began operating at Nisida.

Academy.

16. The possibility of establishing an I.A.F. Academy at Nisida is also now being studied. Should this be considered a suitable place for it, then a large building on the hill behind the hangar, but within the precints of the I.A.F. property and belong to it, would be used to accommodate the cadets. This building is now being repaired and should be ready for occupation in September. Should it not be required to accommodate cadets then it would be used for a hospital, convalescent home, or any other purpose.

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, C.I.T.

MONTHLY AIR REPORT NO.31 - JULY 1945.

SECRET.

List of Appendices.

Appendix "A"	-	Summary of Courier Transport work for the month of July 1945.
Appendix "B"	-	Summary of other Flying by I.A.F. Units.
Appendix "C"	-	Aircraft State - I.A.F. as at 31st July 1945.

PART 1 - AIR STAFF.

OPERATIONAL.

1. Operational Command - Unità Aeree. As intimated in last months report a letter regarding the closing down of Unità Aeree Headquarters has been sent to GENERAL ALLMAND CAT, asking for his recommendations as to the redeployment of the personnel and their functions. Due no doubt to the C.A.S's absence, no answer has yet been received but it is expected that some progress will have been made by the end of this month. It has become even more obvious this month that work which should be done at the Air Ministry is (sometimes) done by Unità Aeree.

FIGHTER WING.

2. The Fighter Wing at LECCE has carried out 365 hours 45 mins on training flying within the six hours per pilot per month allowed. A concession has now been given allowing air firing to be carried out by fighter pilots using Italian ammunition.

LIGHT BOMBER WING.

3. At LITTORIO the Baltimore Wing carried out training flights involving 132 hrs 55 mins flying. Two Baltimore's have been detached to HILAM for use by COL. MIZEL of A.M.G. and the A.F.S.C. detachment there.

SEAPLANE WING.

4. The Seaplane Wing has carried out 45 hours 40 mins flying exclusive of hours on Courier work. Four A.S.R. sorties have been carried out without success.

BOMBER TRANSPORT WING.

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SEAPLANE WING.

4. The Seaplane Wing has carried out 43 hours 40 mins flying exclusive of hours on Courier work. Four A.S.R. sorties have been carried out without success.

BOMBER TRANSPORT WING.

5. The Courier Service has continued throughout the month, a summary of the freight and passengers carried is shown in Appendix "A".

6. CZ.1007 aircraft have continued their flights to TIRANA carrying medical supplies and evacuating personnel. They now average about four flights weekly for this purpose.

3945

7. Difficulty was being experienced in finding sufficient work for the S.M.82 aircraft. During the month, four of these were offered to 214 Group but this project was turned down as their commitments were decreasing. The aircraft were also offered as transports for Allied personnel from NAPLES to MILAN under the release scheme; this project was also turned down.

8. A letter of appreciation of the Italian Courier Service has been received from the Industry & B-C Commission.

Continued/2.....

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TRAINING - LEVERANO.

9. Eighteen Cadets from the R.A. Academy at BRINDISI reported to the LEVERANO Refresher flying school on July 12th and have resumed flying training. Some difficulty has been experienced in supplying tyres for CT.42 and MACCHI 200 aircraft.

FROSINONE O.T.U.

10. During July the two Spitfires remaining at FROSINONE were withdrawn to LECCE leaving 4 serviceable Baltimores and 3 in various stages of disrepair for employment on training. During the month 149 flying hours were flown of which 130 hours were on training flights. The output of aircrews for the month was three complete crews and seven extra pilots. At the end of the month personnel under training consisted of 35 pilots, 2 navigators and 5 wireless operators. It is intended to reduce the next (August 15th) and subsequent courses to 18 pilots and 19 navigators. This will be facilitated by an output of navigators due from the R.A. Academy. Crews passing out of FROSINONE are being sent to the Squadrons at LITTORIO to replace aircrew being discharged.

SIGNALS.

11. The signals plan for the Italian C.A.V. (Centrale Assistenza al Volo) mentioned in the June report has been completed and approved by M.A.A.F, who have allotted the required frequencies.

12. The fitting of the Bomber Transport aircraft with R/T has now begun; four aircraft have now been fitted.

13. The provision of the communications equipment for the Meteorological services at MILAN is proceeding slowly, the matter is being investigated with a view to speeding this up.

METEOROLOGICAL SERVICE.

14. New observing stations have been opened up at MONTECIMONE, MONTE VENDA, CASTEL, and BRACCIANO; the two stations at BIFERNO and S. NICOLA VARANO have been closed down.

15. It has not yet been possible to open up the Meteorological Regional Broadcasting Stations at MILAN and VENICE owing to non-arrival of signals equipment.

AIRCRAFT SAFETY.

16. Further visits were made by two Aircraft Safety Officers to airfields in the North of Italy and a final report submitted. Arrangements were made for Control Towers to be constructed at all airfields under Italian Control. Flying Control Orders were prepared.

INTELLIGENCE.

17. I.A.F. appointments. Appointments of I.A.F. personnel to posts in the North, particularly to Discrimination Commissions, increased during the month.

18. Personnel. A considerable amount of information has been received during the month concerning Republican Air Force Officers and their activity during

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18. Personnel. A considerable amount of information has been received during the month concerning Republican Air Force Officers and their activity during the German occupation. It is expected that a complete list of officers who collaborated with the Germans will shortly be held.

19. Inventions. The number of inventions flowing into the Intelligence Section during July showed a considerable increase, although in very few cases did they prove to be of any interest.

CIVILIAN INTERFERENCE IN COURIER SERVICE.

20. As a result of a Staff visit to CAGLIARI during the month it was discovered that civilian personnel, (ex ALA LITTORIO), with the full knowledge of the Italian Air Ministry have been introduced as passenger managers and supervisors, and that they were charging individual passengers money for air passages. This

Continued/3....

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procedure involved insurance companies; a representative of the insurance company was at CAGLIARI and insisted on the carrying out of test flights and inspections after the normal test flights had been flown by the crew, thus involving wastage of petrol and flying hours. As it was well known to the Italian Air Ministry that civil aviation is not permitted, they were immediately instructed to close down the Seaplane Courier Service to SARDINIA, and that this service could not be reopened until an assurance had been given that civilian interference had ceased (AFSC signal A.461 dated 21st July 1945). A personal apology from the Air Minister and several long explanations followed, but the desired assurance was given and the service reopened on 31st July 1945 (AFSC Signal A.481 dated 27th July 1945).

PART II - ORGANISATION AND ADMINISTRATION.

PERSONNEL.

21. July 1st 1945 was the date fixed for the change of status of Italian Co-operator personnel from Prisoners of War to normal members of the Italian Armed Forces. This ruling applied to Italian Companies in ITALY and SICILY, and it affected eleven such Co-operator Companies which were working for the Royal Air Force.

22. Various administrative instructions were issued by H.Q. M.A.A.F, and close touch was maintained with M.M.I.A. and Naval Sub-Commission; in each of these Companies there were Army and Navy personnel as well as Air Force.

23. An agreed policy was followed for the exchange of Army and Navy personnel contained in the Companies, and who, by law, cannot be transferred to the Italian Air Force.

24. A number of normal non-operational Companies working with USAAF/MTO were disbanded during July, the personnel being returned to the I.A.F, and used chiefly to replace vacancies in the ex Co-operator Companies caused by discharge and release of personnel of the other Services.

25. A temporary increase of 3,000 to the RF/ITI ceiling of 24,500 was authorised to cover the influx of the new Companies into the Italian Air Force. The total Italian Air Force, ceiling (including those in the previous para) is now 34,000.

CONTROL OF MOVEMENT.

26. On the 21st July, new regulations came into force for the movement of I.A.F. personnel across the Morgan line - which placed TRIESTE 'in bounds'. Places East of TRIESTE, and the town of POLA can now be visited by I.A.F. personnel, under certain conditions.

EQUIPMENT.

27. In the MILAN area the task of centralising all equipment at GALLARATE continues. Releases of considerable quantities of material from the Stores at SEREGNO have been made on the suggestion of the A.F.S.C. to 146 Staging Post. In addition the Leave and Release P.T.C's have submitted considerable demands which can be met. It is of note that these releases of equipment are virtually the first demands by the Allied Air Forces on the substantial stocks of ex-republican material

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28. Aviation P.O.L. This is now issued in bulk at ocean points (ports) under arrangements made by A.F.H.Q. Petroleum Section and transportation therefrom to Italian airfields has been made the responsibility of the Italian Air Force.

MOTOR TRANSPORT.

3943

29. Salvage. The recovery of I.A.F. M.T. in the North is still unsatisfactory, chiefly due to the fact that permission to recover vehicles has not yet been granted by the Allied Army at present in occupation. This difficulty should shortly be overcome.

Continued/4.....

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30. Autogruppo di Manovra. A detachment is now in ROME and the whole move of the H.Q. from BARI should soon be completed. Further detachments are at MILAN (18) and PARMA (6).

31. L.C.F. M.T. Drivers School. A school has been formed at GIOVINAZZO (BARI) in the premises given up by the Autogruppo di Manovra. Further schools will be opened at NAPLES and ROME. Italian drivers are bad and many 'drive' vehicles for the Allies. The shortage of M.T. personnel has not been made good, but approximately 150 M.T. personnel are due to be thrown up by the American Forces at the beginning of August.

32. Spares. Increased quantities of spares are being made available by the Fiat Company, Turin. The tyre position is still acute and becoming worse.

ENGINEERING.

33. Italian Fighter Serviceability. During the month there has been little change in serviceability. A number of badly needed spares have been collected from the North and work is in hand on improving the general condition of aircraft.

34. Italian Bomber Transport serviceability. Nine SM.79s have now been delivered from the Savoia Marchetti works; a further five aircraft should soon be ready for delivery. At present there are six SM.79s two SM.75 and two SM.84 under overhaul at Savoia Marchetti. All these aircraft should be completed some time in September. Three SM.82s are ready at Vergiate but have not yet been collected. A further three aircraft will be ready during August. The inclusion of these aircraft into the SM.82 squadron should considerably increase the Squadron's efficiency.

35. Allied Aircraft Serviceability. The present position of both P.38 and Spitfire aircraft is satisfactory. One of the Baltimores has been modified to passenger carrying type and a further two should be completed during the first week in August. Supplies of the necessary conversion parts are on order and deliveries should begin about the middle of August; six aircraft have in anticipation been stripped of turrets, armament etc.

36. General. The aircraft and engine factories in the North are getting into their stride now. The first G.12 is available at Fiats and deliveries of four aircraft will be made at fortnightly intervals. A further order has been placed for seven of these aircraft making twelve in all.

37. A.C.C. MEDME have been asked to sanction the reassembly of 21 G.55 aircraft to replace an equal number of Macchi's. All the necessary airframe parts are available and sufficient D.B.605 engines

38. The first SM.95 has satisfactorily completed its flight tests and will be proceeding to England for examination by a technical commission. A.C.C. MEDME have been asked to sanction the building of six more of these aircraft for which all supplies of material are available. The Alfa Romeo Works have built up 30 Alfa 128 engines; there have been difficulties over the supply of petrol and oil but these are being overcome and it is hoped that by the end of August the firm will be up to its scheduled production of 30/40 engines per month.

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ready for delivery. At present there are six SM.82s [illegible] overhaul at Savoia Marchetti. All these aircraft should be completed some time in September. Three SM.82s are ready at Vergiate but have not yet been collected. A further three aircraft will be ready during August. The inclusion of these aircraft into the SM.82 squadron should considerably increase the Squadron's efficiency.

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MORALE.

39. The lack of news regarding the future of the I.A.F. is causing a lowering in the morale of the majority of the I.A.F. whereas the morale of the Courier/Transport Units and the Seaplane Wing who are doing good work and feel themselves to be usefully employed is high.

REPUBLICAN AIR FORCE.

40. All ranks of the Republican Air Force below Major have now returned or are in process of returning to their homes; considerable hardship awaits many of them.

Continued/5.....

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An anomalous position has arisen as P.S.S. refuses to allow these men to be employed in any capacity, even agricultural experts or other priority trades, so they are obliged to languish in idleness without pay or means of support. On the other hand, German officers and men are lodged, clothed and fed, and at the same time are allowed to work at their specialist jobs with a reasonable stipendiary.

VISITS.

44. The A.O.C. inspected deposits, factories and airfields in the MILAN - TURIN area.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 16TH AUGUST, 1945.
REF: AFSC/25/1/AIR.

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AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 16th AUGUST, 1945.
REF: AFSC/25/1/AIR.

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APPENDIX "A".

SUMMARY OF COURIER WORK FOR THE MONTH OF JULY, 1945.

	Number of a/c	Passengers.	Lugg. Kgs.	Mail. Kgs.	Supplies Kgs.
BOMBER/TRANSPORT GROUP.	513	2307	37.460	36.575	25.445
SEAPLANE WING.	78	148	2361	1780	98
INDEPENDENT SQUADRON U.A.	49	76	1340		350
BALTIMORE WING.	38	72	1510	400	
TOTALS:	678	2603	42671	38755	23893

APPENDIX "B".

SUMMARY OF OTHER FLYING BY I.A.F. UNITS.

	Number of flights.	Total flying hours.
FIGHTER WING.	500	365 hrs 45 mins
BALTIMORE WING.	133	132 " 55 "
SEAPLANE WING.	56	43 " 40 "
INDEPENDENT SQUADRON U.A.	29	21 " 00 "
TRAINING SCHOOL, FROSINONE.	207	135 " 35 "
PILOTS SCHOOL, LEVERANO.	554	182 " 00 "
		3940
TOTALS:	1479	880 hrs 55 mins

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INDEPENDENT SQUADRON U.K.	49	76	1540		990
BALTIMORE WING.	38	72	1510	400	
TOTALS:	678	2603	42671	38755	23893

APPENDIX "B".

SUMMARY OF OTHER FLYING BY I.A.F. UNITS.

	Number of flights.	Total flying hours.
FIGHTER WING.	500	365 hrs 45 mins
BALTIMORE WING.	133	132 " 55 "
SEAPLANE WING.	56	43 " 40 "
INDEPENDENT SQUADRON U.K.	29	21 " 00 "
TRAINING SCHOOL, CROSLEIGHE.	207	135 " 35 "
PILOTS SCHOOL, LEVERANO.	554	182 " 00 "
		3940
TOTALS:	1479	880 hrs 55 mins

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APPENDIX "C".

AIRCRAFT STATE - I.A.F. AS AT 31ST JULY, 1945.

FIGHTER WING.		STRENGTH.	SERVICEABLE.	CREWS.
LECCE	P.39	32	23	
LECCE	P.39	14	7	
LECCE	CA.133	1	1	
LECCE	SAI.202	2	2	
LECCE	MC.205	26	9	
LECCE	MC.202	28	15	
LECCE	SPITFIRES	12	6	
		115	63	216

LIGHT BOMBER AND BOMBER/TRANSPORT WING.				
ROME	M.187	31	22	
LECCE	CANT. Z.1007	6	3	
LECCE	S.M.82	17	13	
ROME	S.M.79	24	17	
ROME	S.M.84	4	2	
ROME	S.M.73	1	-	
ROME	G.12.	1	1	
ROME	SAI.202	1	1	
		85	59	121

CONSTABLE STORES DEPT.				
LECCE	P.39	31		
CENTOCELLE	CA.314	1		
		32	-	-

SEAPLANE WING.				
TARANTO	CZ.506/B	9	6	
BRINDISI	Cz.501	10	8	
BRINDISI	CZ.506/S	3	1	
BRINDISI	CZ.506/B	1	-	
ELMAS	CZ.506/B	3	3	
ELMAS	CZ.506/S	3	2	

3939

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LIGHT BOMBER AND BOMBER/TRANSPORT WING.				
ROME	M.187	31	22	
LECCE	CAT. Z.1007	6	3	
LECCE	S.M.82	17	13	
ROME	S.M.79	24	17	
ROME	S.M.84	4	2	
ROME	S.M.73	1	-	
ROME	G.12.	1	1	
ROME	SAI.202	1	1	
		85	59	121
COTE DAZZLE SQUDRS DEPT.				
LECCE	P.39	31		
CENTO CELLE	CA.314	1		
		32	-	-
SEAPLANE WING.				
TARANTO	CZ.506/B	9	6	
BRINDISI	Cs.501	10	8	
BRINDISI	CZ.506/S	3	1	
BRINDISI	CZ.506/B	1	-	
ELMAS	CZ.506/B	3	3	
ELMAS	CZ.506/S	3	2	
TARANTO	CZ.506/S	2	2	
TARANTO	CZ.506/C	1	-	
TARANTO	CZ.501	3	1	
TARANTO	RS.14	8	6	
		43	29	76

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Continued/2.....

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		STRENGTH	SERVICEABLE	CREWS.
LECCE	Ca.1007	3		
LECCE	S.82	4		
LECCE	S.84	2		
S.V. TARANTO.	Ca.314	4		
S.V. TARANTO.	Ca.310	1		
TARANTO	Cz.506/B	12		
TARANTO	Cz.506/S	2		
TARANTO	Cz.501	11		
TARANTO	Re.14	1		
MONSERRATO	S.79	1		
MONSERRATO	Cz.1007	1		
MONSERRATO	Cr.42	2		
MONSERRATO	G.50	2		
ELMAS	S.81	1		
LEVERANO	Rc.2001	7	2	
LEVERANO	Rc.2002	15		
LEVERANO	Mc.200	15		
LEVERANO	G.8	2		
LEVERANO	Fn.305	1		
LEVERANO	SAI.200	1		
BRINDISI	Rs.14	2		
		119	7	-
	TOTALS:	468	205	608

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APPENDIX "C".

AIRCRAFT STATE - I.A.F. AS AT 31ST JULY, 1945.

		STRENGTH.	SERVICEABLE.	CREWS.
FIGHTER WING.				
LECCE	P.39	32	23	
LECCE	P.39	14	7	
LECCE	CA.133	1	1	
LECCE	SAI.202	2	2	
LECCE	MC.205	26	9	
LECCE	MC.202	28	15	
LECCE	SPITFIRES	12	6	
		115	63	216
LIGHT BOMBER AND BOMBER/TRANSPORT WING.				
ROME	M.187	31	22	
LECCE	CANT. Z.1007	6	3	
LECCE	S.M.82	17	13	
ROME	S.M.79	24	17	
ROME	S.M.84	4	2	
ROME	S.M.73	1	-	
ROME	G.12.	1	1	
ROME	SAI.202	1	1	
		85	59	121
COMMANDOS SQUADRON DEPT.				
LECCE	P.39	31		
CENTOCELLE	CA.314	1		
		32	-	-
SEAPLANE WING.				
TARANTO	CZ.506/B	9	6	
BRINDISI	Cz.501	10	8	
BRINDISI	CZ.506/S	3	1	
BRINDISI	CZ.506/B	1	-	
ELMAS	CZ.506/B	3	3	
ELMAS	CZ.506/S	3	2	
TARANTO	CZ.506/S	2	2	
TARANTO	CZ.506/C	1	-	
TARANTO	CZ.501	1	1	

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ROME	M.187	6	13	
LECCE	CAT. Z.1007	17	17	
LECCE	S.M.82	24	2	
ROME	S.M.79	4	-	
ROME	S.M.84	1	1	
ROME	S.M.73	1	1	
ROME	G.12.	1		
ROME	SAI.202			
		85	59	121

COMBAT/RECCE SQDNS DEST.

LECCE	P.38	31		
CENTOCELLE	CA.314	1		
		32	-	-

SEAPLANE WING.

TARANTO	CZ.506/B	9	6	
BRINDISI	Cz.501	10	8	
BRINDISI	CZ.506/S	3	1	
BRINDISI	CZ.506/B	1	-	
ELMAS	CZ.506/B	3	3	
ELMAS	CZ.506/S	3	2	3939
TARANTO	CZ.506/S	2	2	
TARANTO	CZ.506/C	1	-	
TARANTO	CZ.501	3	1	
TARANTO	RS.14	8	6	
		43	29	76

Continued/2.....

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		Strength	Serviceable	Crews.
AUTONOMOUS SQUADRONS.				
UNITA AEREA - FAIESE (BARI)	SM.79	1	1	
"	CA.314	1	-	
"	CA.313	1	-	
"	CA.310	1	-	
"	CA.309	4	1	
"	RC.2001	3	2	
"	SAI.202	6	4	
"	FU.156	1	1	
ROME	RC.2001	2	2	
MET. STATION LINATE	CR.42	1	1	
		21	12	61
AUTONOMOUS SQUADRONS - SARDINIA.				
MONSERRATO (CAGLIARI)	SM.79	1	1	
MONSERRATO	SAI.202	1	1	
MONSERRATO	FN.305	1	1	
	S.66	1	-	
		4	3	11
AUTONOMOUS SECTION.				
ROME	S.75	2		
ROME	S.79	1	-	
		3	-	8
SCHOOLS.				
LEVERANO	MC.200	11	7	
LEVERANO	CZ.42	5	4	
BRINDISI	CZ.42	1	1	
LEVERANO	G.50	1	1	
LEVERANO	Ca.164	7	4	
LEVERANO	Fn.305	2	2	
LECCE	E.39	8	7	
LECCE	Spitfire	2	2	
FROSINONE	L.187	8	4	
FROSINONE	SAI.202	1	0	

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		21	12	61
AUTONOMOUS SQUADRONS - SARDINIA.				
MONSERRATO (CAGLIARI)	SM.79	1	1	
MONSERRATO	SAI.202	1	1	
MONSERRATO	FN.305	1	1	
	S.66	1	-	
		4	3	11
AUTONOMOUS SECTION.				
ROME	S.75	2		
ROME	S.79	1	-	
		3	-	8
SCHOOLS.				
LEVERANO	MC.200	11	7	
LEVERANO	CZ.42	5	4	
BRINDISI	CZ.42	1	1	
LEVERANO	G.50	1	1	
LEVERANO	Ca.164	7	4	
LEVERANO	Fn.305	2	2	
LECCE	F.39	8	7	
LECCE	Spitfire	2	2	
FROSINONE	M.187	8	4	
FROSINONE	SAI.202	1	0	
		46	32	115
REPAIR SHOPS.				
LECCE	P.39	7	-	
LECCE	Mc.205	7	-	
LECCE	Mc.202	2	-	
LECCE	Sai.202	7	2	
LECCE	Ju.87	3	1	
LECCE	L.3	1	1	
LECCE	Br.20	1	1	
LECCE	Ca.111	1	-	

Continued/3.....

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		STRENGTH	SERVICEABLE	CREWS.
LECCE	Ca.1007	3		
LECCE	S.82	4		
LECCE	S.84	2		
S.V. TARANTO.	Ca.314	4		
S.V. TARANTO.	Ca.310	1		
TARANTO	Cz.506/B	12		
TARANTO	Cz.506/S	2		
TARANTO	Cz.501	11		
TARANTO	Re.14	1		
MONSERRATO	S.79	1		
MONSERRATO	Cz.1007	1		
MONSERRATO	Cr.42	2		
MONSERRATO	G.50	2		
ELMAS	S.81	1		
LEVERANO	Rc.2001	7	2	
LEVERANO	Rc.2002	15		
LEVERANO	Rc.200	15		
LEVERANO	G.8	2		
LEVERANO	Fn.305	1		
LEVERANO	SAI.200	1		
BRINDISI	Rs.14	2		
		119	7	-
	TOTALS:	468	205	608

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ELMAS	S.64		-		
LEVERANO	Rc.2001		7	2	
LEVERANO	Rc.2002		15		
LEVERANO	Mc.200		15		
LEVERANO	G.8		2		
LEVERANO	Fn.305		1		
LEVERANO	SAI.200		1		
BRINDISI	Rs.14		2		
			119	7	-
		TOTALS:	468	205	600

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

MONTHLY AIR REPORT NO.30 - JUNE 1945.

SECRET.

List of Appendices.

Appendix "A" - Summary of Courier Transport work for the month of June, 1945.

Appendix "B" - Particulars of lift carried from ROME by courier aircraft during June, 1945.

Appendix "C" - Flying at I.A.F. O.T.U. FROSINONE during June, 1945.

Appendix "D" - Aircraft State - I.A.F. as at 30th June, 1945.

Appendix "E" - Maintenance.

PART 1 - AIR STAFF.

OPERATIONAL SQUADRONS.

1. Completion of Moves. The moves of the Fighter and Light Bomber Wings from their operational bases at CANNE and BIFERNO to LECCE and LITTORIO (ROME) respectively, which were begun in May, were completed in June.

2. Operational Command - Unità Aerea. The Italian Air Force is organised in such a way that all operational control is centralised in a Headquarters known as Unità Aerea, while administration control is exercised by regional zone Headquarters (Z.A.T's.) Since the cessation of operations it has become increasingly obvious that the useful role of the Unità Aerea located at BARI has ceased. This Headquarters has an adverse effect on I.A.F. efficiency by locking up a large number of skilled personnel needed elsewhere, and also by maintaining a rift between the Air and Administration sides of the I.A.F. These defects have become increasingly pronounced during June. It is intended to get the Italian Air Ministry to close Unità Aerea as soon as possible.

FIGHTER WING.

3. Normal test flying and training within the maximum of six hours per pilot per month have been carried out by the Fighter Wing at LECCE. Total flying for the month was 186 hours.

LIGHT BOMBER WING.

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PART 1 - AIR STAFF.

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FIGHTER WING.

3935

3. Normal test flying and training within the maximum of six hours per pilot per month have been carried out by the Fighter Wing at LECCE. Total flying for the month was 186 hours..

LIGHT BOMBER WING.

4. The two Baltimore Squadrons at LITTORIO (ROME) are limited to carrying out navigational training to a maximum of six flying hours per crew per month. The squadrons have also occasionally been used for urgent communication work, and will be used almost entirely for this purpose when aircraft are converted to passenger carriers. During June the following flights were made:-

(a) Transport Flights 10 totalling 16 hrs 10 mins.
Passengers carried 6 Freight carried 600 Kgs.

(b) Training and Test Flying. 39 flights totalling 41 hrs 05 mins.

Continued/2.....

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SEAPLANE WING.

GENERAL.

5. A conference on the expansion of Air Sea Rescue for the I.A.F. took place at Headquarters M.A.A.F. on 8th June, and was attended by the A.O.C. A.F.S.C. An inspection of the Seaplane Bases at ELMAS, AUGUSTA and LAKE BRACCIANO was carried out by the A.O.C. The Seaplane Bases at TARANTO and BRINDISI were visited by Staff Officers from H.Q. M.A.A.F. attached to A.F.S.C. for the purpose of scrutinising Flying Control and Air Sea Rescue Organisation.

FLYING.

6. No Air Sea Rescue Operations were carried out during the month. 156 hours were flown on transportation, training, and miscellaneous flights.

LAKE BRACCIANO.

7. Arrangements were made to use LAKE BRACCIANO (Rome) instead of MISIDA (Naples) as the mainland terminal for the SARDINIA Seaplane Service as from July 2nd.

BOMBER TRANSPORT WING.

8. Italian Military aircraft continued to run courier services over the same routes and according to the same schedules as in the previous month, except that as from 25th June the services flown daily to the North from ROME were one on ROME - BOLOGNA - TREVISO and return next day, and the other ROME - MILAN - TURIN - MILAN - ROME with a night stop at TURIN. Details of freight and passengers carried during the month are shown in Appendix "A". Appendix "B" shows a breakdown of uplift from ROME to the various staging posts on the courier routes.

9. The value of these services in facilitating the administration of Italy has been stressed to the A.O.C. by the Vice Presidents of the Executive and Civil Affairs Commissions and the Headquarters Commandant of the Allied Commission. Appreciation has also been expressed in letters from a United States Naval Officer and from the Chief of the Cabinet on behalf of the Presidency of the Council of Ministers (Italian Government.)

10. Valuable assistance has been rendered by the R.A.F. Staging Posts at MILAN, BOLOGNA and TREVISO in making the Courier Service successful and efficient. In order to obtain uniform assistance from the Allied Transport organisation at all airfields, a plan has been submitted to H.Q. M.A.A.F. for placing the Courier Service under some degree of Allied supervision as regards bookings and staging procedure.

11. Special Missions. Transport aircraft based on LECCE which are employed on special missions air transport work flew 204 hours during June taking medical and other supplies to TIRANA and on specially authorised passenger flights in Southern Italy.

TRAINING.

12. Training has been continued at the refresher flying school at LEVERANO (35 pilots including instructors) and at the I.A.F. O.T.U. at ELOSIMO. The

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2nd.

BOMBER TRANSPORT WING.

8. Italian Military aircraft continued to run courier services over the same routes and according to the same schedules as in the previous month, except that as from 25th June the services flown daily to the North from ROME were one on ROME - BOLOGNA - TREVISO and return next day, and the other ROME - MILAN - TURIN - MILAN - ROME with a night stop at TURIN. Details of freight and passengers carried during the month are shown in Appendix "A". Appendix "B" shows a breakdown of uplift from ROME to the various staging posts on the courier routes.

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TRAINING.

12. Training has been continued at the refresher flying school at LEVERANO (35 pilots including instructors) and at the I.A.F. O.T.U. at FROSINONE. The Italian Air Ministry have been requested to arrange for movement of the Refresher Flying School at LEVERANO to LECCE as soon as accommodation can be made available there. The Fighter flight at FROSINONE (Spitfires and Airacobras) was moved to LECCE on 15th June. Concentration at LECCE is being effected in order to facilitate use of the extensive maintenance facilities there, to give training units an all-weather airfield (concrete runway) and for ease of Allied supervision.

13. O.T.U - FROSINONE. After the move of the fighters to LECCE, this unit had 5 serviceable Baltimores with 3 under repair. The R.A.F. detachment consisted of 5 Sergeants and a Corporal (technical, interpreters and cook.) The O.C. detachment (Wing Commander POCOCK) was posted during the month and no replacement was sent to FROSINONE, but an Officer from ROME will make a weekly visit. The closing down of FROSINONE is under consideration.

Continued/3.....

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personnel under training at FOGGIA/2 was 47. Five complete crews were passed out towards the end of the month one being returned by the squadrons as surplus to requirements. Five more crews were due to pass out in the middle of July. Details of flying for June are shown at Appendix "C".

14a. Refresher Flying School, LEVERANO. 104 hours solo and 44 hours dual were flown during the month.

SIGNALS.

15. Staff Visit. The Chief Signal Staff Officer, A.F.S.C, in company with the Director of Telecommunications I.A.F. made an extensive tour of I.A.F. installations and certain factories in the North of Italy including GENOA, TURIN, MILAN, PADUA, VENICE, BOLOGNA and FLORENCE.

16. Signals Equipment, Organisation. The communications (mentioned in Air Report for May) were found to be partly in operation. A complete report on the above tour has already been submitted, but in brief, sufficient signals equipment was discovered either in I.A.F. Depositories or held in factories for the I.A.F., which should make the Italian Air Force self-supporting in most respects for a considerable time to come.

17. Navigational aids. A signals plan is in process of being drawn up to resuscitate the Italian C.A.V. (Centrale Assistenza al Volo), an organisation to give navigational aids to aircraft, and covering the whole of Italy.

18. Radio-Telephony. It has been decided, owing to the finding of a number of I.A.F. RC5 and R30 Trans/Receivers in the North that all Italian aircraft will be fitted with these sets for Flying Control (R/T) and the 30 TR.9Ds, obtained for this purpose, will be returned to R.A.F. stores. This will standardise the equipment in use and facilitate maintenance.

AIRCRAFT SAFETY.

19. Two aircraft safety officers were attached to the A.F.S.C. from H.Q. M.A.A.F. from 3rd June. Their briefing instructions from A.F.S.C. were to investigate and report on the standard of safety in the Italian Air Force (Flying Control and Air Sea Rescue) and to take steps to ensure the establishment and maintenance of Allied standards in aircraft safety.

20. Visits were made to airfields used by the I.A.F. in ROME area and also Seaplane Bases in S.E. and N. Italy.

21. Two interim reports on Flying Control and one on Air-Sea Rescue have been made:

(i) The Flying Control reports cover:

(a) Provision of Flying Control Orders.
(b) Setting up of Control towers (including equipment.)
(c) Formation of Aircraft Safety Section to Italian Air Force.
(d) Formation of Flying Control Officers' School at Lecce.
(e) Provision of navigation aids, Centrale Assistenza Volo (CAVS)

(ii) Air Sea Rescue.

The methods of Italian

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(b) Setting up of Control towers (including equipment.)
(c) Formation of Aircraft Safety Section to Italian Air Force.
(d) Formation of Flying Control Officers' School at Lecce.
(e) Provision of navigation aids, Centrale Assistenza Volo (CAVS)

(ii) Air Sea Rescue.

The methods of Italian Air Sea Rescue and suggested improvements especially regarding navigation.

METEOROLOGICAL SERVICE.

22. New Observation Stations. Observing Stations were opened at the following places in the Po Valley - MONDADONE, COMO, SUPERGA and ASTI.

23. Organisation. The Italian Air Ministry has been linked to the Allied Meteorological teletype network and has taken over the responsibility of supplying

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the Allies with intercepts of the W/T meteorological broadcasts of Iceland, the Azores and Europe (including U.S.S.R.)

24. Further details of Meteorological Service progress in June are available in the report of the S.Met.O, A.F.S.C. to the Chief Meteorological Officer at H.Q. M.A.A.F. under reference AFSC/1157/14/MET dated 7th July, 1945.

INTELLIGENCE.

25. Security - Ex Republican Air Force.

The Intelligence Section of the A.F.S.C. during the month continued to be preoccupied with problems which arose from the liberation of the North. Chief amongst these was the vexed question of the disposal of ex-Republican Air Force personnel. At the present moment the bulk of them are still free, but reporting to the local Italian authorities at fixed intervals. The Italians have so far been unable to arrest them owing to the lack of suitable accommodation for their detention, and insufficient security or similar personnel to make an effective round-up. As the month drew to a close both these limitations were on their way to a solution.

26. Equipment Salvage. The salvage of ex-I.A.F. material, which had initially been an Intelligence matter, was taken over by the Equipment Branch during the latter part of the month.

27. Security - I.A.F. Officers. Security enquiries into the suitability of I.A.F. officers for posts in the North showed no falling off compared with May until the end of the month, when the number dropped to a more normal level.

CIVIL AVIATION.

28. Italian Civil Aviation. A number of articles have appeared in the press stressing the importance of re-opening Italian Civil Air Lines, at least within Italy, and the refusal of the Allies to permit of anything but Military Aviation (courier services) for people on rehabilitation business. No articles have yet mentioned who is to supply petrol and oil, or how it is to be shipped to Italy.

PART II - ORGANISATION AND ADMINISTRATION.

PERSONNEL.

29. Establishments. The proposed establishments for the I.A.F, when returned to the I.A.F by H.Q. M.A.A.F, raised many queries. These have now been answered and the replies sent to H.Q. M.A.A.F. A request accompanied them that a representative of the Establishments Branch should come to ROME for final discussions.

30. I.A.F. Personnel serving with R.A.F. The returns made by R.A.F. Units as at June 1st employing R.A.F. personnel show that numbers have remained steady during the month of May. Owing to a number of small R.A.F. units closing down in the Ancona Area, 287 Wing R.A.F. were left with a surplus, and this was mainly disposed of by the H.Q. M.A.C.A.F, who transferred some 22 men to 40 P.T.C. and 32 to 54 P.T.C. detachment.

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31. I.A.F. Personnel serving with U.S.A.A.F. The usual attritional loss took place during May, and this was not immediately made good, owing to a possible change of U.S.A.A.F. policy. Later in the month, however, orders were given to build up their numbers again to the normal level.

32. Transfer to I.A.F. of R.A.F. Co-operator Companies. On 1st July all Co-operator Cos (It) R.A.F. are to be transferred to I.A.F. Eleven such companies are effected. In order to enable the change of administration to take place

Continued/5r.....

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with as little difficulty as possible, meetings took place between the Italian Director of Personnel, S/Ldr. CONROY (M.A.A.F,) F/Lt. BARNES (O.C. of a Co-operator Co.) and S/Ldr. BRADSHAW (A.F.S.C.) Several difficulties were discussed, and further instructions are now awaited from H.Q. M.A.A.F. An increase in the ceiling figure of 2,500 is expected.

33. Control of Movement. The month of June has been a decrease in the number of passes submitted by the I.A.F. for travel beyond the Security Line. In conjunction with the S.I.C. it was agreed that such passes must be countersigned at ROME only, owing to political difficulties and the necessity of a tight control.

34. Courier Service Booking Organisation. As a result of a Conference with General BEAU and Staff Officers of M.A.T.S, a draft directive was submitted to M.A.A.F. for placing the Italian Courier Service under Allied Priority and Booking Organisation.

35. A.F.S.C. Unit Activity. The offices were moved from the third to the top floor of the A.C. building on June 5th. Permission was granted by H.Q. Commandant Allied Commission, for O.Rs of this Sub-Commission to live at Hotel GENOA, with Army O.Rs employed by A.C, thus freeing accommodation at 40 P.T.C.

35a. Visits. The A.O.C. (Director) A.F.S.C. visited NISIDA (Naples,) ELMAS, (Sardinia,) AUGUSTA (Sicily,) TARANTO, LECCE, GUIDONIA and the newly reopened seaplane base at LAGO BRACCIANO (Near Rome.)

EQUIPMENT.

36. Captured Enemy Material - Northern Italy. Authority was received from H.Q. M.A.A.F. for the release of Captured Enemy War Material of Italian Air Force origin to this Sub-Commission, for subsequent issue to the Italian Air Force of such material as might be necessary for the maintenance of ground personnel within the authorised ceiling, and to support authorised flying programmes. 5 Officers and 9 Other Ranks were temporarily attached from the Austrian Commission to A.F.S.C. MILAN to supervise the taking of inventories of equipment which might be of use to the Allied Air Forces, and of equipment required by the Italian Air Force to support the Courier Services; their services were of great value.

MOTOR TRANSPORT.

37. Salvage. The recovery of I.A.F. vehicles in the North has been unsatisfactory; of those found, the majority are unserviceable. M.T. repair facilities in MILAN are being extended.

38. Transport Wing. The Headquarters of the Autogruppo di Manovra is being moved from GIOVINAZZO to ROME, and a Detachment of 12 trucks based on MILAN is assisting salvage operations.

39. Personnel. Steps are being taken to overcome the existing shortage of Italian M.T. drivers. Authority is being sought from H.Q. M.A.A.F. for the I.A.F. to open an M.T.D. school.

40. Spares. Increased quantities of spares have become available from stocks [illegible] in the North. There is still an acute shortage of tyres.

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35. A.F.S.C. [illegible] top floor of the A.C. building on June 5th. Permission was granted by H.Q. Commandant Allied Commission, for O.Rs of this Sub-Commission to live at Hotel CENDA, with Army O.Rs employed by A.C, thus freeing accomodation at 40 P.T.C.

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ENGINEERING.

41. Details of the Maintenance position in the Italian Air Force during June are shown in Appendix "B".

Authority was received from A.F.H.Q. to use certain repair facilities in N. Italy to maintain and improve the general condition of Italian aircraft used for the Courier Services.

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In all there are approximately 34 aircraft suitable as transport aircraft, under construction and due to be completed in 1945.

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These will replace older aircraft now being used, so that the I.A.F. ceiling will not be increased.

MORALE.

42. The Italian Air Force is efficiently and keenly performing useful functions as regards Air Transport and Air Sea Rescue. The morale of the remainder of the I.A.F. not engaged on these duties is low because of the restriction of activity and uncertainty about the future, resulting from the inevitable lack of definition of an ultimate policy.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 21st July, 1945.
Ref: AFSC/25/1/AIR.

Distribution:

H.Q. M.A.A.F. C.M.F. A.L.S.	(4 copies)	(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. A.C. BARI.		1 copy
A.F.S.C. A.C. ROME.		1 copy
A.F.S.C. A.C. NAPLES.		1 copy
A.F.S.C. A.C. LEGHORN.		1 copy
A.F.S.C. A.C. TARANTO.		1 copy
A.F.S.C. A.C. MILAN.		1 copy

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A.F.S.C. A.C. TARANTO. 1 copy
A.F.S.C. A.C. MILAN.

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APPENDIX "A".

SUMMARY OF COURIER TRANSPORT WORK FOR THE MONTH OF JUNE, 1945.

	Number of a/c.	Passengers.	Luggage Kgs	Mail Kgs	Supplies Kgs
BOMBER/TRANSPORT GROUP	316	2283	31,236	25,570	45,857
SEAPLANE WING.	78	249	4,060	1,555	1,404
INDEPENDENT SQUADRON U.A.	64	77	1,070	75	451
TOTALS:	458	2609	36,366	27,190	47,712

APPENDIX "B".

TRAFFIC OF PASSENGERS, GOODS AND MAIL FROM ROME DURING THE MONTH OF JUNE 1945.

LINE	FROM ROME TO	LOAD MAIL	LOAD FREIGHT	PASSENGERS ALLIES	PASSENGERS ITALIANS
Rome - Naples	Naples	2118.185	41.450	8	42
Bari - Lecce	Bari	372.250	93.250	2	70
	Lecce	28.950	188.960	2	89
TOTAL:		2519.385	223.660	12	201
Rome - Cagliari	Cagliari	2692.325	1321.915	8	131
Rome - Palermo	Palermo	1433 905	324.500	3	119
Rome - Milan	Bologna	975.	765.	16	20
Padova - Treviso	Treviso	2208.	2155.	47	44
	Milan	6078.	8265.	104	243
	Turin	112.	280.	2	13
	Bolzano		135.	5	6

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Rome - Milan	Bologna	975.	765.	16	20
Padova - Treviso	Treviso	2208.	2155.	47	44
	Milan	6078.	8265.	104	243
	Turin	112.	280.	2	13
	Bolzano		135.	5	6
	Florence		200.	4	3
	Verona		80.	1	3
		9373 (20620 lb)	11880. (26136 lb)	179	332
					3932
TOTAL:		16018.615 (35240 lbs)	13750.075 (30250 lbs)	202	783

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APPENDIX "C".

FLYING FOR JUNE AT FROSINONE O.T.U.

Serial No a	Aircraft type. b	No of flights. c	No of Hours flown. d	Remarks c
1	BALTIMORE	161	128.05	-
2	AIRACOBRA	28	18.20	Moved LECCE 3/6.
3	SPITFIRE	15	11.26	Since 13/6 communication only.
4	SAIDAN	4	1.50	-

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1	BALTIMORE	161	128.05	-
2	AIRACOBRA	28	18.20	Moved LECCE 3/6.
3	SPITFIRE	15	11.26	Since 13/6 communication only.
4	SALMAN	4	1.50	-

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APPENDIX "D".

