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AIR STAFF, VISIT REPORTS
OCT. 1946 - JAN. 1947

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TO
EO
IRI
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RG I

Ref. 5A, 6A, for comments on action
sheets of Air Staff Reports.

6 Dec.

Lt Port Fawcett
9 III

4087

VISIT REPORTREPORT ON VISIT TO MILAN & BERGAMO BY A/COR QUINN & LT. LAMARON THE 23RD JANUARY 1947.

4807

REPORTACTIONMILAN.

Visit was made to the Trade Works at Milan on 23rd January 47. I was met by Engineer Zappala, who looked over the Dada 708. The aircraft itself is nearly complete but no wiring, cables or tubing have yet been installed. Work on the wings and control surfaces is up to schedule, but they are not completely covered. Engineer Zappala stated that if he can get the 4 Centaurus engines the craft can be finished in four or five months.

C.T.O.

BERGAMO.

On the 24th of January a visit was made to the Italian Air base at Bergamo. At present there is only an advanced party on the field who are attempting to get the plane in order for the rest of the wing. There were a few officers of the 5th Stormo on the station. They seemed pleased with the prospect of moving the stormo to the North but had certain misgivings about leaving their aircraft behind. The idea was prevalent among them that it would be shortly receiving instructions to replace the Macchi, the cause of this unfounded rumour is not known. The main runway and taxi strip are under way and can receive aircraft any time. There are over 30 tons of hard surfaced dispersal areas which have been built by the Germans. These dispersal areas are not on Air Ministry property and the local peasants try to sneak around at night and dig them up in order to utilize the land for farming. The C.O. requested that we should publish an order directing the peasants to desist, but it was pointed out to them that this was a purely Italian matter. The facilities both for maintenance and living are not such as to allow any large scale operation of the station at the present time. There is one hangar constructed but it is open to the weather on one side and the maintenance vehicles are parked inside. There are no facilities

S.S.O.

S.S.O.

D.D.

Ing.

1807

REPORT

on the station for surviving aircraft. Several buildings have been repaired to hold the various offices of the group. At present there is one barrack for MGs and one for enlisted men that are actually livable and being occupied. Construction has been hampered by the frozen ground which makes it impossible to lay concrete. In addition there are no planes here which are obviously to house the MGs and MGs. Also there have been four temporary barracks constructed for the enlisted men but these again are not ready for occupation. They are not too well off for communication equipment. They are one of the best and a unit directed for power beacon. There are no DF facilities or WLF. There is no one in the signal section who can speak English in the event of allied aircraft wishing to land there; however some of the G.I.s of course can speak excellent English. There is no central tower but they plan to put it on the top of the tower when this is ready. Flying Control has a direct wire to the tower. There are four dispersed underground fuel tanks of 50,000 gallons each on the station and one above ground; but these have neither pumps nor pipe lines, so they are useless for the time being.

The officers and MGs on the station appeared to be competent and intelligent and all seemed to have a high level of experience. The enlisted men however lack much to be desired, if only in the way of maintenance.

APPENDIX

A short inspection was made of the site. The airfield was frozen hard and was badly rutted at one end. No damage to Courier tail planes or wheels has however been reported. The Hq/HF station was unserviceable and the receiver has been removed to trucks for repairs.

C.I.B.

W.T.

W.T.

C.I.B.

Air III

Int.

C.S.O.

- 3 -

REPORT

ACTION

The proposal for a Milan zone control was discussed with the Commanding Officer Colonel Legazaretto, the Officer i/c Safety Centre and Captain Vaudret of the I.A.M. They hope to inaugurate a simple area control system in one month's time and three officers are being trained for the purpose.

29th January 1947.



P. M. D. D. D.
AIR II AFSC.

C.S.O.

9A.

File City

VISIT REPORT

4074

REPORT OF A1E I ON VISIT TO TARANTO SEAPLANE WING, GIOIA DEL COLLE, VIGNA DI VALLE, BARI AND
BETWEEN THE 30TH DEC. AND 16TH JAN. 1947.

REPORT

On Monday the 30th Jan. I proceeded to Vigna di Valle and flew down to Taranto in a Cant 506 piloted by the Commanding Officer of the Taranto base, Col. Pezzani. I stayed the Monday and Tuesday nights in the C.O.'s residence at Taranto and left early on Wednesday for Gioia del Colle. While at Taranto I was able to put in 4 hours flying on air sea rescue training exercises.

H.S.L. Launches and Reserve Engines.