AIRCRAFT STATE -- I.A.F. AS AT 30TH JUNE, 45.

		Strength	Serviceable	Crews
FIGHTER WING.				
CARNE	P.39	2	-	
LECCE	P.39	30	20	
LECCE	P.39	16	12	
LECCE	CA.133	1	1	
LECCE	SAI.202	2	2	
LECCE	MC.205	27	12	
LECCE	SPITFIRE	12	12	
LECCE	MC.202	28	17	
		118	78	216
LIGHT BOMBER AND BOMBER/TRANSPORT WING.				
BIFERNO	M.167	32	31	
LECCE	Cr.1007	8	6	
LECCE	S.82	17	15	
ROME	S.79	22	11	
ROME	S.84	6	3	
ROME	S.73	1	1	
ROME	G.12	1	-	
ROME	SAI.202	1	-	
		88	67	121
CONSUMABLE STORES DEPT.				
LECCE	P.39	30		
CENTOCELLE	CA.314	1		
		31		
SEAPLANE WING.				
TARANTO	Cr.506/B	8	5	
BRINDISI	Cr.501	9	6	
S.N.VAR.	Cr.501	1	-	
BRINDISI	Cr.506/S	2	1	
S.N. VAR.	Cr.506/S	1	1	
S.N. VAR.	Cr.506/B	1	1	
TARANTO.	Cr.506/S	1	1	
BIZAS	Cr.506/S	1	1	
[illegible]	Cr.506/B	3	2	

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LIGHT BOMBER AND BOMBER/TRANSPORT WING.

MITERNO	M.187	32	31	
LECCE	Cz.1007	6	6	
LECCE	S.82	17	15	
ROME	S.79	22	11	
ROME	S.84	6	3	
ROME	S.73	1	1	
ROME	G.12	1	-	
ROME	SAI.202	1	-	
		88	67	121

CONSUMABLE STORES DEPT.

LECCE	P.39	30	
CENTOCELLE	CA.314	1	
		31	

SEAPLANE WING.

TARANTO	Cz.506/B	8	5	
BRINDISI	Cz.501	9	6	
S.N.VAR.	Cz.501	1	1	
BRINDISI	Cz.506/S	2	-	
S.N. VAR.	Cz.506/S	1	1	
S.N. VAR.	Cz.506/B	1	1	
TARANTO.	Cz.506/S	1	1	
ELMAS	Cz.506/S	1	1	
ELMAS	Cz.506/S	3	2	
TARANTO	Cz.506/C	1	1	
TARANTO	Cz.501	4	2	
TARANTO	Rs.14	9	7	
		41	28	3976 3930

Continued/2.....

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			Strength	Serviceable	Crews
AUTONOMOUS SQUADRONS.					
PALESE (BARI)	S.79		1	1	
ROME	S.79		2	2	
PALESE	CA.314		1	1	
PALESE	CA.313		1	-	
PALESE	CA.310		1	-	
PALESE	CA.309		4	-	
PALESE	CR.42		1	-	
UNITA AEREA COMAND	RE.2001	(BARI)	1	-	
UNITA AEREA COMAND	RE.2001	(ROME)	2	2	
UNITA AEREA COMAND	SAI.202	(BARI)	6	3	
UNITA AEREA COMAND	Fi. 156	(BARI)	1	1	
MET SECTION PERETOLA	Cr. 42		1	1	
			22	11	61
AUTONOMOUS SECTION.					
ROME	S.75		2	2	
ROME	S.79		1	-	
			3	2	4
AUTONOMOUS SQUADRONS - SARDINIA.					
MONSERRATO (CAGLIARI)	S.79		1	1	
MONSERRATO	Fn.305		1	1	
MONSERRATO	Sai.202		1	1	
ELMAS	S.66		1	-	
			4	3	11
SCHOOLS.					
LEVERANO	Mc.200		8	8	
LEVERANO	Cr.42		4	4	
LEVERANO	G.50		1	1	
LEVERANO	Ca.164		4	4	
LEVERANO	Fn.305		2	2	
BRINDISI	Cr.42		1	1	
FROSINONE	F.39		1	-	
FROSINONE	M.187		8	4	
FROSINONE	Spitfire		2	2	
FROSINONE	SAI.202		1	-	
LECCE	F.39		7	7	

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AUTONOMOUS SECTION.				
ROME	S.75	2	2	
ROME	S.79	1	-	
		3	2	4
AUTONOMOUS SQUADRON - SARDINIA.				
MONSERRATO (CAGLIARI)	S.79	1	1	
MONSERRATO	Fn.305	1	1	
MONSERRATO	Sai.202	1	1	
ELMAS	S.66	1	-	
		4	3	11
SCHOOLS.				
LEVERANO	Mc.200	8	8	
LEVERANO	Cr.42	4	4	
LEVERANO	G.50	1	1	
LEVERANO	Ca.164	4	4	
LEVERANO	Fn.305	2	2	
BRINDISI	Cr.42	1	1	
FROSINONE	F.39	1	-	
FROSINONE	M.187	8	4	
FROSINONE	Spitfire	2	2	
FROSINONE	SAI.202	1	-	
LECCE	F.39	7	7	
		39	33	115

Continued/3.....

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		Strength	Serviceability	Crews.
REPAIR SHOPS.				
LECCE	F.39	6	-	
LECCE	Ju.87	3	1	
LECCE	Mc.205	3	-	
LECCE	Mc.202	2	-	
LECCE	Cr.111	1	-	
LECCE	Sal.202	7	2	
LECCE	Fn.305	1	-	
LECCE	L.3.	1	1	
LECCE	Br.20	1	1	
S.V. TARANTO	Cr.314	4	-	
S.V. TARANTO	Cr.310	1	-	
LECCE	SM.82	4	-	
LECCE	Cr.1007	1	-	
LECCE	G.12	1	-	
LECCE	SM.81	1	-	
LECCE	Cr.309	1	-	
TARANTO	Cr.506/B	15	-	
TARANTO	Cr.506/S	3	-	
TARANTO	CR.501	10	-	
MONTERONATO	S.79	1	-	
MONTERONATO	Cr.1007	1	-	
MONTERONATO	Cr.42	2	-	
MONTERONATO	G.50	2	-	
MONTERONATO	Fn.305	1	-	
BRINDISI	SM.84	1	-	
LEVERANO	Re.2002	15	-	
LEVERANO	Re.2001	9	2	
LEVERANO	Mc.200	17	-	
LEVERANO	Cr.42	1	-	
LEVERANO	G.8	2	-	
LEVERANO	Cr.134	3	1	
LEVERANO	Sal.200	1	-	
BRINDISI	Re.14	2		
		124	8	-
TOTALS:		470	230	604

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LECCE	Ca.[illegible]	1	-	
LECCE	G.12	1	-	
LECCE	SM.81	1	-	
LECCE	Ca.309	15	-	
TARANTO	Ca.506/B	3	-	
TARANTO	Ca.506/S	10	-	
TARANTO	CR.501	1	-	
MONSERRATO	S.79	1	-	
MONSERRATO	Ca.1007	2	-	
MONSERRATO	Cr.42	2	-	
MONSERRATO	G.50	1	-	
MONSERRATO	Fn.305	1	-	
ELMAS	SM.84	15	-	
LEVERANO	Re.2002	9	2	
LEVERANO	Re.2001	17	-	
LEVERANO	Mc.200	1	-	
LEVERANO	Cr.42	2	-	
LEVERANO	G.8	5	1	
LEVERANO	Ca.164	1	-	
LEVERANO	Sal.200	2		
TRIGNISI	Re.14			
		124	8	-
TOTALS:		470	230	604

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APPENDIX "E".

MAINTENANCE POSITION IN THE ITALIAN AIR FORCE DURING THE MONTH OF JUNE, 1945.

	Serviceable 1.7.45.	Serviceable 1.6.45.
MACCHI 205	12	18
MACCHI 202	17	20
SPITFIRE	12	12
BALTIMORE	31	31
SM.82	15	11
CANT.1007	6	5
AIRACOBRA	32	27
SM.79	14	17

ITALIAN FIGHTER SERVICEABILITY.

The flying activity has been small and there is little change apart from a temporary drop in the serviceability of the MACCHI 205. A number of radiators have been discovered in the North which are badly needed as those constructed of Hurricane tubes have never been really satisfactory.

ITALIAN BOMBER/TRANSPORT SERVICEABILITY.

One of the Cant.1007's has been converted to an eight seater passenger aircraft and a further three are being modified in the same way. It is the intention to use these aircraft for special flights and release SM.79s for the courier service.

Six SM.79s are now practically ready for delivery, and an equal number will be flown in to Savoia Marchetti for overhaul.

The SM.82 have done very little flying and the serviceability shows a considerable increase. The opportunity is being taken of improving the general condition of this type of aircraft.

ALLIED AIRCRAFT SERVICEABILITY.

The serviceability of the Baltimores is very good and arrangements have been made to have them converted to passenger carrying aircraft. It is anticipated that the necessary parts will be ready for a few aircraft at the end of July and will be completed by the end of August. The conversion will be done at LITTORIO where both squadrons are based. The serviceability of both the Spitfires and P.39's running good.

MAINTENANCE GENERAL.

Owing to transport difficulties, supplies of spares from the North are not available in ROME or LECCE in large quantities yet, but the benefit of these spares is already being felt and it is anticipated that in the near future

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ITALIAN FIGHTER SERVICEABILITY.

The flying activity has been small and there is little change apart from a temporary drop in the serviceability of the MACCHI 205. A number of radiators have been discovered in the North which are badly needed as those constructed of Hurricane tubes have never been really satisfactory.

ITALIAN BOMBER/TRANSPORT SERVICEABILITY.

One of the Cant.1007's has been converted to an eight seater passenger aircraft and a further three are being modified in the same way. It is the intention to use these aircraft for special flights and release SM.79s for the courier service.

Six SM.79s are now practically ready for delivery, and an equal number will be flown in to Savoia Marchetti for overhaul.

The SM.82 have done very little flying and the serviceability shows a considerable increase. The opportunity is being taken of improving the general condition of this type of aircraft.

ALLIED AIRCRAFT SERVICEABILITY.

The serviceability of the Baltimores is very good and arrangements have been made to have them converted to passenger carrying aircraft. It is anticipated that the necessary parts will be ready for a few aircraft at the end of July and will be completed by the end of August. The conversion will be done at LITTORIO where both squadrons are based. The serviceability of both the Spitfires and P.39's remains good.

MAINTENANCE GENERAL.

Owing to transport difficulties, supplies of spares from the North are not available in ROME or LECCE in large quantities yet, but the benefit of these spares is already being felt and it is anticipated that in the near future the transport difficulties will be overcome and supplies of spares made available where they are most needed.

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IMPORTANT

147

-4 JUL 194-

[redacted] A. LEPT V LGJP NL33/04 - IMPORTANT -

QSH - QVR 2

FROM A.F. SUB-COMM (ROME) [redacted] 041000A

TO A.F. SUB-COMM (BARI) - A.F. SUB-COMM NAPLES) -

A.F. SUB-COMM(LECCE) 54 PTC BET PLEASE PASS -

A.F. SUB-COMM (TARANTO) 54 PTC PLEASE PASS -

A.F. SUB-COMM (MILAN) C/O A.C. O/ LOMBARDIA REGION. -

A.F. SUB-COMM (FROSINONE) BY HAND

GR --- BT

UNCLASSIFIED (.) A309 (.) TOO 041000A JULY (.)

REQUEST YOU EXPEDITE RETURN OF INFORMATION FOR INCLUSION

IN MONTHLY AIR REPORT DUE BY THIRD OF MONTH (.)

BT 041000A

SENT EH BBT

[redacted] TT

O

2d AF 3927 NAPLES

NL LGJP 1235

Declassified E.O. 12065 Section 3-402/NNDG NO. 785017

FROM:- AIR FORCE SUB COMMISSION, A.C., ROME.

TO:- HEADQUARTERS, M.A.A.F., C.M.F. A.L.S.
CHIEF COMMISSIONER, H.Q., A.C. ROME.
AIR FORCES SUB COMMISSION, A.C. BARI.
" " " " " NAPLES.
" " " " " LECCE.
" " " " " TARANTO.

DATE:- 26th. JUNE, 1945.

REF:- AFSC/25/1/AIR.

SECRET.

MONTHLY AIR REPORT NO.29 - MAY,1945.

The attached Appendix "D" is forwarded herewith for inclusion in the abovementioned Air Report.

W.M. Bisdee W.C.

W.M. BISDEE, W/C.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

MONTHLY AIR REPORT NO. 29 - MAY 1945. SECRET.

APPENDIX "D".

I.A.F. SIGNALS FACILITIES AS AT 31ST. MAY, 1945.

1. Details of I.A.F. Signals facilities in Italy are contained in Telecommunications Instructions for Regia Aeronautica dated June, 1944. During May Appendices A and B to these Telecommunications Instructions were amended and re-issued providing a new organisation to include the North of Italy.

2. A copy was passed to the R.A. and they were instructed to implement the services as soon and as well as possible, with the materials and personnel available.

3. The Headquarters of the Signals Section was moved from Bari to Rome during this month.

4. The Signals Officer of the 4th Z.A.T. was instructed to proceed immediately with the fitting of all aircraft at Lecce to column 7 for flying control equipment, pending the arrival of certain ancilliary items still outstanding.

5. Additional circuits were obtained for the Regia Aeronautica in the Rome/Centocelle cable.

Distribution.

H.Q. M.A.A.F. C.M.F. A.L.S. (4 copies (2 for Historical Records Section Malta and 1 for Air Ministry London if required).

Chief Commissioner H.Q. A.C. Rome. 1 copy.
1 copy.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

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A.F.S.C. A.C. BARI.	1 copy.
A.F.S.C. A.C. ROME.	1 copy.
A.F.S.C. A.C. NAPLES, pass to FROSINONE for inf.	1 copy.
A.F.S.C. A.C. LECCE.	1 copy.
A.F.S.C. A.C. TARANTO.	1 copy.

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, C.M.F.

MONTHLY AIR REPORT NO.29 - MAY 1945.

SECRET.

List of Appendices:

Appendix "A" - Summary of Courier/Transport work.

Appendix "B" - Summary of I.A.F. sorties.

Appendix "C" - Aircraft state I.A.F. as at 31st May, 1945.

Appendix "D" - I.A.F. Signals facilities as at 31st May, 1945. (See next enclosure

Appendix "E" - Maintenance.

Appendix "F" - Copy of letter of appreciation from A.O.C. Balkan Air Force.

PART 1 - AIR STAFF.

GENERAL.

1. The month of May saw the end of hostilities in Europe. Up till the capitulation of the German armed forces on May 8th the Italian Air Force continued operations on a scale comparable with previous months. A detachment of 6 S.M.82s Transport aircraft assisted D.A.F. in following up the rapid forward movement of the Eighth Army in the closing stages of the campaign, by transporting P.O.L. and D.I.D. rations from MAVEMMA to LAVARIANO - a signal appreciating the efficiency with which these operations were carried out was received from the A.O.C. Desert Air Force.

2. On the handing back to A.F.S.C. of the operational control of the three fighter squadrons, two Baltimore squadrons and a Transport squadron, the A.O.C. Balkan Air Force sent a letter to the A.O.C. A.F.S.C. He expressed his thanks for the keenness and spirit shown by these Italian squadrons in making no small contribution to the success of B.A.F's operations in the Balkans. A copy of this letter is at Appendix "F".

3. The remainder of the month was spent in putting into operation the plans for the redisposition and employment of the Italian Air Force in the interim period between the cessation of hostilities and the announcement of Peace Terms.

These plans as further expanded at a Conference attended by the A.O.C. on

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

Appendix "D" - I.A.F. Signals facilities as at 31st May, 1945. \ See last enclosure

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4. These plans as further expanded at a Conference attended by the A.O.C. on 24th May, at Headquarters, M.A.A.F, are briefly as follows:-

(a) Restriction and control of the flying of all existing and loaned Fighters and Trainers.

(b) The use of all load-carrying aircraft, including the Light Bombers and Seaplanes in an extension of the existing Courier/Transport Service.

(c) Continuation and probable extension of the Air-Sea Rescue Service with Seaplanes and high speed launches.

(d) Concentration of the Italian Air Force in three main areas - ROME, LECCE and TARANTO, plus a small O.T.U. at FROSINONE.

Continued/2.....

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(c) No replacements but possibly spares from Allied sources for Allied type aircraft.

FIGHTER WING.

5. OPERATIONS. From May 1st to 8th the Fighter Wing equipped with Allied aircraft carried out some 20 sorties over YUGOSLAVIA, without appreciable result.

6. REDEPLOYMENT. After May 8th all airworthy aircraft returned to CANNE, the remainder being destroyed at VIS (YUGOSLAVIA.) Aircraft of the Wing were moved to CANNE between May 25th and 28th. Of ground personnel and equipment, advanced parties moved to LECCE before the end of the month, the remainder being held in readiness to move, on transport becoming available.

7. PRESENT EMPLOYMENT. The Fighter Squadrons at LECCE are now restricted to a maximum of 6 hours flying per pilot per month; only local flying, not in excess of 100 kms. from base, and no landings away from base. It is intended to occupy pilots on General Service Courses, both Officers and N.C.Os.

SEAPLANE WING.

8. AIR-SEA RESCUE. A successful Air-Sea Rescue operation was carried out by two CZ.506s in the vicinity of PORTOCRESAREO on 22nd May, one of the aircraft directing shipping into the area of the life boats of the sunken ship S.S. NEURALIA.

9. COURIER SERVICE. On May 18th a thrice weekly Passenger and Freight service was inaugurated between ELMAS (SARDINIA) and NISIDA (NAPLES.) Figures of Freight carried are shown at Appendix "A", and number of sorties flown at Appendix "B".

BOMBER/TRANSPORT WING.

10. NATURE OF OPERATIONS. Since the cessation of Supply Dropping operations, the SM.82s have helped in the move forward of certain D.A.F. squadrons, and to transport the Light Bomber and Fighter Wings to their new stations. Several flights were also made by CZ.1007s to TIRANA to evacuate wounded. Details of work done are at Appendix "A".

AUTONOMOUS SQUADRON (BARI.)

11. This Squadron provides communication aircraft for the transport of I.A.F. officials. See appendix "A" for details of lifts made.

LIGHT BOMBER (BALTIMORE) WING.

12. OPERATIONS. Three missions of 12 aircraft each were unsuccessful.

13. REDEPLOYMENT OF SQUADRONS. After the surrender, arrangements were made to move the Wing to LITTORIO (ROME.) Aircraft of one squadron were flown from BIFERNO on 27th May. One pilot was forced to carry out a successful wheels-up landing at CENTOCELLE. Advanced ground parties were moved by road and SM.82s. The second squadron's aircraft to be moved as soon as adequate accommodation and facilities had been organised at LITTORIO. The move of the main party and equipment was unavoidably delayed.

G.T.U. FROSINONE.

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O.T.U. FROSINONE.

14. In spite of adverse weather conditions 220 hours were flown during the month with 40% average serviceability. For strength of aircraft see Appendix "C". For strength of personnel under instruction see Appendix "B". The Training syllabuses have been revised since the cessation of hostilities, resulting in the flying per crew being reduced from 30 hours to 21 hours. Bombing and Gunnery have been deleted and crews now concentrate on Navigation and Radio exercises.

COURIER SERVICES TO THE NORTH.

15. Primarily for the benefit of the Allied Commission, land plane services to MILAN, TREVISO (for VENICE,) and BOLOGNA were opened and have proved to be of great help in overcoming the unavoidable ground transportation difficulties. Senior Officers of the A.C. have expressed their appreciation of these services and the efficiency with the Italians have shown in flying regular timed schedules.

Continued/3....

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AIRCRAFT SAFETY.

16. In view of the large numbers of Allied personnel travelling on the I.A.F. Courier Services, H.Q. M.A.A.F. agreed to attach Flying Control and Air-Sea Rescue Specialist Officers to A.F.S.C. to investigate, report and make suggestions with regard to aircraft safety in the I.A.F.

SIGNALS.

17. Signals facilities available in ITALY at the end of May are shown at Appendix "D".

I.A.F. MET. SERVICE - PROGRESS.

18. Expansion. Eight reporting stations were opened in North Italy (at RIMINI, ANCONA, GENOA, MILAN, TURIN, PADUA, BOLOGNA and TREVISO.) The station at GENOA was opened at the special request of H.Q. M.A.C.A.F.

19. Security relaxation. Italian meteorological broadcasts went into clear on 6th May, 1945, simultaneously with all European Countries. Met. information available to the Allies is now also available to the Italians. Their forecasting centres at Z.A.T. Headquarters can now work completely independently, and cater for I.A.F. requirements.

20. Special equipment. I.A.F. personnel are being trained in the use of U.S. Radiosonde equipment, which they will eventually operate.

PART II - ORGANISATION AND ADMINISTRATION.

PERSONNEL.

21. Establishments. The proposed Establishments of the Italian Air Force were returned from H.Q. M.A.A.F. with comments and suggestions. They have been passed to the Italian Air Ministry for limited action, pending the arrival of a representative from H.Q. M.A.A.F. to discuss the final details.

22. Recruiting. The present strength of the I.A.F. is still some 3,000 below their ceiling strength of 31,000. To improve this, and to replace some classes due for discharge, an effort is being made by the Directorate of Personnel to stimulate recruiting, chiefly by means of Recruiting Posters, which are to be displayed on a liberal scale, and which direct men to report to their local Carabinieri H.Q. rather than travel to distant centres, to avoid unnecessary movement. These posters have now been approved by the necessary authorities in various Regions, and will be ready for display in the near future.

23. I.A.F. personnel serving with the R.A.F. In accordance with H.Q. M.A.A.F's C.R.O. No.20, monthly returns of I.A.F. non-operational personnel are sent to A.F.S.C. ROME, and any queries arising therefrom can be dealt with directly with the R.A.F. Unit concerned. This innovation has been helpful in

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24. I.A.F. personnel serving with the U.S.A.A.F. The ceiling figure of 6,500 I.A.F. has been maintained, and sufficient numbers allotted to the U.S.A.A.F. to make up the monthly shrinkage of about 4%.

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MOVEMENT.

25. Control of Movement. At the end of May, the Rear Army Control Line was deleted, and a Security Line established, which runs from the mouth of the River PIAVE to the Northern Frontier. With the exception of a 25 km. band round all Frontiers, travel and movement was freed from restrictions; the A.F.S.C. does not countersign Duty or Leave Passes in the Free Area.

26. Formation of 1st and 2nd Z.A.Ts. During May the Nuclei of the 1st Z.A.T.

Continued/4.....

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MILAN, 2nd Z.A.T, PADUA, and small Units at GENOA, TURIN, BOLOGNA were established and moved to their destinations. These Nuclei consisted chiefly of "I" Branch Personnel and Salvage Units.

27. Control of I.A.F. Courier Service Bookings. The control of all passages on the Italian Courier planes to the North was handed over to the Allied Commission Despatch Office. Air passages to the South are controlled by the Italian Air Ministry.

A.F.S.C. STAFF PERSONNEL.

28. Movements. Certain members of the Staff were transferred from BARI to the main HEADQUARTERS at ROME during the month including S.H.T.O, C.T.C, and Q.S.O.

29. Establishments. Amendments received to Unit Establishment No. L.E/MAAF/ 21620 allowing for addition of three W/Cdr. GD POSTS for Administrative duties at MILAN, PADUA and CENTOCELLE, and one additional F/Lt. Signals Officer at ROME H.Q. but were suspended by M.A.A.F.

30. Postings. F/LT. J.W. TURNER, Engineer Officer, was posted into the Detachment at LECCE.

S/LDR. BLAIKLEY, Intelligence, was posted in for Intelligence duty at MILAN Office.

W/CDR. W.M. HISDEE was posted in for Air Staff duties at A.F.S.C. ROME.

LT/COL. C.J. EGGSTAFF, U.S.A.A.F. was appointed Deputy Director A.F.S.C. vice COL. H.M. BALDRIGE who has returned to U.S.A.

EQUIPMENT.

31. Equipment Organisation. A reply was received from the Chief of Italian Air Staff to the memorandum concerning the reorganisation of the Italian Supply System referred to in last month's summary. This reply showed sincere desire to fall in with the Sub-Commission suggestions, and it outlined the new Italian organisation that would be set up to comply therewith. This scheme covered all the major points at issue, and the Italian Chief of Staff was asked to have it put into effect as early as possible (beginning 20th June). The major effect will be that the equipment organisation of both the I.A.F. and the A.F.S.C. will be centred on ROME instead of BARI.

32. Captured Enemy Material - North Italy. Preliminary reports from Intelligence indicated that there was a large amount of captured enemy material of Italian Air Force origin in Northern Italy. A ruling was requested from M.A.A.F. as to whether the I.A.F. would be allowed to reclaim all or part of their equipment for the maintenance of their present Force. The matter was discussed at the Chief of Staff's conference on 24th May and it was decided that C.M.S.O. would investigate and submit his recommendations. The chief difficulty lay in finding sufficient personnel to make an approximate inventory of the equipment involved, a task beyond the scope of this Sub-Commission and of M.A.A.F. A request to the Austrian Commission produced the offer of 20 officers and 8 O.Rs, an offer which was gratefully accepted.

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30. Postings. [illegible] Detachment at LECCE.

S/LDR. BLANDT, Intelligence, was posted in for Intelligence duty at MILAN Office.

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MAINTENANCE.

33. The state of maintenance has again shown improvement. When the material in the North is released, the I.A.F. should be able easily to maintain itself without supplies from Allied sources, except for P.O.L. With the factory space available in the North, it is hoped to raise the standard of maintenance of the Bomber/Transport type aircraft without increasing the number of aircraft in service.

34. A review of the state of all aircraft in the I.A.F. was made during the month, on the lines of the Bailey report. Instructions to the Italian Air Ministry as to which aircraft may be maintained in service and which shall be stored, and under what conditions, will be issued shortly.

Continued/5.....

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INTELLIGENCE.

35. Liberated Area. Despite the cessation of hostilities and resultant cessation of the flow of operational Intelligence the Liberation of the North produced unprecedented activity in the Intelligence field. In this connection the S.I.O., in company with the Head of the I.A.F. Intelligence Branch, proceeded on a twelve day visit to MILAN, TURIN and PADUA. The purpose of this was to arrange for A.F.S.C. Intelligence Sections to be established with the nuclei of the 1st and 2nd ZAPs. Working arrangements were also made for co-ordination with No.1 Field Intelligence Unit, whose function it was to inspect and release to the appropriate Allied Authorities ex-Italian documents and material, with the A.F.S.C. at ROME, and later at MILAN and PADUA.

36. Equipment. Preliminary information regarding ex-I.A.F. material was obtained for the benefit of the Equipment and Technical Branches of the A.F.S.C., and machinery was set up for passing such information to ROME as it became available.

37. Security. The security aspect of ex-I.A.F. personnel had to be investigated and machinery set up for the A.F.S.C. Intelligence Section to scrutinise proposed movements and appointments. Liaison was also established with C.S.D.I.C, and the interchange of information between them and the I.A.F. regarding ex-Republican Air Force personnel was arranged.

38. A.F.S.C. - Northern Area. The MILAN Office was opened on 7th May, with a Junior Intelligence Officer temporarily in charge. In the middle of the month Squadron Leader DIAMANT was sent up to take charge of the supervision of the 1st and 2nd Z.A.Ts. Owing to shortage of Staff, the PADUA Office (2nd Z.A.T) could not be opened.

39. I.A.F. appointments. The month has been marked by a large number of new appointments in the I.A.F. which were checked for security at A.F.S.C. ROME.

MORALE.

40. It is understood that the morale of the Italian Air Force again improved as soon as personnel were permitted to visit their houses in liberated Northern Italy, but the members of the Regular Air Force are increasingly worried about the future of the Italian Air Force.

VISITS.

41. The A.O.C. (Director) A.F.S.C. visited the following places, mostly in an Italian SM.79, with a view to facilitating the efficient opening up of the Italian Air Force Courier Services to the North:-

CERVOCELLE, BOLOGNA, TREVISO, MILAN (BRASSO,) VILLA FRANCA (VERONA,) PISA, SPEZIA AND GENOA.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Declassified E.O. 12065 Section 3-402/NNDC NO. 78017

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Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 16th June, 1945.
Ref: AFSC/25/1/AIR.

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APPENDIX "A".

SUMMARY OF COURIER/TRANSPORT WORK FOR THE MONTH OF MAY, 1945.

	PASSENGERS	LUGGAGE Kgs	MAIL Kgs	SUPPLIES. Kgs
B & T GROUP	1,718	22,211	8,289	45,605
SEAPLANE WING	100	1,390	180	2,755
INDEPENDENT SQUADRON UNITA AEREA (PATI)	155	1,996	142	1,658

SM.82s operating in support of D.A.F.	SORTIES	FREIGHT	QUANTITY.
	49	Petrol 100 Oct	12,720 Gals.
		Oil (1120)	1,760 Gals.
		Petrol M.T.	4,480 Gals.
		Oil M.T.	120 Gals.
		Rations	250 Cases.

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	PASSENGERS	LUGGAGE Kgs	MAIL Kgs	SUPPLIES Kgs
B & T GROUP	1,718	22,211	8,289	45,605
SEAFLAME WING	100	1,390	180	2,755
INDEPENDENT SQUADRON UNITA JEBEL (DARI)	155	1,996	142	1,658

SM.82s operating in support of D.A.F.	SORTIES	FREIGHT	QUANTITY.
	49	Petrol 100 Oct	12,720 Gals.
		Oil (1120)	1,760 Gals.
		Petrol M.T.	4,480 Gals.
		Oil M.T.	120 Gals.
		Rations	250 Cases.

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APPENDIX "B"

SECRET

SUMMARY OF ITALIAN AIR FORCE SORTIES, O.T.U. PUPILS AND COURIER SERVICES FOR MAY, 1945.

(a) FIGHTER WING.

Offensive recces.	2
Escort sorties.	24

(b) SEAPLANE WING.

Ack-Ack Co-operation flight.	1
Courier transport.	14
Air Sea Rescue.	5.

(c) BOMBER/TRANSPORT WING.

Courier work.	38
Flights in support of D.A.F. to TRIESTE and moving of I.A.F. squadrons.	49

(d) LIGHT BOMBER WING.

Bombing sorties (42,000 lbs)	24

(e) FRETHORNE O.T.U.

	Pilot.	Nav.	W/Op.	A/G.
Total number of Pupils under training:				
P.39	16	--	--	--
Spitfire	6	--	--	--
Baltimore	46	7	6	6

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(b) SEAPLANE WING.

Ack-Ack Co-operation flight.	1
Courier transport.	14
Air Sea Rescue.	5.

(c) BOMBER/TRANSPORT WING.

Courier work.	38
Flights in support of D...F. to TIMOR and moving of I...F. squadrons.	49

(d) LIGHT BOMBER WING.

Bombing sorties (42,000 lbs)	24

(e) FRASINONE O.T.U.

	Pilot.	Nav.	W/Op.	A/G.
Total number of Pupils under training:				
P.39	16	--	--	--
Spitfire	6	--	--	--
Baltimore	46	7	6	6

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APPENDIX "C".

SECRET

AIRCRAFT STATE - I.A.F.

		Strength	Serviceable	Crews
FIGHTER WING.				
CAMPE	P.39	2	-	
LECCE	P.39	46	38	
LECCE	Ca.133	1	-	
LECCE	Sai.202	1	1	
LECCE	Mc.205	26	18	
LECCE	Spitfire	12	12	
LECCE	Br.20	1	1	
LECCE	Ju.87	2	-	
LECCE	Mc.202	28	17	
LECCE	Sai.202	1	1	
		120	88	245
LIGHT BOMBER AND BOMBER/ TRANSPORT WING.				
LITERNO	H.137	16	16	
ROME	H.187	16	15	
LECCE	Cz.1007	8	5	
LECCE	S.82	14	11	
ROME	S.79	21	13	
ROME	S.84	6	3	
ROME	S.75	2	2	
ROME	S.73	1	1	
ROME	G.12	1	1	
ROME	Sai.202	1	-	
		86	67	131
COMMUNICABLE STORES DEPT.				
LECCE	P.39	35		
SEAPLANE WING.				
TARANTO	Cz.506/B	8	7	

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LECCE	Br.20	1	1	
LECCE	Ju.87	2	-	
LECCE	Mc.202	28	17	
LECCE	Sai.202	1	1	
		120	88	245

LIGHT BOMBER AND BOMBER/TRANSPORT WING.

LITERNO	M.187	16	16	
ROME	M.187	16	15	
LECCE	Cz.1007	8	5	
LECCE	S.82	14	11	
ROME	S.79	21	13	
ROME	S.84	6	3	
ROME	S.75	2	2	
ROME	S.73	1	1	
ROME	G.12	1	1	
ROME	Sai.202	1	-	
		86	67	131

COMBUSTIBLE STORES DEPT.

LECCE	P.39	35		

SEAPLANE WING.

TARANTO	Cz.506/B	8	7	
BRINDISI	Cz.501	9	7	
S.N.VAR.	Cz.501	1	1	
BRINDISI.	Cz.506/S	1	-	
S.N.VAR.	Cz.506/S	2	2	
BRINDISI	Cz.506/B	1	1	
TARANTO	Cz.506/B	1	-	
ELMAS	Cz.506/B	1	1	
ELMAS	Cz.506/S	3	2	
TARANTO	Cz.506/C	1	1	
TARANTO	Cz.501	4	2	
TARANTO	Rs.14	8	6	
		40	30	76

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AUTONOMOUS SQUADRONS.		Strength	Serviceable	Crews.
PALESE (BARI)	S.79	1	1	
ROME	S.79	2	2	
PALESE	Ca.314	4	2	
PALESE	Ca.313	1	-	
PALESE	Ca.311	1	-	
PALESE	Ca.310	1	-	
PALESE	Ca.309	4	-	
PALESE	Cr.42	1	-	
ROME	Re.2001	1	1	
PALESE	Sai.202	6	3	
PALESE	Fj.156	1	1	
PERETOLA	Cr.42	1	1	
		24	11	57

AUTONOMOUS SQUADRONS - SARDINIA.				
MONSERRATO (CAGLIARI)	S.79	1	1	
MONSERRATO	S.56	1	-	
MONSERRATO	Fn.305	1	1	
MONSERRATO	Ju.87	1	-	
MONSERRATO	Sai.202	1	1	
		5	3	2

SCHOOLS.				
LEVERANO	Hc.200	8	5	
LEVERANO	Cr.42	3	1	
BRINDISI	Cr.42	1	1	
LEVERANO	Ca.164	4	4	
LEVERANO	Fn.305	1	1	
LEVERANO	Sai.200	1	1	
FROSINONE	P.39	12	6	
FROSINONE	M.187	8	8	
FROSINONE	Spitfire	2	1	
FROSINONE	Sai.202	1	-	
		41	28	55

REPAIR SHOPS.				
LECCE	P.39	7		
LECCE	Spitfire	2		

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		1	1	
		24	11	57

AUTONOMOUS SQUADRONS - SARDINIA.

MONSERRATO (CAGLIARI)	S.79	1	1	
MONSERRATO	S.56	1	-	
MONSERRATO	Fn.305	1	1	
MONSERRATO	Ju.87	1	-	
MONSERRATO	Sai.202	1	1	
		5	3	2

SCHOOLS.

LEVERANO	Mc.200	8	5	
LEVERANO	Cr.42	3	1	
BRINDISI	Cr.42	1	1	
LEVERANO	Ca.164	4	4	
LEVERANO	Fn.305	1	1	
LEVERANO	Sai.200	1	1	
FROSINONE	P.39	12	6	
FROSINONE	M.187	8	8	
FROSINONE	Spitfire	2	1	
FROSINONE	Sai.202	1	-	
		41	28	55

REPAIR SHOPS.

LECCE	P.39	7
LECCE	Spitfire	2
LECCE	Mc.205	8
LECCE	Mc.202	10
LECCE	Ca.111	1
LECCE	Sai.202	6
LECCE	Fn.305	1
S.V.NORM.	L.3	1
S.V.Norm.	Ca.314	3
S.V.Norm.	Ca.310	1
LECCE	Cz.1007	1
LECCE	S.82	7
LECCE	Cz.1007	1
LECCE	G.12	1

Continued/3.....

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REPAIR SHOPS (CONTINUED)

		Strength	Serviceable	Crews.
LECCE	S.73	1		
LECCE	S.81	1		
LECCE	Cn.309	9		
TARANTO	Cz.506/B	13		
TARANTO	Cz.506/S	4		
TARANTO	Cz.501	10		
TARANTO	Ls.14	1		
MONSERRATO	S.79	2		
MONSERRATO	Cz.1007	1		
MONSERRATO	Cr.42	2		
MONSERRATO	G.50	2		
MONSERRATO	Fn.305	1		
ELMAS	S.84	1		
LEVERANO	Re.2002	15	3	
LEVERANO	Re.2001	10		
ROME	Re.2001	1	1	
LEVERANO	Mc.200	17		
LEVERANO	Cr.42	1		
LEVERANO	G.8	2		
LEVERANO	Cn.164	4		
LEVERANO	Fn.305	1		
LEVERANO	Ro.37	1		
BRINDISI	Rs.14	2		
		144	4	-
	TOTALS:	494	231	566

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LEVERANO	Mc.200	1		
LEVERANO	Cr.12	2		
LEVERANO	G.8	4		
LEVERANO	Ca.164	1		
LEVERANO	Fn.305	1		
LEVERANO	Ro.37	2		
LEVERANO	Rs.14			
BRINDISI		144	4	-
TOTALS:		494	231	566

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APPENDIX "D"

I.A.F. SIGNALS FACILITIES AS AT 31ST MAY 1945.

Not yet available - to be supplied later.

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[redacted]

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APPENDIX "E".

MAINTENANCE POSITION IN THE ITALIAN AIR FORCE DURING THE MONTH OF MAY, 1945.

	Serviceability 1/6/45	Serviceability 1/5/45
MACCHI 205	18	18
MACCHI 202	20	18
SPITFIRE	12	8
BALTIMORE	31	27
SM.82	11	9
CANT.1007	5	5
AIRACOBRA	27	25
SM.79	17	16

ITALIAN FIGHTER SERVICEABILITY.

1. Shows a slight increase on last month. Radiator position is better, and there are good supplies of tyres available in the North so that further Spitfire tyres need not be supplied. There are very good supplies now of overhauled D.B.601 and D.B.605 engines available. A further item which has been in very short supply is Ferodo for brakes, but good supplies have been found in MILAN.

ITALIAN BOMBER/TRANSPORT SERVICEABILITY.

2. The serviceability of the Cant.1007 is about the same but it is only a question of time before these aircraft go out of service.

3. During the month six SM.82s were sent up to RAVENNA and were used by D.A.F. for transporting 100 octane petrol and supplies to UDINE. This was the first time that they had operated so far away from their base, and in spite of the many difficulties which were bound to arise through hard and willing work, reasonable serviceability was maintained.

4. Both the SM.82s and SM.79s are now being used on the Courier/Transport Service. At present the SM.82s are still based at LECCE, but a detachment is being moved to CENTOCELLE (ROME). In the future it is planned to move major maintenance of the Bomber Transport Wing to the MILAN area owing to the manufacturing facilities in that area and the stores available.

ALLIED AIRCRAFT SERVICEABILITY.

5. The Baltimores will be converted to 5-seater Passenger carrying aircraft as soon as conversion details are known. One squadron is at present based at LITTORIO (ROME) and the second will move there shortly. Good serviceability is

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BALTIMORE	11	9
SM.82	5	5
CANT.1007	27	25
AERMACCHI	17	16
SM.79		

ITALIAN FIGHTER SERVICEABILITY.

1. Shows a slight increase on last month. Radiator position is better, and there are good supplies of tyres available in the North so that further Spitfire tyres need not be supplied. There are very good supplies now of over-hauled D.B.601 and D.B.605 engines available. A further item which has been in very short supply is Ferodo for brakes, but good supplies have been found in MILAN.

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ALLIED AIRCRAFT SERVICEABILITY.

5. The Baltimores will be converted to 5-seater Passenger carrying aircraft as soon as conversion details are known. One squadron is at present based at LITTORIO (ROME) and the second will move there shortly. Good serviceability is maintained.

3919

6. The Spitfires are also maintaining good serviceability.

7. Aerocobra serviceability is also good. A number of tyres have been retreaded and all repairable tubes vulcanised. It is expected that with the move to LECCE, tyre life will be increased because the runway at VTS was responsible for most of the tyre damage.

8. Work is in hand on repairing the M. series aerocobras which had excessive corrosion and the serviceability of the pool aircraft, which had been extensively robbed, has now been greatly improved.

9. With the move of the aerocobras from the C.T.U. at FROSINONE to LECCE, the spares position should be improved as all available spares can be concentrated at LECCE.

Continued/2.....

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MAINTENANCE - GENERAL.

10. Large supplies of much needed spares have been discovered in the North, and work is proceeding on getting inventories out for this material and having it transferred to a central depot. It would seem that with this material the I.A.F. should be practically self supporting her Italian aircraft, except of course, her P.O.L. Authority has been sought for this Sub-Commission to supervise the issue to the I.A.F. of sufficient quantities of this material to enable them to maintain their aircraft.

11. The number of complete aircraft found in the North has been small. Those that have been discovered have been found in various states undergoing complete overhaul, and when approved by M.A.A.F. will be issued to the I.A.F. as soon as they become available. An equal number of aircraft will then be sent in for overhaul as and when these aircraft are completed so that the total number of Transport aircraft in use in the I.A.F. will remain approximately the same, but the standard should improve.

12. Complete lists of aircraft showing those that can be maintained and those that have to be stored have been sent to the I.A.F. It is intended to concentrate the majority of the stored aircraft in two main parks which will be guarded to ensure that no work is carried out on these stored aircraft.

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APPENDIX "F"

COPY:

CONFIDENTIAL.

From: Air Vice-Marshal G.H. MILLS, D.F.C.,

Headquarters,
Balkan Air Force,
Royal Air Force,
C.M.F.

DC/GHM.

8th June, 1945.

My dear Brodie,

Now that you have formally re-assumed control of the Italian Squadrons which were working with Balkan Air Force, I would be glad if you would thank them from me for the very good work they did while they were with us. The keenness and spirit which they showed in all their operations made no small contribution to the success of our operations in the Balkans, and earned for them the admiration of the Royal Air Force units they fought alongside.

2. In particular, I would like to mention the reliability of the Reconnaissance Missions flown by the Fighter Squadrons and the vigour with which they pressed home their attacks when targets were found. In the same way, the constant hammering of the Bomber Squadrons played an important part in the disruption of the enemy's communications and his ability to move reinforcements to threatened areas in the final stages of the war, while their constant attacks on gun positions in the Islands were largely responsible for neutralising these defences so that the Islands could be captured with very light casualties.

3. Nor do I forget the Transport Squadrons who carried on in all sorts of weather. Their work, though less glamourous, was no less important and I am sure will live long in the memory of those to whom they carried badly needed supplies.

4. I would like to thank them all, aircrew and ground crew alike. They now pass to you with the best wishes of the Royal Air Force units they fought and worked alongside.

Yours sincerely,

34/12

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My dear Brodie,

Now that you have formally re-assumed control of the Italian Squadrons which were working with Balkan Air Force, I would be glad if you would thank them from me for the very good work they did while they were with us. The keenness and spirit which they showed in all their operations made no small contribution to the success of our operations in the Balkans, and earned for them the admiration of the Royal Air Force units they fought alongside.

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4. I would like to thank them all, aircrew and ground crew alike. They now pass to you with the best wishes of the Royal Air Force units they fought and worked alongside.

Yours sincerely,

(SGD) G.H. MILLS.

3908

Air Vice-Marshal I.E. Brodie, CBE,
Air Forces Sub-Commission,
Allied Commission, Rome.

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

AIR REPORT NO.28 / APRIL 1945. SECRET.

Appendix "A" Summary of Italian Air Force Operational and Courier sorties for the month of April 1945.

Appendix "B" Summary of work done by the Italian Seaplane Wing for the month of April 1945.

Appendix "C" Italian aircraft state as at 30th April, 1945. (Not to Chief Commissioner.)

Appendix "D" Maintenance position during the month of April. (Not to Chief Commissioner.)

Appendix "E" Press.

1. The number of sorties carried out by the Italian Air Force during April constitutes another record. This was achieved by a large increase in the fighter sorties and a creditable increase in the Light Bomber sorties, whereas the sorties done by the Seaplanes and Bomber/Transport aircraft were less than last month, because the jobs were not there for these type of aircraft. There is no doubt that the efficiency of the Italian Air Force continues to increase, although there is still much work to be done to bring the administration and organisation in particular up to British standards.

FIGHTER WING.

2. The two Airacobra (P.39) and the Spitfire squadron are still based at CARTE, but as their targets became further and further away, they have been refuelled at VIS. Their targets have mainly been road and railway targets; 8 trains and 14 vehicles have been destroyed, and a further 30 trains and 185 vehicles damaged. In addition railway stations and bridges have been attacked.

SEAPLANE WING.

3. None of the 12 A.S.R. sorties were successful; in six cases it was subsequently found that the aircraft concerned had landed safely. Permission has not yet been granted for the use of a Seaplane Base near ROME: one is urgently required.

COURIER/TRANSPORT WING.

4. There is little to report but that the aircraft were able to operate on all but 2 days of the month, and that there was one successful forced landing.

BOMBER/TRANSPORT WING.

5. Of the 104 supply dropping sorties made, 12 were unsuccessful due to technical trouble or weather. 5 sorties to TIRANA (Albania) were carried out by

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Appendix "B" Press.

1. The number of sorties carried out by the Italian Air Force during April constitutes another record.. This was achieved by a large increase in the fighter sorties and a creditable increase in the Light Bomber sorties, whereas the sorties done by the Seaplanes and Bomber/Transport aircraft were less than last month, because the jobs were not there for these type of aircraft. There is no doubt that the efficiency of the Italian Air Force continues to increase, although there is still much work to be done to bring the administration and organisation in particular up to British standards.

FIGHTER WING.

2. The two Airacobra (P.39) and the Spitfire squadron are still based at CANNE, but as their targets became further and further away, they have been refuelled at VIS. Their targets have mainly been road and railway targets; 8 trains and 14 vehicles have been destroyed, and a further 30 trains and 183 vehicles damaged. In addition railway stations and bridges have been attacked.

SEAPLANE WING.

3. None of the 12 A.S.R. sorties were successful; in six cases it was subsequently found that the aircraft concerned had landed safely. Permission has not yet been granted for the use of a Seaplane Base near ROME: one is urgently required.

CO-RIER/TRANSPORT WING.

4. There is little to report but that the aircraft were able to operate on all but 2 days of the month, and that there was one successful forced landing.

BOMBER/TRANSPORT WING.

5. Of the 104 supply dropping sorties made, 12 were unsuccessful due to technical trouble or weather. 5 sorties to TIRANA (Albania) were carried out when 158 sick and wounded were evacuated by SM.82 aircraft to Italy.

3906

LIGHT BOMBER WING.

6. Operating 22 days of the month. This two Squadron Baltimore Wing has far exceeded any other months activity since its formation. Targets included coastal batteries on the islands of RAB, VEGLIA and LUSSINA; railway stations, bridges and other targets on the mainland of Yugoslavia, where leaflets were also dropped on 6 occasions.

7. The following is a statement made in April by the O.C. No.254 Wing: "As you will see from the copies of the Monthly Analysis we send to the squadrons each month, the two squadrons have maintained an average serviceability of 80%

Continued /2....

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flown 1,075 sorties for 2,812 flying hours, and dropped 843 ton of explosive, over the period December, 1944 to March 1945. All these figures occurred from 54 maximum permissable flying days, giving an average of approximately 48 flying hours per day, and nearly 2 sorties per day for the two squadrons. This is a performance up to our own R.A.F. standards and on little less or of more than half the ancillinary services, equipment and facilities that we possess. Given reasonable conditions, they will, and are, improving now on these figures".

C.M.L. AT FROSINONE.

8. Ground training began on the 8th April and flying training for 31 pilots on the 16th April. Flying was delayed until the extension of the runway to one mile in length, was completed. One Spitfire crashed on landing.

ORGANISATION.

9. The organisation in the Air Forces Sub-Commission and in the Italian Air Force has been partially reviewed. Action is being taken to base all Senior Specialist Officers on ROME (at present divided between ROME and BARI); it will, therefore, be possible to amalgamate Ninth Force and 4th Z.A.T. at BARI, thus increasing the responsibility of the Italian Air Ministry. This reorganisation is all the more important in view of the liberation of Northern Italy.

10. Establishments in the Italian Air Force as a whole, and by units, are being undertaken by Headquarters, M.A.A.F. in consultation with Italian Air Ministry and Air Forces Sub-Commission. This should result in redundent Italian personnel in some Units being made available for new Units being formed in the North, or for loan to the R.A.F. and U.S.A.A.F.

11. The strengths of I.A.F. personnel on loan to, and working under R.A.F. and U.S.A.A.F. is now up to strength, namely 2,500 and 6,500 respectively. A small "P" Staff organisation has been set up in the Italian Air Ministry to deal solely with Italian personnel working under R.A.F. and U.S.A.A.F.

TRAINING.

12. Reports from Officers in charge of Detachments of the A.F.S.C. have been received, and it is apparent that the I.A.F. needs our assistance in navigation, A.S.P. procedure and dinghy drill, likewise flying control. Action has been taken.

MAINTENANCE.

13. The serviceability of I.A.F. aircraft (both Italian and Allied types) is satisfactory, although there are, as usual, some shortages, which are, however, not so serious as they were. See appendix "D" for full report.

OBSOLETE ITALIAN AIRCRAFT.

14. Largely for Political reasons, permission was granted for the Italians to retain a number of obsolete type aircraft, provided no work is done on them. The Italians wanted these particularly for after the war, and this concession has had a good effect in the I.A.F. and politically.

MOTOR TRANSPORT.

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increasing the responsibility of the Italian Air Ministry. [redacted] is all the more important in view of the liberation of Northern Italy.

10. Establishments in the Italian Air Force as a whole, and by units, are being undertaken by Headquarters, M.A.A.F. in consultation with Italian Air Ministry and Air Forces Sub-Commission. This should result in redundant Italian personnel in some units being made available for new units being formed in the North, or for loan to the R.A.F. and U.S.A.A.F.

11. The strengths of I.A.F. personnel on loan to, and working under R.A.F. and U.S.A.A.F. is now up to strength, namely 2,500 and 6,500 respectively. A small "G" Staff organisation has been set up in the Italian Air Ministry to deal solely with Italian personnel working under R.A.F. and U.S.A.A.F.

TRAINING.

12. Reports from Officers in charge of Detachments of the A.F.S.C. have been received, and it is apparent that the I.A.F. needs our assistance in navigation, A.S.I. procedure and dinghy drill, likewise flying control. Action has been taken.

MAINTENANCE.

13. The serviceability of I.A.F. aircraft (both Italian and Allied types) is satisfactory, although there are, as usual, some shortages, which are, however, not so serious as they were. See Appendix "B" for full report.

OBSOLETE ITALIAN AIRCRAFT.

14. Largely for Political reasons, permission was granted for the Italians to retain a number of obsolete type aircraft, provided no work is done on them. The Italians wanted these particularly for after the war, and this concession has had a good effect in the I.A.F. and politically.

MOTOR TRANSPORT.

15. Generally speaking the state of M.T. in the I.A.F. is still critical, but the position should ease shortly because (i) the M.T. repair workshops at MILDIVACCA have been extended, (ii) a considerable amount of spares (mostly FIAT) have arrived from ALEXANDRIA, (iii) equipment from the North should be available.

16. 100 drivers and mechanics have been ordered to proceed to SARDINIA to take over the running of trucks lent by the M.M.I.A. (Military Mission Italian Army,) for assisting in the work proceeding at ELMAS airport for Transport Command. The I.A.F. Staff M.T. Officer has moved from BARI to ROME.

SIGNALS.

17. The Italian Director of Signals, together with the A.F.S.C. Signals Staff

Continued/3.....

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Officer visited BITENTO, CANNE, BRINDISI, LECCE, and TARANTO and found that signals maintenance arrangements are functioning properly, and that the wireless serviceability of operational aircraft is satisfactory.

COMMAND.

18. Acting Air Vice-Marshal I.E. BRODIE, CBE, arrived on the 7th April and took over from Acting Air Vice-Marshal W.A.B. BOWEN-BUSCARLET, CBE, DFC, on the 20th April after touring NAPLES, BARI, BRINDISI, LECCE, LIVERANO, ST. VITO DI TARANTO, TARANTO, CANNE and BITENTO. This tour included visits to workshops and factories, as well as all the operational units.

INSPECTION - LECCE.

19. The Deputy/Air Commander-in-Chief, Air Marshal SIR GUY GARROD, KCB, OBE, MC, DFC, LL.D, inspected LECCE on the 30th April; the following were present:

AIR VICE-MARSHAL G.H. MILLS, A.O.C, R.A.F, C.M.F.
AIR VICE-MARSHAL I.E. BRODIE, DIRECTOR, A.F.S.C, ROME.
AIR COMMODORE H.D. JACKSON, A.O.A, R.A.F, C.M.F.
GENERAL N. ARNONE CAT, ITALIAN C.A.S.
GENERAL GAETA, COMMANDER UNITA AEREA AND 4TH Z.A.T, BARI,
and most of the Italian Station and Unit Commanders.

20. This inspection was much appreciated by the Italian Air Force and by the many individuals to whom the Deputy/Air C-in-C spoke.

EQUIPMENT ORGANISATION.

21. As a result of a review of the Italian supply organisation a memorandum was submitted to the Chief of the Italian Air Staff embodying recommendations concerning its reorganisation. These recommendations were designed to provide for more effective control by the Italian Air Ministry over all supply matters and to reduce the wide measure of responsibility at present being exercised by Headquarters UNITA AEREA in BARI. It is believed that the recommendations have been well received.

METEOROLOGICAL SERVICE.

22. 8 new Italian Reporting Stations opened during April. The coverage of Stations as far North as FLORENCE is now adequate.

PRESS.

23. In respect of the Italian Air Force, everything quiet during the month. See appendix "E" for broadcast praising the Italian Air Force.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

AIR COMMODORE H.D. JACKLIN, A.O.A., R.A.F., C.M.F.
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I.E. BRODIE,
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AIR OFFICER COMMANDING.

3902

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 12th May, 1945.
Ref: AFSC/25/1/AIR.

DISTRIBUTION.

H.Q. M.A.A.F. C.M.F. Allied Liaison Section. 3 copies (1 for Air Ministry D.Pol.C.)
CHIEF COMMISSIONER, H.Q. ALLIED COMMISSION, C.M.F. 1 copy
A.F.S.C. A.C. BARI, pass to LECCE and TARANTO for inf. 1 copy
A.F.S.C. A.C. ROME. File. 1 copy
A.F.S.C. A.C. NAPLES, pass to FROSINONE for inf. 1 copy
H.Q. M.A.A.F. (HISTORICAL RECORDS SECTION) C/O AHQ UNITA. 2 copies

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APPENDIX "A"

SUMMARY OF ITALIAN AIR FORCE OPERATIONAL AND COURIER SORTIES FOR THE MONTH OF APRIL.

(a) FIGHTER WING.

Offensive reconnaissance	240	
Bombing	106	
Other sorties (mostly to and from advanced landing ground on VIS.)	559	
		895

(b) SEAPLANE WING.

A.S.V. Searches	12	
A.A. Calibrations	6	
Courier/Transport	54	
		64

(c) BOMBER/TRANSPORT WING.

Supply dropping	104--(239,516.5 lbs 132 tons)	
Courier/Transport	282	
A.A. calibration	8	
Meteorological	5	
		399

(d) LIGHT BOMBER WING.

Bombing	556--(354.3 tons)	
		556
TOTAL SORTIES:		1,914

(e) PROGRESS O.T.U.

	Pilot.	Nav.	W/Op.	A/G.
Total number of Pupils under training, P.39	5	-	-	-
Spitfire	3	-	-	-
Baltimore	23	-	9	2

There are 6 Pilots at BENEVENTO undergoing a refresher flying course.

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Courier/Transport	64	
(c) BOMBER/TRANSPORT WING.		
Supply dropping	104---(289,516.5 lbs 132 tons)	
Courier/Transport	282	
A.A. calibration	8	
Meteorological	5	
		399
(d) LIGHT BOMBER WING.		
Bombing	556---(334.3 tons)	
		556
TOTAL SORTIES:		1,914

(e) FIGHTER O.T.U.	Pilot.	Nav.	W/Op.	A/G.
Total number of Pupils under training, P.39	5	-	-	-
Spitfire	3	..	..	-
Baltimore	25	-	9	2

There are 6 Pilots at LEVEN/10 undergoing a refresher flying course.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

APPENDIX "A"

THE ITALIAN SEAPLANE WING, REGIA AERONAUTICA. SECRET.

LEGEND.

1. The Italian Seaplane Wing has probably been the more fortunate of the Italian Air Force Commands from the very commencement of co-belligerent operations, in that it has had a permanent home. The two main bases, TARANTO and BRINDISI, were intact though disorganised. A considerable portion of the aircraft were in a reasonable state of repair and the crews all experienced in their particular duties.

2. The writer having previously trained the French Naval Seaplane Wing in North Africa on British aircraft and procedure, all the requisite extracts from Mediterranean Joint Air Orders, Signals Manuals, Codes, Air Sea Rescue procedure, Convoying instructions, U Boat Hunting etc., were available and quickly translated from French into Italian. The Italians showed great keenness and aptitude for this work, which was similar to their previous activities. As an example of this; an Italian Operations Room was formed at the Seaplane Base, TARANTO, at the same time as the Combined Operations of 242 Group, Navy House. These two offices were linked with direct tie-lines. Lectures, instruction and briefing of all the Italian crews was commenced on 8th October, 1943, with the aid of Interpreters and on 28th October, 1943, the Wing was in action and carried out its first operational commitments in conjunction with the British Squadrons.

ORGANISATION AND ADMINISTRATION.

3. After a series of eliminations an active and enthusiastic Lieutenant Colonel was appointed as Commanding Officer. This officer deals with all matters of administration and organisation for the whole Wing. He, in turn, is assisted by a Deputy Commanding Officer of the same rank who is responsible for all flying and operational commitments. This scheme has worked out extraordinarily well despite the Latin temperament; there being no jealousy of superior rank, and, as both officers are active pilots, they visit the very scattered parish of the Italian Seaplane Wing frequently and are 'au fait' with what is actually going on.

4. The original lay-out of the Wing was 2 Gruppos; one containing the nucleus of 4 Squadrons at TARANTO and one at BRINDISI with the nucleus of 4 Squadrons. With the arrival of the British Maintenance Unit, the major portion of the Seaplane Base and all but one-half of a hangar at BRINDISI were requisitioned by the Royal Air Force. This necessitated a re-shuffle of squadrons. At this time the Italians asked for the return of their old Gruppos for historical and traditional reasons. As this was considered a good way of bolstering up 'esprit de corps' and morale, the change was made; allocating two Squadrons to each Gruppo, making eight Squadrons in all. These additional Gruppos on paper may seem a lot of 'top hamper', but it should be realised that an Italian Gruppo is only equivalent to a British Squadron with a Squadron Leader in charge.

5. However, with existing commitments, these Gruppos could be reduced to three with mixed Squadrons in each. The object of mixing the Squadrons is that the Cant 506's get the major amount of flying, followed by the R.S.14's and finally, the Cant 501's. It has been found a bad system to allocate aircraft solely to a Cant 506 Squadron when all are ambidextrous; so that certain Cant 506 Squadrons have [illegible] by the addition of Cant 501's.

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an Italian Operations Room was formed at the Seaplane Base, TARANTO, at the same time as the Combined Operations of 242 Group, Navy House. These two offices were linked with direct tie-lines. Lectures, instruction and briefing of all the Italian crews was commenced on 6th October, 1945, with the aid of Interpreters and on 28th October, 1945, the Wing was in action and carried out its first operational commitments in conjunction with the British Squadrons.

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5. However, with existing commitments, these Gruppos could be reduced to three with mixed Squadrons in each. The object of mixing the Squadrons is that the Cent 506's get the major amount of flying, followed by the H.S.14's and finally, the Cent 501's. It has been found a bad system to allocate divers solely to a Cent 506 Squadron when all are ambidexterous; so that certain Cent 506 Squadrons have been brought up to strength by the addition of Cent 501's.

6. In routine matters of organisation and administration, an effort has been made not to interfere with the Italian system, which works admirably. The advice of the Italian Liaison Officer is often sought in these matters and typical British Station Standing Orders were avidly studied and many put into effect forthwith.

3901

OPERATIONAL.

7. The operational commitments of the Italian Seaplane Wing are now greatly reduced, with the termination of escorts, convoy duties and U/boat hunts. At present the more important is Air Sea Rescue and Minefield Spotting. Twenty-seven Allied aircrews were saved by Air Sea Rescue operations last year. All crews are competent and practised in British methods of search for distressed aircraft or

Continued/2....

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vessels; this applies also to the masters of the high speed launches.

8. With a view to temporarily converting operational aircraft for transport uses, experiments have been made with one Cant 506 and one R.S.14. By the removal of the dorsal turret and fitting collapsible detachable padded seats, the Cant 506 becomes a reasonably comfortable 11-seater passenger carrier and the R.S.14 a 6-seater. The turrets can be replaced and the aircraft restored to war efficiency in eight hours, if required.

9. Combined air to air and air to surface vessel exercises are carried out periodically in co-operation with British aircraft and H.S.L's both locally and in Sardinia.

10. With the arrival of summer and better sea conditions it is proposed to make more use of the Cant 501 aircraft to search for survivors, and once located, to signal the '506' at base which will home onto the '501' and carry out alighting and rescue. This will represent a large saving in 3-engined aircraft, on which there are always heavy demands.

SIGNALS.

11. Few difficulties have been encountered other than slight technical ones; calibration of W/T sets and R.D.F. loops to British wavelengths. These were quickly overcome.

12. The Signals Officer is first class and all the W/T aircrew operators are experienced men.

13. Frequent homing exercises are carried out to keep the Air Sea Rescue crews and operators on top line.

NAVIGATION.

14. The pilots are all experienced in compass course flying and D.R. navigation. The observers are Naval officers attached to the Seaplane Squadrons for a specific period of shore service.

15. Navigation satchels containing C.D.C, parallels and the usual impediments on British lines are always carried in aircraft. In the event of any extraordinary briefing being necessary for some special mission, the Pilot, Navigator and all concerned report to Navy House, where courses or other problems are discussed personally with the Naval Staff Officer, Operations.

ENGINEERING.

16. The Technical Officers in general are good, but some lack organising ability. This is not their fault in many cases because the Fascist regime accustomed them to make very little use of any initiative they may have had in this direction. The craftsmen are highly skilled and masters in the art of improvisation when necessary. Owing to shortage of materials at TARANTO, they have been called upon to manufacture anything from copper tacks to founding motor car pistons from scrap.

17. Maintenance and inspection as previously carried out in the Italian Air Force was very elastic, but the introduction of British Maintenance Schedules, Forms 700, etc., though somewhat mystifying at first, have now been enthusiastically adopted; are well kept and carefully checked. This also applies to the M.T. Section,

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INTELLIGENCE.

18. Hitherto, while under the operational control of 242 Group, it was possible to secure quantities of literature and publications from the Intelligence Section. Apart from their propaganda value, many articles of particular interest were translated. All this literature was made available to aircrews in the annex of the Italian Operations Room, where it was eagerly read and fostered a lively interest

Continued /5.....

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interest in the latest Allied aircraft and constructive discussions on other problems. This source of supply is now at an end, and it is considered that much good would obtain from a regular issue of aeronautical papers etc., direct from the Air Forces Sub-Commission Intelligence Section.

CONCLUSION.

19. The Italian Seaplane Wing has all the makings of a very efficient Coastal Command. The major portion of the officers and men are skilled, keen and co-operative. The average flying hours of the active pilots in the Squadrons on 1st January of this year was 950 hours each.

20. Properly handled, with a little common sense, tact and a certain amount of allowance for temperament, they can be welded into a first class Force. They are still suffering from an inferiority complex and are highly sensitive to destructive comment which is often levelled at them as a matter of course!

21. There is a certain amount of redundancy, especially in non-technical branches, office runners, sweepers, galley assistants, etc., whose numbers could easily be reduced. This is a relic of the past when there was no shortage of man power and regimental pay being so low, represented but a small fraction of the Air Force Vote.

22. With the rapid liberation of so many valuable Italian Seaplane Bases, it is hoped that arrangements can be made for the Seaplane Wing to send a nucleus Care and Maintenance Party to any base where sufficient machinery and material remains to justify this. Experience in the past has shown that after the departure of the Allied armies, the civilians loot everything from window glass to Diesel electric plants and other greatly needed spares.

(SGD) V.H. CLETT,
WING COMMANDER.

Date: 1st May, 1945.

Declassified E.O. 12065 Section 3-402/NNDC NO. 78017

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(SGD) V.H. CLIFT,
WING COMMANDER.

Date: 1st May, 1945.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

APPENDIX "C"

SECRET

AIRCRAFT STATE - I.A.F.

		Strength	Serviceable	Crew
FIGHTER WING.				
Crotone	F.59	32	25	
Lecce	F.39	16	-	
Lecce	Cr.133	1	-	
Lecce	Sm.202	1	1	
Lecce	Mc.205	24	17	
Crotone	Spitfire	12	11	
Lecce	Br.20	1	1	
Lecce	Ju.87	2	-	
Lecce	Mc.202	23	16	
Lecce	Sm.202	1	1	
		113	74	245
LIGHT BOMBER AND FIGHTER/TRANSPORT WING.				
Biferno	M.187	32	28	
Biferno	Cr.164	1	1	
Lecce	Cr.1007	7	5	
Lecce	S.82	14	6	
Rome	S.79	21	10	
Lecce	S.84	2	2	
Rome	S.84	4	2	
Rome	S.75	2	2	
Rome	S.73	1	-	
Rome	S.12	1	1	
Rome	Sm.202	1	-	
		86	57	134
SEAPLANE WING.				
Taranto	Cr.506/B	8	7	
Brindisi	Cr.501	10	8	
Brindisi	Cr.506/S	3	3	
S.Nicola T.	Cr.506/S	1	1	
[illegible]	Cr.506/S	1	1	

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	Lecce Sai.202	1	1	
		118	74	245

LIGHT BOMBER AND TORPEDO/TRANSPORT WING.

	Bitonto M.167	32	28	
	Bitonto Cm.164	1	1	
	Lecce Cs.1007	7	5	
	Lecce S.82	14	6	
	Rome S.79	21	10	
	Lecce S.84	2	2	
	Rome S.84	4	2	
	Rome S.75	2	2	
	Rome S.79	1	-	
	Rome S.12	1	1	
	Rome Sai.202	1	-	
		86	57	134

SEABOARD WING.

	Taranto Cn.506/B	8	7	
	Brindisi Cn.501	10	8	
	Brindisi Cn.506/S	3	3	
	S.Nicola T.Cn.506/S	1	1	
	" Cn.508/D	1	1	
	Taranto Cn.506/B	3	2	
	Elmas Cn.506/B	1	1	
	Elmas Cn.506/S	3	2	
	Taranto Cn.506/C	1	-	
	Taranto Cn.501	4	3	
	Taranto Ro.14	8	4	
				3898
		43	32	76

Continued /2...

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SCHOOL.		Strength	Serviceable	Crew.
Leverano	Mc.200	8	6	
Leverano	Cr.42	3	2	
Brindisi	Cr.42	1	1	
Leverano	Cr.164	3	3	
Leverano	G.50	1	-	
Leverano	Fn.305	1	1	
Leverano	Sai.200	1	1	
Frosinone	P.39	12	11	
Frosinone	M.187	8	7	
Frosinone	Spitfire	2	2	
Frosinone	Sai.202	1	1	
		52	35	55

CONSUMABLE STORES DEPT.				
Lecce	P.38	35		

AUTONOMOUS SQUADRONS.				
Palese	S.79	2	2	
Rome	S.79	1	-	
Palese	Cr.314	4	3	
Palese	Cr.313	1	1	
Palese	Cr.311	1	-	
Palese	Cr.310	1	-	
Palese	Cr.309	4	-	
Palese	Mc.2001	1	-	
Palese	Sai.202	6	4	
Palese	Fj.156	1	1	
Portola	Cr.42	2	1	
		24	12	54

AUTONOMOUS SQUADRONS SARDINIA.				
Cagliari	S.79	1	-	
Cagliari	Fn.305	1	1	
Cagliari	Ju.87	1	-	
Cagliari	Sai.202	1	-	
		4	1	2

REPAIR SHOPS.

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		52	35	55

CONSUMABLE STORES DEPT.

Lecce	P.38	35		

AUTONOMOUS SQUADRONS.

Palese	S.79	2	2	
Bone	S.79	1	-	
Palese	Cr.314	4	3	
Palese	Cr.313	1	1	
Palese	Cr.311	1	-	
Palese	Cr.310	1	-	
Palese	Cr.309	4	-	
Palese	Re.2001	1	-	
Palese	Sai.202	6	4	
Palese	Fi.156	1	1	
Foggia	Cr.42	2	1	
		24	12	54

AUTONOMOUS SQUADRONS SARDINIA.

Cagliari	S.79	1	-	
Cagliari	Fn.305	1	1	
Cagliari	Ju.87	1	-	
Cagliari	Sai.202	1	-	
		4	1	2

REPAIR SHOPS.

Lecce	P.39	7
Lecce	Spitfire	2
Lecce	Mc.205	9
Lecce	Mc.202	10
Lecce	Cr.111	1
Lecce	Sai.202	6
Lecce	Fn.305	1
Lecce	L.3	1
S.Vito T.	Cr.314	3
S.Vito T.	Cr.310	1

Continued /3.....

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REPAIR SHOPS CONTINUED.

		Strength	Serviceable	Crew.
Lecce	S.82	7		
Lecce	Cz.1007	2		
Lecce	G.12	1		
Lecce	S.79	2		
Lecce	S.73	1		
Lecce	S.81	1		
Lecce	Ca.309	1		
Taranto	Cs.506/S	10		
Taranto	Cz.506/S	3		
Taranto	Cs.501	10		
Taranto	Re.44	1		
Monserrato	S.79	2		
Monserrato	Cz.1007	1		
Monserrato	Cr.42	2		
Monserrato	Fn.305	1		
Monserrato	S.73	1		
Elmas	S.84	1		
Leverano	Re.2002	15		
Leverano	Re.2001	10		
Leverano	Mc.200	17		
Leverano	Cr.42	1		
Leverano	G.8	2		
Leverano	Ca.164	4		
Leverano	Fn.305	1		
Leverano	Re.37	1		
		141		
	TOTALS:	492	217	566

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Laverano	Re.2001	17
Laverano	Mc.200	1
Laverano	Cr.42	2
Laverano	C.8	4
Laverano	Co.164	1
Laverano	Fr.305	1
Laverano	Re.37	
		141
TOTALS:		492 217 566

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APPENDIX "D"

MAINTENANCE POSITION IN THE ITALIAN AIR FORCE
DURING THE MONTH OF APRIL.

	Serviceability 1/5/45	Serviceability 1/4/45
MACCHI 205	18	16
MACCHI 202	18	18
SPITFIRE	8	9
BALTIMORE	27	30
S.M.82	9	7
CANT.1007	5	5
ANACONDA	25	22

ITALIAN FIGHTER SERVICEABILITY.

1. Shows a slight increase on last month. A considerable quantity of spares for D.P. engines have now been received from France. Some of the Radiators turned out by Naval Meccanic have been very poor and it is good that by altering the methods of production that improved results will be obtained.

ITALIAN BOMBER TRANSPORT SERVICEABILITY.

2. The serviceability of the SM.82s shows a slight increase, but they have not yet fully recovered from their record effort of last month. There has been considerable unserviceability due to the use of Petroleum based oil in the hydraulic circuit, but this is now being overcome by the manufacture of gaskets from the synthetic rubber obtained from Middle East.

3. Supplies of Casein Glue and plywood are not yet available from the Italian Factories, but it is hoped that supplies will be turned out in the near future. Experiments have also been made for manufacturing Red Dope of which large quantities are onsaund from Allied Sources. These experiments appear to be successful and if so, will considerably ease the supply position.

4. The Cant 1007 serviceability remains the same and the use of these aircraft for Supply Dropping has now ceased as the targets are outside their radius of action.

ALLIED AIRCRAFT SERVICEABILITY.

5. The three Fighter Squadrons of P.39 and Spitfire aircraft have carried out a record number of sorties. The Spitfire serviceability is temporarily down but this is due to the fact that there are only 13 aircraft in the Squadron owing to an excessive amount of accidents recently.

6. The Airacobra serviceability is still good but all the Series N aircraft have had to be withdrawn and replaced by Q Series. Excessive corrosion of the tail unit mainly in the rear boom of the horizontal stabilizer. Fin has been found, and attempts are being made to obtain the necessary replacement parts. None of the Q Series aircraft are affected.

7. Supplies of repaired tyres have been received and also two tyres have

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1. Shows a slight increase on last month. A considerable quantity of spares for D.B. engines have now been received from France. Some of the Radiators turned out by Naval Reconnic have been very poor and it is hoped that by altering the methods of production that improved results will be obtained.

ITALIAN BOMBER TRANSPORT SERVICEABILITY.

2. The serviceability of the SM.82s shows a slight increase, but they have not yet fully recovered from their record effort of last month. There has been considerable unserviceability due to the use of Petroleum based oil in the hydraulic circuit, but this is now being overcome by the manufacture of gaskets from the synthetic rubber obtained from Middle East.

3. Supplies of Casein Glue and plywood are not yet available from the Italian Factories, but it is hoped that supplies will be turned out in the near future. Experiments have also been made for manufacturing Red Dope of which large quantities are ensured from Allied Sources. These experiments appear to be successful and if so, will considerably ease the supply position.

4. The Cant 1007 serviceability remains the same and the use of these aircraft for Supply Dropping has now ceased as the targets are outside their radius of action.

ALLIED AIRCRAFT SERVICEABILITY.

5. The three Fighter Squadrons of P.39 and Spitfire aircraft have carried out a record number of sorties. The Spitfire serviceability is temporarily down but this is due to the fact that there are only 15 aircraft in the Squadron owing to an excessive amount of accidents recently.

6. The Airacobra serviceability is still good but all the Series N aircraft have had to be withdrawn and replaced by Q Series. Excessive corrosion of the tail unit mainly in the rear boom of the horizontal stabiliser. Fin has been found, and attempts are being made to obtain the necessary replacement parts. None of the Q Series aircraft are affected.

7. Supplies of repaired tyres have been received and also two tyres have been re-treaded. One of these tyres shed its tread on the 15th take-off, but the results were considered fairly satisfactory as the average life of new tyres is about the same. Unfortunately supplies of the rubber needed are very limited and four more tyres have been re-treaded using a different width of rubber. These are now under test and if satisfactory, there is sufficient material available for the re-treading of between 50 and 60 tyres.

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8. The P.38 Nose wheel tyre is unsuitable as it is slightly too big.

Continued /2.....

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9. Approximately 60 Nose Wheel tyres have been repaired and the present position is now quite good.

10. The main shortage is now Main Wheel tubes. Two P.38 Nose Wheel tubes are at present being fitted for test purposes, but if these are unsuccessful it is not known what action can be taken as there does not appear to be any other suitable tube, and the majority of the unserviceable tubes are too badly damaged to be repaired.

11. Supplies of Belly Tanks are now available which it is anticipated will be more than enough to enable the P.38s to operate until their targets are out of range.

12. The Baltimore serviceability is about normal, and at present there are no particular snags.

MAINTENANCE GENERAL.

13. The re-organisation of the Technical Staff of the Units Aaron has had good results, but now that the North has been opened up it will be necessary to alter the organisation. The Air Ministry in Rome do little except clear up the legacies of the past and control the production of the civilian firms; the main Technical organisation of the Servizio Aeronautico being in the Units Aaron. It will be necessary to transfer this to the Air Ministry and cut down the Units' Aaron, but the whole matter will be considered at a Conference which is being called by the C.M.S.O. M.A.A.F.

(SGD) W.H. GRANSTONE,
WING COMMANDER.

Date: 1st May, 1945.

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APPENDIX "E"

PRESS BROADCAST CONCERNING ITALIAN AIR FORCE.

Clive Roberts, war correspondent of the Blue Network Radio Co. in Italy has recently broadcast the following speech from ROME to NEW YORK where it was re-transmitted to all the other U.S. stations. According to him more than 12,000,000 Americans have listened to it.

"It will probably come as a bit of a surprise to many Americans to learn that the Italian Air Force is still fighting in this war. Not only is the Italian Air Force still fighting and flying, but it is doing the job on the right side; our side. Today right here in Italy, Italian fighters, bomber and transport pilots who not so many months ago were fighting against us, are now carrying the battle to the Germans. Flying old Italian planes as well as modern American and English a/c that have been loaned to them, they now fulfil daily missions against the Nazis, our common enemy. The story of how the Italian Air Force managed to get these few planes together after the Armistice was signed is a tribute to the industry and courage of every man in the organisation.

When Italy started fighting the Allies, she had very few planes still in fighting condition. She had no plane factories. All of her major industries were located in the North, in the territory still dominated by the Germans.

Such a situation could have easily brought about a complete disintegration of the Italian Air Force. Such a thing would have happened if it had not been for the men who formed that Air Force. They wanted to go on fighting and flying. They got their old planes together. They sent salvage crews out to hunt the battle fields of Africa for wrecked Italian a/c. They hauled the bits and pieces back to the South of Italy. There they established repair Units. They were without tools, so they made tools. They salvaged parts enough to put whole planes together, planes that would fight again, this time against the Germans.

Today, according to Lt/Col. Adrover of the Italian Air Force, their re-built Italian planes are being flown in combat by Italian pilots. Side by side with the old Italian craft are the American P.39's and Baltimores and the English Spitfires. The Italians, like our planes. They have but one complaint, they would like to have more of them.

Most of the Italian air attacks have been concentrated on Yugoslavia. There they attack the enemy ground installations; they also fly important supply missions to the Partisans. The greatest wish of the Italian pilots is that they will soon be assigned to fly missions here in Italy where they can feel that they are taking a more direct part in the liberation of their own country."

This is the broadcast on Italian Aviation which Clive Roberts, war correspondent of the Blue Network Co. transmitted recently from ROME to NEW YORK and all U.S. stations. It will be particularly appreciated by all Italian aviators and by all Italians who are at present doing their utmost to put their Country back in the position which they consider she deserves.

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Italian Air Force managed to get these few planes together after the Armistice was signed is a tribute to the industry and courage of every man in the organisation.

When Italy stopped fighting the Allies, she had very few planes still in fighting condition. She had no plane factories. All of her major industries were located in the North, in the territory still dominated by the Germans.

Such a situation could have easily brought about a complete disintegration of the Italian Air Force. Such a thing would have happened if it had not been for the men who formed that Air Force. They wanted to go on fighting and flying. They got their old planes together. They sent salvage crews out to hunt the battle fields of Africa for wrecked Italian a/c. They hauled the bits and pieces back to the South of Italy. There they established repair Units. They were without tools, so they made tools. They salvaged parts enough to put whole planes together, planes that would fight again, this time against the Germans.

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AIR FORCES SUB-COMMISSION, ALL[illegible] COMMISSION,
C.M.F.

SECRET

AIR REPORT NO.27 / MARCH 1945.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 31st March 1945, is shown at Appendix "A".

2. The summary of the Italian Air Force operational and courier sorties for the month of March is as follows:-

(a)	FIGHTER WING.		
	Offensive Reconnaissance	190	
	Bombing	55	
	Other Sorties	312	
			557
(b)	SEAPLANE WING.		
	A.S.R. Searches	8	
	A.A. calibrations	12	
	Courier/Transport	63	
			83
(c)	BOMBER/TRANSPORT WING.		
	Supply dropping	179 (162,180 kgs, approx 160 tons)	
	Courier/Transport	278	
	A.A. calibrations	24	
	Meteorological	4	
			485
(d)	NIGHT FIGHTER WING.		
	Bombing	283 (505,000 lbs)	
			283
		TOTAL SORTIES:	1,408

The number of sorties carried out this month is a record, the previous highest number being 1,365, in November 1944.

3. FIGHTER WING.

The three Fighter Squadrons equipped with Allied aircraft (No.20 Spitfire and Nos.10 and 12 P.39 Squadrons) completed their transfer to CAFTE by 8th March; this has made possible the large increase in the number of sorties shown by this month's figures.

[illegible] two others

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(b) SEAPLANE WING.

A.S.R. Searches	8	
A.A. calibrations	12	
Courier/Transport	63	
		83

(c) BOMBER/TRANSPORT WING.

Supply dropping	179	(162,130 kgs, approx 160 tons)
Courier/Transport	278	
A.A. calibrations	24	
Meteorological	4	
		485

(d) LIGHT BOMBER WING.

Bombing	285	(505,000 lbs)
		285

TOTAL SORTIES: 1,408

The number of sorties carried out this month is a record, the previous highest number being 1,555, in November 1943.

3. FIGHTER WING.

The three Fighter Squadrons equipped with Allied aircraft (No.20 Spitfire and Nos.10 and 112 P.39 Squadrons) completed their transfer to CANNE by 8th March, this has made possible the large increase in the number of sorties shown by this months figures.

Targets included 12 trains one of which was set on fire and two others destroyed with bombs, the remainder were effectively machine gunned and damaged, two lorries were also destroyed and eleven damaged and railway stations at VRENA, PUNTO, BOS HUPTA, CHUNDA, and KOTOSHA, together with bridges at BOS GLADISHA, CHIVETTA and OKOVA were bombed with good results. 3894

Although based at CANNE the aircraft move to VIS for operations and the extra take-offs and landings together with the rough state of the runway at VIS have created a shortage of P.39 tyres of which no further stocks are available at the moment. This problem of tyres has, in fact, become the limiting factor in the life of P.39 aircraft, and when the Sub-Commission was approached by H.Q. Balkan Air Force, at the instigation of M.A.A.F., and a conference arranged to consider the possibility of forming the third (No.9) P.39 Squadron, the conclusion was reached that although the Squadron could be formed, unless further supplies of tyres became available not only could it not be formed, but the other two Squadrons would be non-operational within approximately one month. Representation has been made to the appropriate branches.

Continued/2.....

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The morale of the Allied equipped Squadrons is very high, and the C.O. of 281 Wing with whom they are operating has expressed himself as very satisfied with them.

4. SPECIAL WING.

A slight increase in the total of sorties carried out is to be noted owing to the increasing use of the seaplanes for Courier/Transport work. The operational commitments of this Wing have fallen off this month and although eight A.S.R. sorties on four occasions were carried out and wreckage found at the places indicated on two occasions, no survivors were seen.

Co-operation with Allied M.A.S. craft has been carried out with good results, and photo-graphic reconnaissance in co-operation with the Royal Navy has also been carried out on several occasions during the month.

5. BOMBARDMENT SQUADRON.

A slight increase in sorties on supply dropping and landing over last months figures has resulted in 160 tons of food and supplies being successfully delivered to the Partisan forces and the Garibaldi Division. Of the 179 sorties 17 were ineffective owing to technical trouble or weather, the area being closed for the greater part of the first week of the month and during the last few days.

In addition to the above the aircraft landing at TIVOLI with supplies, have evacuated 168 wounded of the Partisan and Yugo-Slav forces.

6. COURIER/TRANSPORT WING.

An increase in number of sorties is again to be noted this month; it has been possible to operate on every day except two during the month.

There were two forced landings during the month, one of which was successful and the aircraft was able to be flown out after servicing, the other unfortunately crashed injuring five passengers.

7. LIGHT BOMBER WING.

The MARAUDERS have operated on 18 days during the month, on one day carrying out 36 sorties. The main targets have been the coastal batteries on the Isle of RAB (attacked 7 times) at PAG, BOS KUNDA, SMISKOVIC, STOJANA, BOS MOVI, KOLOMBATA, OPRIN, and VOLIMJA; the bombing has been accurate in the main, although on six occasions the targets have only been partially hit.

On the 12th March an aircraft crashed taking-off and blew up, killing the crew. The aircraft apparently swung and the pilot was unable to correct in time. On the 18th March also an aircraft force-landed on IBSI, the crew being safe. These were the only casualties during the month.

8. MUTA AREA.

Gen. CAMPA (Commander) and Col. FRANCOIS (Chief of Staff) are proving themselves energetic and keen in their duties towards the Italian Air Force. There

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covered for the greater part of the first week of the month and during the last few days.

In addition to the above the aircraft landing at TIRANA with supplies, were evacuated 150 wounded of the partisan and Yugo-Slav forces.

6. OPERATIONAL/TRANSPORT DUTIES.

An increase in number of sorties is again to be noted this month, it has been possible to operate on every day except two during the month.

There were six forced landings during the month, one of which was successful and the aircraft was able to take off after servicing, the other unfortunately crashed injuring five passengers.