I discussed the question of spare engines for the 14 ex R.A.F. high speed launches with Col. Pezzani and the officer in charge of the launches. They suggested to me that if in fact the 50 reserve engines cannot be made available from R.A.F. sources, then Isotta Fraschini 1000 horse power engines can be made available in large quantities from MAS launches of the Italian Navy. Under the terms of the peace treaty the MAS launches and engines will have to be broken up and this seems a good opportunity of finding engines on the spot.

Col. Pezzani suggested therefore that the specialists on the spot be given permission to experiment with the installation of two of these Isotta Fraschini engines in one H.S.L. Col. Viola, who is in charge of the naval arsenal at Taranto states that the engines could be made available at very short notice and I understand that there are at the Air Force Station and at the arsenal at Taranto a large number of technical personnel who are well trained on these engines.

If the C.T.O. has not yet heard of this proposal from Col. Cigerza at the Air Ministry, will he please have a word with me about it.

There are at present forty complete and trained crews for H.S.L. waiting at Taranto; they have an extremely good officer in charge and seem to be well trained on the theoretical aspect of their job. As soon as they are able to do some training afloat it would be better.

VISIT REPORT

4074

VISIT TO TARANTO SEAPLANE WING, GIOIA DEL COLLE, VIGNA DI VALLE, BARI AND CAPODICHINO
BETWEEN THE 30TH DEC. AND 16TH JAN. 1947.

REPORT

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Engines and Reserve Engines.

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ACTION

Dir.
D.D.

the chances of getting
Dir. some serviceable
C.T.O. reserve engines and
S.E.O. the remaining six
launches seem very
poor. If the MAS
launches are suitable
for H.S. work their
retention seems the
best way out. *W.C.*

C.T.O.

-2-

4078

A 3 T

REPORTFlying Training.

Very little training has been carried out by the air crews due to shortage of aircraft and general unserviceability (see Appendix B to Air Report). I had a quick look round the SRAM workshops where some very good airframe work was being done on the hulls and wings of a number of seaplanes. In one or two cases the airframes will be almost re-built.

The only aircraft which has yet returned to the unit after modification with the Company at Sesto Calende was in the workshops; the hull and wing roots were stripped and will be completely renewed with fresh timber. In view of the fact that this aircraft was at Sesto Calende for over eight months, it is a great pity that another four months work are required on it immediately on return to base. I think the C.I.O. should insure that the Company are fully acquainted with repairs which this type of aircraft invariably require. Perhaps a representative should spend a few days at Toronto on this.

The technical wings have been instructed to concentrate their attention on the 506's and not to carry out inspections on these 501's which they presume will be scrapped under the terms of the peace treaty.

Lindane Operations.

There is no Lindane equipment at Toronto; the fittings etc. were examined in October 46 and found satisfactory and so far as I can see as soon as the equipment arrives at Toronto all that is required is the fitting of the storage, and of an electrical distributor release.

Air Sea Rescue Equipment.

The Commanding Officer and Commanders of Wings are very conscious of their present and future roles in respect of aircraft safety over and round Italy. Their training exercises in connection with this are good. The aircraft and crews are suitable for the job, but the ancillary equipment and stores are of poor quality and are not in very good condition. I tried out one or two sea markers and

-2-

4078

REPORT

ACTION

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S.E.O.

*Kindholme Gear was
taken up afresh
with ABE last month.*

ABE

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Eq.

*I should like a photo of
on this. I take it that
the equipment in question
is Italian. Have they
no more in their store?
Does British equipment
suit the type of aircraft
used.*

ABE

-3-

4077

REPORT

pyrotechnics and these were only about 50% serviceable; I also released on the land the type of dinghy which they carry on the 506.

The parachute and CO₂ bottle were released by static cord, and the cords had become damp and just broke away without releasing the bottle.

The contents of the dinghies such as food, bandages, florusine etc. were all about four years old and in poor conditions. I suggest to Air 3 to pick this up with the Air Ministry.

Air Sea Rescue Exercises.

I went as second pilot on the two air sea rescue exercises in a Cant 506 (the flight orders to crews in respect of which are at Enclosure 5 on file 92/Tng). These exercises include the homing of one aircraft on to another in the Gulf of Taranto. Instructions and directions are passed through the Aircraft Safety Center at Brindisi.

The briefing in respect of these exercises was clear and full; the flight plan between the captain and crew was not so good and small omissions were noted such as failure to synchronise watches, insufficient binoculars and no proper team work for visual searching.

The navigator was equipped with charts and the usual instruments; but in neither case did he keep a log, and so far as I was able to ascertain there are no up to date log sheets on the station. This will be taken up with the Italian Air Ministry.