7. BOMBING DUTIES.

The MEDIUMS have operated on 12 days during the month, on one day carrying out 36 sorties. The main targets have been the coastal batteries on the Isle of RAB (attacked 7 times) SIBAC, HOS MOVI, [illegible], STOLNJA, HOS MOVI, [illegible], OBUDA, and VOLIMIA, the bombing has been accurate in the main, although on some occasions the targets have only been partially hit.

On the 17th March an aircraft crashed taking-off and blew up, killing the crew. The aircraft apparently swung and the pilot was unable to correct in time. On the 18th March also an aircraft force-landed on IPSI, the crew being safe. These were the only casualties during the month.

8. ITALIAN MISSION.

Gen. GIGLI (Commander) and Col. FRANCOIS (Chief of Staff) are proving themselves sympathetic and keen in their duties towards the Italian Air Force. There is, however, a tendency at times towards non-co-operation, and this is evident at the present on the question of the general flying discipline and supervision of the Courier/Transport service. It is not considered at present that this tendency will take any active form and in fact the amount of useful flying being done, in spite of the adverse weather, points to a desire to co-operate at least as far as flying hours is concerned.

It is hoped to introduce shortly a better system of booking out for Italian aircraft, and correspondence is in progress with H.Q. A.A.F. on the subject. When this policy is in force, it will be a good indication of the willingness or otherwise of the Italian forces to co-operate to see how long it will take to implement this policy.

Continued /3.....

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A scheme has been put forward to Italian Air Ministry by Unite Aeree which it is understood will give them closer control of A.A.F. It is not known how this has been received in Rome but it seems to involve the 'Empire Building' policy mentioned in last months report. An indication of this occurred during the provision of Italian Air Force personnel for the U.S.A.A.F. this month, when Unite Aeree proved incapable of providing the number of personnel ordered by Air Ministry and called upon A.A.F. to provide the difference in addition to the numbers they had already provided as ordered by Air Ministry.

9. O.T.U.

Work on preparing the O.T.U. airfield at FROSINONE has unfortunately been slowed down by the large number of mines which were found, and by the difficulty in obtaining rollers. AMG/ACC have kindly provided several de-mining parties and some rollers have now arrived, so that the work is progressing more satisfactorily.

Between 22nd and 25th March all aircraft from CAUDO were flown in to FROSINONE, and all I.A.F. personnel were clear of CAUDO on 25th March.

The landing strip is now completed, except for the extension, and this should be ready in about 7 days time. Training can then re-commence.

The I.A.F. personnel and local contractors have done a great deal to clear up the mess at this airfield. It was inspected on 30th March by General Simone Cat and the A.C.C, this Sub-Commission, and the camp was found to be very tidy and well laid out. The R.A.F. detachment is at present billetted in FROSINONE with the Town Major, but are hoping to move under canvas onto the airfield very shortly.

10. AIRFIELDS.

There is little to report this month as regards I.A.F. airfields. After permission had been given to use LAKE BRACCIANO as the NOE terminus of the ROME-CAGLIARI seaplane service, this was withdrawn, for operational reasons. Permission is now being sought to use a site near the mouth of the TIBER for this purpose.

Information has been received that POLE/PIETRONIO airfield is being de-requisitioned by U.S.A.A.F. and it is being handed back to the I.A.F. It is likely that this airfield will be used as the NOE terminus of the Courier Services, instead of CERVETERI, as this has never been very satisfactory.

The I.A.F. has been invited to co-operate with the Area Engineer in work at CASTELVOLTURNO airfield.

A suggested plan, emanating from H.Q. A.A.F. for the I.A.F. to service transit aircraft at PERUGIO has been turned down because of lack of equipment at that airfield.

11. MAINTENANCE.

TYPE OF AIRCRAFT.	1.4.45 SERVICEABILITY	1.5.45 SERVICEABILITY

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[illegible], and all I.A.F. personnel were clear of [illegible]

The landing strip is now complete except for the extension, and this should be ready in about 7 days time. Training can then re-commence.

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10. AIRFIELDS.

There is little to report this month as regards I.A.F. airfields. After permission had been given to use LAGE BRACCIANO as the NORD terminus of the ROME-CAGLIARI seaplane service, this was withdrawn, for operational reasons. Permission is now being sought to use a site near the mouth of the TIBER for this purpose.

Information has been received that ROME/VIA CILIO airfield is being de-requisitioned by U.N.R.R.A. and it is being handed back to the I.A.F. It is likely that this airfield will be used as the NORD terminus of the Courier Services, instead of CIAMPINO, as this has never been very satisfactory.

The I.A.F. has been invited to co-operate with the Area Engineer in work at CERVETERI airfield.

A suggested plan, emanating from H.Q. [illegible] for the I.A.F. to service transit aircraft at [illegible] has been turned down because of lack of equipment at that airfield.

11. MAINTENANCE.

TYPE OF AIRCRAFT.	1.4.45 SERVICEABILITY	1.3.45 SERVICEABILITY
MACCHI 205	18	13
MACCHI 202	16	15
SAVOIA	9	9
MARCHETTI	30	25
S.M.82	7	8
C.R.T.1007	5	6
MISCELLANEOUS	22	3893

Continued /4....

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12. ITALIAN FIGHTER SERVICEABILITY.

Shows an increase on last month. The engine position on both types is now very good and the standard of overhauled engines should improve owing to the spares received from France. The radiator position continues to improve and progress is being made in fitting Reggiane and Spitfire tyres to these aircraft.

13. ITALIAN BOMBER TRANSPORT SERVICEABILITY.

The S.M.82 shows only a slight temporary decrease in spite of a record number of sorties for the month. Engine serviceability has now been greatly improved and for the first time there are spare Alfa 128 engines awaiting installation. Some Wellington tyres have been received and gaskets for hydraulic components are being manufactured and fitted. In the near future two factories will be turning out small quantities of plywood and casein glue which will ease the supply position from Allied sources.

The Cant.1007 serviceability shows a decrease. This is to be expected as the number of 'in use' aircraft has now been cut to eleven. Further drops can be expected as no more major repairs or overhauls are being done on this type of aircraft, and the number of 'in use' aircraft will drop still further.

14. ALLIED AIRCRAFT SERVICEABILITY.

The Baltimore and Spitfire serviceability position is about normal. Whilst serviceability is being maintained on the Airacobras, the position of main and nose wheel tyres and tubes is acute and extensive robbing of the 'pool' aircraft at Lecce has had to take place. All available spare tyres and tubes have now been drawn and the question of further supplies has been taken up with H.A.A.F. Algiers.

In the meanwhile all repairable tyres are being repaired under arrangements made with No.244 Group, and an attempt is being made to fit P.38 tyres for the main wheels of the Airacobras. So far no suitable substitute has been found for the nose wheel.

15. MAINTENANCE GENERAL.

A re-organisation of the Technical Staff of the Regia Aeronautica is now taking place and it is hoped that when this new organisation is in operation, there will be a general improvement in the standard of maintenance. Duties of each officer are being detailed to avoid the present overlapping of duties and responsibilities are being closely defined. Trained Ground and Air personnel are available in the event of a third P.39 Squadron being needed. Ground equipment is available, and the only hold up is likely to be shortage of tyres.

16. SIGNALS.

Release has been given from H.Q. M.A.A.F. for 30 sets of TR.9D equipment for installation in bomber transport aircraft to provide airfield control facilities. As soon as these are available installation will commence.

A telephone circuit has been provided between S/L NICOLO VARANO and 1.G.32 Wing, the controlling authority for these aerodromes. A.S.R. exercises, including "Homing" to launches, are in course of preparation.

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aircraft, and the number of 'in use' aircraft will drop [illegible]

15. ALLIED AIRCRAFT SERVICEABILITY.

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In the meanwhile all repairable tyres are being repaired under arrangements made with No.214 Group, and an attempt is being made to fit P.38 tyres for the main wheels of the Airacobra. So far no suitable substitute has been found for the nose wheel.

15. MAINTENANCE GENERAL.

A re-organisation of the Technical Staff of the Regia Aeronautica is now taking place and it is hoped that when this new organisation is in operation, there will be a general improvement in the standard of maintenance. Duties of each officer are being detailed to avoid the present overlapping of duties and responsibilities are being clearly defined. Trained Ground and Air personnel are available in the event of a third P.39 Squadron being needed. Ground equipment is available, and the only hold up is likely to be shortage of tyres.

16. SIGNALS.

Release has been given from H.Q. M.A.A.F. for 30 sets of TR.9D equipment for installation in bomber transport aircraft to provide airfield control facilities. As soon as these are available installation will commence.

A telephone circuit has been provided between SAN NICOLO VARANO and A.D.323 Wing, the controlling authority for these aeroplanes. A.S.R. exercises, including "homing" to launches, are in course of preparation.

Air Vice-Marshal Aitken, ASO-in-C made a visit of inspection to the Signals School at CASERTA and the Signals Workshops in BARI. He expressed his satisfaction at what he saw.

The ASO-in-C also visited LECCE, where he talked with the LECCE Signals Officer, informing as later of the various points that arose. These points were already in hand.

CATANIA is now testing the line regarding frequency stability, and Meteor reception remained good throughout the month.

The wireless efficiency of all other units remains good.

Continued /5.....

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A very serious shortage of certain wireless valves is likely to cause a reduction to the number of services operating. The equipment section has made every effort to obtain certain types, but the shortage exists in the R.A.F. and A.A.S. supply depots.

After my criticism of the R.A. wireless receiving station in ROME, the R.A. are going to move it to CENTOCELLE, where it will be possible to erect proper aerials etc.

17. ORGANISATION.

Wing Commander Beales, H.Q. M.A.A.F. paid two visits during the month to the Italian Air Ministry in order to advise them on the preparation of complete establishments for the Italian Air Force. By the 29th of March, these were in course of being typed, and the officials concerned were anxious that Wing Commander Beales should pay them another visit, in order that some points might be clarified. It is learnt that this officer proposes to visit Rome again on the 6th April for this purpose, and the suggested establishments will then be examined. A new Order of Battle has been issued, showing controlling units and location of each I.A.F. Unit, and changes, if any, are sent by postagram to H.Q. M.A.A.F - also tables of I.A.F. strength as at 15th March. A number of Italian Army personnel have been transferred, as from the end of March, into the I.A.F, and are mostly employed at LEVORNO with 986 Squadron, Royal Air Force.

18. MANPOWER.

During the first half of the month this Sub-Commission was very active in making the arrangements for the transfer of 5,000 men from the I.A.F. to the Allies. The target date was the 15th March, and although some difficulty was experienced in the arranging of transportation from the concentration centres to their places of employment, and through other causes, by far the greater part of these men had been handed over to AAFSC/MTO by that date. During the period of collection and forwarding to their units, desertions were happily not in evidence. The American authorities expressed themselves as being well satisfied with the results achieved.

A strength return, sent by AAFSC/MTO to this Sub-Commission and received on 27th March, shows that out of a quota of 6,500 men to be employed by the Americans, 6,292 were actually on the strength. It is thought that the small balance remaining will have already been collected by this time, as the men were actually available in the concentration areas.

The R.A.F. quota of I.A.F. personnel under this substitution scheme is 2,500, and the actual strength held is slightly in excess of this.

19. RATIONING.

In the past I.A.F. Ration Depots have drawn rations from Italian Army Depots for distribution to I.A.F. Units.

The Land Forces Sub-Commission has represented the undesirability of having Ration Depots which are not under the immediate control of Allied representatives. A scheme has been drawn up, and will come into force on 9th April, whereby I.A.F. units will draw rations from the nearest British Army depot.

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transferred, as from the end of March, into the I.A.F., and are [illegible] INVICTO with 986 Squadron, Royal Air Force.

18. MOVEMENT.

During the first half of the month this Sub-Commission was very active in making the arrangements for the transfer of 5,000 men from the I.A.F. to the Allies. The target date was the 15th March, and although some difficulty was experienced in the arranging of transportation from the concentration centres to their places of employment, and through other causes, by far the greater part of these men had been handed over to AAFSC/MTO by that date. During the period of collection and forwarding to their units, desertions were happily not in evidence. The American authorities expressed themselves as being well satisfied with the results achieved.

A strength return, sent by AAFSC/MTO to this Sub-Commission and received on 27th March, shows that out of a quota of 6,500 men to be employed by the Americans, 6,292 were actually on the strength. It is thought that the small balance remaining will have already been collected by this time, as the men were actually available in the concentration areas.

The R.A.F. quota of I.A.F. personnel under this substitution scheme is 2,500, and the actual strength held is slightly in excess of this.

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20. TYRES FOR P.39 AIRCRAFT.

Up to a few weeks ago AAFSC/MTO had informed us that supplies of tyres for P.39 aircraft were held up pending the satisfaction of higher priorities. AAFSC/MTO now state that no further supplies can be expected from American sources. This has led to an acute position as regards tyres for these aircraft.

I.A.A.F. Depots have released all available quantities which they possess, and are ascertaining the quantity available elsewhere.

Meanwhile every effort has been made to repair all available repairable tyres, and to find possible alternative tyres. The position is also dealt with elsewhere in the report.

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21. CLOTHING.

Provision Office, North Africa, have provisioned on A.F.H.Q. for 24,000 sets of the A.F.H.Q. Clothing Scale for the Italian Armed Forces, less certain items of which the I.A.F. already holds adequate stocks.

Boots, however, remain a serious shortage. 21st Group have released 5,000 pairs, which has eased the situation, but M.A.A.F. Rear have been asked to expedite the supply of boots off the sets of clothing in order to provide a reasonable backing for exchanges of repairable boots.

22. INTELLIGENCE.

Information of a useful nature continues to be received in a satisfactory flow although the trickle of inventors - good and bad - offering their ideas to the Allies has steadily diminished. A useful step forward has been achieved as a result of an arrangement made between the Sub-Commission and CSDIC/AIA, whereby the latter receive copies of any reports containing general (as opposed to purely air) intelligence for translation and dissemination through their very comprehensive distribution lists. A closer liaison with other Allied Intelligence Agencies has also been developed with consequent advantages to all concerned.

23. ITALIAN PRESS.

The Press during the month has been much better behaved towards both the Allies and the Italian Air Force, no attacks having been recorded. One incident however is worthy of note. The Italian Civil Censorship Group stopped an anonymous letter, addressed to the "Voce Repubblicana" which contained a scurrilous attack on a number of senior officials of the I.A.F. (including the Minister and the C.A.S.) The most significant fact is that the letter was addressed to the Voce, as it is about the only paper at present published in liberated Italy which would be likely to print such an attack.

24. GENERAL.

The total sorties flown by the Italian Air Force during the month of March is the highest on record, being a total of 1,408 sorties as against 1,355 flown in November 1944. The number of supply dropping sorties, 179, is also a record, the next highest being 176 in August 1944.

The morale of the operational squadrons remains good. The two MACCHI squadrons are still very depressed at having no active operations to take part in. They will be used as a pool for the replacement of casualties and tired pilots in the operational squadrons.

Early in the month, Lieutenant Colonel H.M. BALDRIGE, U.S.A.A.F. arrived, to take over the assignment as Deputy Director of this Sub-Commission. Since his arrival Lt. Colonel BALDRIGE has made a tour of the various I.A.F. units located in Southern Italy.

Late in the month Group Captain L.E. JAPMAN arrived to take over the duties of Group Captain Organisation from Group Captain F.M. DENNY, who is tour-expired.

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Late in the month Group Captain L.E. JARMAN arrived to take over the duties of Group Captain Organisation from Group Captain F.M. DEWEY, who is tour-expired.

At long last this Sub-Commission has been able to start its own Officer's Mess, which is located in the same building as the quarters occupied by the Officers. It is now working smoothly, and is satisfactory in all respects, although it is hoped to make many improvements as experience in running it is gained. Headquarters, No.2 Base Area, have, by their advice and active assistance, done much to ensure that the Mess got off to a good start.

During the month the A.O.C, this Sub-Commission, visited CATTE and BIFERNO. Group Captains BOYD and STAPLETON, commanding the Fighter and Bomber Wings under which the I.A.F. squadrons are operating, expressed themselves as being

Continued /7....

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well satisfied with the morale and operational efficiency of the Italians, as well as with their discipline and general standards of camp organisation and hygiene on the ground. Some of the Baltimore crews looked rather tired, and it is essential that the work on preparations to turn out the crews from the O.T.U. at FROSINONE, should be completed as soon as possible. All the crews, however, appeared to be in the best of spirits, and the small increase in rations noted in last month's report has had a beneficial effect.

A protest has been received from the Italian Air Ministry against the implementation of the recommendations of the Bayley Report. During most of the month this protest has been under consideration at Headquarters, M.A.A.F. A reply has now been received to the effect that the two MACCHI squadrons may be allowed to retain their identity, and be used as a pool for the replacement of casualties and tired pilots in the Fighter Wing. It has, however, been ruled that the obsolete aircraft, of no value to the Allied war effort, are to be reduced to produce, and not stored, as the Italians had requested, since the rate of deterioration of these aircraft, without proper maintenance, would have been so rapid. These instructions have been passed to the Italian Chief of Staff, General Aimone Cat, who has been told to make the necessary arrangements for the working parties needed to strip these aircraft. Meanwhile it is understood that the Prime Minister, H.E. BONOMI, has made a strong protest to the Chief Commissioner, Allied Commission. It is still feared that the implementation of these instructions, in full, will cause a serious lowering in the morale of the I.A.F.

The spirit of co-operation is still well in evidence in the Italian Air Ministry, and while they are slow workers and make stupid mistakes, they have shown themselves ready to give every assistance to the staff of this Sub-Commission in their work of compiling new establishments for all formations and units of the I.A.F. Unfortunately there is still a great deal of intrigue within the Air Ministry, and while most of the Senior Officers are sound, and have the interests of the I.A.F. heart, a large number of less senior ones are more concerned about themselves, or have other axes to grind. General Aimone Cat is doing his best to get rid of these elements, but his task is a hard one. It will be made easier when the reduction of the Air Ministry and I.A.F. to regularised establishments can be effected.

Once again there is very little to report about defascisation, and even the Italian Press has had nothing to say about this as far as the I.A.F. is concerned.

W.A.Bowen-Buscarlet

W.A.F. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 6TH APRIL, 1946.

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APPENDIX "A"

SECRET.

AIRCRAFT STATE - I.A.F.

		Strength	Serviceable	Crew	
FIGHTER WING.					
Canne	F.39	32	19		Not including 20 F.39 a/c declared u/s, and which are being stripped of all serviceable spare parts.
Lecce	F.39	16	9		
Lecce	Ca.135	1	-		
Lecce	Sal.202	1	1		
Lecce	Mc.205	24	18		
Lecce	Spitfire	2	1		
Canne	Spitfire	14	7		
Lecce	Ju.87	2	-		
Lecce	Mc.202	27	21		
Lecce	Sal.202	1	1		
Lecce	Ju.87	1	-		
		121	77	246	
LIGHT BOMBER AND BOMBER/TRANSPORT WING.					
Milerno	M.187	32	27		
Milerno	M.187	2	-		
Lissa	M.187	1	-		
Milerno	Ca.164	1	1		
Lecce	Cz.1007	6	5		
Lecce	S.82	15	5		
Roma	S.79	20	10		
Roma	S.84	6	4		
Roma	S.75	2	2		
Roma	S.73	1	-		
Roma	G.12	1	-		
Roma	Sal.202	1	-		
		88	54	132	
SEAPLANE WING.					
Taranto	Cz.506B	9	6		
Brindisi	Cz.501	10	8		
Brindisi	Cz.506/S	2	1		
S.M.Varano	Cz.506/S	2	1		
S.M.Varano	Cz.506/B	1	1		

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Lecce	Mc.202	27	21	
Lecce	Sai.202	1	1	
Lecce	Ju.87	1	-	
		121	77	246

LIGHT BOMBER AND BOMBER/TRANSPORT WING.

Biferno	M.187	32	27	
Biferno	M.187	2	-	
Lissa	M.187	1	-	
Biferno	Cn.1N	1	1	
Lecce	Cz.1007	6	5	
Lecce	S.82	15	5	
Roma	S.79	20	10	
Roma	S.84	6	4	
Roma	S.75	2	2	
Roma	S.79	1	-	
Roma	G.12	1	-	
Roma	Sai.202	1	-	
		88	54	132

SEAPLANE WING.

Taranto	Cz.506	9	6	
Brindisi	Cz.501	10	8	
Brindisi	Cz.506/S	2	1	
S.N.Varano	Cz.506/S	2	1	
S.N.Varano	Cz.506/B	1	1	
Taranto	Cz.506/B	3	-	
Elmas	Cz.506/B	1	1	
Taranto	Cz.506/C	1	-	
Elmas	Cz.506/S	5	2	
Taranto	Cz.501	4	3	
Taranto	Rs.14	8	6	
		44	29	76

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Continued /2.....

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		Strength	Serviceable	Crew	
SCHOOL.					
Leverano	Mc.200	8	6		
Leverano	Cr.42	5	5		
Leverano	G.50	1	-		
Leverano	Cn.164	3	3		
Frosinone	F.39	14	12		
Frosinone	Mc.187	7	7		
Frosinone	Spitfire	1	1		
Frosinone	Sal.202	1	1		
		40	34	55	
CONSIGNABLE STORES DEPOT.					
Lecce	F.39	37	-	-	U/s because of lack of tyres.
AUTONOMOUS SQUADRONS.					
Palese	S.79	3	2		
Palese	Ca.314	4	2		
Palese	Ca.313	1	-		
Palese	Ca.311	1	-		
Palese	Ca.310	1	-		
Palese	Cr.309	4	1		
Palese	Sal.202	6	4		
Palese	Ca.164	1	-		
Palese	Fn.305	1	-		
Palese	Ej.156	1	1		
Perotola	Cr.42	2	1		
		25	11	42	
AUTONOMOUS SQUADRONS SARDINIA.					
Monserrato	S.79	1	1		
Monserrato	Sal.202	1	1		
Monserrato	Fn.305	1	1		
Monserrato	Ju.87	1	-		
		4	3	2	

REPAIR SHOPS.

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Lecce	H.39	37	-		of lack of tyres.

AUTONOMOUS SQUADRONS.

Palese	S.79	3	2		
Palese	Ca.314	4	2		
Palese	Ca.313	1	-		
Palese	Ca.311	1	-		
Palese	Ca.310	1	1		
Palese	Ca.309	6	4		
Palese	Sai.202	1	-		
Palese	Ca.164	1	-		
Palese	Fn.305	1	1		
Palese	Zj.156	2	1		
Perotola	Cr.42				
		25	11	42	

AUTONOMOUS SQUADRONS SARDINIA.

Monserrato	S.79	1	1	
Monserrato	Sai.202	1	1	
Monserrato	Fn.305	1	1	
Monserrato	Ju.87	1	-	
		4	3	2

DETACHMENTS.

Lecce	H.39	7	-	
Lecce	Spitfire	1	-	
Lecce	Mc.205	8	-	
Lecce	Mc.202	11	-	
Lecce	Ca.111	1	-	
Lecce	Sai.202	6	-	
Lecce	Fn.305	1	-	
Lecce	I.3	1	-	
Lecce	Cz.1007	1	-	
S.Vito dei Normanni	Ca.314	3	-	
Lecce	Cn.319	1	-	
	S.82	6	-	

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Continued/3.....

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REPAIR BASES CONTINUED.

		Strength	Serviceable	Crew
Lecce	Cz.1007	3	-	
Lecce	G.12	1	-	
Lecce	S.79	2	-	
Lecce	S.75	1	-	
Lecce	S.81	1	-	
Lecce	Ca.309	1	-	
Taranto	Ca.5063	10	-	
Taranto	Ca.5063	3	-	
Taranto	Cz.501	10	-	
Taranto	Rs.14	1	-	
Monserrato	S.79	2	-	
Monserrato	Cz.1007	1	-	
Monserrato	Cr.42	2	-	
Monserrato	G.50	2	-	
Monserrato	Fn.305	1	-	
Elmas	S.84	1	-	
Elmas	S.66	1	-	
Leverano	Re.2002	15	6	
Leverano	Re.2001	11	-	
Leverano	Re.200	17	-	
Leverano	Cr.42	2	-	
Leverano	G.8	2	-	
Leverano	Ca.164	3	-	
Leverano	Fn.305	1	-	
Leverano	Sal.200	1	1	
Leverano	Ro.37	1	-	
Leverano	Ro.43	1	-	
		149	7	4
	TOTALS:	508	215	553

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Leverano	Re.2002	11	-	
Leverano	Re.2001	17	-	
Leverano	Mc.203	2	-	
Leverano	Gr.42	2	-	
Leverano	G.8	5	-	
Leverano	Co.164	1	-	
Leverano	Fn.305	1	1	
Leverano	Sv4.200	1	-	
Leverano	Ro.37	1	-	
Leverano	Fo.43			
		149	7	-
TOTALS:		508	215	553

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

AIR REPORT NO.26 / FEBRUARY 1945.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 28th February 1945 is shown at Appendix "A".

2. The summary of the Italian Air Force operational and courier sorties for the month of February 1945 is as follows:-

(a) FIGHTER WING.

Offensive Reconnaissance	184	
Bombing	9	
		193

(b) SEAPLANE WING.

A.S.R. Searches.	10	
A.A. Calibrations.	17	
Courier/Transport	41	
Line spotting	7	
		75

(c) BOMBER/TRANSPORT WING.

Supply dropping	156	142,350 kgs (150 tons)
Courier/Transport	199	
A.A calibrations	24	
Meteorological	8	
		389

(d) LIGHT BOMBER WING.

Bombing	399	561,500 lbs (250 tons)
		399

TOTAL SORTIES: 1,056

3. FIGHTER WING.

A considerable increase in activity has been made possible this month by the move to CAMPAGNA of twelve aircraft of the Spitfire (No.20) Squadron, and twelve aircraft of one of the P.39(No.12) Squadrons. They have been able to operate on 22 days during the month, discovering and attacking a variety of targets, but owing to A.A reaction and/or poor visibility, only in very few cases being able to observe results; in spite of this however, it is confirmed that at least one train and ten M.T. vehicles were severely damaged.

The remaining P.39 (No.10) Squadron and the 'B' parties of Nos: 12 and 20

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(b) SEARCH WING.

A.S.R. Searches.	10		
A.A. Calibrations.	17		
Courier/Transport	41		
Wind spotting	7		75

(c) BOMBER/TRANSPORT WING.

Supply dropping	158	152,350 kgs (150 tons)	
Courier/Transport	199		
A.A calibrations	24		
Meteorological	8		389

(d) LIGHT BOMBER WING.

Bombing	399	561,500 lbs (250 tons)	399
		TOTAL SORTIES:	1,056

3. FIGHTER WING.

A considerable increase in activity has been made possible this month by the move to CAPTAIN of twelve aircraft of the Spitfire (No.20) Squadron, and twelve aircraft of one of the P.39(No.12) Squadrons. They have been able to operate on 22 days during the month, discovering and attacking a variety of targets, but owing to A.A reaction and/or poor visibility, only in very few cases being able to observe results; in spite of this however, it is confirmed that at least one train and ten M.T. vehicles were severely damaged.

The remaining P.39 (No.10) Squadron and the 'B' parties of Nos: 12 and 20 Squadrons, with the Storm Headquarters and third line maintenance parties, have now been ordered to NOVA by H.Q. Balkan Air Force in preparation for the move to CAPTAIN when the latter is vacated by 244 Wing. This move will be completed as soon as transport (to be supplied by 4 S.A.A.F. Column) can be made available.

The increased activity and the preparations for the moves referred to above have had a beneficial effect upon the morale of the Fighter Wing, but considerable frustration is felt among the Hocha Squadrons, who will require very firm handling if it is decided to make this type of aircraft non-operational.

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Continued /2.....

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4. SEAPLANE WING.

An increase in number of sorties over last month's figures is noticeable although less A.S.R. work has been necessary. A successful A.S.R. sortie was carried out in the Gulf of Taranto on 7th February. The crew of three of a Beaufighter was located and rescued, the aircraft succeeded in taking off again under difficult sea conditions. All occupants of the dinghy were uninjured.

An inspection of ELMAS and AKROTIRI by Air Vice-Marshal Brown-Buccarelli and Wing Commander Clift was carried out, following which a conference was held in MEDITA and provisional arrangements were made for future A.S.R. procedure in collaboration with WARWICK aircraft and British H.S.L's working from CASSIBILI.

All previous difficulties have now been overcome and the homing procedure with the loops fitted to Cant aircraft is now completed.

Special minefield spotting flights have again been carried out and were successful on two occasions. One HS.14 and four CANTS have now been fitted out for passenger and freight services and it is proposed to inaugurate a service from KELMS to LAKE BRACCIANO in the near future. The pipe line is now operating between No.6 E.P.S.C. and the Seaplane Base TARANTO. This eliminates the previous system of transporting all 87 Octane fuel from the Depot by tank wagons.

5. BOMBER/TRANSPORT WING.

A considerable increase in all types of work carried out by this Wing is shown by the large number of sorties (the highest since August 1944) this has largely been possible because of the good weather experienced this month, but it is considered that maintenance work has also played a large part in keeping these elderly aircraft in flying condition.

Of the total of 156 Supply dropping and landing sorties carried out, 55 were ineffective owing to weather or technical trouble; however, the remaining 105 sorties were successful in dropping or landing 150 tons of arms, ammunition and food to the Partisan forces and the Garibaldi Division.

6. COURIER/TRANSPORT WING.

The Courier/Transport Wing was also able to increase its activities owing to the good weather on its routes, and were able to operate every day except one throughout the month.

7. LIGHT/BOMBER WING.

The BALTIMORES have had an excellent month in which the two Squadrons have carried out 599 sorties dropping 250 tons of bombs. Targets at SENJ, BUSCOVACA, JABLANCA, DRINJE, PRIJE, KONJIC, ISTRIA, APSA and the coastal batteries on the Isle of RAB have been hit with good concentrations and other targets, in many cases heavily defended by A.A., have been damaged.

The loss on the 21st February of one of the Squadron Commanders and his crew, (Major ERASI, C.O of the 132nd Squadron), during the attack on the coal yards at APSA, was most unfortunate and he will be a great loss to the Wing. He was very experienced and a capable C.O. In this attack A.A. fire was so intense and accurate that out of the twenty two aircraft, ten were damaged, not including Major ERASI's aircraft. It was considered [illegible]

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between N.C.A.F.S.E. and the [illegible] system of transporting all 87 Octane fuel from the Depot by tank wag[illegible]

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7. LIGHT/BOMBER WING.

The BAITLEGGS have had an excellent month in which the two Squadrons have carried out 399 sorties dropping 250 tons of bombs. Targets at SENJ, MUSCOVACA, JABLANCA, SHINE, RELAC, KONJIC, ISTRIA, ADSL and the coastal batteries on the Island of RAB have been hit with good concentrations and other targets, in many cases heavily defended by A.A., have been damaged.

The loss on the 21st February of one of the Squadron Commanders and his crew, (Wgne. ERASI, C.O of the 152nd Squadron), during the attack on the coal yards at ADSA, was most unfortunate and he will be a great loss to the Wing. He was very experienced and a capable C.O. In this attack A.A. fire was so intense and accurate that out of the twenty two aircraft, ten were damaged, not including Major ERASI's aircraft. It was surprising as it had been understood that the target was undefended. This was the only loss during the month.

8. SCHOOL.

All personnel of the G.T.S., except skeleton maintenance crews and guards, have now left CANDO and have moved to STOKINOMS where they are assisting to prepare the airfield surface, and erect a camp which will eventually house the G.T.S.

By permission of H.Q. M.A.A.F. the aircraft have been left behind at CANDO, until the new airfield is ready for them.

Continued /9.....

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Work at FROSINONE is both dangerous and arduous. Many mines of several different types have been cleared, and work is now in progress on filling in bomb craters along a strip corresponding to the prevailing winds.

9. UNITA AEREA.

The new Commander and Chief of Staff of the Unita Aerea have not yet been in the saddle long enough to give any definite report on their efficiency. A tendency has been noticed to "Empire build" on the part of this Headquarters. This was entirely outside their directive from General ARMONE CAT, who had told them to put their house in order rather than to extend it, and he has dealt with the matter firmly.

10. AIRFIELDS.

As mentioned in paragraph 3 above, the whole of the Fighter Wing, less two Macchi Squadrons, should move to the TERRACI area during the month of March.

As also stated above work on the airfield at FROSINONE has commenced. Almost all the personnel from CAMPO have been moved up to their new airfield, as it is considered that they will put their backs into the work of reconstructing FROSINONE, so as to get their unit functioning again as soon as possible. As usual transport is the bottle neck.

11. ELMAS AIR BASE.

During the month the Air Officer Commanding this Sub-Commission paid a visit to ELMAS. For some time past there has been considerable correspondence between H.Q. M.A.A.F, the O.C. of the Staging Post at ELMAS and this Sub-Commission over the question of the requisitioning of materials and the letting of contracts for the work of turning this air base into an efficient Staging Post and transit airfield. On the 17th February a conference was held at Allied Commission H.Q. CAGLIARI under the chairmanship of the Regional Commissioner. As usual the bottle neck of the work was transport, and it is hoped that arrangements have now been made to provide an additional number of I.A.F. lorries. The contract for work required has been satisfactorily let through the Royal I.A.F. Works Officer, and included a fine penalty clause. The Regional Commissioner was most helpful and has recommended that when his H.Q. is withdrawn from the Island in accordance with the new policy, an Allied Commission liaison officer should be left behind as a contact between the Royal Air Force, the Italian Air Force, and the Italian High Commissioner for the Island.

12. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY 1.3.45.	SERVICEABILITY 1.2.45.
MACCHI 205	13	11
MACCHI 202	15	14
SPITFIRE	9	14
BALTIMORE	23	20
SM.82	8	8
CANT.1007	8	9
ANSALDO A.1	26 (64 including	28 (70 including

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SPITFIRE	9		14	
BALTIMORE	23		29	
SM.82	8		8	
CANT.1007	8		9	
ANACONDA	26	(64 including fighter pool).	29	(70 including fighter pool)

13. ITALIAN FLYING SERVICEABILITY.

This has improved slightly since last month. They are no longer being used on operations, and the position should shortly improve still further.

The engine, radiator and tyre position continues to improve.

14. ITALIAN MOTOR/TRANSPORT SERVICEABILITY. 3881

This is also about the same as last month. The engine position is improving, but the tyre position is still acute. The implementation of the Technical Commission's report will go far to improve the SM.82 position.

Continued /4.....

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15. ALLIED AIRCRAFT SERVICEABILITY.

The position as regards the serviceability of Allied aircraft has deteriorated somewhat. As regards the fighters this is mainly due to the fact that the whole of the squadron personnel of No.12 and 20 squadrons have not yet arrived at CANNAE. The Baltimore Wings are still suffering from the damage sustained during their attack on AMBA, (see para 7.)

16. ITALIAN AIRCRAFT GENERAL.

The report of the Technical Commission is now to hand. Its recommendations have now been, in general, approved by the Air Commander-in-Chief MEDME. In brief, all MACCHI fighters are to be relegated to training and the Cant.1007 and Cant.501 aircraft are to disappear as they become unserviceable beyond the limits of economical repair or require material to make them serviceable which is in short supply. All other aircraft beyond the limits of economical repair, or requiring items in short supply, and the mass of different types of obsolete fighters, bombers, communications and training aircraft, are all to be stripped of A.M.S. parts, and instruments, and are to be reduced to produce. This work is to be carried out by I.A.F. working parties, under the supervision of Allied Technical Officers.

17. SIGNALS.

As stated above the I.A.F. aeroplanes have now overcome the homing difficulties and can operate on a proper manner with other A.S.F. craft.

No reply having been received to our request for a telephone circuit SAN NICOLA VIPACO/ BRINDISI by 26th February, the matter was again raised with M.A.A.F. who promised to investigate at once.

The reception of Mediar broadcasts has remained good throughout the month, and except for CATANIA the stations have shown much improved frequency control. I have asked the Director of Telecommunications to improve the standard of personnel at CATANIA in order to raise the technical efficiency of this station.

18. ORGANISATION.

Detailed instructions have now been received from the Air Commander-in-Chief MEDME as regards the reorganisation of the Italian Air Force. The Air Ministry and subordinate headquarters are to be reduced in size to establishments, to be approved by the Allies, capable of organising and administering the I.A.F. as it will be when the recommendations of the Technical Commission are implemented. Establishments will also be approved for all other Units, and the strength in fighters will be kept to the essential minimum. All remaining I.A.F. personnel are to be made available to the Allies in substitution for Allied manpower.

19. MANPOWER.

The Italian Air Ministry have been instructed to make up a deficiency of some 3,000 men due to the Allies part of their total ceiling under the present organisation. These are to be supplied by 15th March. Under present arrangements most of these will be available by 6th March, and the only hold-up as

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17. SIGNALS.

As stated above the I.A.F. acquiesce have now overcome the morning difficulties and can operate on a proper manner with other A.C.S. craft.

No reply having been received to our request for a telephone circuit SAN NICOLA VARANO/ ITERNO by 20th February, the matter was again raised with M.A.A.F. who promised to investigate at once.

The reception of Rome broadcasts has remained good throughout the month, and except for CATANIA the stations have shown much improved frequency control. I have asked the Director of Telecommunications to improve the standard of personnel at CATANIA in order to raise the technical efficiency of this station.

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20. RATIONING.

There has been a further, very welcome, increase in the ration scale, for flying personnel only. The items are such as are very acceptable to the Italian taste, while the quantity involved remains small. The effect on the morale of the crews has not yet been ascertained, but in general the impression is very favourable. The increases are as follows:-

Continued /5.....

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Tinned meat or preserved fish.	4 ounces per man per day.
Sugar.	½ " " " " "
Macaroni.	1 " " " " "
Rice.	1½ " " " " "
Coffee.	½ " " " " "
Tinned milk.	½ " " " " "

21. CLOTHING.

The situation as regards boots and clothing has improved once more. It is not yet entirely satisfactory, but with drier and warmer weather the need for warm clothing is decreasing.

22. PAY.

It has not yet been possible to grant any increase in pay or allowances to the I.T.F. The Command Accountant, M.A.A.F., is visiting this Sub-Commission and the Italian Air Ministry very shortly, and will examine the matter.

The meeting between the heads of the three services and the Minister of the Treasury mentioned in the last Air Report has not yet taken place.

23. MEDICAL.

The position as regards sanitary conditions remains satisfactory.

24. TOILET REQUISITES.

The Inspectorate Sub-Commission has reported that there is no possibility of the local manufacture of toilet requisites.

25. INTELLIGENCE.

As a result of a visit by the C.I.O. of H.Q. M.A.A.F., and of subsequent discussions between him and the Director of this Sub-Commission, a revised intelligence policy was ordered by C-in-C MTOU towards the end of the month. To implement the new policy, a change of intelligence staff became necessary, and this has now been effected.

Information continues to be received in a satisfactory flow and is now concerned more with operational matters than with the security aspect of intelligence which formerly occupied most of the sections' time. This situation reflects the change of policy brought about by the handing back of control of the I.T.F. to the Italian Air Ministry.

26. INCIDENTS.

During the month there has been a reduction both in the number and the virulence of attacks on the I.T.F. and on the Serving Officers of the I.T.F. in the Italian Press. It is hoped that the measures taken by the Chief Commissioner, Allied Commission, have therefore become effective. There has been a tendency to print letters making these attacks, thus throwing the responsibility on the writer of the letter rather than on the editor of the paper, but steps have been taken to cause this practise also to cease.

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The meeting between the heads of the Allied Commission and Minister of the Treasury mentioned in the last Air Report has not yet taken place.

2. MEDICAL.

The position as to sick wastage continues entirely satisfactory.

3. TOILET REQUISITES.

The Italian Sub Commission has reported that there is no possibility of the local manufacture of toilet requisites.

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5. TRAINING.

During the month there has been a reduction both in the number and the virulence of attacks on the I.A.F. and on the Serving Officers of the I.A.F. in the Italian Press. It is hoped that the measures taken by the Chief Commissioner, Allied Commission, have therefore become effective. There has been a tendency to print letters making these attacks, thus throwing the responsibility on the writer of the letter rather than on the Editor of the paper, but steps have been taken to cause this practice also to cease.

6. GENERAL.

The total sorties flown by the Italian Air Force in the second month on record, being a total of 1,056 sorties as against 1,356 flown in November 1944, the next highest being 1,035 sorties flown in September 1944.

The morale of the squadrons regarding good work in the operation of the two SPITFIRE squadrons; these have been employed for some time now, and as always with Italian pilots, initially has caused a lowering of morale.

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Continued /6.....

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The new Air Minister, H.E. Doctor LUIGI CASTELLANO, has made a good start. He is a forceful character in spite of his age and will stand no nonsense. He has paid a visit to all the Units and was very well received. He went into matters in great detail and one Italian Officer was heard to remark "Well, this is the first time I have ever seen a Minister look into an airman's tent to see what his living conditions were really like". As President of the War Veterans Association, H.E. CASTELLANO would naturally know the point of view of the ordinary airman.

The Bailey report has now been received and this has been followed by detailed instructions from the Air Commander-in-Chief MEDME, as to the implementation of the report. In effect this will reduce the number of aircraft in the I.A.F. from about 520 to about 300, these totals including the Allied types. The balance, which includes a very large number of widely assorted and very obsolescent aircraft are to be reduced to provide for a reserve. The MACCHI fighters are to be relegated to training as they are no longer considered to be an operational type.

It is feared that the implementation of these instructions will have an adverse effect on the morale of the Italian Air Force. Like all Italians they are very impractical and cannot see that the MACCHIS, which are particularly dear to their hearts, can no longer be used in first-class warfare. Moreover, the reduction in the number of aircraft will inevitably result in a large number of pilots being retired. Putting the practical aspect of this on our side, it is a severe blow to their prestige. Their view is that, having lost the war they should not have complained if their Air Force had been totally disarmed, but now having fought side-by-side with us, although only as co-belligerents, they feel that the reduction is unfair to them. They cannot see that they will benefit by having a smaller and more efficient force, and that even the Allies cannot afford to waste petrol, oil and material in keeping aircraft flying which can be of no possible use to the war effort.

The Chief of Staff has said that he doubted whether he could tide this over without a really serious break in morale. It is said that he had certain representations to make, which he is submitting shortly, and he hoped that if these were agreed the blow would be softened. The Minister has warned me that somewhat serious political consequences may follow the order to reduce the I.A.F.

There is a complete change in the general atmosphere at the Air Ministry. In spite of the fact that they know all about the coming reduction, they are sincerely anxious to help this Sub-Commission and to re-organise the whole Air Force on I.A.F. lines. They have in fact attempted to go too fast and particularly on the Equipment side have proposed some steps which could not have been acceptable to the Allies, although some temporary improvement in efficiency might result.

Little has been heard about demobilisation during the month, and it is hoped that this absence of news means that it is proceeding in more rational and well ordered lines.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

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There is a complete change in the general atmosphere at the Air Ministry. In spite of the fact that they have all about the coming reduction, they are sincerely anxious to help this Sub-Commission and to re-organise the whole Air Force on R.A.F. lines. They have in fact attempted to go too fast and particularly on the Equipment side have proposed some steps which could not have been acceptable to the Allies, although some big step in efficiency might result.

Little has been heard about Demobilisation during the month, and it is hoped that this absence of news means that it is proceeding on more rational and well ordered lines.

W.L.D. TOWNSHEND-SCARLETT,
AIR VICE-MARSHAL.
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 6th March, 1945.
Ref: AFSC/25/1/AIR.

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APPENDIX "E"

SHOWN.

AIRCRAFT BEING L.L.O.

Departed	Scheduled	Over
32	65	145

SUBJECT TO:

Type	Fog	Ft
Lacco	2.35	20

HIGH SPEED RADIAL.

Type	Fog	Ft	Dep	Sch
Lacco	2.39	34	17	
Dzzzz	E. 39	44	9	
Lacco	Ca. 132	1	--	
Lacco	Sn. 202	1	--	
Lacco	Mc. 205	85	13	
Lacco	Sn. 202	4	--	
Lacco	Sn. 202	12	7	
Lacco	Sleet	2	--	
Lacco	Mc. 202	27	15	
Lacco	Sn. 202	1	--	
Lacco	Th. 07	1	--	
		122	64	247

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32	65	145

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Lacco	Sn. 202	12	7	
Lacco	Sleet	2	--	
Lacco	Mc. 202	27	15	
Lacco	Sn. 202	1	--	
Lacco	Th. 07	1	--	
		122	64	247

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Lacco	Sn. 202	4	--	
Lacco	Sn. 202	12	7	
Lacco	Sleet	2	--	
Lacco	Mc. 202	27	15	
Lacco	Sn. 202	1	--	
Lacco	Th. 07	1	--	
		122	64	247

LIGHTER POOL.				
	Lecce	F.39	38	30
LIGHTER/MID DOUBLE/TRANSHIP VESSEL.				
	Taranto	M.107	30	22
	Taranto	M.107	5	-
	Taranto	M.107	1	-
	Lecce	M.107	1	1
	Taranto	Cr.1142	10	5
	Lecce	Cr.1037	11	8
	Lecce	S.82	20	18
	Bona	S.79	6	6
	Bona	S.M.	2	2
	Bona	S.79	1	-
	Bona	S.79	1	-
	Bona	S.12	1	-
	Bona	Sch.202		
			92	58 145
STRAIGHT HOP.				
	Taranto	506/S	6	4
	Brindisi	501	10	9
	Brindisi	506/S	3	1
	S.M.Verano	506/S	1	1
	S.M.Verano	506/S	1	1
	Taranto	506/S	3	3
	Taranto	506/S	1	-
	Taranto	506/S	1	1
	Taranto	506/S	3	1
	Bona	506/S	4	1
	Taranto	501	3	5
	Taranto	Ra.14		
			43	27 76

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		Strength	Serviceable	Crew
SCUOLA.				
Leverano	Mc.200	10	4	
Leverano	Cr.42	5	5	
Leverano	G.50	1	1	
Leverano	Ca.164	1	1	
Leverano	S.8	2	-	
Frosinone	P.39	11	6	
Frosinone	M.167	8	7	
Frosinone	Spitfire	1	"	
Frosinone	Sel.202	1	-	
		40	24	55
AUTONOMOUS SQUADRONS.				
Palese M.	S.79	3	3	
Palese M.	Ca.314	4	1	
Palese M.	Ca.313	1	1	
Palese M.	Ca.311	1	-	
Palese M.	Ca.310	1	"	
Palese M.	Ca.309	4	3	
Palese M.	Sal.202	6	3	
Palese M.	Ca.164	1	1	
Palese M.	Fn.305	1	-	
Palese M.	Fj.156	1	-	
Foretola	Cr.42	2	1	
Monserrato	S.79	1	1	
Monserrato	Sal.202	1	1	
Monserrato	Fn.305	1	1	
Monserrato	Ju.87	1	"	
		29	16	49
NIGHT UNITS.				
Lecce	S.81	1		
Lecce	P.39	1		
Lecce	Spitfire	1		
Lecce	Mc.205	8		
Lecce	Mc.202	11		
Lecce	Cr.20	1		
Lecce	Ca.111	1		
Lecce	Sal.202	6		
Lecce	Fn.305	1		
Lecce	L.3	1		
S.V.Normanni	Ca.1007	1		

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| | | |

REPAIR UNITS (CONT'D).		Strength	Serviceable	Crew.
Monserrato	G.50	2		
Monserrato	Gr.164	1		
Monserrato	Fm.305	1		
Elmas	S.64	1		
Elmas	S.66	1		
Laverano	Rs.2002	15		
Laverano	Rs.2001	12		
Laverano	Mc.200	17		
Laverano	Cr.42	2		
Laverano	G.50	2		
Laverano	Gr.164	5		
Laverano	Fm.305	1		
Laverano	San.200	1		
Laverano	Rs.37	1		
Laverano	Rs.43	1		
Trapizci	Rs.14	2		
		150		
TOTALS:		522	227	572

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

TOTALS:	522	227	572

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

AIR FORCES SUB-COMMISSION, AL[illegible] COMMISSION,
C.M.F.

SECRET.

REPORT - JANUARY 1945.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month has again been reduced very considerably. This is mainly due to the fact that the enemy has retreated beyond the fighter range from the bases in Southern Italy, and that bases further North from which he could be reached by the fighters are still occupied by Royal Air Force squadrons.

2. FIGHTER WING.

The Fighter Wing has been practically inactive during the month, for the reasons given in paragraph one above.

3. SEAPLANE WING.

There has been little demand on this Wing during the month. The number of Air/Sea Rescue sorties was increased slightly over those carried out last month, but no rescues were effected. Arrangements for the use of seaplanes on the transport service continue to be made, and a terminal in the Rome area for seaplanes has been allotted.

4. BOMBER/TRANSPORT WING.

Approximately the same number of sorties was carried out this month as last month. Supplies were dropped over Albania and Yugo-Slavia, and aircraft landed at airfields in both countries to deliver and pick up personnel.

In addition nearly eight tons of food was dropped on CASTEL DI SANGRO in the Appennines which had been cut-off for some time by snow.

5. COURIER/TRANSPORT SQUADRON.

The Courier/Transport Squadron continued on much the same scale of effort as in previous months, and despite the bad weather conditions the postal service to Rome got through on all but 5 days.

6. LIGHT/BOMBER WING.

The bad weather conditions during the month naturally reduced this Wing's sorties, but a very reasonable tonnage of bombs was dropped, with good results.

7. SCHOOL.

There is still a surplus of trained crews and no serious attempt has been made by the Italian Air Force to inaugurate proper courses at the school. The school is, however, about to move to another airfield as its present one is urgently required for other purposes.

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8. SERVICEABILITY OF AIRCRAFT.

The serviceability of aircraft remains satisfactory. Considerable work on the fighters has been done during the slack period so that they will be ready when operations recommence. 3074

The serviceability of the Bomber/Transport aircraft remains approximately the same, but it is hoped that certain urgently needed spares and equipment will shortly be available.

The serviceability of the Light/Bomber Wing remains good.

Continued /2.....

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9. MANPOWER.

The situation as regards manpower remains unchanged, and is under investigation.

10. RATIONING.

The increase for the personnel of operational units notified in last months report has been received favourably, but efforts are still being kept up to try for some more improvements for the flying crews.

Our attempts to obtain a release of a small quantity of toilet requisites has been refused. The Chief Commissioner, Allied Commission, has now instructed the Industries Sub-Commission to see if anything can be manufactured by local resources, so as to improve the position.

11. GENERAL.

Unfortunately during the beginning of the month Doctor Carlo Scisciolo, who has been in a poor state of health for a very long time, found that his strength was unable to compete with the very hard work required in his post as Air Minister. He therefore resigned, and H.E. Doctor Luigi Gasparotto was appointed Air Minister in his stead. First impressions of the new Air Minister are satisfactory.

The question of defascistation still remains very unsatisfactory.

There are indications of a slight lowering of morale in the Italian Air Force, but this always appears at a time when the operational effort is small, and it is hoped that when the squadrons can resume their active co-operation with the Allies, the position will improve.

P. DE HAAN, W/CDR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 15TH FEBRUARY, 1945.
REF: AFSC/S.20/AIR.

DISTRIBUTION:

H.Q. M.A.A.F. (Air Staff) C.M.H. — 2 copies
H.Q. — Chief of Staff A.C. for onward distribution — 40 copies

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	G.5 Section, A.F.H.Q.	40 copies
A.F.S.C. A.C. Bari.	File.	1 copy
A.F.S.C. A.C. Rome.	File.	1 copy
A.F.S.C. A.C. Naples.	File.	1 copy

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

AIR REPORT NO.25 / JANUARY 1945.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 31st January 1945 is shown at Appendix "A".

2. The summary of the Italian Air Force operational and courier sorties for the month of January 1945 is as follows:-

(a) FIGHTER WING.

Escort	22	
Meteorological	2	
Offensive reconnaissance	Nil	
Bombing	Nil	
		24

(b) SEAPLANE WING.

A.S.R. Searches	39	
A.A. calibrations	5	
Courier/Transport	15	
		59

(c) BOMBER/TRANSPORT WING.

Supply dropping	42	43,512 kgs net (43 tons) dropped or landed.
Courier/Transport	157	
A.A. calibrations	9	
Meteorological	2	
		210

(d) LIGHT BOMBER WING.

Bombing	155	167,000 lbs (74.8 tons) dropped.
		155

TOTAL SORTIES: ~~3871~~ 426

3. FIGHTER WING.

The activity of the Fighter Wing has dropped to practically nothing. This has been due, partly to bad weather, but mainly to the fact that the airfield at which the Wing has been based has been out of range of the enemy for the whole month. Arrangements were made early in the month by Headquarters, Balkan Air Forces for the Spitfire and one of the Airacobra squadrons to [illegible]

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			24
(b)	SEAPLANE WING.		
	A.S.R. Sorties	30	
	A.A. calibrations	5	
	Courier/Transport	15	
			50
(c)	BOMBER/TRANSPORT WING.		
	Supply dropping	42	43,512 kgs net (43 tons) dropped or landed.
	Courier/Transport	157	
	A.A. calibrations	9	
	Meteorological	2	
			210
(d)	LIGHT BOMBER WING.		
	Bombing	153	167,000 lbs (74.6 tons) dropped.
			153
		TOTAL SORTIES:	3871 426

3. FIGHTER WING.

The activity of the Fighter Wing has dropped to practically nothing. This has been due, partly to bad weather, but mainly to the fact that the airfield at which the Wing has been based has been out of range of the enemy for the whole month. Arrangements were made early in the month by Headquarters, Balkan Air Force for the Spitfire and one of the Airacobra squadrons to move to CANNAE. Bad weather, and the delay in the departure of the Yugo-Slav squadrons from CANNAE prevented the move, and at the present moment CANNAE is only able to accommodate twelve Spitfires. Ground crews for refuelling, rearming and minor inspections of both squadrons are, however, at CANNAE, having completed the move on 27th January.

The intention is to move all those squadrons equipped with Allied types of fighters to CANNAE as soon as the Yugo-Slav squadrons leave.

Having had little or no work to do, the Fighter Wing has had time to get itself into trouble. While not serious, the morale of this Wing requires careful watching. In spite of firm action in the past the old question of the third Airacobra squadron has again been brought to the fore. An attempt was made, and

Continued /2.....

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was duly forestalled, to send this squadron, as a unit, to CANNE. If this had succeeded, apart from the flouting of Allied orders, it would have completely disorganised the whole maintenance system of the Fighter Wing.

4. SEAPLANE WING.

There has been a slight increase in the number of Air/Sea Rescue sorties this month, due to searches for beach landing craft. Wreckage was sighted and reported, but no rescues were effected.

It is hoped shortly to link up with the MALTA Air/Sea Rescue service, but this has been delayed by signals difficulties, but further tests are being carried out, and there appears to be good reason to hope for success.

Towards the end of the month authority was received from H.Q. M.A.A.F. for the use of the anchorages at BRACCIANO and TREVIGNANO on LAKE BRACCIANO. This solves the question of the ROME terminal of the proposed Seaplane Courier Service.

5. BOMBER/TRANSPORT WING.

Forty-one air supply sorties were attempted, of which twenty-nine were successful. The failures were, in the main, due to bad weather. In addition nearly eight tons of food were dropped on the town of CASTEL DI SANGRO in the Apennines, which had been cut off for some time by snow.

Of the supplies dropped on operations, two tons were dropped over ALBANIA and forty-one and a half over YUGO-SLAVIA. Two landings were made in ALBANIA and eight in YUGO-SLAVIA.

6. COURIER TRANSPORT SQUADRON.

Courier/transport continued on much the same scale as in previous months, and despite the bad weather conditions the postal service to ROME got through on all but five days.

Three flights were made to Middle East to collect engine and M.T. salvage, and two flights were made to TIRANA to carry personnel and spares for three Airacobras which had made forced landings there.

7. LIGHT BOMBER WING.

The bad weather conditions during the month naturally reduced this Wing's sorties to below last months figure, but nevertheless just under seventy-five tons of bombs were dropped on targets at BUSOVACA, INSSIN PICCOLA and the AESA canal, with good results.

This Wing is now complete with a nucleus I.A.F. Wing Headquarters, which has moved up during the month to function in co-operation with Headquarters, 254 Wing.

Two crews of No.28 squadron of this Wing refused to take-off on a sortie over ROMA, on the grounds that they did not wish to bomb Italian nationals. Disciplinary action was taken, and the crews have since taken part in sorties over the same areas. A careful watch is being kept to see whether this [illegible]

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

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6. COURIER TRANSPORT SQUADRON.

Courier/Transport continued on much the same scale as in previous months, and despite the bad weather conditions the postal service to FORCE got through on all but five days.

Three flights were made to Middle East to collect engine and M.T. salvage, and two flights were made to TERRA to carry personnel and spares for the Airacobras which had made forced landings there.

7. LIGHT BOMBER WING.

The bad weather conditions during the month naturally reduced this Wing's sorties to below last months figure, but nevertheless just under seventy-five tons of bombs were dropped on targets at MUSCVACA, LUSSHI PICCOLA and the ARSA canal, with good results.

This Wing is now complete with a nucleus H.Q.I. Wing Headquarters, which has moved up during the month to function in co-operation with Headquarters, 25A Wing.

Two crews of No.28 squadron of this Wing refused to take-off on a sortie over POLA, on the grounds that they did not wish to bomb Italian nationals. Disciplinary action was taken, and the crews have since taken part in sorties over the same areas. A careful watch is being kept to see whether this incident was the result of propaganda.

8. SCHOOL.

The situation as regards the school at GAMBO remains highly unsatisfactory. The school has now been ready to accept pupils for two months and, in spite of pressure from this Sub-Commission, no attempt whatever has been made to provide an organised intake of pupils. The blame for this can only be attributed to the Units Aerea (Operational Command) under the command of which the school comes. During the month there were no Airacobra pupils at the school at all, and only seven Baltimore pilots without crews. Of these two are ready for crews, and one other has gone solo.

Continued /9.....

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The matter has already been taken up with the Chief of Staff, and is still being pressed.

In view of the high incidence of malaria of a dangerous type in the GAUDO area, it will be necessary to move the school about March. The Italian choice of an alternative is FROSINONE, and H.Q. M.A.A.F. have approved of this. The airfield at FROSINONE will require some considerable attention before it is serviceable, but the Italian Air Ministry consider that it is well within the capabilities of their own engineers, without outside assistance.

9. UNITA AEREA.

During the month the Commander of the Unita Aerea (Operational Command), Colonel PIZZI, has gone sick, and he has now requested that he may be retired. In his place, and with the approval of this Sub-Commission, the Chief of Staff has appointed General CARTA, who has recently been in command of the I.A.F. in Sardinia. At the same time Colonel FRANCOIS has been sent to BARI with him as his Chief of Staff. Both are strong personalities, and have more than the average Italian's share of energy, and it is hoped that the Unita Aerea will now take on a new lease of life.

For the past few months the way in which this Command has been run has given rise to much anxiety. In spite of orders and much pressure by this Sub-Commission, it has quite failed to get the school at GAUDO into running order. The Staff work as seen from the units seems almost non-existent and in many cases where the units have written, signalled and telephoned to the Headquarters about some genuinely urgent matter, they have either received no reply at all or a reply which betrays a certain apathy. Certain calls for help have been so urgent that they would, in the R.A.F. have caused an immediate investigation on the spot by a Staff Officer from Headquarters.

Colonel FRANCOIS will be particularly acceptable to the Fighter Wing, as he was the best known Italian Fighter Storno Commander. The morale of this Wing is always a matter of some anxiety, unless it is fully employed on operations, and it is hoped that the presence of Colonel FRANCOIS at the Command Headquarters will have a good effect.

General CARTA is to remain in command of the I.A.F. in Sardinia, as this is diminishing in size rapidly. Personnel, transport and material are being moved over to the Mainland, and eventually the only personnel to remain will be those for care and maintenance parties, and the personnel of the Air/Sea Rescue flight at CAGLIARI.

10. AIRFIELDS.

As mentioned in paragraph 3 above the operation of the fighter wing is temporarily suspended for lack of a suitable airfield. It is understood, however, that CAMPOMAGGIORE will be available for the three squadrons equipped with Allied types of aircraft early in February.

At present no suitable alternative [illegible]

GAUDO. [illegible]

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I.A.F. in Sardinia. He and [illegible] him as his Chief of Staff. Both are strong personalities, and have more than the average Italian's share of energy, and it is hoped that the Unita Aerea will now take on a new lease of life.

For the past few months the way in which this Command has been run has given rise to much anxiety. In spite of orders and much pressure by this Sub-Commission, it has quite failed to get the school at GALEDO into running order. The Staff work as seen from the units seems almost non-existent and in many cases where the units have written, signalled and telephoned to the Headquarters about some genuinely urgent matter, they have either received no reply at all or a reply which betrays a certain apathy. Certain calls for help have been so urgent that they would, in the R.A.F. have caused an immediate investigation on the spot by a Staff Officer from Headquarters.

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General GALETA is to remain in command of the I.A.F. in Sardinia, as this is diminishing in size rapidly. Personnel, transport and material are being moved over to the Mainland, and eventually the only personnel to remain will be those for care and maintenance parties, and the personnel of the Air/Sea Rescue flight at CAGLIARI.

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At present no suitable alternative has been found for the school at GALEDO. A great deal of work will be required to make PROSINONE serviceable, as it is covered thickly with bomb craters.

3879

11. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY. 1/2/45.	SERVICEABILITY 1/1/45.
Macchi 205	11	11
Macchi 202	14	14
Spitfire	14	10
Baltimore	29	21
SM.82	8	10
Cant.1007	9	7
Airacobra	25 (70 including fighter pool).	35 (73 including fighter pool)

Continued /4.....

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17. ORGANISATION.

The Deputy Air Commander-in-Chief, Air Marshal Sir John Slessor has paid two visits to this Sub-Commission during the month under review. The principal subject discussed with the Chief of Staff was that of the immediate future of the I.A.F. General Aimone Cat was told that the most he could expect from Allied sources was the continued maintenance, within the limits of available spares and equipment, of those squadrons already equipped with Allied types of aircraft. He was advised to plan a small and efficient organisation to maintain and operate, for the next 12 months, the squadrons equipped with Allied types and those Italian aircraft which the Technical Commission considered could be maintained economically. As far as possible the personnel thrown up by the reduction of size of the I.A.F. would be absorbed into Allied Maintenance Organisations. The question of ways and means to maintain the morale of the operational crews was also discussed at length. The ground covered by these discussions was clearly set out in a policy letter from the D/A.C.-in-C to General Aimone Cat, which was handed in to the Italian Air Ministry on 16th. January, and their reply to this is now awaited.

It is felt that General Aimone Cat clearly appreciates the position, and is anxious to get rid of surplus personnel and re-organise the Air Ministry and Air Force on sound lines.

Another visitor during the month was Air Commodore Titmas, C.B.E.D.C. M.A.A.F. (Alv), who came to enquire into the state of the equipment branch of the I.A.F. He went into the matter at great length, and it is understood that he has been able to secure some definite increases to the establishment of this Sub-Commission, which will provide sufficient Officers to enable the re-organisation and training of the equipment branch to be undertaken and put on a sound basis.

Both these visits were much appreciated both by the Italians and by the staff of this Sub-Commission, and the sympathetic help given has been a great encouragement to all.

When the findings of the Technical Commission are known it will be possible to determine the size of the Italian Air Force in the immediate future. This will enable a sound organisation to be formed and planning for the future maintenance of the force to be carried out. With the proposed small increases in the staff of this Sub-Commission, it will be possible to advise and guide the Italian Air Ministry so that their organisation and planning is carried out on proper lines.

18. MANPOWER.

The personnel branch of the Italian Air Ministry is still in a somewhat chaotic state. A Staff Officer from H.Q. M.A.A.F. visited this Sub-Commission during the month, and carried out a visit to the personnel branch, with a view to solving some of the questions which have arisen over the question of I.A.F. personnel in substitution for Allied manpower. It is hoped that, as a result of his visit, the establishment of this Sub-Commission will be amended so as to allow an Officer with experience of organisation to work in the Air Ministry and give some help in organising the branch on a sound basis.

19. RATIONING.

A small increase of 3 ounces of flour and half an ounce of olive

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19. RATIONING.

A small increase of 3 ounces of flour and half an ounce of olive oil per day for all the personnel of operational units was authorised early in the month of January. As this was still considered insufficient for operational aircrews the matter was re-opened. A suggestion was put forward to [illegible] small increases of items which are particularly suited to Italian tastes, for flying personnel only, which would involve an almost negligible quantity of shipping tonnage. The main object of this was to raise morale, and increase the food value of the ration. News has just been received that this concession has been made, and the written authority is now awaited.

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Continued /6.....

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20. CLOTHING.

The situation as regards boots and clothing shows further improvement. It will improve further still when the Italian Air Force has been taught how to run a proper equipment system, and they are able to take proper stock of their own resources. Proper provisioning for the future can then be carried out.

21. PAY.

The pay of the personnel of the I.A.F. is miserably small, and it is difficult to see how a man of any rank, commissioned or otherwise, with dependents can ever hope to make both ends meet. While they enjoy certain advantages as regards rations and accommodation, these do not offset the big difference in their pay and that of, for example, civilian workers with dependents employed on the same airfield. This Sub-Commission has been actively examining the possibility of ameliorating these conditions, with the particular view of keeping up the morale of the operational crews. It is the view of the Finance Sub-Commission of the Allied Commission, in the present state of the Italian Exchequer, any general rise in pay would be impossible, since this would have to be applied equally to all other members of the Italian Armed Forces. There is, however, an operational bonus which is granted to personnel employed in actual combat, and is applicable to the Italian Army and Air Force. Up to the present this has been applied in a way which places the Air Force at a disadvantage. Ways and means are being sought to make a more general application of this to the operational crews of the Air Force.

Meanwhile, a meeting is shortly to take place between the heads of the three Services and the Minister of the Treasury, at which increases in pay are to be discussed, and the outcome of this is awaited.

22. MEDICAL.

The position as regards sanitary conditions remains satisfactory.

23. TOILET REQUISITES.

The request made by the Chief Commissioner to A.F.H.Q., which was mentioned in last months report, for a small allotment of toilet requisites, has been refused. The Chief of Staff of the Allied Commission has now directed that the Industries Sub-Commission shall explore the possibility of the local manufacture of these articles for issue to the Italian Armed Forces.

24. INTELLIGENCE.

The Intelligence branch of this Sub-Commission has had another busy month. The resignation of H.E. Scialoja from the post of Air Minister and the appointment of H.E. Casparotto was one of the problems which required attention. Others were the disturbances in Sicily, upon which a close watch was kept, and attacks in the press on serving officers, which is referred to below. Changes and possible changes in the Air Ministry and Commands has necessitated much work in enquiring into the antecedents of the Officers concerned. The various ramifications of the Epuration and Discrimination Tribunals have also been a constant source of worry.

25. ITALIAN PRESS.

The month was marked by a series of most scurrilous attacks in the

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25. ITALIAN PRESS.

The month was marked by a series of most scurrilous attacks in the press, chiefly in the paper "La Voce Repubblicana", on serving officers holding high appointments. The most vicious attack was on the Deputy Chief-of-Staff, Colonel EDMONDINO. The paper published verbatim, what was no less than the brief for the prosecution before the Military Tribunal of this officer, for his activities during the German occupation of Rome. It was clear that there had been a serious leakage either from the offices of the Epuration Tribunal or from those of the Military Tribunal. Vigorous enquiries are now on foot to discover who was responsible for these leakages. As these attacks were having a serious effect on the morale of the operational crews, the Chief Commissioner has handed an aide memoire to Prime Minister BONOMI setting forth the Allied views on these attacks, and instructing him to take measures to ensure that these cease. It also called for

Continued /7.....

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the tracing of the individuals responsible for the leakage of information and for their punishment. In point of fact Colonel BENDINELLO was acting under Allied orders during the occupation, and accomplished much valuable work at great risk of his life.

26. GENERAL.

The term of Office of the new Air Minister was of short duration. For some time past H.E. Doctor Carlo Scioloja has been a sick man, and his state of health was such that he found himself unable to stand up to the hard work demanded of him in his new position. On 11th January he therefore resigned, and the Prim Minister proposed H.E. Doctor Luigi Gasparotto in his stead. H.E. Gasparotto had already been considered as Air Minister, and his appointment was at once approved by SACMED.

Luigi Gasparotto is 72 years old. He began in life as a tacher in an elementary school, and later graduated in law, practising in Milan. He took up politics and was Minister of War in the Bonomi Cabinet of July 1921. He is a veteran of World War I during which he fought extremely well, and he was a founder of the War Veterans Association, of which he became President.

He has always been an anti-fascist, and he left for Switzerland when the Armistice with Italy was concluded in September 1943, as he was then in Milan. His son, who was active in the Allied cause during the German occupation of Rome, was arrested by the S.S. was tortured and died in prison.

Whilst not officially a member of any Political Party, Gasparotti's tendencies are Labour Democrat. Since his return to Rome he has again been appointed President of the War Veterans Association.

The first impressions of the new Air Minister are favourable.

On the 15th January and again on the 17th January the Deputy Air Commander-in-Chief, Air Marshal Sir John Slessor, visited this Sub-Commission. He had a long discussion with the Chief of Staff, General Aimone Cat, and met the new Air Minister and the Under Secretary of State for Air, General Pellegrino. The discussions with the Chief of Staff are referred to in paragraph 17 above.

The Chief of Staff reports that he has found an immense amount of work to do which has been made necessary by the neglect of organisation and administration on the part of his predecessor. It is felt that General Aimone Cat is thinking upon sound lines, and that he is genuinely anxious to improve the administrative side of the I.A.F. and to re-model it upon lines approximately to the system employed in the R.A.F. These reforms are extremely necessary, as the whole administrative side, and in particular the personnel and equipment branches, are still in a sad state of disorganisation, despite the efforts of the Staff of this Sub-Commission.

The morale of the operational squadrons has been the cause of some concern. While there is no evidence that it has deteriorated to any great extent, our experience is that any falling off in the operational effort results in a lowering of morale. For reasons outside its own control, the operational effort of the I.A.F. declined considerably during the month, and this has resulted in some minor occurrences which, while not in themselves serious, are a danger signal. Steps, some of which are mentioned earlier in this report, have been taken

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On the 13th January and again on the 17th January the Deputy Air Commander-in-Chief, Air Marshal Sir John Slessor, visited this Sub-Commission. He had a long discussion with the Chief of Staff, General Aimone Cat, and met the new Air Minister and the Under Secretary of State for Air, General Bellotrino. The discussions with the Chief of Staff are referred to in paragraph 17 above.

The Chief of Staff reports that he has found an immense amount of work to do which has been made necessary by the neglect of organisation and administration on the part of his predecessor. It is felt that General Aimone Cat is thinking upon sound lines, and that he is genuinely anxious to improve the administrative side of the I.A.F. and to re-model it upon lines approximately to the system employed in the R.A.F. These reforms are extremely necessary, as the whole administrative side, and in particular the personnel and equipment branches, are still in a sad state of disorganisation, despite the efforts of the Staff of this Sub-Commission.

The morale of the operational squadrons has been the cause of some concern. While there is no evidence that it has deteriorated to any great extent, our experience is that any falling off in the operational effort results in a lowering of morale. For reasons outside its own control, the operational effort of the I.A.F. declined considerably during the month, and this has resulted in some minor occurrences which, while not in themselves serious, are a danger signal. Steps, some of which are mentioned earlier in this report, are being taken to offset this, and it is hoped that, with the renewal of their operational effort from their new base, the situation will be restored. A contributory factor has been the irresponsible attacks in the Press on Serving Officers holding senior appointments.

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Defascistation remains unsatisfactory, and we are still suffering from the back-wash of the SFORZA-SCOCCIMARRO regime. This tended to use operation as a political instrument.

Steps have already been taken to clear away some of the dead wood among the more senior Officers, and late in the month a list was published announcing the retirement of 20 I.A.F. Generals. This is of considerable importance as, so long as they remained on the active list, they were enabled to have

Continued /3.....

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

their fingers in the pie, and this created many difficulties and contributed in no small degree to the disorganisation within the Air Ministry.

W.A.D. Bowen-Buscarlet.

W.A.D. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 6TH FEBRUARY, 1945.
REF: AFSC/T/S.3/AIR.

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AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 6TH FEBRUARY, 1945.
REF: AFSC/A/S.3/AIR.

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APPENDIX "J"

SECRET.

AIRCRAFT STATE I.A.F.

			Strength	Serviceable	Crew.	
FIGHTER WING.						
	Lecce	P.39	90	70		Includes Fighter Pool at Lecce.
	Lecce	Sml.202	1	-		
	Lecce	Ca.133	1	-		
	Canne	Spitfire	12	12		
	Lecce	Spitfire	4	2		
	Lecce	Ju.87	2	-		
	Lecce	Mc.202	27	15		
	Lecce	Sml.202	1	-		
	Lecce	Mc.205	26	11		
			134	80	245	
LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.						
	Siforno	M.187	31	29		
	Siforno	Ca.164	1	1		
	Lecce	Ca.1007	11	8		
	Lecce	S.82	16	12		
	Roma	S.75	1	1		
	Roma	S.79	20	11		
	Roma	S.84	6	4		
	Roma	G.12	1	1		
	Roma	Sml.202	1	1		
			88	67	153	
SEAPLANE WING.						
	Taranto	Cz.506/B	7	3		
	Brindisi	Cz.501	10	9		
	Brindisi	Cz.506/B	1	1		
	Brindisi	Cz.506/S	4	3		
	Taranto	Cz.506/B	3	1		
	Taranto	Cz.506/S	1	1		
	Taranto	Cz.506/S	1	-		
	Elmas	Cz.506/S	3	1		
	Taranto	Cz.501	5	3		
	Taranto	Rs.14	8	7		
			43	29	85	

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FIGHT FOMBER AND RECCE/TRANSPORT WINGS.

Milerno	M.187	31	29	
Milerno	Ca.164	1	1	
Lecce	Ca.1007	11	8	
Lecce	G.82	16	12	
Roma	G.73	1	1	
Roma	G.79	20	11	
Roma	G.84	6	4	
Roma	G.12	1	1	
Roma	Sei.202	1	1	
		33	67	153

SEAPLANE WING.

Taranto	Cz.506/B	7	3	
Brindisi	Cz.501	10	9	
Brindisi	Cz.506/B	1	1	
Brindisi	Cz.506/S	4	3	
Taranto	Cz.506/B	3	1	
Taranto	Cz.506/C	1	1	
Taranto	Cz.506/S	1	-	
Taranto	Cz.506/S	3	1	
Elmas	Cz.506/S	5	3	
Taranto	Cz.501	8	7	
Taranto	Rs.14			
		43	29	85

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SCHOOL.

Leverano	Ro.200	9	7	
Leverano	Cr.42	5	5	
Leverano	G.50	1	1	
Leverano	G.8	2	-	
Leverano	Ca.164	2	2	
Gaudo	F.39	13	7	
Gaudo	M.187	8	5	
Gaudo	Sei.202	1	1	
Gaudo	Spitfire	1	1	
		42	29	55

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AUTONOMOUS SQUADRONS.		Strength	Serviceable	Crew.
Bari	S.79	3	3	
Bari	Ca.314	6	2	
Bari	Ca.313	1	1	
Bari	Ca.311	1	-	
Bari	Ca.310	1	-	
Bari	Ca.309	4	2	
Bari	Ca.164	1	1	
Bari	Fn.305	1	1	
Bari	Sai.202	6	3	
Bari	Fj.156	1	-	
Perotola	Cr.42	2	2	
		27	15	45

AUTONOMOUS SQUADRONS - SARDINIA.				
Monserrato	S.79	1	1	
Monserrato	Ju.87	1	-	
Monserrato	Sai.202	1	1	
Monserrato	Fn.305	1	1	
		4	3	6

AUTONOMOUS SQUADRON - ROME.				
	S.79	3	1	
	S.75	2	2	
		5	3	6

REPAIR UNITS.		
Lecce	P.39	14
Lecce	Mc.205	7
Lecce	Mc.202	15
Lecce	Sai.202	5
Lecce	Fn.305	1
Lecce	Ca.111	1
Lecce	L.3	1
Lecce	Br.20	1
Lecce	Spitfire	1
S.Vito Norm	Ca.1007	1
" "	S.79	1
" "	Ca.314	2
Lecce	S.75	1

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Monserrato	Ju.87	1	-	
Monserrato	Sal.202	1	1	
Monserrato	Hn.305	1	1	
		4	3	6

AUTONOMOUS SQUADRON - V.C.S.

	S.79	3	1	
	S.75	2	2	
		5	3	6

ESTATE UNITS.

Lecce		R.39	14
Lecce		Mc.205	7
Lecce		Mc.202	15
Lecce		Sal.202	5
Lecce		Hn.305	1
Lecce		Ca.111	1
Lecce		R.3	1
Lecce		Hr.20	1
Lecce		Spitfire	1
S.Vito	Norm	Cz.1007	1
"	"	S.79	1
"	"	Ca.314	2
Lecce		S.73	1
Lecce		S.79	2
Lecce		S.81	1
Lecce		S.82	7
Lecce		Cz.1007	3
Lecce		G.12	1
Lecce		Ca.309	1
Taranto		Cz.501	10
"		Ca.506/b	14
"		Ca.506B	2
"		Re.14	2

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Continued /3.....

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REPAIR SHIPS (CONT'D).		Strength	Serviceable	Grev.
Monserrato	S.79	3		
Monserrato	FM.305	1		
Monserrato	Ca.1007	1		
Monserrato	Gr.42	2		
Monserrato	G.50	2		
Monserrato	Ca.164	1		
Monserrato	S.84	1		
Elmas	S.66	1		
Elmas	Re.2002	15		
Leverano	Re.2001	12		
Leverano	Cr.42	2		
Leverano	G.50	2		
Leverano	Ca.164	4		
Leverano	Fn.305	1		
Leverano	Sm.200	1		
Leverano	Re.37	1		
Leverano	Re.43	1		
Leverano	Re.14	2		
Brindisi		165		
TOTALS :		536	256	595

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Taranto Brindisi	Ra. 1			
		165		
TOTALS :		538	256	595

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452/20

D1604

LEFT V LEFT NR 12/926/230 ROUTINE

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QQX

FROM AIR FORCES SUB COMMISSION PARI

TO AIR FORCES SUB COMMISSION NAPLES (FOR GAUDO)

FOR W/C POCOCK

CONFIDENTIAL C.C.

4302 30 JAN 1945

REQUEST MONTHLY REPORT AS EARLY AS POSSIBLE C.C.

TOO 301440A

TH I---

~~RPTN GAUDO W/C POCOCK 4302 30 JAN 1945~~

+++DNT+++BBR+++

Noted by W/Cmdr. Pocock

Copy of this report dispatched Berne 1/2/45. Copy made subsequently handed to F/L Wellington for Embassy Office (Stokes)

3663

30 JAN 1945

DTR AFSC NAPLES

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

REPORT - DECEMBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month has been reduced considerably. This has been due partly to the bad weather conditions prevailing over the operational area, and partly to the fact that the enemy has withdrawn Northwards in the Balkans and is moving out of range of the Italian Fighter Wing. On 14 days during the month the only flying possible was weather reconnaissances, and this has naturally affected the number of sorties carried out.

2. FIGHTER WING.

The number of sorties carried out by the Wing has been considerably reduced for the reasons given in paragraph one above. On the other hand results have been satisfactory and enemy transport has been damaged and destroyed. Very few bombs have been dropped as they have had to carry long range tanks in lieu of bombs in order to reach their objectives. Major Mariotti, Commanding the 4th Stormo, was shot down by anti-aircraft fire on December 27th, and it is feared that he could not have survived. He was a brave and capable fighter leader who would have been judged exceptional by the standard set in any Air Force. Apart from this, losses have been small.

3. SEAPLANE WING.

There has been little demand on this Wing except for Air/Sea Rescue service; rather more sorties than usual have been carried out for this purpose, but these unfortunately had no result. Preparation for the use of the Seaplanes on the Transport Service continues.

4. LIGHT BOMBER WING.

Both the Light Bomber Squadrons are now at their operational base and have carried out a satisfactory number of sorties throughout the month. The British Officer Commanding the R.A.F. Wing which controls these two Squadrons is satisfied with the operations which they have carried out, and reports that the Italians are most helpful and co-operative in all respects.

5. BOMBER TRANSPORT WING.

In spite of bad weather conditions nearly the same number of sorties was carried out by this Wing during the month as during the preceding month. A satisfactory weight of supplies was either carried or dropped, and a number of British and other personnel and equipment was evacuated from the Balkans.

6. COURIER/TRANSPORT SQUADRON.

This Squadron has now been moved on to an entirely Italian airfield in the Rome area. The number of sorties carried out has been satisfactory, and the service is much used by Government Officials who would otherwise be put to much inconvenience and loss of time through inadequate road and rail transport facilities.

300

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6. COURIER/TRANSPORT SQUADRON.

This Squadron has now been moved on to an entirely Italian airfield in the Rome area. The number of sorties carried out has been satisfactory, and the service is much used by Government Officials who would otherwise be put to 300% inconvenience and loss of time through inadequate road and rail transport facilities.

7. SCHOOL.

The School is now ready to accept pupils and has its full quota of training aircraft. The Instructors are present and it is ready to commence the first course as soon as the pupils arrive. For the moment there is still a surplus of trained crews.

8. SERVICEABILITY OF AIRCRAFT.

The serviceability of fighter aircraft shows a slight decrease. This is only to be expected in view of the intensive nature of the operations carried out during the month of December which used up a large number of engine hours. A quantity of

Continued /2.....

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Bomber-Fighters engines and spares for these has been discovered in France, and has been released to the Italian Air Force by S.E.A.C.

The serviceability of the Bomber Transport aircraft has remained approximately the same. Tyres present the biggest difficulty at the moment, and unless suitable sizes can be found the aircraft will shortly be grounded. Another cause of unserviceability is the question of engine spares, and in this connection a quantity of spares has been found in the Middle East and has been released to the Italian Air Force.

The serviceability of the Light Bomber Wing remains good.

9. MANPOWER.

The situation as regards manpower remains unchanged.

10. RATIONING.

Notification has just been received of an increase of 3 ounces of flour and ½ ounce of olive oil per day, for the personnel of the operational units. While half a loaf is better than no bread, it is felt that this is insufficient to keep these men properly fed and to maintain their morale.

Attempts are also being made to obtain a release for a small quantity of toilet requisites for the Italian Air Force. At present they are unable to obtain such items as razor blades, shaving and toilet soaps etc, except in the black market, and the prices of these are far beyond the purses of the airmen.

11. GENERAL.

The outstanding event of the month has been the change in the personalities holding the key positions in the Air Ministry. Subsequent to the Cabinet Crisis the following have been appointed:

AIR MINISTER	-	DOTTOR CARLO SCIALOJA
UNDER SECRETARY FOR AIR	-	GENERAL PELLEGRINO
CHIEF OF AIR STAFF	-	GENERAL AIMONE CAT

In general these new appointments have been received well and there has been singularly little criticism in the Press.

The Air Officer Commanding this Sub-Commission spent the Christmas period with the operational units and was accompanied by the new Chief of Air Staff, General Aimone Cat. The General was well received everywhere and the operational crews are obviously content to accept his leadership, providing he maintains the efficiency of the Air Force.

The question of defascistation has been brought to a halt due to the Cabinet Crisis. It is hoped that this will proceed more satisfactorily under the new Commissioner for Epuration.

The morale of the Italian Air Force still remains high. The Fighter Wing is naturally anxious to be moved to a base from which they can again carry on their good work against the enemy. Certain Squadrons are already under orders to move.

W.A. Bourne - Bus 38/Air.

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UNDER SECRETARY FOR AIR	-	GENERAL MININNI
CHIEF OF AIR STAFF	-	GENERAL AIMONE CAT

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W.A.D. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/H/S.20/AIR.
Date: 12th January, 1945.

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AIR FORCE SUB-COMMISSION, ALLIED COMMISSION,
C.M.T.

DOCUMENT.

AIR REPORT NO.24 / DECEMBER 1944.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 31st December 1944 is shown at Appendix "A".

2. The summary of Italian Air Force operational sorties for the month of December 1944 is as follows :-

(a) FIGHTER WING.

Escort	108	
Meteorological	67	
Offensive reconnaissance	207	32 vehicles destroyed or fired. 63 vehicles damaged.
Bombing	4	1,500 lbs of bombs dropped.
		386

Losses.

3 Airacobras lost by enemy action.
Two of these may be recovered from Balkans.
1 Pilot lost; 2 safe.

(b) SEAPLANE WING.

A.S.R. Searches	24	
A.A. calibrations	14	
Courier/Transport	18	
		56

No losses.

(c) BOMBER/TRANSPORT WING.

Supply dropping	60	56,224 Kg not dropped (55⅝ tons) or landed.
Courier/Transport	163	
A.A. calibrations.	17	
		248

No losses.

(d) LIGHT BOMBER WING.

Bombing	231	156 tons of bombs dropped. Hits claimed on bridges, marshalling yards and airfields.
		231

Losses.

One aircraft and crew lost in

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Losses.

3 Airacobras lost by enemy action.
Two of these may be recovered from Balkans.
1 Pilot lost; 2 safe.

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A.S.R. Searches	24
A.A. calibrations	14
Courier/Transport	18
	56

No losses.

(c) BOMBER/TRANSPORT WING.

Supply dropping	68
Courier/Transport	163
A.A. calibrations.	17
	248

56,224 Kg not dropped (55½ tons) or landed.

No losses.

(d) LIGHT BOMBER WING.

Bombing	231
	231

156 tons of bombs dropped.
Hits claimed on bridges, marshalling yards and airfields.

Losses.

One aircraft and crew lost in flying accident.

TOTAL SORTIES:	921

3857

3. FIGHTER WING.

The Fighter Wing has operated throughout the month from LECCE. The number of sorties flown shows a considerable reduction over that flown in the month of November. The reason for this decrease is that weather conditions were most unfavourable throughout the month, and that the Germans in the Balkans moved out of

Continued /2...

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range of all Macchis except the few special low range Macchi 205's. On fourteen days of the month weather on the Dalmatian Coast prevented any air activity other than meteorological reconnaissance.

Owing to the new Maximarks of the Germans it has not been possible to carry out bombing attacks with the Aircobras, as long range tanks have had to be carried.

The Spitfire squadron and one Aircobra squadron are now under orders to move to CANNE, where they will again be in range of the enemy, using VIS as an Advanced Landing Ground.

In spite of the weather and increasing range, results have been good, and the A.O.C, during a visit to Headquarters, Balkan Air Force, was informed that they were very pleased with the work carried out by this Wing.

On 27th December, Major Mariotti, Commanding the Aircobra (4th) Stormo, was shot down while attacking enemy transport in the KISILICI-MOVKOVAC area. It is feared that he was unable to bale out, and as the aircraft crashed and caught fire it is most likely that he was killed. The loss of this officer will be a severe blow to the Italian Air Force. He was an excellent type of fighter pilot, brave and determined, and would have been judged exceptional by the standards of any Air Force.

4. SEAPLANE WING.

About the same number of sorties were flown as last month, with an increase in the number of Air/Sea Rescue searches, and a corresponding decrease in other sorties.

The Cabinet Crisis has slowed down the work on the proposed Air Courier Service, as work at the Air Ministry came practically to a standstill during the crisis. The seaplane base at VIGNA DI VALLE on LAGO BRACCIANO is not available for this Service, as it is required for use by the Allies. Permission is now being sought to use the old Imperial Airways sites on the lake at BRACCIANO and TREVIGNANO. If these are not available there will be some difficulty in finding a FORE terminal for the Service as the site at LIDO DI ROMA has been completely destroyed, and in any case the TIBER has always been most unsatisfactory for the operation of seaplanes.

5. BOMBER/TRANSPORT WING.

In spite of the weather conditions, which were as described in paragraph 3 above, the Wing carried out 58 sorties, as against 71 last month when weather conditions were perfect. 55½ Tons of supplies were dropped or landed at MIKSIC. On 2nd December one wounded British soldier and 100 British para-chutists were brought back from MIKSIC. A further task, which was completed, was the evacuation of a Royal Air Force Squadron's equipment and some personnel from the Balkans.

During his visit to Headquarters, Balkan Air Force, during the month, the A.O.C. of this Sub-Command was informed that this Wing had carried out all tasks which had been assigned to it.

6. COURIER/TRANSPORT SQUADRON.

This Squadron has now moved to CIAMPINO airfield on the outskirts of ROME. This has gone far to relieve the congestion at LUCCA, and has led to the removal of Italian aircraft from the ROME airfields of CIAMPINO and LUTTORIO. In

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5. BOMBER/TRANSPORT WING.

In spite of the weather conditions, which were as described in paragraph 3 above, the Wing carried out 68 sorties, as against 71 last month when weather conditions were perfect. 55½ Tons of supplies were dropped or landed at MILESIC. On 2nd December one wounded British soldier and 100 British parachutists were brought back from MILESIC. A further task, which was completed, was the evacuation of a Royal Air Force Squadron's equipment and some personnel from the Balkans.

During his visit to Headquarters, Balkan Air Force, during the month, the A.O.C. of this Sub-Commission was informed that this Wing had carried out all tasks which had been assigned to it.

6. COURIER/TRANSPORT SQUADRON.

This Squadron has now moved to CENTOCELLE airfield on the outskirts of ROME. This has gone far to relieve the congestion at CROCE, and has led to the removal of Italian aircraft from the ROME airfields of CIAMPINO and LITTORIO. In spite of the weather this Squadron has carried out more sorties this month than during the month of November. It is of great assistance in the transport of Government Officials about the country, who would otherwise find travel both difficult and a loss of time owing to the scarcity of road and rail transport. In this way it is contributing to the rebuilding of Italy.

7. LIGHT BOMBER WING.

The second Baltimore Squadron is now complete at PIEMONTE and the Wing is up to full strength.

Continued /3.....

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In spite of weather conditions 231 sorties were carried out, and hits were claimed on various targets in the Balkans.

The A.O.C. of this Sub-Commission visited the Wing on December 27th, accompanied by the new Italian Chief of Air Staff. Group Captain Stapleton Commanding No.254 Wing, R.A.F. under whose orders the Light Bomber Wing is operating, stated that the bombing carried out by the Wing was inclined to be erratic. At times it was very good and at others equally bad. The second squadron to arrive (28th Squadron) was not as good as the original (132nd Squadron) either in accuracy of bombing or in maintenance of aircraft. Steps are being taken to improve this squadron and the accuracy of the bombing by both squadrons. On the whole the Italians were most co-operative in every way, and all ranks were very keen.

One aircraft and crew were lost during the month. This was apparently due to the bottom engine cutting out in a rather tight turn during an approach to land.

8. SCHOOL.

The school at GALDO has made very slow progress. The school itself is actually ready to accept its intake of pupils, except for certain minor items of instructional equipment. The instructors on both Airacobras and Baltimores are ready at the school, and except for one aircraft of each type now awaiting collection, the school is up to strength in this respect. Serviceability is satisfactory.

In spite of pressure by this Sub-Commission only 1 Airacobra pupil and 5 pilots and 1 navigator for Baltimores have been posted to the school, and so far no attempt has been made to send complete Baltimore crews. This muddle can be attributed to the uncertainty prevailing at the beginning of the month due to the Government Crisis, and energetic steps are now being taken to get the school working on the proper lines.

The airfield has kept serviceable in spite of rain, but requires the use of a roller to firm up some loose patches on the surface of the runway.

The A.C.S. Air Forces Sub-Commission carried out an inspection of the school on 22nd December. Accommodation and instructional facilities were satisfactory, and there is sufficient housing in the neighbourhood to accommodate up to two twin-engined squadrons should any further re-equipment of the Italian Air Force with Allied types of aircraft be undertaken.

In the opinion of all Italian Officers who have been consulted it will not be possible to remain on this airfield after the month of March, owing to the high incidence of malaria in the district, which is of an exceptionally dangerous types. This matter is being taken up with Headquarters M.A.A.F.

9. AIRFIELDS.

The airfield position remains satisfactory, although the enemy has now moved so far North in Albania that the Macchi's based on LECCE are out of range, and the Spitfires and Airacobras are rapidly getting out of range. Orders have been received from H.Q. D.A.F. to move one squadron of Spitfires and one Squadron of Airacobras to CATTE.

The Courier/Transport Squairon has now moved to CERTOSELLE; this has relieved the congestion at LECCE, and has also removed a very trying commitment from the Allied airfields in the ROME area. It is desired to place on record the great

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The Courier/Transport Squadron has now moved to CENTOCELLE; this has relieved the congestion at LECCE, and has also removed a very trying commitment from the Allied airfields in the ROME area. It is desired to place on record the great assistance rendered by the Commanding Officer at ROME-LITTORIO airfield to the Italian Courier Service. The Italians were most unsatisfactory customers at this airport, and often exceeded the quota of aircraft allowed to use the airfield at any one time. In addition they were constantly in need of some form of assistance or another, and help was unfailing and ungrudgingly given.

The only changes in location of the I.A.F. compared with the position given in last months Air Report is that the Courier/Transport Squadron is now at CENTOCELLE, and the ½ squadron of Baltimores remaining at VESUVIUS has now vacated that airfield and is now at BIFERNO, thus completing the Light Bomber Wing.

Continued /4.....

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10. AIRCRAFT.

TYPE OF AIRCRAFT.	SERVICEABILITY AT 1/11/44.	SERVICEABILITY AT 3/12/44.
Macchi 205	11	12
Macchi 202	14	17
Spitfire	10	12
Baltimore	21	27
SM.82	10	9
Cant.1007	7	8
Airacobra	35 (73 including fighter pool).	35 (51 including fighter pool.)

11. ITALIAN AIR FORCE SERVICEABILITY.

This shows a slight decrease on last month, but is accounted for by the fact that a large number of aircraft are at present undergoing inspection so that as many aircraft as possible may be in good condition, if it should be decided to move one or both of the Macchi Squadrons at short notice.

Work has already commenced on the production of the Macchi radiator with duralumin honeycomb, and it is hoped that the output will be 12 radiators per month to commence with, and that this figure will later be increased.

It has been found possible to fit wheels and tyres from Reggiane aircraft to the Macchis, and work is proceeding on using up all the available stocks. As there are insufficient Reggiane wheels and tyres available, work has already been put in hand for the necessary parts to modify the Macchi wheel to take the Spitfire tyre and tube. Work has also been put in hand to produce a modified tail wheel fork which will accommodate the Baltimore tail wheel.

The engine position is quite good, and it is hoped that it will be still further improved by the supply of Daimler-Benz engines and spare parts from S.H.A.E.F. During the month a visit to Arezzo at the invitation of S.H.A.E.F. was made by two officers of this Sub-Commission. A number of serviceable Daimler-Benz 605 engines and a larger number of Daimler-Benz 601 engines were found, together with a large quantity of spares for both types which have been in over-increasing supply in this country. These engines and spares have been released to the I.A.F. by S.H.A.E.F., and arrangements are being made for their transport to Italy.

12. ITALIAN NAVAL AIR SERVICEABILITY.

This is about the same as last month. Unfortunately, the Fegnano sprayer rings which it was anticipated would cure over-oiling of cylinders, proved to be too efficient resulting in the first three engines seizing up. It is hoped to modify these rings to give satisfactory results and if this should be achieved, an increase in serviceability should result as the major cause of unserviceability is engine trouble, mainly excessive oil consumption due to the fitting of unsuitable rings.

A visit to Lecce Depot has resulted in the discovery and release to the I.A.F. of a large quantity of urgently required Bosch sprays. Action is being taken to transport these to Italy and when they are received the output of the R.I.N.S. which is overhauling Alfa 126 engines should increase from 12 to 18 engines per month. This should not require extra

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...ove one or both of the Macchi Squadrons at short notice.

Work has already commenced on the production of the Macchi radiator with Hurricane honeycombs, and it is hoped that the output will be 12 radiators per month to commence with, and that this figure will later be increased.

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12. ITALIAN MOTOR TRANSPORT SITUATION.

This is about the same as last month. Unfortunately, the Pegasus scraper rings which it was anticipated would cure overheating of cylinders, proved to be inefficient resulting in the first three engines seizing up. It is hoped to modify these rings to give satisfactory results and if this should be achieved, an increase in serviceability should result as the major cause of unserviceability is engine trouble, mainly excessive oil consumption due to the fitting of unsuitable rings.

A visit to Middle East has resulted in the discovery and release to the I.A.F. of a large quantity of urgently required Bedford spares. Action is being taken to transport these to Italy so that when the output of the M.P.S. which is overhauling Alfa 126 engines should increase from 12 to 16 engines per month. This should meet requirements.

The tests on the Synthetic rubber have proved satisfactory, and the overhaul of hydraulic components is being recommenced.

The tyre position is still acute owing to the short supply of Wellington tyres, which could be fitted to both Z1.42 and Dust.1007s if they were available. It is hoped that before the present shortage becomes acute, the supply of Wellington tyres and tubes will have increased to such an extent that the Italian Air Force can be supplied with the small quantities they need.

Continued /5.....

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13. ALLIED AIRCRAFT SERVICING UNITS.

The position on all three types can be considered good. The Ground crews have now got down to the job of maintaining these aircraft.

Recently a Technical Officer from R.A.F. visited the Fighter Wing at IESOLE, and his report on the condition of the aircraft was very satisfactory, both on Allied and Italian types.

The increase in the serviceability of P.39 aircraft in the fighter pool at IESOLE is due to the transfer of aircraft to IESOLE from VENICE.

14. ITALIAN AIRCRAFT GENERAL.

The supply position of a number of items such as, tyres, aircraft, plywood and glue, rubber components generally etc, is that these are now getting in short supply, and it has been proposed that a Technical Commission shall inspect all Italian aircraft to ensure that materials obtained from Allied sources shall only be used on those aircraft that can give useful service in the war effort without excessive amounts of material being supplied. The Italians have a tendency to rebuild and maintain aircraft when it is not an economical proposition to do so.

It has been suggested that this Commission, which should consist of representatives from R.A.A.F, 244 Group, Italian Air Force and this Headquarters, will examine all aircraft and scrap those that they consider cannot be maintained economically. The scrapped aircraft will be cannibalised for spares if necessary.

The main work of the Commission will be on the Bomber Transport aircraft and Seaplanes which are largely dependent on Allied supplies. In the case of the Fighter aircraft, apart from tyres the Italian Air Force are in a position to supply the majority of the stores. So little material is supplied from Allied sources.

It has been further suggested that a similar Commission should examine the equipment position in the Italian Air Force with a view to planning ahead for Allied equipment which may be required to keep the I.A.F. operationally fit.

If these Commissions are appointed it has also been suggested that they examine the Establishment of this Sub-Commission, on the Technical and Equipment sides, and submit recommendations for their amendment, if necessary.

15. SIGNALS.

Approval has been obtained from H.Q. M.A.A.F. for the establishment of an Italian Meteorological Station in a central mountain position, using R/T on the 50 mcs band, for passing reports.

Italian transmitting stations, particularly the Meteorological broadcast station, have been wandering badly off their proper frequency, and the Italian Control Station has proved ineffective in ascertaining and correcting this. This Sub-Commission has been active in supervising the Control Station, and taking steps to prevent a reoccurrence.

All operational units are functioning satisfactorily, so far as signals matters are concerned.

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All operational units are functioning satisfactorily, as far as signals matters are concerned.

16. PERSONNEL.

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The situation in respect of the allotment of personnel from M.A.A.F. in substitution for Allied manpower remains unchanged. Further progress has been made as regards the manning of the I.A.F. Meteorological Branch.

17. RATIONING.

The question of an increased scale of rations for operational aircrews is still not settled. This is a great disappointment to all, who have, since June last, been working hard to get this very necessary concession.

Continued /6.....

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13. C.C.S. D.C.

The situation as regards boots and clothing has improved still further. Particularly in the case of boots, the sympathetic help of H.Q. N.A.A.F. has been much appreciated.

19. MEDICAL.

The improvement in respect of sanitary conditions at LECCE and TARANTO has been maintained. A report by a Medical Officer on the conditions at CAMPO is awaited.

20. TOILET REQUISITES.

No concession has yet been made by the Allied Authorities in respect of Toilet Requisites for the I.A.F. Such items as toilet paper are unobtainable, and the Black Market prices of toilet soap, razor blades, shaving soap etc. are far above the purses of the Italian airmen. The matter is one which must affect the discipline and health of the I.A.F. and is regarded as being of the utmost importance. A strong letter has put up to A.F.H.Q. by the Chief Commissioner, Allied Commission on 7th December, but no reply to this has been received as yet.

21. ORGANISATION.

The Cabinet Crisis and the changes in the higher appointments at the Air Ministry have called a halt to the efforts of the I.A.F. to improve their organisation and administration. The new Chief of Staff is, however, keenly aware of the shortcomings of his service in this respect, and every effort will be made by this Sub-Commission to ensure that he is pressed to effect improvements along R.A.F. lines.

A welcome sign of grace, under the new Chief of Staff is that the A.C.S. this Sub-Commission recently took a long list of points to lay before the C.A.S. Written replies to these were received within 36 hours, which is quite without precedent. Under the previous Chief of Staff anything up to a week or ten days would have been taken for the replies to come in, if indeed they had ever been received at all.

22. INTELLIGENCE.

The Intelligence Section of this Sub-Commission has had a busy month. During the Cabinet Crisis a very careful watch was kept on the position, and the information received was remarkably up-to-date and very accurate, and was of the greatest possible assistance in advising the Italian Government in respect of the choice of the Under Secretary and Chief of Staff. Subsequent to various appointments being announced the Section was enabled to compile a considerable amount of information as to the reactions both within the Service and outside it, to the choice of these individuals. Current was, on the whole, very favourable.

Headquarters, M.A.A.F. was kept fully informed of all developments during the Crisis, and the advice of the D/AOC-in-C was sought on several occasions. Thumb-nail sketches of the new Ministers and more detailed reports on the officials chosen for the Air Ministry have been sent to C.I.O. M.A.A.F., and to the Allied Liaison Section, M.A.A.F.

23. GENERAL.

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23. GENERAL.

The outstanding event of the month has been the Crisis in the Government. This began on 25th November with the resignation of the Bonomi Government, and a new Cabinet was not formed until 9th December. It took a further 3 days before the Under-Secretary for Air, and the Chief of Staff for the Air Force, were finally appointed.

After much consideration of various candidates the appointments at the Air Ministry were approved as:-

MINISTER FOR AIR - H.E. DONCH CARLO SCALEOJA.
UNDER SECRETARY FOR AIR. - GENERAL PELLEGRINO.
CHIEF OF STAFF. - GENERAL AMBROSIO CAR.

Continued /7.....

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Doctor Carlo Scioloja was Under-Secretary for Air to the previous Bonomi Government. He comes of a family which has always been famous for their literary and political activities. H.E. Scioloja is 59 years old, and during World War I was Commander of an "Arditi" Unit, being awarded five medals for bravery in the field. He then became one of the founders of the Nationalist Party, but retired from this when it became dissolved in the Fascist Party. Being strongly anti-fascist, he had to carry out his activities clandestinely, and he risked much to spread anti-fascist propaganda. Scioloja is Bonomi's most intimate collaborator in his programme to protect the Crown and destroy fascism. He is a member of the Labour Democratic Party, which though considered to be rightist and Monarchical, has many Republicans amongst its adherents.

Since his new appointment congratulatory messages have reached him from all over the country, including many from the enemy-occupied North, which can be taken to be indicative, in no small manner, of the popularity of the choice of this Minister.

General Pellegrino has, until his appointment as Under-Secretary for Air, been serving on the Discrimination Tribunal for Senior Air Force Officers, which judges their activities during the period of German occupation. He was one of the pioneers of Italian Aviation.

He was wounded five times and has been decorated for bravery. He retired in 1934, and is now 61 years of age. While he cannot be said to have had a brilliant career, he is an extremely sound and and an honest one. In addition he knows his job, and it is considered that the choice is a wise one for the post he has been called upon to fill.

General Aimone Cat, the new Chief of Air Staff, is 51 years old. He started his military education at the early age of thirteen. In 1915 he took his brevet as an observer and in 1917 became a pilot. He served in collaboration with the Allied Air Forces in Macedonia until 1919. Since then he has held a number of senior appointments in the Italian Air Force, largely on the training side. In 1941 he was sent to North Africa to command the Italian Air Force there, but his command was of short duration as he disagreed fiercely with Rommel over the manner in which the latter used his Air Arm; this caused him recall in the same year to Italy, where he was put in command of all the Italian Air Force Training Schools. He is a brave soldier, still flies all types of aircraft, and is an extremely cultured man who has many works on aviation to his credit. He has never made any pretence of concealing his anti-fascist and anti-German views, which forced him into hiding during the German occupation of Rome. He is a very forceful character and a very able man.

The above appointments have met with general approval, and there is a marked absence of criticism in the Press. The operational crews in the Italian Air Force are very sorry to see General Pellegrino go, but they are obviously ready to accept General Aimone Cat as Chief of Staff, as long as he does his best for them.

General Pellegrino has only himself to thank for his removal from any post in the Air Ministry. He erected in our previous Air Reports he dabbled far too much in politics during his term of office as combined Air Minister and Chief of Staff. In addition his dictatorial manner and refusal to listen to advice from subordinates made him many enemies. He will be chiefly missed by the operational crews, with whom he was very popular, as he often went on operational missions with them, and was

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General Pinna has only himself to thank for his removal from any post in the Air Ministry. As stated in our previous Air Intercept he dabbled far too much in politics during his term of office as combined Air Minister and Chief of Staff. In addition his discontent, rumour and refusal to listen to advice from subordinates made him many enemies. He will be chiefly missed by the operational crews, with whom he was very popular, as he often went on operational missions with them, and was usually approachable by them. Undoubtedly he worked hard for the Allied cause, and there was a notable [illegible] in the efficiency of the Italian Air Force during his term of office. He was well liked by all members of this Sub-Commission and will miss him very much.

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The Air Officer Commanding the Air Forces Sub-Commission made an extended tour of the operational units over the Christmas period, accompanied by General Almond Col. The General was well received everywhere and made excellent speeches to all ranks. He reminded them that they had brought their troubles on their own heads, and that they could only look forward to a period of trials and difficulties. They could best help Italy and the Italian Air Force by creating a body of disciplined and skilled men, and that their cause would be best furthered by loyal and hard-working support of the Allied war effort.

Continued /3.....

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On first impressions General Wilson fits precisely well. He has a keen grasp of the many problems involved, and tackles them in a realistic manner. He will obviously not hesitate to hurt personal feelings in an effort to improve the efficiency of the Italian Air Force.

The morale of the operational squadrons still remains high. In those units which are still equipped with old types of aircraft, which are rapidly reaching a stage when their continued employment on operations will be impossible, there is naturally some anxiety as to the future. They are hoping that they may be re-equipped with Allied aircraft, so that they may continue their efforts to support the Allies. Those fighter squadrons which are equipped with types of aircraft which cannot now reach the Germans in Europe-Slovia and Albania are keenly anxious to be moved to some base within their range, or to be re-equipped with an aircraft on which they can continue their good work. Their problem is now under active consideration, and already two squadrons are being moved from LECCE to the TERMOLI area.

The Government Crisis has called a halt to the progress of defascistation, due to the resignation of BONOMI and the removal from the post of Assistant Chief Commissioner for Epuration of SCOCCIMARRO. The latter is now Minister for Occupied Italy, in which post it is hoped that he will cause less harm than in the one previously held by him.

W.D.L. Brown. Brigadier.

W.A.A. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR PRICES SUB-COMMISSION,
ALLIED COMMISSION, U.S.S.
DATE: 7TH JANUARY, 1945.
Ref: APSC/A/S.3/ITF.

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W.A.B. Brown-Buccleuch

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AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION.
ALLIED COMMISSION, ROME.
DATE: 7TH JANUARY, 1945.
Ref: AFSC/R/S.5/AIR.

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APPENDIX "A" — SECRET.

AIRCRAFT STATE I.A.F.

		Strength	Serviceable	Crew.
FIGHTER WING.				
Lecce	P.39	89	73 (a)	
Lecce	Sai.202	1	-	
Lecce	Cn.133	1	-	
Lecce	Spitfire	17	10	
Lecce	Ju.87	2	-	
Lecce	Mc.205	25	10	
Lecce	Mo.202	25	14	
Lecce	Sm.202	1	1	
		151	78	256
LIGHT BOMBER AND DIVE BOMBER/TORPEDO BOMBER WINGS.				
Palermo	R.107	32	21	
Palermo	Cn.164	1	1	
Lecce	Cz.1007	10	7	
Lecce	S.82	15	10	
Rome	S.79	14	10	
Rome	S.84	3	2	
Rome	S.75	1	1	
Rome	C.12	1	1	
Rome	Sai.202	1	1	
		80	54	146
SEAPLANE WING.				
Taranto	Cz.506/B	7	4	
Brindisi	Cs.501	10	8	
Brindisi	Cz.506/S	4	3	
Brindisi	Cz.506/B	1	1	
Taranto	Cz.506/S	4	1	
Taranto	Cz.506/B	1	1	
Taranto	Cz.506/C	1	-	
Elmas	Cz.506/S	5	2	
Taranto	Cz.501	5	5	
Taranto	Re.14	8	5	
		46	30	88

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| | | |

AIRFIELDS.		Strength	Serviceable	Crew.
Bari	S.79	3	2	
Bari	Ca.314	6	3	
Bari	Ca.313	1	1	
Bari	Ca.311	1	-	
Bari	Ca.310	1	1	
Bari	Ca.309	4	3	
Bari	Ca.194	1	1	
Bari	Fn.305	1	1	
Bari	Sm.202	6	4	
Monserrato	S.79	1	1	
Monserrato	Sm.202	1	1	
Monserrato	Fn.305	1	1	
Monserrato	Ju.87	1	-	
Rosa	S.79	2	1	
Rosa	S.75	2	2	
Siena	Cr.42	2	2	
		35	24	54

REPAIR UNITS.

Lecce	R.39	14
Lecce	Hc.202	17
Lecce	Hc.205	8
Lecce	Sm.202	6
Lecce	Fn.305	1
Lecce	Ca.111	1
Lecce	L.3	1
Lecce	Br.20	1
Lecce	Spitfire	1
S.Vito Taranto.	Cz.1007	1
S.Vito Taranto.	S.79	1
S.Vito Taranto.	Ca.314	2
S.Vito Taranto.	Bf.156	1
Lecce	S.75	1
Lecce	S.79	7
Lecce	S.81	1
Lecce	S.82	8
Lecce	S.84	1
Lecce	Cz.1007	4
Lecce	G.12	1
Lecce	Ca.309	1
Taranto	Cz.501	10
Taranto	Cz.506/B	13
Taranto	Cz.506/S	2
Taranto	Rs.14	2
Monserrato	S.79	3
Monserrato	Fn.305	1
Monserrato	Cz.1007	1
Monserrato	Cr.42	2
Monserrato	G.50	1
Monserrato	Ca.164	1
Elmas	S.84	1
Elmas	S.66	1

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REPAIR UNITS.

Lecce	S.39	14
Lecce	Ns.202	17
Lecce	Se.205	8
Lecce	Sal.202	6
Lecce	Fn.305	1
Lecce	Cn.111	1
Lecce	R.3	1
Lecce	Sr.20	1
Lecce	Spitfire	1
S.Vito Taranto.	Cz.1007	1
S.Vito Taranto.	S.79	1
S.Vito Taranto.	Ca.314	2
S.Vito Taranto.	Fi.156	1
Lecce	S.79	1
Lecce	S.79	7
Lecce	S.81	1
Lecce	S.82	3
Lecce	S.84	1
Lecce	Cz.1007	4
Lecce	G.12	1
Lecce	Ca.309	1
Taranto	Cz.501	10
Taranto	Cz.506/D	13
Taranto	Cz.506/S	2
Taranto	Ra.14	2
Monserrato	S.79	3
Monserrato	Fn.305	1
Monserrato	Cz.1007	1
Monserrato	Cr.42	2
Monserrato	G.50	1
Monserrato	Ca.164	1
Elmas	S.84	1
Elmas	S.86	1
Loverano	Rc.2002	15
Loverano	Ru.2001	12
Loverano	Ns.200	19
Loverano	Cr.42	2
Loverano	G.50	3
Loverano	Ca.164	4
Loverano	Fn.305	1
Loverano	Sal.200	1
Loverano	Ra.37	1
Loverano	Re.43	1
Brindisi	Ra.14	2
		178

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	Strength	Serviceable	Ops.
TOTALS:	507	214	599

(a) Includes Fighter Pool at MOOR.

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[redacted]

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A. FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

REPORT - NOVEMBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month under consideration has been considerably in excess of that ever achieved before. This has been due partially to the arrival at operational bases of squadrons equipped with Allied types of aircraft which have been under training during the last months, and partially to an increase in serviceability.

2. FIGHTER WING.

The whole of the Italian fighter wing is now fully operational. The number of sorties carried out by the wing is on all time record and considerably in excess of that ever carried out before. Enemy transport has been damaged or destroyed, and a considerable weight of bombs has been dropped by fighter bombers on important targets. Unfortunately this effort has not been carried out entirely without loss.

3. TRANSPORT WING.

There has been little demand of an operational nature on the activities of this wing, and the number of sorties carried out show a considerable reduction. Permission has been granted by A.F.H.Q. M.A.A.F. for a limited number of the aircraft of this wing to be used on transport service, and preparation of the bases for this service is now being actively carried out. The air sea rescue commitment still remains, but during the month few sorties have been carried out and there have been no results.

4. NIGHT FIGHTING.

One of the squadrons has been on active operations and has carried out a number of sorties, it is claimed, with average results. Half the second squadron is at its operational base and the other half is held up by weather conditions, but will move to the operational base as soon as these improve.

5. LONG RANGE TRANSPORT WING.

In spite of difficulties as regards serviceability of aircraft more sorties were carried out during the month of November than during the preceding month, and a satisfactory weight of supplies was either carried or dropped.

6. SCHOOL.

Progress has been made in the formation of the school, and the aircraft and personnel are now located on the training airfield. Training flying at the school has actually commenced, but because of the considerable number of trained crews who have been found necessary to carry out any intensive flying, and the main effort has been directed to the improvement of serviceability.

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2. FIGHTER WING.

The whole of the Italian fighter wing is now fully operational. The number of sorties carried out by the Wing is an all time record and considerably in excess of that ever carried out before. Enemy transport has been damaged or destroyed, and a considerable weight of bombs has been dropped by fighter bombers on important targets. Unfortunately this effort has not been carried out entirely without loss.

3. [illegible] WING.

There has been little demand of an operational nature on the activities of this Wing, and the number of sorties carried out shows a considerable reduction. Re-equipment has been started by R.C. H.A.A.F. for a limited number of the aircraft of this Wing to be used on transport service, and preparation of the bases for this service is now being actively carried out. The air sea rescue commitment still remains, but during the month few sorties have been carried out and there have been no results.

4. LIGHT BOMBER WING.

One of the squadrons has been on active operations and has carried out a number of sorties, it is claimed, with average results. Half the second squadron is at its operational base and the other half is held up by weather conditions, but will move to its operational base as soon as these improve.

5. MEDIUM TRANSPORT WING.

In spite of difficulties as regards serviceability of aircraft more sorties were carried out during the month of November than during the preceding month, and a satisfactory weight of supplies was either carried or dropped.

6. SCHOOL.

Progress has been made in the formation of the school, and the aircraft and personnel are now located on the training airfield. Training flying at the school has actually commenced, but because of the considerable surplus of trained crews it has not been found necessary to carry out any intensive flying, and the main effort has been devoted to the improvement of serviceability.

7. SERVICEABILITY OF AIRCRAFT.

The serviceability of the Italian fighter aircraft again shows an increase which is greatly to the credit of all concerned.

In spite of considerable technical difficulties the serviceability of the Fighter transport aircraft has improved slightly over that shown last month. The initiative, ingenuity and hard work of the technical personnel and ground crew of this Wing is most praiseworthy.

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The serviceability of the Light Bomber Wing is good and demonstrates the ability of the Italian technical personnel to keep these aircraft in a serviceable condition.

Continued /2.....

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8. MANPOWER.

The situation as regards manpower is unchanged, but the I.A.F. is making a substantial contribution to both the R.A.F. and the U.S.A.A.F.

9. RATIONING.

It is regretted that the question of an increase of rations for aircrews is still not settled. A visit by a Staff Officer from H.Q. M.A.A.F. Rear, has been made and certain definite recommendations have been forwarded by that H.Q. to higher authority, and it is hoped that these will have some result in the immediate future. However, it is disappointing to think that this question has been under consideration, for at any rate six months, without any result being achieved, and this in spite of all assistance from H.Q. M.A.A.F. and Balkan Air Force.

10. GENERAL.

The morale of the Italian Air Force still remains high. A special message of congratulation was received by the Fighter Wing from the Air Officer Commanding, Balkan Air Force, for their operations during the early part of the month.

The political crisis which occurred in the last week of the month has naturally had its effect on the Italian Air Force, but so far this effect seems to be less far reaching than usual, and at any rate in so far as the operational units are concerned they are putting their active aid to the Allies first.

The question of demobilisation is still highly unsatisfactory.

W.A.D. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/A/3.20/AIR.
Date: 10th December, 1943.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785017

Commanding, Balkan Air Force, for their operations during the early part of the month.

The political crisis which occurred in the last week of the month has naturally had its effect on the Italian Air Force, but so far this effect seems to be less far reaching than usual, and at any rate in so far as the operational units are concerned they are putting their active aid to the Allies first.

The question of demobilisation is still highly unsatisfactory.

W.A.D. DOWEN-DUSCARNET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/A/S.20/AIR.
Date: 10th December, 194[illegible].

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AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.E.

SECRET.

AIR REPORT NO.23 / NOVEMBER 1944.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 30th November 1944 is shown at Appendix "A".

2. The summary of Italian Air Force operational sorties for the month of November 1944 is as follows :-

(a) FIGHTER WING.

Escort	129		
Meteorological	32		
Offensive reconnaissance	657	522 vehicles attacked, of which 150 burnt out or destroyed.	
Bombing	194	77,250 lbs of bombs dropped.	
			1,012
		5 Airacobras, 1 Mc.205 } Shot down.	
		8 Airacobras, 1 Spitfire } Major damage due to enemy action.	

(b) SEAPLANE WING.

A.S.R. Searches	9		
A.A. calibrations	18		
Courier/Transport	21		
Mine searches	9		
			57
		No losses.	

(c) BOMBER/TRANSPORT WING.

Supply dropping	71	76,886 Kg net. dropped or landed.	
Courier/transport	140		
A.A. calibrations	27		
V.I.P.	3		
			241
		No losses.	

(d) LIGHT BOMBER WING.

Bombing	45	Hits claimed on bridges, railway marshalling yards and enemy camps. No losses, but several aircraft damaged by enemy action.

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	Offensive reconnaissance	657	522 vehicles attacked, 51 which 150 burnt out or destroyed.
	Bombing	194	77,250 lbs of bombs dropped.
			1,012
		5 Airacobras 1 Mc.205	Shot down.
		8 Airacobras 1 Spitfire	Major damage due to enemy action.

(b) SEAPLANE WING.

A.S.R. Searches	9
A.A. calibrations	18
Courier/Transport	21
Mine searches	9
	57

No losses.

(c) BOMBER/TRANSPORT WING.

Supply dropping	71	76,836 Kg nat. dropped or landed.
Courier/transport	140	
A.A. calibrations	27	
W.I.P.	3	
		241

No losses.

(d) LIGHT BOMBER WING.

Bombing	45	Hits claimed on bridges, railway marshalling yards and enemy camps. No losses, but several aircraft damaged by enemy action.
		45

TOTAL SORTIES: 1,355

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3. FIGHTER WING.

All five squadrons of the Fighter Wing have been operating throughout the entire month from Lecce. The weather has been good, on the whole, and operations have been intensive. The number of sorties carried out is a record, by a very big margin. An appreciable amount of damage has been caused to enemy transport, barracks and bridges on his escape routes.

Continued /2.....

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The morale of this wing is very high, and both pilots and ground crews show the greatest keenness.

On 16th November, the Wing received the following congratulatory signal from A.O.C. Balkan Air Force:-

> "I would like to congratulate the Fighter Stormos for the magnificent results of their most determined attacks on the enemy columns in the ELBASAN area today. Such a crippling blow to the enemy at this time will have far reaching effects on his withdrawal in this area. It was particularly praiseworthy in view of the extremely bad weather conditions at the time. Good luck to you and may you have many more such successes".

This has caused a most favourable reaction among the whole of the Wing personnel, who feel that they are now making some real contribution to the war effort.

Six pilots were lost over enemy held territory, five Airacobras were shot down and it is not known whether the pilots managed to escape. A Macchi 205 was also shot down, and was observed to hit a tree and crash badly. It is now known that the pilot is alive and in hospital in friendly hands. "Flak" has been exceptionally heavy, especially of the light and medium varieties.

The area of operations is now slowly moving out of range of the Fighter Wing based at LECCE, and it will be necessary to either find a suitable base within range, or to change the theatre of operations of the Wing. It is understood that this matter is under active consideration at Headquarters M.A.A.F. and B.A.F.

4. SEAPLANE WING.

Patrol calls than ever have been made on this Wing, and 20 fewer sorties than last month were carried out. The serviceability of the aircraft and the morale of the crews remains high, though the latter are anxious to be put to some useful work.

On 17th November a conference was held at Headquarters M.A.A.F. on the question of the future employment of the Seaplane Wing. As it was not found possible to fit them in to the existing Mediterranean Air Transport Service it was decided that the aircraft could be used to augment and expand the existing Italian Air Courier Services. Work on the preparation of the bases for this has already commenced. A certain number of seaplanes are still to be retained for Air/Sea Rescue work, and against a probable future anti-E/boting commitment.

5. BOMBER/TRANSPORT WING.

Operations have been carried out within the limits imposed by the serviceability of the aircraft, which have only been kept in operation by great efforts on the part of the ground crews.

The number of supply dropping sorties and the weight of supplies dropped or landed in the theatre of operations exceed that of the previous month, and this is greatly to the credit of all concerned.

6. LIGHT BOMBER WING.

The first Italian Baltimore squadron has now commenced operations from

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heavy, especially on the [illegible]

The area of operations is now slowly moving out of range of the Fighter Wing based at IZZOE, and it will be necessary to either find a suitable base within range, or to change the theatre of operations of the Wing. It is understood that this matter is under active consideration at Headquarters M.A.A.F. and B.A.F.

4. SEAPLANE WING.

Fewer sorties than ever have been made on this Wing, and 20 fewer sorties than last month were carried out. The serviceability of the aircraft and the morale of the crews remains high, though the latter are anxious to be put to some useful work.

On 17th November a conference was held at Headquarters M.A.A.F. on the question of the future employment of the Seaplane Wing. As it was not found possible to fit them in to the existing Mediterranean Air Transport Service it was decided that the aircraft could be used to augment and expand the existing Italian Air Courier Services. Work on the preparation of the bases for this has already commenced. A certain number of seaplanes are still to be retained for Air/Sea Rescue work, and against a probable future mine-spotting commitment.

5. BOMBER/TRANSPORT WING.

Operations have been carried out within the limits imposed by the serviceability of the aircraft, which have only been kept in operation by great efforts on the part of the ground crews.

The number of supply dropping sorties and the weight of supplies dropped or landed in the theatre of operations exceed that of the previous month, and this is greatly to the credit of all concerned.

6. LIGHT BOMBER WING.

The first Italian Baltimore squadron has now commenced operations from DIFERRO. Half of the second squadron has also arrived there, and the other half is only waiting for favourable weather conditions to fly over from VESUVIUS.

The Officer Commanding No.254 Wing (Group Captain Stapleton, R.A.F) has commented favourably on the keenness and standard of training of the first squadron, and of its desire to make its maximum effort on operations. He commented further on the helpful attitude of the Italians of all ranks, who were very anxious to assist in all possible ways and to conform to the standards of camp accommodation, tidiness, discipline and hygiene of the other squadrons in his Wing.

Visits have been exchanged between the various messes, and all ranks seem to get on well together.

Quite a number of aircraft have been damaged by "Flak", and this has only caused the comment that it was far worse over Malta or the Western Desert.

Continued /3.....

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7. RE-ARMING WITH ALL TYPES OF AIRCRAFT.

The re-armament is now complete, and the Airacobras will continue to operate and draw their replacements from the pool of Airacobras handed over by the U.S.A.A.F. This pool is located at LECCE.

Replacement Baltimores and Spitfires will be drawn from R.A.F. sources in accordance with the usual R.A.F. procedure.

8. TRAINING.

The training of all the operational units is now completed, and the training unit at VESUVIUS has been broken up. The school, the function of which is to convert airerew to Airacobras and Baltimores has now moved from VESUVIUS to GAUDO.

9. SCHOOL.

The school is now at GAUDO, and has started work. The transport of its equipment has been slow, owing to lack of vehicles, but for the moment there is no immediate urgency for the training to commence at full pressure, as there are sufficient operational crews on all types to meet requirements for some time.

The R.A.F. detachment, which is in charge of the activities of the school has now also moved to GAUDO.

The airfield which was the cause of much bitter argument between this Sub-Commission and the Italian Air Ministry is now accepted as entirely satisfactory, with the exception of its somewhat isolated position. In fact the personnel stationed there consider that it is far more comfortable than VESUVIUS, especially for the coming cold weather, and that the mudy is better and is likely to remain serviceable under practically all weather conditions.

10. AIRFIELDS.

The airfield position is now entirely satisfactory, and the excellent spirit of co-operation between Americans, British and Italians at LECCE has been more than fully maintained. The new R.A.F. Officer in Command at LECCE (Group Captain GILASON) has already shown that he appreciates the problem there, and seems determined to maintain the existing good relations.

The change in attitude of the Italians as regards GAUDO has already been commented on in paragraph 9 above.

The move of the Reserve and Transport aircraft to CENTOCELLE has not yet taken place, as the airfield is not ready for their reception. Plans for the move have, however, already been formulated, and certain preliminary obstacles have been overcome.

At the present moment the I.A.F. is located as follows :-

(a) FIGHTER WING. 1 Sqdn No.205, 1 Sqdn No.202, 2 Sqdn Airacobras, 1 Sqdn Spitfire } LECCE

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is no immediate urgency for the training [illegible] meet requirements for some time. are sufficient operational crews on all types to meet requirements for some time.

The R.A.F. detachment, which is in charge of the activities of the school has now also moved to CANDO.

The airfield which was the cause of much bitter argument between this Sub-Commission and the Italian Air Ministry is now accepted as entirely satisfactory, with the exception of its somewhat isolated position. In fact the personnel stationed there consider that it is far more comfortable than VESUVIUS, especially for the coming cold weather, and that the runway is better and is likely to remain serviceable under practically all weather conditions.

10. AIRFIELDS.

The airfield position is now entirely satisfactory, and the excellent spirit of co-operation between American, British and Italians at LECCE has been more than fully maintained. The new R.A.F. Officer in Command at LECCE (Group Captain CHASOM) has already shown that he appreciates the problem there, and seems determined to maintain the existing good relations.

The change in attitude of the Italians as regards CANDO has already been commented on in paragraph 9 above.

The move of the Reserve and Transport aircraft to CENTOCELLE has not yet taken place, as the airfield is not ready for their reception. Plans for the move have, however, already been formulated, and certain preliminary obstacles have been overcome.

At the present moment the I.A.F. is located as follows :-

(a)	FIGHTER WING.	1 Sqdn No. 205 1 Sqdn No. 202 2 Sqdn Airacobras 1 Sqdn Spitfire	LECCE
(b)	SEAPLANE WING.		TARANTO AND BRINDISI
(c)	BOMBER/TRANSPORT WING.	1 Sqdn SM.82 1 Sqdn Cant. 1007	LECCE
(d)	FLYING TRAINING SCHOOL.		LEVERANO
(e)	CONVERSION U.T.S.	Airacobras. Baltimores.	CANDO 3841
(f)	LIGHT BOMBER WING.	2½ Sqdn Baltimores	PALERMO ~~VESUVIUS~~

Continued /4.....

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11. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY AT 1.12.43.	SERVICEABILITY AT 3.11.43.
Macchi 205	12	16
Macchi 202	17	28
Spitfire	12	8
Baltimore	27	25
SM.82	8	7
Cant 1007	8	6
Airacobra	35	28

Nil. The above serviceability is that of the operational squadrons, and does not include the school.

12. ITALIAN FIGHTER SERVICEABILITY.

This shows a decrease as compared with the previous month, but this is only to be expected in view of the number of sorties flown.

The engine position for both types of Macchi is good especially D.B.601s for the Macchi 202, but it is likely that trouble will shortly be experienced due to a lack of trees. Attempts are being made to use trees off Reggiane aircraft.

Supplies of Hurricane Radiators have been located and it is hoped in the course of the next two weeks to commence production of Macchi Radiators fitted with Hurricane honeycomb, and this should remove a large cause of unserviceability.

13. ITALIAN BOMBER/TRANSPORT SERVICEABILITY.

The serviceability of both the SM.82 and Cant.1007 shows a slight rise as compared with last month. The supply of Pegasus spares obtained some time ago has considerably helped the production of overhauled Alfa Romeo 128 engines. Considerable supplies of bearer rings, impeller bearings, cylinders etc. for Pegasus engines have been located in the Middle East, and it is hoped in the course of the next few weeks to considerably increase the output of Alfa Romeo 128 engines.

Supplies of Synthetic Rubber have also been obtained from the Middle East and it is hoped that this can be utilised for the manufacture of washers for hydraulic equipment. The overhaul of this equipment has not been carried out for some considerable time owing to lack of rubber, and it is hoped that if the tests in progress prove satisfactory, it can be started again.

The Tyre position is still acute on both types, especially Cant.1007. Owing to the general shortage of Wellington tyres it has not yet been possible to obtain tyres to fit the SM.82s. Everything possible is being done to have existing tyres repaired, but considerable difficulty is being experienced in obtaining tyres that can be repaired, as generally speaking they are all about four years old and have, for considerable periods, been stored in the open.

Considering the spares position and the age of the aircraft, the Bomber/Transport Serviceability can be considered quite satisfactory.

14. ALLIED AIRCRAFT SERVICEABILITY.

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Supplies of Hurricane Radiators have been located and it is hoped in the course of the next two weeks to commence production of Mccai Radiators fitted with Hurricane honeycombs, and this should remove a large cause of unserviceability.

13. ITALIAN BOMBER/TRANSPORT SERVICEABILITY.

The serviceability of both the SM.82 and Cant.1007 shows a slight rise as compared with last month. The supply of Pegasus spares obtained some time ago has considerably helped the production of overhauled Alfa Romeo 128 engines. Considerable supplies of scraper rings, impeller bearings, cylinders etc. for Pegasus engines have been located in the Middle East, and it is hoped in the course of the next few weeks to considerably increase the output of Alfa Romeo 128 engines.

Supplies of Synthetic Rubber have also been obtained from the Middle East and it is hoped that this can be utilised for the manufacture of washers for Hydraulic equipment. The overhaul of this equipment has not been carried out for some considerable time owing to lack of rubber, and it is hoped that if the tests in progress prove satisfactory, it can be started again.

The Tyre position is still acute on both types, especially Cant.1007. Owing to the general shortage of Wellington tyres it has not yet been possible to obtain tyres to fit the SM.82s. Everything possible is being done to have existing tyres repaired, but considerable difficulty is being experienced in obtaining tyres that can be repaired, as generally speaking they are all about four years old and have, for considerable periods, been stored in the open.

Considering the spares position and the age of the aircraft, the Bomber/Transport Serviceability can be considered quite satisfactory.

14. ALLIED AIRCRAFT SERVICEABILITY.

The position on all three types namely, P.39, Spitfire and Baltimores is generally very satisfactory. This is especially so in the case of the P.39s, where a very high serviceability has been maintained throughout the month.

All the flyable P.39s have been flown from VESUVIUS to LECCE, and are being inhibited and prepared for storage. Thirteen aircraft that could not be flown out are being taken away by road.

15. SIGNALS.

The Baltimore Squadrons at DIERMO are using the Italian M.A.S. code book and table M re-encoding and identification tables. Copies are held by the Allied wireless stations.

Continued /5.....

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An HF/DF station has been installed at SISTERNO for navigational assistance for the Bolthmore aircraft and the Bombay/Transport Wing.

The point to point and aircraft wireless services installed at VESUVIUS have been moved to GAUDO owing to the move of the School.

A telegraph link, using Italian Navy circuits has been installed between GAUDO and the Regia Aeronautica Command H.Q. at POSILIPO (Naples).

A teleprinter link has been installed between H.Q. 4th ZAT, Bari, and the Italian Wing at SISTERNO.

The maintenance of the Fighter aircraft wireless equipment at LECCE has remained on a high level.

A wireless school has been started in the vicinity of Bari, for the training of wireless mechanics, of which a shortage exists in the Regia Aeronautica. The course will normally have a duration of 13 weeks but special arrangements are in hand to expedite the completion of the course for trainees who prove exceptionally apt.

16. MANPOWER.

The allotment of personnel from the I.A.F. in substitution for Allied manpower is proceeding. As yet this Sub-Commission has not received any instructions from the Allied Liaison Section of H.Q. M.A.A.F. to transfer any personnel from the R.A.F. to the U.S.A.A.F.

The problem as regards the manning of the I.A.F. Meteorological Service remains unsolved at the present moment.

17. RATIONING.

The question of an increased scale of rations for operational aircrews is still not settled, but during the month this Sub-Commission received a visit from Wing Commander Ramsden of H.Q. M.A.A.F. (Rear) who took away certain definite recommendations as to an increase. These recommendations have now been put forward by H.Q. M.A.A.F. to Higher Authority and a reply is awaited.

This matter is now considered as being of the utmost importance. During the month the A.O.C. visited the Italian Fighter Wing at Lecce, and he was approached by quite the toughest of the Fighter Squadron Commanders who said that although he regretted having to make a complaint he often felt faint while in the air, due to lack of food.

18. CLOTHING.

The situation as regards the supply of clothing shows an improvement. Thanks to the efforts of H.Q. M.A.A.F. (Adv) it has been possible to issue boots to ground crew personnel who literally could not come down from their camp to the airfield to work on the aircraft, owing to not having any form of footwear.

19. MEDICAL.

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of wireless mechanics, of whom [illegible] at 15 weeks and [illegible] course will normally have a duration of 15 weeks and [illegible] hand to expedite the completion of the course for trainees who prove [illegible] apt.

16. WATER.

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19. MEDICAL.

There are signs that the I.A.F. in general is taking an increasing interest in sanitation and hygiene. It is reported that the Baltimore squadron at Biferno have co-operated well with the Wing Medical Officer in an effort to maintain their standards at R.A.F. level.

20. TOILET REQUISITES.

Our efforts to obtain a scale, however small, of toilet necessities for the I.A.F. are still unsuccessful. The matter is now being taken up by the Chief Commissioner, Allied Commission.

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21. ORGANISATION.

There are signs that the Italian Air Ministry have at last appreciated the lack of organisation and bad administration of their Air Force. This Sub-Commission has been approached by them for details of R.A.F. organisation, methods of trade classification, re-mustering and promotion, and they have said that they intend to re-organise the whole Force on R.A.F. lines.

Continued /6.....

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[illegible] Italian Government has had to [illegible] flying discipline, and they now take-off smartly and on return from a mission break-up into formation and land close on each other's tails in very orderly manner. This week, all were carefully watched during behaviour of a few months ago. The Maintenance Wing, much of it as in Caserta, is blessed with the airfield and is co-operating happily with the R.A.F. Wing Headquarters which is placed in command of them. There are a few minor difficulties to iron out e.g. supply of flying clothing, general personnel brought to the airfield for the Italians, and other small points, but these are rapidly being overcome. The A.O.C. of this Sub-Commission attended a conference at Allahabad between the end of the month with representatives of Indian Air Force, and all these points were arranged to satisfaction. The continued maintenance of serviceability to the two Bomber/Transport Squadrons is very commendable indeed. They are difficult aircraft to maintain being largely of wooden construction, and a tremendous amount of very hard work has been required to keep the servicing thirty or so in. The Air Force Section with S.H.A.E.F. have established that it has found a number of Dakota Communications which would be suitable for the Second Squadron of the Fighter Wing. If these are in good condition it would help to extend the serviceable life of the fighters considerably.

The political crisis at the end of November has had less effect than might have been expected on the every-day work; this might because they are so busily occupied on operations that they have little time to think of anything else. Very naturally they are concerned as to who will become Air Minister, and who will be Chief of Staff. Whatever Government is formed it seems certain that there will be no attempt either to form a combined Air and Air Ministry, or to repeat the disastrous unfortunate experiment of combining the offices of Air Minister and Chief of Staff.

It has been represented from Italian Government sources that it would increase the prestige of the new Air Minister if it were possible for the Allies to give the Italian Air Force some assistance shortly after he takes over office. The underlying supposition here, no doubt is a wish to re-equip the two Bomber/Transport Squadrons. This would also have a considerable effect on the morale, not only of the crews of the two Squadrons, but of the I.A.F. in general.

There is no improvement to report demobilisation. It is hoped, however, that when the new Government is formed some more responsible Executive Assistant Chief Co-ordinator for Demobilisation will be appointed, as during the last Government the proceedings of this tribunal were highly unsatisfactory.

The Italian Air Force, in its co-belligerent capacity, has now been operating as an organised force for just over twelve months, and it may be of interest to examine its record. For this purpose the following tabular statements are attached:-

Continued /7.....

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(i) Appendix "A". Summary of I.A.F. sorties.
(ii) Appendix "C". Summary of I.A.F. Bomber/Transport sorties.
(iii) Appendix "D". Summary of I.A.F. serviceability in operational units.

As regards the sorties, it will be seen that the Fighter Wing reached the peak of its effort when equipped with Italian Aircraft only, about March-April 1944, and then declined until Allied fighters were taken into operational use in September 1944. Comparison with Appendix "D" shows that there was also a rise in Macchi serviceability about this time, due to special measures already mentioned in these reports, in respect of improvising spare parts for these aircraft. That this serviceability has declined in November is due to the large number of sorties carried out. The decline in the sorties in the Seaplane Wing is due to the lack of operational tasks due to the improved situation in the Adriatic.

As regards Appendix "C". The large number of Courier/Transport sorties as compared with the Supply Dropping sorties is due to the fact that the former are carried out by a type of aircraft which is unsuitable for operations. The drop in the supply dropping sorties in October and November as compared with the previous months is due to serviceability, although this is not shown clearly in Appendix "D" which gives serviceability at the end of the month.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/R/S.5/AIR.
Date: 8th December, 1944.

DISTRIBUTION:

H.Q. M.A.A.F. (AIR STAFF) C.M.F.	2 COPIES
H.Q. M.A.A.F. REAR, C.N.A.F.	1 COPY
H.Q. M.A.T.A.F. C.M.F.	1 COPY
CHIEF COMMISSIONER, ALLIED COMMISSION.	1 COPY
M.A.A.F. (R.A.F. HISTORICAL SECTION) A.F.H.Q. MALTA.	2 COPIES
DIRECTORATE OF OVERSEAS OPERATIONS, AIR MINISTRY, WHITEHALL, LONDON.	1 COPY

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AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/R/S.3/AIR.
Date: 8th December, 1944.

DISTRIBUTION:

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APPENDIX "A"

SECRET.

AIRCRAFT STATE I.A.F.

		Strength.	Serviceable.	Crew.
MIXED M.C.				
Lecce	P.39	30	51 (a)	
C. Vesuvius.	P.39	40	-	
Lecce	Spitfire	15	10	
Lecce	Mc.205	27	14	
Lecce	Mc.202	27	16	
		139	91	291
LIGHT BOMBER AND TORPEDO/RECCE SQDN WINGS.				
Biferno	M.187	24	18	
C. Vesuvius.	M.187	9	7	
Lecce	Cz.1007	10	9	
Lecce	S.82	12	10	
Lecce	S.79	13	8	
Lecce	S.84	4	2	
Lecce	S.75	1	1	
Lecce	G.12	1	1	
		74	56	159
SEAPLANE WING.				
Taranto	Cz.506/S	3	2	
Taranto	Cz.506/B	8	5	
Taranto	Cz.506/C	1	1	
Taranto	Cz.501	5	5	
Taranto	RS/14	8	5	
Brindisi	Cz.506/S	4	2	
Brindisi	Cz.506/B	1	1	
Brindisi	Cz.501	11	8	
Elmas	Cz.506/S	3	2	
		44	31	85

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LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.

Aviano	M.187	24	18	
C. Vesuvius	M.187	9	7	
Lecce	Cz.1007	10	9	
Lecce	S.82	12	10	
Lecce	S.79	13	8	
Lecce	S.84	4	2	
Lecce	S.73	1	1	
Lecce	G.12	1	1	
		74	56	159

SEAPLANE WING.

Taranto	Cs.506/S	3	2	
Taranto	Cz.506/B	8	5	
Taranto	Cz.506/C	1	1	
Taranto	Cz.501	5	5	
Taranto	RS/14	8	5	
Brindisi	Cz.506/S	4	2	
Brindisi	Cz.506/B	1	1	
Brindisi	Cz.501	11	8	
Elmas	Cz.506/S	3	2	
		44	31	85

SCHOOL.

Leverano	Mc.200	12	9	
Leverano	Cr.42	5	5	
Leverano	G.50	1	1	
Leverano	G.8	2	-	
Leverano	Ca.164	5	3	
Gaudo	P.39	9	-	
Gaudo	M.187	8	5	3836
		41	23	55

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		Strength	Serviceable.	Crew.
AUTONOMOUS SQUADRONS.				
Bari	S.79	3	2	
Bari	Ca.314	6	3	
Bari	Ca.313	1	1	
Bari	Ca.311	1	-	
Bari	Ca.310	1	-	
Bari	Ca.309	4	2	
Bari	Sai.202	5	3	
Bari	Fn.305	1	-	
Bari	Ca.164	1	1	
Bari	Fj.156	1	1	
Siean	Cr.42	2	1	
Siean	Sai.202	1	1	
Rome	S.75	2	2	
Capoterra	S.79	1	1	
Capoterra	Ju.87	1	-	
Capoterra	Sai.202	1	-	
Capoterra	Fn.305	1	-	
		33	18	48
ASSISTANCE UNITS.				
	Ca.133	1	-	
	Ju.87	4	-	
	Sai.202	4	1	
		9	1	-
REPAIR UNITS.				
Lecce	P.39	2		
Lecce	Mc.202	12		
Lecce	Mc.205	2		
Lecce	Spitfire	2		
Lecce	Sai.202	6		
Lecce	Fn.305	1		
Lecce	L.3	1		
Lecce	Ca.111	1		
Lecce	Fn.20	1		
Lecce	S.82	11		
Lecce	Ca.1007	4		
Lecce	C.12	1		
Lecce	S.79	8		
Lecce	S.73	1		

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Capoterra	S.M.202	1		
Capoterra	Fn.305	1	-	
		33	18	40

ASSISTANCE UNITS.

	Ca.133	1	-	
	Ju.87	4	-	
	Sal.202	4	1	
		9	1	-

REPAIR UNITS.

Lecce	F.39	2	
Lecce	Mc.202	12	
Lecce	Mc.205	9	
Lecce	Spitfire	2	
Lecce	Sal.202	6	
Lecce	Fn.305	1	
Lecce	M.5	1	
Lecce	Ca.111	1	
Lecce	Fn.20	1	
Lecce	G.22	11	
Lecce	Ca.1007	4	
Lecce	C.12	1	
Lecce	S.79	8	
Lecce	S.75	1	
Lecce	S.81	1	
Lecce	S.84	2	
Lecce	Ca.309	1	
Taranto	Cn.506/B	16	
Taranto	Cn.506/S	1	
Taranto	Ca.501	9	
Taranto	Rs.14	2	
S.Vito di Taranto	Ca.1007	1	
"	S.79	1	
"	Ca.314	2	
Brindisi	Rs.14	2	

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		Strength.	Serviceable.	Crew.
REPAIR UNITS (CONT'D).				
Leverano	Re.2002	15		
Leverano	Re.2001	12		
Leverano	Mc.200	16		
Leverano	Cr.42	2		
Leverano	G.50	2		
Leverano	Fn.305	1		
Leverano	Ro.37	1		
Leverano	Sai.200	1		
Leverano	Ca.164	2		
Leverano	Ro.43	1		
Elmas	S.84	1		
Monserrato	S.79	4		
Monserrato	Fn.305	1		
Monserrato	Cn.1007	1		
Monserrato	Cr.42	2		
Monserrato	G.50	2		
Monserrato	Ca.164	1		
Monserrato	C.66	1		
		164		
TOTALS:		555	220	598

(a) INCLUDES FIGHTER POOL AT LECCE.

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Monserrato	Cz.1007	1		
Monserrato	Cr.42	2		
Monserrato	G.50	2		
Monserrato	Cr.164	1		
Monserrato	S.65	1		
		164		
	TOTALS:	556	220	598

(a) INCLUDES FIGHTER POOL AT LECCE.

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APPENDIX "A"

SUMMARY OF I.A.F. SORTIES.

MONTH	FIGHTER WING.	BOMBER/TRANSPORT WING.	SEAPLANE WING.	LIGHT BOMBER WING.	TOTAL
NOVEMBER 1943	187	158	97	-	442
DECEMBER 1943	124	180	125	-	429
JANUARY 1944	211	265	153	-	629
FEBRUARY 1944	207	208	132	-	547
MARCH 1944	356	312	176	-	844
APRIL 1944	259	371	137	-	766
MAY 1944	325	446	177	-	948
JUNE 1944	71 (a)	455	42	-	568
JULY 1944	271	423	56	-	750
AUGUST 1944	223	463	139	-	825
SEPTEMBER 1944	541	387	107	-	1035
OCTOBER 1944	205 (b)	259	77	-	541
NOVEMBER 1944	1012	241	57	45	1355

(a) Fighter Wing moving from NUOVA to LEVERANO.

(b) Fighter Wing bogged down until 20th October at LEVERANO.

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APRIL	1944	259		371	137	-	766
MAY	1944	325		446	177	-	948
JUNE	1944	71	(a)	455	42	-	568
JULY	1944	271		423	56	-	750
AUGUST	1944	223		465	139	-	825
SEPTEMBER	1944	541		387	107	-	1035
OCTOBER	1944	205	(b)	259	77	-	541
NOVEMBER	1944	1012		241	57	45	1355

(a) Fighter Wing moving from NUOVA to LEVERANO.

(b) Fighter Wing bogged down until 24th October at LEVERANO.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

APPENDIX "C"

SUMMARY OF I.A.F. BOMBER/TRANSPORT SORTIES.

MONTH.	SUPPLY DROPPING	COURIER/ TRANSPORT	A.A. CALIBRATION	VARIOUS.	TOTAL.
NOVEMBER 1943	38	55	-	85	158
DECEMBER 1943	12	94	14	60	180
JANUARY 1944	57	130	28	70	265
FEBRUARY 1944	15	103	29	61	208
MARCH 1944	51	184	18	59	312
APRIL 1944	150	174	-	47	371
MAY 1944	155	214	-	77	446
JUNE 1944	121	243	59	32	455
JULY 1944	158	233	40	4	423
AUGUST 1944	176	229	35	23	463
SEPTEMBER 1944	139	207	35	6	387
OCTOBER 1944	60	159	33	7	259
NOVEMBER 1944	71	140	27	3	241

NOTE:- Various includes I.A.F. Salvage, Transport of Allied Stores and personnel, V.I.P, British Parachute School.

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MARCH	1944	51	184	18	59	312
APRIL	1944	150	174	-	47	371
MAY	1944	155	214	-	77	446
JUNE	1944	121	243	59	32	455
JULY	1944	138	233	40	4	423
AUGUST	1944	176	229	35	23	463
SEPTEMBER	1944	139	207	35	6	387
OCTOBER	1944	60	159	33	7	259
NOVEMBER	1944	71	140	27	3	241

NOTE:- Various includes I.A.F. Salvage, Transport of Allied Stores and personnel, V.I.P, British Parachute School.

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APPENDIX "D"

SUMMARY OF I.A.F. SERVICEABILITY
OPERATIONAL UNITS.

MONTH	MACCHI 205	MACCHI 202	SM 82	CANT 1007	AIRACOBRA	SPITFIRE	BALTIMORE.
NOVEMBER 1943	19	6	13	4	-	-	-
DECEMBER 1943	27	24	16	12	-	-	-
JANUARY 1944	24	15	15	12	-	-	-
FEBRUARY 1944	24	20	14	19	-	-	-
MARCH 1944	14	9	17	13	-	-	-
APRIL 1944	13	15	15	16	-	-	-
MAY 1944	13	17	12	8	-	-	-
JUNE 1944	16	9	10	5	-	-	-
JULY 1944	15	9	10	6	7 (a)	-	2 (a)
AUGUST 1944	14	18	7	8	6 (a)	-	16 (a)
SEPTEMBER 1944	21	20	6	5	13	12	33
OCTOBER 1944	16	28	7	6	28	8	25
NOVEMBER 1944	12	37	8	8	35	12	27

(a) Figures are for aircraft at O.T.U. VESUVIUS.

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MARCH	1944	14	9	17	13	-	-	-
APRIL	1944	13	15	15	16	-	-	-
MAY	1944	13	17	12	8	-	-	-
JUNE	1944	16	9	15	5	-	-	-
JULY	1944	15	9	10	6	7 (a)	-	2 (a)
AUGUST	1944	14	18	7	8	6 (a)	-	16 (a)
SEPTEMBER	1944	21	20	6	5	13	12	33
OCTOBER	1944	16	28	7	6	28	8	25
NOVEMBER	1944	12	37	6	8	35	12	27

(a) Figures are for aircraft at O.T.U. VESUVIUS.

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AIR F[redacted]ES SUB-COMMISSION, ALLIED COMM[redacted]ION,
ROME.

AFSC/R/S.20/AIR. 14th December, 1944.

Dear Muir,

I enclose copy of A.F.S.C. Report for the month of October. In future you will be receiving two reports per month, i.e. the usual Air Report, which has now been given a restricted circulation, and a report as per the enclosed which has a fairly wide circulation.

Yours ever,
W.A. Bunter.

Wing Commander W.L. Minter,
Air Forces Sub-Commission,
Allied Commission, Naples.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

REPORT - OCTOBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans.

2. FIGHTER WING.

With the exception of one squadron the whole Fighter Wing was bogged down by heavy rain until October 19th. Since then the Wing has been operating with considerable intensity and has achieved good results. Enemy motor vehicles have been damaged or destroyed, and a train knocked out. Bombing attacks have also been made and hits scored on important targets. Owing to being bogged down for such a long period the number of sorties carried out is not as high as usual, but the daily average of sorties is far above that ever carried out before. The Spitfires have been in action, and the pilots are very pleased with them.

3. SEAPLANE WING.

Very few operational demands have been made on the Wing. Two British aircrew and a dinghy were picked up, but apart from this there is very little to report. Owing to the decrease in operational commitments for this Wing, plans are being explored to utilise the aircraft to implement the existing courier services.

4. LIGHT BOMBER WING.

The two Baltimore Squadrons composing this Wing are now fully operationally trained and are about to move to their operational airfield.

5. BOMBER TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, but a satisfactory weight of supplies was dropped over the land operational area.

In addition to their active operations the SM.82's have proved a valuable means for evacuating damaged Spitfires from airfields which are inaccessible to transport. After considerable work a method has been evolved whereby damaged Spitfires can be flown out in the SM.82's without extensive dismantling.

In addition a shuttle-service has been in operation between Italy and North Africa which has carried a considerable weight of spares and equipment for the Baltimore aircraft. Without this shuttle-service it would have been impossible to have made the Baltimore squadrons operationally ready by the end of October.

6. SCHOOL.

A school has been formed with the object of training aircrew to replace wastage. So far it has done little work as the process of formation has been slow.

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considerable intensity and has achieved good results. Enemy motor vehicles have been damaged or destroyed, and a train knocked out. Bombing attacks have also been made and hits scored on important targets. Owing to being bogged down for such a long period the number of sorties carried out is not as high as usual, but the daily average of sorties is far above that ever carried out before. The Spitfires have been in action, and the pilots are very pleased with them.

3. SEAPLANE WING.

Very few operational demands have been made on the Wing. Two British aircrew and a dinghy were picked up, but apart from this there is very little to report. Owing to the decrease in operational commitments for this Wing, plans are being explored to utilise the aircraft to implement the existing courier services.

4. LIGHT BOMBER WING.

The two Baltimore Squadrons composing this Wing are now fully operationally trained and are about to move to their operational airfield.

5. BOMBER TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, but a satisfactory weight of supplies was dropped over the land operational area.

In addition to their active operations the Wa.62's have proved a valuable means for evacuating damaged Spitfires from airfields which are inaccessible to transport. After considerable work a method has been evolved whereby damaged Spitfires can be flown out in the Wa.62's without extensive dismantling.

In addition a shuttle-service has been in operation between Italy and North Africa which has carried a considerable weight of spares and equipment for the Baltimore aircraft. Without this shuttle-service it would have been impossible to have made the Baltimore squadrons operationally ready by the end of October.

6. SCHOOL.

A school has been formed with the object of training aircrew to replace wastage. So far it has done little work as the process of formation has been slow.

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7. SERVICEABILITY OF AIRCRAFT.

The serviceability of Italian Fighter Aircraft shows a substantial increase. This is due to the protracted efforts of the Technical Staff of this Sub-Commission and the Italian Technical Staff. With the aid of salvaged spare parts and a certain amount of improvisation, very creditable results have been achieved.

The Bomber serviceability remains more or less unchanged, but the aircraft are rapidly approaching the end of their useful lives, and are requiring more and more time to be spent on maintenance.

The serviceability of Allied aircraft belonging to the Italian Air Force is good, and the Italians have shown their ability to maintain these properly.

Continued /2.....

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8. MANPOWER.

The demands for manpower from the I.A.F. in substitution of R.A.F. and U.S.A.A.F. manpower are gradually being satisfied.

9. RATIONING.

The question of an adequate ration for aircrews is still in abeyance and considerable disappointment is felt by squadrons that their standard of feeding is not brought up more closely to that of Allied Units carrying out the same operational tasks.

10. GENERAL.

The morale of the Italian Air Force still remains high, particularly in the Fighter Wing. The fighter squadrons have earned the praise of the Air Officer Commanding, Balkan Air Force, and other members of his Staff.

Since the declarations by Mr. Churchill and President Roosevelt it is clear that the Italian Air Force has expected something quite out of the ordinary to be done for them in the way of direct assistance, so that they can take their part to better advantage with the Allies. This Sub-Commission has done everything possible to discourage any undue optimism in this respect.

Defascistation within the service is still proceeding very slowly, and it is clear from some of the verdicts that the tribunals cannot be considered to be free from taint of favouritism.

W.A.B. Bowen-Buscarlet

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A[illegible] FORCES SUB-COMMISSION, ALLIED [illegible]MISSION
C.M.F.

AIR REPORT NO. 22 / OCTOBER 1944. SECRET.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 31st October 1944 is shown at Appendix "A".

2. The summary of Italian Air Force operational sorties for the month of October 1944 is as follows:-

(a) FIGHTER WING.

Escort	32	94 Vehicles hit (17 'flamers')	
Offensive reconnaissance sorties	135	1 Train Engine	
Bombing	38	2 Bridges	
		3 Bombs on road pt.	
		3 Bombs on barracks.	
			205
		No losses.	

(b) SEAPLANE WING.

A.S.R. searches	18	Two crew and dinghy found.	
A.A. calibrations	39		
Courier/Transport	20		
			77
		1 A/c crashed, crew killed.	

(c) BOMBER/TRANSPORT WING.

Supply dropping	60	(52,400 kgs Net. 50,000 leaflets).	
Courier Transport	159		
A.A. Calibrations	33		
V.I.P.	7		
			259
		No losses.	

3. FIGHTER WING.

No.10 Squadron having completed conversion to Airacobras at the end of September stood by to proceed to Leverano, which had become unserviceable, but on 8th October moved to Lecce and began operations therefrom. The remaining fighter squadrons were inoperative at Leverano owing to being bogged down by heavy rain, until the latter end of the month when they moved to Lecce and recommenced operations on 20th October. This restriction, together with the bad weather, considerably reduced the number of sorties which the improved Macchi serviceability would have made it possible to do. Nevertheless, an appreciable amount of damage was inflicted on the enemy, motor vehicles being damaged or destroyed, and a train knocked out. On four occasions bombing attacks were made and hits were scored on [illegible] road points and on barracks. This Wing is now, for the first time, up

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			289
			No losses.

(b) SEAPLANE WING.

A.S.R. searches	18	Two crew and dinghy found.
A.A. calibrations	39	
Courier/Transport	20	
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4. SEAPLANE WING.

Again there were few demands made on this Wing, and apart from two British aircrew and a dinghy picked up on 10th October, there is little to report. The pilot showed particular ability and determination in alighting and taking off again under the existing sea conditions, which extensively damaged the aircraft. Experiments have been made with the Cant 506 to discover its potentialities as a transport aircraft with gun turrets and other equipment removed. It was found

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that a maximum useful load of 2,200 kgms could be carried, with a range of about 515 miles. Proposals have been laid before Headquarters M.A.A.F. for the employment of these aircraft in substitution for, and to implement the existing courier services now being carried out by land type aircraft. The standard of training of the crews and the serviceability of the aircraft of this Wing are high, and it would be most unfortunate if it were allowed to stagnate.

5. BOMBER/TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, whilst on several occasions the supply dropping aircraft had to return with their load because cloud obscured the dropping area. Besides the usual Courier/Transport services, flights were made to Tunis and Algiers for the collection of aircraft equipment, and eighty five wounded soldiers were evacuated from Jugo-Slavia (Niksic).

The SM.82's have now carried out, in addition to their operations over Jugo-Slavia, 17 sorties totalling 60 flying hours during which they transported 32 R.A.F. personnel and 34,600 pounds of Spitfire spares to the Island of Vis and 17 R.A.F. personnel and 69,300 pounds of Spitfire salvage from Vis to the Mainland. After considerable work and various trials a method has been evolved whereby damaged Spitfires can be removed in the SM.82's without extensive dismantling. This provides the only easy means of evacuating damaged Spitfires from the Island.

In addition 17 sorties totalling 220 hours flying have carried 80,000 pounds of spares and equipment for Baltimore aircraft, from North Africa to Vesuvius or Bari. Without this shuttle service it would have been impossible to have made the two Baltimore squadrons operationally ready by the end of October.

In spite of the reduction in the number of sorties carried out by the Bomber/Transport aircraft, their condition continues to give rise to anxiety. In particular the SM.82's cannot be expected to last much longer.

6. RE-ARMING OF I.A.F. WITH ALLIED AIRCRAFT.

The re-arming of the I.A.F. with Allied aircraft is complete, and the three re-equipped fighter squadrons are now operating from Lecce. The two Baltimore squadrons have also completed their training, and have been standing by to proceed on operations. At present there is a Greek squadron at Biferno, which is intended to be the Italian Baltimore Wing's operational base. Owing to the friction which would inevitably arise it is not possible to have the Italians and the Greeks on the same airfield. It is, however, expected that the Baltimore Wing will commence operations about the middle of November.

7. TRAINING.

(a) Baltimores.

132nd Squadron. Crews trained fully 19. There are eight pilots, in excess of the 19, who need an average of 10 hours training each which can be done in the next few days if the weather holds. The 132nd Squadron however, has a full complement of operational crews and is ready to move, including aircraft.

28th Squadron. This Squadron has gone through its training gradually, and its crews are now operationally trained. One aircraft is required to bring the squadron up to strength.

During the month there were five accidents to Baltimore aircraft one proving

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Spitfires can be removed in the Sm.82 is [illegible] provides the only easy means of evacuating damaged Spitfires from the Island.

In addition 17 sorties totalling 320 hours flying have carried 80,000 pounds of stores and equipment for Baltimore aircraft, from North Africa to Vesuvius or Bari. Without this shuttle service it would have been impossible to have made the two Baltimore squadrons operationally ready by the end of October.

In spite of the reduction in the number of sorties carried out by the Bomber/Transport aircraft, their condition continues to give rise to anxiety. In particular the Sm.82's cannot be expected to last much longer.

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28th Squadron. This Squadron has gone through its training gradually, and its crews are now operationally trained. One aircraft is required to bring the squadron up to strength.

During the month there were five accidents to Baltimore aircraft one proving fatal to the pilot. This was due to disobedience of orders.

(b) Airacobras.

9th Squadron. This squadron is fully trained and has its full complement of aircraft which are kept in very good condition. The only flying done is testing and formation practice.

In spite of having been warned that they would not be allowed to have a third Airacobra squadron in addition to the two existing Airacobra squadrons and the Spitfire squadron, the Italians have completed the operational training of the 9th Squadron. They have made continual application for this squadron to be allowed to proceed on operations. These have been refused, as there is insufficient airfield accommodation for them as an operational unit, and their aircraft will be needed to

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replace wastage in the two front line squadrons. Arrangements have, therefore, been made to take the aircraft to Lecce where they will be grounded and used as a pool to keep the 10th and 12th Squadrons up to strength. It is a big disappointment for the pilots, who have volunteered to assist to go on operations in aircraft which they view with some dislike; the conditions were, however, very clearly stipulated to the Air Minister and Staff, and it is they who have led this squadron to have false hopes.

(c) SCHOOL.

The school has now formed at Venosium. Its function is to convert aircrew to Airacobra and Baltimore aircraft, and to make them operational on those types. In addition it trains maintenance personnel for the squadrons equipped with Allied type of aircraft.

Airacobra section.

So far only 6 pilots out of 18 have arrived for training, three of these have flown solo and have completed four hours. The school has eleven Airacobras, of which four are flying; the rest are being repaired.

Baltimore section.

One pilot has flown solo after 5½ hours dual, and another is receiving dual. No Baltimores have been received by the school yet, as they are still needed by the operational squadrons. The ground personnel are also being trained.

(d) EQUIPMENT.

Baltimore.

This is improving and during the last few days of the month equipment has arrived from Algiers and is being distributed.

School.

Full equipment for the school has been received, but they have had to assist the Airacobra squadrons occasionally. It is hoped to replace these items, as they are now at forward.

(e) MOTOR TRANSPORT.

The Baltimore Wing requires some 12 vehicles of various types before it can be considered mobile. These have been demanded from Headquarters M.A.A.F. as they are not available from Italian sources. The School also requires two vehicles.

(f) AIRFIELD FOR THE SCHOOL.

Venosium airfield has kept serviceable throughout the month, but needs repairing in some places. Towards the end of the month there have been a few days of heavy rain which stopped training. The airfield is required urgently by 244 Group or A.H.Q.A.D, and already 400 vehicles have arrived, but have been parked well away from the runway. The R.A.F. Regiment has almost completed the perimeter wire round the camp.

8. AIRFIELDS.

The situation as regards airfields has improved considerably. As the result of a Conference held at H.A.A.F. it was decided [illegible]

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There is improving and during the last few days of the month equipment has arrived from Algiers and is being distributed.

School.

Full equipment for the school has been received, but they have had to assist the Airborne squadrons occasionally. It is hoped to replace these fliers, as they are now in demand.

(e) MOTOR TRANSPORT.

The Baltimore Wing requires some 12 vehicles of various types before it can be considered mobile. These have been demanded from Headquarters M.A.A.F. as they are not available from Italian sources. The School also requires two vehicles.

(f) AIRFIELD FOR THE SCHOOL.

Venosa airfield has kept serviceable throughout the month, but needs regrading in some places. Towards the end of the month there have been a few days of heavy rain which stopped training. The airfield is required urgently by 214 Group as a M.A.A.F. unit already 400 vehicles have arrived, but have been parked well away from the runway. The R.A.F. Regiment has almost completed the perimeter wire round the camp.

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8. AIRFIELDS.

The situation as regards airfields has improved considerably. As the result of a Conference held at M.A.A.F. it was decided that the Fighter Wing at Lavorano should move to Lecce. It was further decided that the School at Venosa should move to either Montecorvino, Gaudo or Grottone. The Operational Base for the Baltimores was left in abeyance but as rental given it has now been decided that they will go to Biferno as soon as the Greek Squadron there moves out.

On the 19th of October the Airfield at Lavorano had dried out sufficiently to allow the whole Fighter Wing to go to Lecce, from which it has been operating continuously until the end of the month under review, with very satisfactory results. The American Heavy Bomber Group at Lecce has co-operated most cordially with the Italians and with the R.A.F. Liaison Section in charge of the Fighter Wing. They have given substantial assistance in every way and liaison between the Americans, British and Italians is really excellent.

Continued /4.....

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As regards the location of the School, Crotone is not geographically suitable owing to communication difficulties. It was also found that Montecorvino could not be made serviceable without considerable work which would also entail the employment of equipment which was not available in the area. After consultation with the American Engineers on the spot and with Air Vice-Marshal Sir Hugh Lloyd who had both Gaudo and Montecorvino under his Command during last Winter, it was decided that Gaudo should be used.

This choice is most unpopular with the Italians partly because of its isolated position and the extra burden thrown on their already meagre M.T. resources, and partly due to sheer obstinacy. The Italians will not believe that the Allies are extremely hard put to it to find all-weather airfield accommodation even for operational units, and that it is a case of "getting a quart into a pint pot" Only after prolonged argument and after extremely definite orders had been given to them by this Sub-Commission have they at last given orders for the move to take place.

The situation as regards Gaudo is not really as bad as the Italians would like us to believe. The Unit there will be a small one, and it is far better situated as regards accomodation than Montecorvino as there is a large Tobacco Warehouse, big enough to house all personnel, within a short distance of the airfield. It is believed that it is as nearly an all-weather airfield as any site can be which has not got a specially prepared runway.

In order to relieve congestion at Lecce it has been decided to move as many as possible of the Reserve and Transport Aircraft from that airfield. In addition the Condor Transport Squadron is eventually to go to Castoccio as soon as this airfield can be cleared of mines and made serviceable. This will take some time as the I.A.F. has no airfield construction equipment, and the work will have to be carried out entirely by manual labour.

At the present moment, therefore, the I.A.F. is located as follows :-

(a)	FIGHTER WING.	2 MC Squadrons. 2 Albacore Squadrons. 1 Spitfire Squadron.	LECCE.
(b)	BOMBER/TRANSPORT WING.	SM.82 Squadron. Cant.1007 Squadron.	LECCE.
(c)	FLYING TRAINING SCHOOL.		LECCE.
(d)	CONVERSION U.T.S.		VESUVIUS for CAUDO.
(e)	BAILTARGET U.T.S.		VESUVIUS for BISCEGLIE.
(f)	SEAPLANE WING.		TARANTO, AND BRINDISI.

9. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY AT 3.11.44.	SERVICEABILITY AT 3.10.44.
Macchi 205	16	20

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In order to relieve congestion at Lecce it has been decided to move as many as possible of the Reserve and Transport Aircraft from that airfield. In addition the Courier Transport Squadron is eventually to go to Cantocello as soon as this airfield can be cleared of mines and made serviceable. This will take some time as the I.A.F. has no airfield construction equipment, and the work will have to be carried out entirely by manual labour.

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(a)	FIGHTER WING.	2 MC Squadrons. 2 Airacobra Squadrons. 1 Spitfire Squadron.	LECCE.
(b)	BOMBER/TRANSPORT WING.	SM.82 Squadron. Cant.1007 Squadron.	LECCE.
(c)	PILOTS TRAINING SCHOOL.		LECCE.
(d)	CONVERSION F.T.S.		VESUVIUS for CAUDO.
(e)	BALTIMORE WING.		VESUVIUS for BIFERNO.
(f)	SEAPLANE WING.		TARANTO, AND BRINDISI.

9. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY AT 3.11.44.	SERVICEABILITY AT 3.10.44.
Macchi 205	16	20
Macchi 202	28	21
Spitfire	8	12
Baltimore	25	23
SM.82	7	6
Cant.1007	6	5
Airacobra	28	15

Continued /5.....

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10. ITALIAN FIGHTER SERVICEABILITY.

The serviceability of the Macchi aircraft shows a substantial increase in spite of the fact that the Macchi 205 serviceability is down from its monthly average of 20 to 16 aircraft.

The Macchi 205 engine and propeller position is now much better than it was. The radiator using a Hurricane honeycomb was quite satisfactory on flight test, but difficulty is now being experienced in obtaining supplies of the necessary tubes. In the meanwhile every effort is being made to obtain unserviceable Hurricane radiators which will be dismantled to use the tubes. The Naval Mechanica Firm in Naples have carried out preliminary satisfactory experiments on the production of the Macchi radiator Element, and it is hoped that the first complete Element will be produced in 2/3 weeks. Production is likely to be rather slow and every effort will be made to fit as many radiators as possible with the Hurricane tubes.

11. ITALIAN BOMBER SERVICEABILITY.

The serviceability of the Cant.1007 remains unchanged but the SM.82's have not shown the expected rise in serviceability. This is mainly due to overhauled engines not being available as the overhaul of the Alfa 128 at Calatina ceased completely on account of lack of spares. The worst item was Supercharger Impeller Bearings, but a small supply of Pegasus Bearings has now been obtained from North Africa and production has started again. There is also a great deficiency of Cylinders, but it is hoped to utilise Pegasus Cylinders, but at the present time it is not known whether they are interchangeable with the Alfa 128.

A damaged Pegasus XVIII is being stripped to ascertain what parts are common to the engine and the Alfa 128 so that spares deficiencies can be made good from Allied sources.

Arrangements have been made for both Cant 1007 and SM.82 tyres to be repaired at the Mobile Tyre Repair Unit attached to 205 Group. This should considerably ease the situation, as the tyre position on both types of aircraft is acute. In addition it is hoped to fit the SM.82 with Wellington tyres.

The SM.82's are now going unserviceable, spares still not being available from either Allied or Italian sources. At present the situation is being met as far as possible by 'cannibalising' and also every effort is being made to have improvised spares made up by available resources. This cannot go on indefinitely, and a reasonable serviceability cannot be expected from these aircraft after 4/6 weeks, unless further supplies of these are discovered in the North.

12. ALLIED AIRCRAFT SERVICEABILITY.

The position as regards spares and ground equipment for all types of Allied aircraft is now generally satisfactory with the exception of A.G. speres, of which it is understood there is a general shortage.

The reserve Aircobra's are being moved to Lecce in the near future when they will be inhibited and prepared for storage. Since the move of the two operational squadrons from Vesuvius there has been no plug or engine trouble and it is felt that the previous troubles were due to the bad conditions at Vesuvius, plus inexperience on the part of the Pilots, and non-compliance with engine limitations.

As the Americans now inform us that there are no top overhaul spares or tool kits available, the idea of top overhauling the Allison engine has had to be abandoned. There are 65 spare engines available and these should last for

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As the Americans now inform us that there are no top overhaul spares or tool kits available, the idea of top overhauling the Allison engine has had to be abandoned. There are 65 spare engines available and these should last for a considerable time.

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As M.A.A.F. have now decided that Italian Squadrons equipped with Aircraft from R.A.F. sources should have the same backing as R.A.F. squadrons, it is unnecessary to start up any organisations for the repair and overhaul of Spitfire and Baltimore aircraft and Merlin and Cyclone engines. It is hoped that during the next month some form of wing maintenance will be started.

Generally the situation is quite satisfactory. Italian personnel have had no idea of regular overall and engine maintenance and take slowly to R.A.F. methods. It is hoped that the position will improve with the attachment to each squadron of an R.A.F. N.C.O.

Continued /6.....

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13. SIGNALS.

From a signals aspect the move of the Fighter Squadrons from Leverano to Lecce has been satisfactorily completed. The essential wireless and telephone circuits are installed and working.

Airfield control of the fighter aircraft has been co-ordinated with the American Flying Control Officer, and is proving satisfactory.

Wireless maintenance of the Spitfire aircraft has been difficult owing to the lack of spares and test equipment; these are on demand, and should be to hand soon.

Arrangements for the wireless and telephone services for the Baltimore squadrons going to Biferno are in hand, and the necessary wireless equipment is assembled and ready for immediate despatch to Biferno.

There is no change as regards the position of signals in the remainder of the Italian Air Force.

14. MANPOWER.

The demands for man power from the I.A.F. in substitution of R.A.F. and U.S.A.A.F. manpower are gradually being satisfied but some adjustment and transfer from R.A.F. to U.S.A.A.F. of I.A.F. personnel will have to be undertaken by the Allied Liaison Section of H.Q. M.A.A.F. who co-ordinate all demands and make requests to this Sub-Commission for the demands to be met.

A serious problem is looming ahead on the question of the establishment of the I.A.F. Meteorological Service. The attached Meteorological Officer has prepared a scheme in conjunction with H.Q. M.A.A.F. for an efficient service covering the whole of Italy. When fully operative the service will require at least 1100 personnel to man it and unfortunately it is not seen from where these men are to be drawn, since the Allied demand upon the 9,000 allocated to Allied Air Forces leaves no surplus and the balance of the 31,000 ceiling, i.e. 22,000, leaves no surplus within the Tactical Italian Air Force after the demands of the Operational Squadrons their Ancillary Units and essential base establishment have been met. The only solution at present visualised is the establishment of an Italian Meteorological Corps under the control of the Italian Air Ministry, but outside the ceiling of 31,000.

15. RATIONING.

The supply organisation for rationing has undergone certain basic changes as a result of A.F.H.Q. Directive AC 400/105 D-3 dated 22nd September 1944. I.A.F. personnel are now designated US-ITIS or Brt-ITIS. All I.A.F. personnel working with R.A.F. and U.S.A.A.F. Units will be fed and clothed by these units to the scale laid down. The Tactical Italian Air Force will be regarded as a Brt-ITI commitment and arrangements are being made for supplies of food and clothing to be made available through the organisation of the Land Forces Sub-Commission. The question of Air Crew rations still remains in abeyance and considerable discontent is expressed by personnel of I.A.F. squadrons operating within Balkan Air Force side-by-side with British, Hellenic, Polish and Jugoslav personnel who are receiving full British Rations, whereas Italian personnel only receive those rations laid down in that masterpiece of calorific calculation known as the Standard Ration for the Italian Armed Forces.

16. MEDICAL.

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U.S.A.A.F. manpower are gradually being satisfied but some adjustment and transfer from R.A.F. to U.S.A.A.F. of I.A.F. personnel will have to be undertaken by the Allied Liaison Section of H.Q. M.A.A.F. who co-ordinate all demands and make requests to this Sub-Commission for the demands to be met.

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16. MEDICAL.

Efforts continue to maintain the standard of sanitation and hygiene at the R.A.F. level, and it is heartening to find more ready response to suggestions for improvements which at one time were regarded as unnecessary. Supplies of medical equipment continue to flow in slowly and there has been an all round improvement in the efficiency of the I.A.F. Medical Services generally.

17. TOILET REQUISITES.

Supplies of Razor Blades, Shaving Soap, Toilet Soap, Tooth Paste and Tooth Brushes are unobtainable except on the black market and then only in very limited quantities at outrageous prices. Repeated efforts to obtain authority from A.F.H.Q. for the purchase of these essential supplies from Allied sources have failed. It is felt the seriousness of this problem is not fully appreciated by

Continued /7.....

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higher authorities, and it should be realised that such items are essential if a high standard of hygiene and Morale are to be maintained.

16. GENERAL.

The morale of the Italian Air Force still remains high, particularly in the Fighter Wing. The two Airacobra Squadrons and the Spitfire Squadron have now all been in action with very satisfactory results. Fighter bombing with these aircraft has now been carried out for the first time, and the pilots have shown that they are able to hit their target. A Senior Officer from Headquarters, Balkan Air Force, recently visited the Wing and subsequently stated that he has changed his opinion as to the morale and efficiency of the Italian Fighter Pilots completely, and is now highly satisfied with them. The Baltimore is still popular with the crews of the two Baltimore squadrons. These are now both operational, and the crews are keenly anxious to go to their operational base and get into the battle. The morale of the Bomber Transport Squadron is rather lower, but this must be expected as their aircraft are now slowly lapsing into complete unserviceability. In particular the SM.82's will not be able to continue operations very much longer. The morale of the Seaplane Wing is high as they are on a well organised and comfortable station, and the Station Commander is a good disciplinarian. In spite of a lack of work to be carried out, the crews are still keen and every effort is being made to keep them in the air with some active duty to perform.

The Air Officer Commanding has had personal interviews with the Prime Minister, Signor Bonomi, and the Under Secretary for Air, Signor Scialoia. From these conversations it is quite clear that the combination of the posts of Air Minister and Chief of Staff in one person is not satisfactory, nor do they regard General Piacentini as a good Air Minister. This has served to confirm the opinions held by this Sub-Commission. From general impressions gained in these conversations and from subsequent developments, it seems clear that the early appointment of, probably a civilian, as Air Minister is likely to occur.

General Piacentini is still dabbling with politics and has caused some comment by his close contacts with certain political parties. There is no doubt that he is a good Chief of Staff and in that capacity would enjoy the confidence and respect of all ranks of the Italian Air Force.

Since the declarations by Mr. Churchill and President Roosevelt, it is quite clear that the Italian Air Force has expected something quite out of the ordinary to be done for them in the way of direct assistance so that they can take their part to better advantage with the Allies. This Sub-Commission has done everything possible to discourage any undue optimism in this respect. General Piacentini has presented a memorandum which is the outcome of those hopes and gives an indication of what the Italian Air Force considers could be done for it. General Piacentini states that he considers that the future of Italy is bound up in that Country's close association with the Anglo/Americans and gives his opinion that the best way to achieve this is to set the Armed Forces, and in particular the Air Force, on their feet again. To achieve this he suggests the following immediate concessions by the Allies, all of which points have either been settled or are under consideration by this Sub-Commission, or have been submitted to higher authority. The points are:

(a) The third Airacobra Squadron to be permitted to go on operations.

(b) The replacement of the dilapidated Bomber/Transport aircraft by Wellingtons or some other Allied type of aircraft.

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(a) The third Airacobra Squadron to be permitted to go on operations.

(b) The replacement of the dilapidated Bomber/Transport aircraft by Wellingtons or some other Allied type of aircraft. 3819

(c) A larger intake to the Royal Academy for Air Cadets to be permitted.

(d) Italy to be permitted to send a delegate to the International Conference on Civil Aviation.

(e) Provision of better airfields for the Italian Air Force.

(f) The Air Ministry to be allowed to go into its own building in Rome.

(g) Certain concessions by the Allies in respect of increased rations for Operational Crews, clothing and toilet necessities.

Continued /3.....

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Defascistization is still proceeding very slowly and it is clear from some of the verdicts that the tribunals cannot be considered to be free from taint of favouritism. The height of absurdity was reached when a General who was recalled from retirement to be President of the Board which discriminates the activities of Air Force Personnel during the German occupation of Rome, was brought before the Defascising Tribunal and, being found guilty, was sent home again to retirement. The matter has been strongly represented by the Air Officer Commanding to the Prime Minister who promised to deal with the question personally.

The satisfactory state of serviceability of aircraft still continues. The shortage of materials, and in particular Oxygen and Acetylene has now been, to a great extent, alleviated. The aircraft industry, such as it is, is in a very precarious state owing to the slowness of the Government in paying its debts even for work carried out since the Armistice. The Prime Minister has also promised to give this matter his personal attention.

W.A.S. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/N/S.3/AIR.
Date: 8th November 1944.

Distribution:

H.Q. M.A.A.F. (Air Staff) C.M.F.	2 copies.
H.Q. M.A.A.F. Rear, T.M.A.F.	1 copy
H.Q. M.A.T...F. C.M.F.	1 copy
H.Q. Allied Commission, C.M.F.,	1 copy
M.A.A.F. (R.A.F. Historical Section), A.H.Q. Malta.	2 copies.
H.Q. Balkan Air Force C.M.F.	1 copy
Directorate of Overseas Operations, Air Ministry, Whitehall, London.	1 copy
H.E. Sir Noel Charles, K.C.M.G. M.C. H.M. Ambassador to Italy, 20, Via Sottombre, Rome.	1 copy
Major John W. Hinkel, Information Division, H.Q. A.C.	1 copy
Office of Chief of Staff, H.Q. A.C.	40 copies.
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W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/1/S.3/AIR.
Date: 6th November 1944.

Distribution:

H.Q. M.A.A.F. (Air Staff) C.M.F.	2 copies.
H.Q. M.A.A.F. Rear, B.M.A.F.	1 copy
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H.Q. Allied Commission, C.M.F.,	1 copy
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APPENDIX "A"

SECRET.

AIRCRAFT STATE I.A.F.

			Strength.	Serviceable.	Crew.
FIGHTER WING.					
Lecce		P.39	36	24	
C.Vomanus		P.39	54 B	27	
Lecce		Spitfire	16	10	
Lecce		Mc.205	29	9	
Lecce		Mc.202	31	21	
			166	91	237
BOMBER/TRANSPORT WING.					
S.Vomanus		M.167	39	25	
Lecce		Cr.1007	10	6	
Lecce		S.82	10	6	
Lecce		S.79	15	9	
Lecce		S.84	4	2	
Lecce		S.73	1	1	
Lecce		S.12	1	1	
			80	50	141
SEAPLANE WING.					
Taranto		Cz.506/A	3	2	
Taranto		Cz.506/B	12	7	
Taranto		Cz.506/C	1	1	
Taranto		Cz.501	5	4	
Taranto		RS/14	9	6	
Brindisi		Cz.506/S	4	2	
Brindisi		Cz.501	11	7	
Elmas		Cz.506/S	5	4	
			50	33	88

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SCHOOL.

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BOMBER/TRANSPORT WING.

C.Vesuvius	S.187	59	25	
Lecce	Cs.1067	10	6	
Lecce	S.82	10	6	
Lecce	S.79	15	9	
Lecce	S.84	4	2	
Lecce	S.75	1	1	
Lecce	S.12	1	1	
		80	50	141

SEAPLANE WING.

Taranto	Cs.506/S	5	2	
Taranto	Cs.506/B	12	7	
Taranto	Cs.506/S	1	1	
Taranto	Cs.501	6	4	
Taranto	189/14	9	6	
Taranto	Cs.506/S	4	2	
Brindisi	Cs.501	11	7	
Brindisi	Cs.506/S	1	4	
Elmas		50	33	88

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SCHOOL.

Leverano	Ro.200	12	12	
Leverano	Cr.42	5	5	
Leverano	G.50	1	1	
Leverano	Fr.505	1	1	
Leverano	G.6	2	2	
Leverano	Cr.164	5	2	
C.Vesuvius.	R.37	40 A		
		66	21	115

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REPAIR UNITS (CONT'D).		Strength.	Serviceable.	Unsv.
Lavarano	Mc.200	17		
Lavarano	Cr.42	2		
Lavarano	G.50	2		
Lavarano	Re.37	1		
Lavarano	Sol.200	1		
Lavarano	Cr.164	2		
Lavarano	Re.43	1		
Elmas	S.84	1		
Elmas	Re.14	1		
Monserrato	S.79	4		
Monserrato	S.66	1		
Monserrato	Hu.305	2		
Monserrato	Cs.1007	1		
Monserrato	Cr.42	2		
Monserrato	G.50	2		
Monserrato	Cr.164	1		
		1		
		160		
TOTALS:		562	220	626

NOTES ON VARIATIONS FROM LAST MONTH'S AIRCRAFT RETURN.

(A) 40 P.39's shown under the strength of No.10 Squadron have been transferred to the F.T.S.

(B) 54 P.39's previously held on charge of Nos.10 and 12 Squadron have been transferred to the Operational Aircraft Pool.

(C) All aircraft held by repair Units have been grouped together.

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Monserrato	Cz.1097	1		
Monserrato	Cr.42	2		
Monserrato	C.50	2		
Monserrato	Cz.104	1		
		1		
		160		
TOTALS:		562	220	626

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

APPENDIX 'A'

AIRCRAFT STATE I.A.F.

SECRET.

		Strength.		Serviceable.	Cvsr.
FIGHTER WING.					
Lecce	P.39	36		24	
C.Vesuvius	P.39	54	B	27	
Lecce	Spitfire	16		10	
Lecce	Mc.205	29		9	
Lecce	Mc.202	31		21	
		166		91	237
BOMBER/TRANSPORT WING.					
C.Vesuvius	M.187	59		25	
Lecce	Cz.1007	10		5	
Lecce	S.82	10		5	
Lecce	S.79	15		9	
Lecce	S.84	4		2	
Lecce	S.75	1		1	
Lecce	S.12	1		1	
		80		50	141
SEAPLANE WING.					
Taranto	Cz.506/B	3		2	
Taranto	Cz.506/B	12		7	
Taranto	Cz.506/C	1		1	
Taranto	Cz.501	6		4	
Taranto	IMAM 14	9		6	
Brindisi	Cz.506/S	4		2	
Brindisi	Cz.501	11		7	
Elmas	Cz.506/S	4		4	
		50		33	88

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		166	91	237

ROLLER/TRANSVET WING.

C.Vesuvius	M.187	30	25	
Lecce	Cz.1007	10	6	
Lecce	S.82	10	6	
Lecce	F.79	15	9	
Lecce	S.84	4	2	
Lecce	S.75	1	1	
Lecce	S.12	1	1	
		80	50	144

SEAPLANE WING.

Taranto	Cz.506/B	3	2	
Taranto	Cz.506/C	12	7	
Taranto	Cz.506/D	1	1	
Taranto	Cz.501	5	4	
Taranto	RS/14	9	6	
Taranto	Cz.506/B	4	2	
Brindisi	Cz.501	11	7	
Brindisi	Cz.506/B	1	4	
Elmas				
		50	33	88

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SCHOOL.

Leverano	Mc.200	12	12	
Leverano	Cr.42	5	5	
Leverano	G.50	1	1	
Leverano	TM.305	1	1	
Leverano	G.8	2	-	
Leverano	Cz.164	5	2	
Leverano		40 A	-	
C.Vesuvius.	F.39			
		36	21	115

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		Strength.	Serviceable.	Crew.
AUTONOMOUS SQUADRONS.				
Bari	S.79	2	1	
Bari	Cn.314	6	2	
Bari	Cn.313	1	-	
Bari	Cn.311	1	-	
Bari	Cn.310	4	1	
Bari	Cn.309	6	4	
Bari	Sml.202	1	1	
Bari	Fn.305	1	1	
Bari	Cn.164	1	1	
Bari	Fj.156	2	2	
Siena	Cr.42	2	2	
Rome	S.75	1	1	
Capoterra	S.79	1	-	
Capoterra	Ju.87	1	-	
Capoterra	Sml.202	1	-	
		31	16	45
ASSISTANCE UNITS.				
	Cn.133	1	1	
	Ju.87	4	4	
	Sml.202	4	4	
		9	9	
REPAIR UNITS.				
C	Lecce	F.59	1	
	Lecce	Mc.205	8	
	Lecce	Mc.202	12	
	Lecce	Re.2002	1	
	Lecce	Sml.202	6	
	Lecce	Fn. 305	1	
	Lecce	S.5	1	
	Lecce	Cn.111	1	
	Lecce	Br.20	1	
	Lecce	S.82	14	
	Lecce	Cn.1007	4	
	Lecce	G.12	1	
	Lecce	S.79	7	
	Lecce	S.73	1	
	Lecce	S.81	1	
	Lecce	S.84	2	
	Lecce		1	

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ASSISTANCE UNITS.

		Ca.153	1	1
		Ju.87	4	4
		Sai.202	4	4
			9	9

REPAIR UNITS.

C	Lecce	P.39	1
	Lecce	Ms.205	8
	Lecce	Ms.202	12
	Lecce	Re.2002	1
	Lecce	Sai.202	6
	Lecce	Hs. 305	1
	Lecce	I.3	1
	Lecce	Ca.111	1
	Lecce	Br.20	1
	Lecce	S.82	14
	Lecce	Ca.1007	4
	Lecce	G.12	1
	Lecce	S.79	7
	Lecce	S.75	1
	Lecce	S.81	1
	Lecce	S.84	2
	Lecce	Ca.309	1
	Lecce	Ca.506/S	15
	Taranto	Ca.506/S	2
	Taranto	Ca.501	8
	Taranto	Re.14	1
	Taranto		
	S.Vito di	Ca.1007	1
	Taranto	S.79	1
	Taranto	Ca.314	2
	Taranto	RS/14	2
	Brindisi	Re.2002	14
	Lecrrano	Re.2001	12
	Lecrrano		

Continued/3.....

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REPAIR UNITS (CONT'D).

		Strength.	Serviceable.	Unav.
Laverano	Mc.200	17		
Laverano	Cr.42	2		
Laverano	G.50	2		
Laverano	Ro.37	1		
Laverano	S.M.200	1		
Laverano	Cz.164	2		
Laverano	Re.2000	1		
Elmas	S.84	1		
Elmas	Re.14	1		
Monserrato	S.79	4		
Monserrato	S.66	1		
Monserrato	Fn.305	2		
Monserrato	Cz.1007	1		
Monserrato	Cr.42	2		
Monserrato	G.50	2		
Monserrato	Cz.164	1		
		1		
		160		
TOTALS:		562	220	626

NOTES ON VARIATIONS FROM LAST MONTH'S AIRCRAFT RETURN.

(A) 40 P.39's shown under the strength of No.10 Squadron have been transferred to the F.T.S.

(B) 54 P.39's previously held on charge of Nos.10 and 12 Squadron have been transferred to the Operational Aircraft Pool.

(C) All aircraft held by repair Units have been grouped together.

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Montserrat	Ge.14	1	
Monserrato	Ge.164	1	
		160	
TOTALS:		562	220	626

NOTES ON VARIATIONS FROM LAST MONTH'S AIRCRAFT RETURN.

(A) 40 F.39's shown under the strength of No.10 Squadron have been transferred to the F.T.S.

(B) 54 F.39's previously held on charge of Nos.10 and 12 Squadron have been transferred to the Operational Aircraft Pool.

(C) All aircraft held by repair Units have been grouped together.

3816

Declassified E.O. 12065 Section 3-402/NNDC NO. 785017

A[illegible] FORCES SUB-COMMISSION, ALLIED [illegible]ROL COMMISSION, C.M.F.

AIR REPORT NO.21 / SEPTEMBER, 1944.

SECRET

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 30th September 1944 is shown at Appendix "A".

2. The summary of Italian Air Force operational sorties for the month of September, 1944 is as follows:-

(a) FIGHTER WING.

Offensive Reconnaissance sorties.		541
Claims	137 vehicles.	
Losses	4 Macchis.	

(b) SEAPLANE WING.

A.S.R. Searches.	43	
A.A. Calibrations.	54	
Courier/Transports.	10	
		107

(c) BOMBER/TRANSPORT.

Supply dropping.	139	(147,346 kgs. 145 tons net., 548,000 leaflets)
Courier Transport.	207	
A.A. Calibrations.	35	
V.I.P.	6	
		387

3. FIGHTER WING.

There has been a considerable increase in fighter activity during the month, and despite a deterioration in weather conditions, an average of 18 sorties a day has been maintained. 137 enemy vehicles have been damaged or destroyed (77 hit, 60 fired). A D/F hut was destroyed by cannon fire, and numerous casualties inflicted on odd parties of troops. This increase is partially due to the addition of No.12 (Airacobra) squadron which commenced operations on 10th September, but the majority of the sorties has been by Macchi aircraft. Three Mc.202 and one Mc.205 have been lost on operations.

4. SEAPLANE WING.

There have been comparatively few demands of an operational nature made upon this Wing: some 42 Escort and A.S.R. patrols were flown, on one of which a British pilot was picked up, and 54 exercises for A.A. guns. Nothing further has been heard concerning the extension of its A.S.R. duties, mentioned in last month's Air Report. A plan is now being prepared to use these aircraft as transport aircraft during the winter months. They would operate on lines parallel with the Tyrennean and Adriatic coasts and might be of great use during a season of the year when the crossing of the Apperines is always a hazardous affair.

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5. BOMBER/TRANSPORT WING.

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(b) SEAPLANE WING.

A.S.R. Searches.	43	
A.A. Calibrations.	54	
Courier/Transports.	10	
		107

(c) BOMBER/TRANSPORT.

Supply dropping.	139	(147,346 kgs. 145 tons net., 548,000 leaflets)
Courier Transport.	207	
A.A. Calibrations.	35	
V.I.P.	6	
		387

3. FIGHTER WING.

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3815

5. BOMBER/TRANSPORT WING.

The normal supply dropping over Jugo Slavia continued and 145 tons of arms, ammunition and food were dropped, also 548,000 leaflets. Bad weather curtailed activity on some nights, and on others the aircraft returned with their load. The accuracy of the supply dropping has, however, not been good, and there has been a tendency not to pay sufficient attention to ground signals. For this reason, and on account of the withdrawal of enemy air opposition in the dropping area, it has been decided by Balkan Air Force to re-employ this Wing on daylight operations. It should be pointed out that it is not possible to rely on the continuance of any further effort by the SM.82 aircraft. These have only been kept serviceable with

Continued /2.....

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the greatest possible difficulty over the last six months. They are of composite wood and metal construction and were originally constructed of indifferent and unseasoned timbers. That part of these aircraft which is composed of wood is now disintegrating, and it is not possible to keep pace with the work required to reconstruct these parts. Unless re-armament can be carried out with an Allied type of aircraft, the effort by the squadron of SM.82s will decline steadily from now on and will probably terminate for good during the month of November.

6. RE-ARMING OF I.A.F. WITH ALLIED AIRCRAFT.

The re-equipment of the Italian Air Force with Allied types (3 Fighter Squadrons and 2 Light Bomber Squadrons) has made considerable progress. No.12 Squadron (Airacobra) has been fully operational since 10th September, No.10 (Airacobra) Squadron is now ready for operations and has been awaiting favourable weather conditions to transfer from their training base at VESUVIUS to the operational Wing at LEVERANO. 16 Spitfire V's have been handed over by Balkan Air Force to No.20 Squadron, and all pilots of this Squadron have gone solo. At present final operational training is held up pending the arrival of certain equipment.

No.132 (Baltimore) Squadron, having been held up in its training by lack of equipment, will be ready for operations on 10th October and the second Baltimore squadron (No.28) will be ready ten days later, unless bad weather holds up the training programme.

7. TRAINING.

(a) Airacobras.

The only training this month has been done by the 9th Squadron whose pilots are about 75% through and the remaining time will be put in in testing and proving the 27 combat aircraft now being prepared by this Squadron in the hope that notwithstanding the formation of one Spitfire Squadron elsewhere, they will be recognised when complete.

The 12th Squadron completed their aircraft overhauls and moved to Leverano on the 11th September as foreshadowed. It is understood that their first operations have met with some success.

The 10th Squadron had prepared 28 aircraft during the month and was ready to move on September 27th, but is now held up as Leverano landing ground is unserviceable because of wet weather.

The training hours for the P.39 for the month are 205 hours and there have been 10 serious 'incidents' involving damage to aircraft with one pilot killed and a second seriously injured.

Equipment for Airacobras.

The position has slowly improved throughout the month and is reasonably satisfactory.

(b) Baltimores.

The tempo of the training in both Squadrons is now higher than previously but there is still a lot to be desired due to indifferent organisation particularly in the No.132 Squ[illegible]

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Equipment for Airacobras.

The position has slowly improved throughout the month and is reasonably satisfactory.

(b) Baltimores.

The tempo of the training in both Squadrons is now higher than previously but there is still a lot to be desired due to indifferent organisation particularly in the No.132 Squadron where the flying hours are very uneven. Ten aircraft of this squadron with twelve crews were standing by on the 28th to go to Leverano but are not away yet due to Leverano being unserviceable. The rest of the crews of this squadron should be ready about October 7th. In the 28th Squadron, now commanded by T. Col. Ramanelli, all pilots but four are solo and the crew training is well in hand; these should complete about October 21st.

The Baltimores have done some 620 hours flying during the month with only one minor accident. One airman was, however, seriously injured and has since died from his injuries, sustained when he was caught between the bomb doors of an aircraft about to go on practical bombing.

Continued /3.....

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Equipment for Baltimores.

There have been few shortages to delay training but some operational equipment such as small bomb containers and some safety equipment, also for operations, are lacking.

(c) Spitfires.

The Spitfire training has been carried out at Leverano. The pilots found no difficulty whatever in flying this aircraft, and except for some practice in bomb dropping, the squadron is ready for operations.

(d) Future Operations School.

Some 150 personnel and equipment have arrived to form a school for the replacement of crews. So far, however, there are only eight "specialists" among the 150 men and little headway can be made. Nobody seemed to know what the unskilled men are here for.

(e) Airfield.

This has been serviceable throughout the month but requires some "gradoing" in places and I am trying to arrange this locally. Rain has stopped all flying on three days all day and on three further days for part of the day.

(f) R.A.F. detachment.

With small changes excepted this remains the same. The condition of the living site has deteriorated with the bad weather towards the end of the month, and we still have no covered mess or cookhouse.

8. ALL-WEATHER AIRFIELD FOR ITALIAN FIGHTER WING.

In spite of most urgent representations no all-weather airfield has been allotted by the Allied Air Forces to the Italian Fighter Wing. It has continually been put forward that Leverano, where the Wing is at present stationed, cannot be expected to remain serviceable after the end of September, and that it may become unserviceable for the whole winter at any time after this date. Unfortunately these prophecies would appear to have been only too well founded, since on the 30th September, when the airfield was already unserviceable through minor falls of rain which had taken place at intervals over the previous week, torrential rain fell for the whole day converting the airfield into a lake. The rain has continued almost without cessation ever since, and it is quite likely that the airfield will remain unserviceable for the rest of the winter. After the effort which has been made to raise the serviceability of the Macchis, to train the airacobras and to provide Spitfire aircraft for No.20 Squadron, this failure to provide proper airfield facilities is most disappointing and has had no inconsiderable affect on Italian morale. In order to get the 4 fighter squadrons at present at Leverano away to an all-weather airfield, it seems almost inevitable that special steps, in the nature of the laying of a runway of Sommerfeldt tracking, will have to be taken. Meanwhile the fifth fighter squadron is ready for operations, but unable to leave Vesuvius, as it has nowhere to go. All-weather airfield accommodation will also have to be provided for the two Italian Baltimore Squadrons.

9. MAINTENANCE.

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9. MAINTENANCE.

	Serviceability 3/10/44	Serviceability 3/9/44.
Macchi 202	21	18
Macchi 205	20	14
SM.82	6	7
Cant.1007	5	8
Airacobra	* 13	6
Baltimore	33	16
Cant.506B	20	9
SM.79	8	9
Spitfire V	12	-

* This is the serviceability of No.12 Squadron which is the only P.39 squadron operating.

Continued /4.....

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10. ITALIAN FIGHTER SERVICEABILITY.

As expected, the Macchi Fighter Serviceability has shown a decided increase in spite of the fact that they lost 4 aircraft and flew 481 sorties against 223 during August. The engine and propellor position for the Macchi 205 has improved and the Macchi radiator case fitted with the honeycomb from a Hurricane radiator has proved satisfactory after flight test. Arrangements have been made for Italian technical personnel to visit No.113 M.U. to examine Allied methods of radiator repair after which it is hoped to commence production at Naval Mechanics, Naples.

With good serviceability, morale of the ground crews is good and there seems to be no reason why the present level of serviceability should not be maintained. A number of good technical officers have been obtained from the Rome area for the Fighter Wing and it is hoped that they will be able to ensure better maintenance of the aircraft and keep the ground crews using the R.A.F. Maintenance Schedules and Form 700. Due to inadequate supervision it has not been possible to attain a rigid adherence to Allied maintenance methods.

11. ITALIAN BOMBER SERVICEABILITY.

Both the SM.82 and the Cant.1007 show a decrease in serviceability as compared with last month. This is partly explained by the fact that two of each type of aircraft have been badly damaged during the month, and partly by the fact that these aircraft are now getting old and the spares position is by no means good on certain items. An anticipated rise in serviceability is expected, but this can only be of a temporary nature, and the SM.82s at least cannot be expected to carry on much more than another two months.

In order to concentrate all available manpower and material on the best of the aircraft, an examination has been made of all Italian aircraft, both Fighter and Bomber and all work stopped on those aircraft that require a large amount of work and material to make them serviceable.

12. ALLIED AIRCRAFT SERVICEABILITY.

The serviceability of Baltimore aircraft and the supply of ground equipment is now good.

Considerable trouble has been experienced with the Allison engine in the P.39, mainly breakage of one of the supercharger gears and the supercharger impeller shaft. The supercharger gear is admitted to be a weakness, but the Americans are not in a position to supply a modified gear, the manufacture of which is beyond the capacity of any of the I.A.F. works. Breakage of this gear is believed to be due mainly to backfiring when starting and rough running due to faulty ignition systems. Lectures have been given to all Pilots on the necessity for sticking closely to the engine limitations and avoiding backfiring and rough running as far as possible. It is anticipated that if the pilots carry out these instructions that the number of engine failures will be considerably reduced, although an occasional failure of a supercharger gear must be anticipated.

The condition of aircraft being received is still generally not very satisfactory. This matter has been taken up with XV A.A.F.S.C. All aircraft on receipt are given a thorough inspection and before issue to a Squadron are given almost the equivalent of a major inspection. Owing to the dusty condition, Vesuvius is by no means an ideal aerodrome for aircraft storage, and it is hoped in the near future to remove all reserve aircraft to Lecce.

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No arrangements have yet been made for the top overhaul of the Allison engine, but it is hoped that during the next week a decision will be made on this point. It will probably be carried out in the Rome area.

13. SIGNALS.

The compilation of the new M.A.S. code (aircraft code) is completed and has been printed in quantity. This code book, which contains excerpts from the Allied AP.1927 and AP.3026, enabling Italian aircraft to be operated under Allied Control, will be issued for general use in the early part of next month.

The V.H.F. and H.F. ground stations at Leverano are operated by British crews with Italian personnel double banking. The civil maintenance of the

Continued /5.....

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of the Squadron operating from Leverano has remained at a high level.

At Vesuvius the maintenance of aircraft signals equipment is good, but difficulty is being experienced owing to the arrival of Baltimores each fitted to different standards of wireless equipment. This question has been taken up with H.Q. M.A.A.F. Rear.

14. MANPOWER.

Consequent upon the move of the Air Ministry to Rome it became apparent that this matter would have to be dealt with by the Rome Office, because most of the staffs concerned, Army and Navy Sub-Commission; Allied Control Commission, Allied Armies in Italy, as well as the Air Ministry were all in Rome.

At the present moment the full figure of 9,000 for employment with the Allies does not seem to be in demand and some 300 men are waiting to be posted to Allied units.

At the same time a steady influx of personnel from Liberated territory continues, together with a corresponding number of discharges necessary to maintain the total ceiling strength of 31,000.

15. RATIONING.

The question of an increased ration for operational crews is still under consideration. The new and reduced ration scale has come into effect and is causing considerable dissatisfaction. It is hoped that some decision will be reached in the near future, and H.Q. M.A.A.F. (Rear) are being pressed for this.

16. MEDICAL.

Efforts to improve sanitation in the Italian Air Force continues, and the Italian part of the Station at Lecce has recently been commended by the American Medical Officer in charge of the Station.

17. GENERAL.

On the whole affairs in the Italian Air Force remain settled and morale is high. The first Airacobra Squadron has been in action with very successful results, and whereas pilots viewed this aircraft with some suspicion, it is now quite popular, and the second squadron to be re-equipped is anxious to get into the line. The crews of the Baltimore aircraft express themselves as being very delighted with this aircraft. The morale of the Bomber Transport Squadrons remains good, but as noted elsewhere in this report, the SM.82 is on its last legs.

General Piacentini is taking considerably more interest in politics, and his activities will, if they continue to expand, have to be checked. He has made two attempts to introduce certain elements into the Air Force for political reasons. These would have had very far reaching effects both on the morale of the Air Force as a whole, and on public opinion in respect of the Air Force. Since the recent declarations by Mr. Winston Churchill and President Roosevelt, the General has shown signs of becoming over confident and is inclined to be bombastic and to want to ride roughshod over decisions on such high level as those coming from the

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to maintain the total cutting strength of 51,000.

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The dissatisfaction in respect of the re-employment of those who were in hiding in Rome has now decreased and the cream of these have now been taken into the Air Force and a number of them hold very important posts.

Defascisation is still most unsatisfactory, but this cannot be blamed on the Air Force who, at any rate outwardly, appear to be more than ready to get rid of the majority of the Fascist bigwigs. The fault seems to lie in the selection of a Judge as Chief of the Commission and other Lawyers in subordinate posts. These cannot see the wood for trees, and are inclined to quibble about legal points rather than get on with the necessary job of purifying the Service.

Continued /6.....

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The most satisfactory aspect of the month is the increase in fighter serviceability, particularly among the Macchis. This is the fruit of protracted effort by the Engineer Staff of this Sub-Commission and the Technical Staff of the Italian Air Force. There seems to be no reason why this happy state of affairs should not continue, providing that we can obtain a fair share of material with which to keep the aircraft serviceable. Oxygen and Acetylene are in particularly short supply. At present these have to be obtained through the Industry and Commerce Sub-Commission of the Allied Control Commission, and it is not easy to persuade this Sub-Commission that the supply of these is an operational necessity. An application has been made to M.A.A.F. for supplies of this type to be obtained through Service sources in the same manner that ordinary equipment is obtained, and if this is agreed a more satisfactory state of affairs will result.

W.A.B. Bowen-Buscarlet

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission,
C.M.F.
Date: 9th October, 1944.
Ref: AFSC/S.3/AIR.

Distribution:

H.Q. M.A.A.F. (Air Staff) C.M.F.	2 copies.
H.Q. M.A.A.F. Rear, B.N.A.F.	1 copy.
H.Q. M.A.T.A.F. C.M.F.	1 copy.
H.Q. Allied Control Commission, C.M.F.	1 copy.
Directorate of Overseas Operations, Air Ministry, Whitehall, London.	1 copy.
M.A.A.F. (M.A.F. Historical Section), A.H.Q. Malta.	2 copies.
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Major John V. Minkel, Information Division, H.Q. A.C.C.	1 copy.
File.	1 copy.

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APPENDIX "A".

AIRCRAFT STATE I.A.F.

SECRET.

			Strength	Serviceable	Crew.	
FIGHTER WING.						
No.12 Squadron Leverano.	P.39		21	13		
No.10 Squadron Vesuvius.	P.39		107	-	72	
No. 9 Squadron Vesuvius.			-	-		
	SAI.202		4	4		
	Ca.133		1	-		
	Ca.111		1	-		
No.155 Squadron Leverano.	Mc.205		29	21	68	
No.102 Squadron Leverano.	Mc.202		28	21	83	
	Sai.202		1	1	1	
20 Squadron Leverano.	Spitfire V.		16	12	16	
	BR.20.		1	1		
			209	73	240	
BOMBER/TRANSPORT WING.						
No.28 Squadron. Vesuvius. & 132.	Baltz.		40	31	68	
No.88 Squadron Lecce.	Cz.1007		8	6	61	
No. 1 Squadron Lecce.	SM.82		11	5	69	
2nd Gruppo. Lecce.	SM.79		6	4	64	Includes pool of crews for Operational/ Bomber Transport Squadron.
	SM.75		1	-		
	SM.81		1	-		
	G.12		2	-		
	SM.79		6	3		
	SM.84		4	3		
	Sai.202		1	-		
	Ca.309		1	-		
			31	52	262	141 - 121
SEAPLANE WING.						381
82nd Gruppo.	Taranto.	Cz.506/B	7	7	47	
83rd Gruppo.	Brindisi.	Cz.506/S	9	5	32	
		Ca.501	6	4		
				9	35	

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20 Squadron	Leverano.	Spitfire V. BR.20.	16 1	12 1	16	
			209	73	240	
BOMBER/TRANSPORT WING.						
No.28 Squadron. & 132.	Vesuvius.	Baltz.	40	31	68	
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2nd Gruppo.	Lecce.	SM.79	6	4	64	Includes pool of crews for Operational/ Bomber Transport Squadron.
		SM.75	1	-		
		SM.81	1	-		
		G.12	2	-		
		SM.79	6	3		
		SM.84	4	3		
		Sai.202	1	-		
		Cz.309	1	-		
			81	52	262	141 - 121
SEAPLANE WING.						381
82nd Gruppo.	Taranto.	Cz.506/B	7	7	47	
83rd Gruppo.	Brindisi.	Cz.506/S Cz.501	9 6	5 4	32	
84th Gruppo.	Taranto.	Cz.506/B	12	9	35	
85th Gruppo.	Taranto.	Cz.501 IS.14	6 8	4 7	21 19	
			48	36	154	88 - 66

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		Strength	Serviceable	Cre.	
FIGHTER SCHOOL AND RESERVE POOL OF FIGHTER PILOTS.					
Lecce	Mc.200	12	12	59	
	CR. 42	9	6		
	Sal.202	2	2		
	MC.205	1	1		
	Ca.161	1	1		
		25	22	59	115
					+ 56
AUTONOMOUS SQUADRON.					
Bari	SM. 79	2	2	18	
	Ca.314	6	5		
	Ca.313	1	1		
	Ca.311	1	-		
		10	8	18 / 13	
AIRCRAFT ASSISTANCE UNIT.				31	45
Castelvetrano	Ca.310	2	-	-	+ 14
FIGHTER REPAIR UNIT.					
Lecce.	Mc.205	5	-		
	Mc.202	5	-		
	Sal.202	2	-		
		12	NIL		
BOMBER AND TRANSPORT REPAIR UNIT.					
Lecce.	SM.82	14	-		
	Ca.1007	10	-		
	SM.79	20	-		
	SM.84	5	-		
	Ca. 10	1	-		
		50	NIL		
OTHER REPAIR UNITS.					
S. Vito	SM.79	6			

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	Ca.313	1	-	
	Ca.311			
		10	5	10 / 15
				51 45 + 14

AIRCRAFT ASSISTANCE UNIT.

Juvisy/Viri	Ca.310	2	-

FIGHTER GP. AIR UNIT.

Lecce.	Mc.205	5	-
	Mc.202	5	-
	Sad.202	2	-
		12	Nil

BOMBER AND TRANSPORT REPAIR UNIT.

Lecce.	Sm.82	14	-
	Cr.1007	10	-
	Sm.79	20	-
	Sm.84	5	-
	G. 18	1	-
		50	Nil

OTHER REPAIR UNITS.

S. Vito Normanno	Sm.79	5	-
Taranto	Cr.506/1	15	-
	Ca.501	8	-
	RS.14	2	-
Taranto	Mc.200	15	-
	RE.2002	14	-
	RE.2001	12	-
	G.50	2	-
	CR.42	2	-
	G.8	1	-
	RO.37	1	-
			Nil

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			Strength	Serviceable	Crew.
S.A.C.A. WORKS.					
	Brindisi.	Ca.506	1	1	
		Ca.501	1	-	
		RS. 14	2	-	
			4	1	

SARDINIA.

AUTONOMOUS SQUADRON.					
	Capoterra.	SM.79	1	1	
		JU.87.D.3.	5	4	
		CA.309	2	2	
		CA.164	6	3	
		Stor.202	3	3	
			17	13	
140TH FLIGHT OF 84 GRUPPO.					
	Elmas.	Cant.Z.506/S.	3	3	
AIRCRAFT REPAIR SHOPS.					
	Monserrato.	Fn.305	1	1	
		CR.42	2	-	
		SM.79	5	-	
		Cant.Z.1007	1	-	
		G.50	2	-	
	Elmas.	SM.66	1	-	
		S.84	1	-	
		RS.14	2	-	
		SM.79	1	-	
		Cant.Z.506/S	1	-	
			17	1	

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AUTONOMOUS SQUADRON.

Capoterra.	SM.79	1	1
	JU.87.D.3.	5	4
	CA.309	2	2
	CA.164	6	3
	Reim.202	3	3
		17	13

140TH FLIGHT OF 84 GRUPPO.

Elmas.	Cant.Z.506/S.	3	3

AIRCRAFT REPAIR SHOPS.

Monserrato.	Fr.305	1	1
	CR.42	2	-
	SM.79	5	-
	Cant.Z.1007	1	-
	G.50	2	-
Elmas.	SM.66	1	-
	S.84	1	-
	RS.14	2	-
	SM.79	1	-
	Cant.Z.506/S	1	-
		17	1

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TOTALS:	557	205	733

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