The wireless operating and procedure seemed to be very good. An Italian hand held camera was carried and photographs were taken of the objects once they had been located. On return to base we dropped the emergency parachute in the Mare Piccolo, and once again, although the release from the aircraft was satisfactory, the static cord to the CO₂ bottle was unserviceable with the result that the dinghy did not inflate in the water.

-3-

4077

REPORT

ACTION

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Air III

S.S.O.
Air II
Air III

Air II
Air III

Air III

S.E.O.
C.T.O.
C.S.O.

This looks like a job for the Italian Self-Rescue Equipment Repair Section.

REPORT

Station Morale.

The morale of the station is very high. Col. Pezzani, the Commanding Officer has been there for 3 $\frac{1}{2}$ years in all, and he is a most capable and understanding officer with a keen sense of discipline and duty. The welfare facilities and amusements, such as station cinema, are extremely well run and the air men's feeding and living conditions are better than any other I have seen in the I.

Capo San Vito.

I paid a quick visit to the small aerodrome at Capo San Vito where there is one Maresciallo in charge and a few airmen who maintain the 2 runways and the dispersal point on this small grass airfield. The airstrip was in good condition and I was told that it had been only unserviceable for light aircraft on 2 occasions this winter.

Gioia del Colle.

On Wednesday I visited the Primary Pilot School at Gioia del Colle and saw the C.O., Col. Ruggiero. There was a strong wind blowing at the time and consequently no flying. He told me that such winds are very frequent in winter and they stop their flying far more than rain and muddy grounds.

There is a very long runway which the school finds most convenient, since lots (including pupils) are able to land and take off again without the necessity of taxiing back to the beginning of the runway.

They are very short of aircraft (Breda 25s and Mardis 104) due to shortage of wheels for the former and propellers for the latter. They are now working on only 7 aircraft.

Apart from the wind, the extremely cold weather and very poor heating conditions in the barracks and messes render this isolated airfield very unsuitable for pupil training.

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4076

REPORT

ACTION

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Dir.
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Air II

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C.T.O.

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-5-

4075

R E P O R T

Despite the fact that the I.A.M. have recently spent a fair amount of money here, I do not think it should be included as one of the airfields which should be operational after the terms of the peace treaty.

Here again the station Commander seems to have a keen sense of his responsibilities towards the men under his command.

B A R I

I stayed the Wednesday night at Bari and left the Tuesday morning. I called on Gen. Gaetah staff at Unita' Aerea and also the Commanding Officer at Bari airport, where everything seemed to be quite normal.

Capodichino Airfield.

On the return to Rome we called in at Capodichino. I went to the hangar where the lightnings are undergoing modification and was told that this work had just about finished, that 7 or 8 aircraft are ready to be flown to Lecce and that the rest will be treated as scrap.

C.M.M. GRECE, W/Cdr,
AIR I.

-5-

4075

T

ACTION

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AIR I.

VISIT REPORT

REPORT ON VISIT TO THE NAVIGATION
SCHOOL, P.O. BOX 100, P.O. BOX 100.

4073

REPORT

ACTION

On Monday 16th December, 1946 we visited the I.A.F. Navigation School arriving there at 12.30 and departing at 1.30. During our visit we were accompanied by the Station Commander Lt. Col. Giacomelli.

We were informed by the Station Commander that his present strength was about 60 oficers and 500 enlisted men, about half the officers being students at the Navigation School.

It seemed that the curriculum was quite complete in view of the fact that this is the first time that the Italians have trained navigators as such. All of the students are officers and enter the Navigation School directly from the military academy. Air training of students is retarded due to the lack of sufficient equipment. At present each student is averaged about 45 hrs. for the course and this is just about half of what is considered a necessary minimum. Neither the aircraft nor the aerodrome are equipped for night flying, and this coupled with the fact that the airfield is surrounded by mountains necessitates all night exercises being carried out from Ciampino. Col. Giacomelli also requested additional equipment in the form of charts, computers and straight edges. The state of morale and discipline among the students appears to be high. The air strip is serviceable although a heavy rain can make it unserviceable. It can be used again in 7 hours.

2. UNIT
P/O WSC.

P.O. WSC
1st Lt. Air Corps

W. H. H.

W. H. H.

From : Air Forces Sub-Commission, A.C.
To : Italian Ministry.
Attention : Col. Andrower.
Date : 26 November, 1946.
Ref. : AFSC/26/Air.

7A.

VISIT REPORT BY AIR STAFF.

Attached is a copy of the Visit Report to Bari and Lecce area on 21 to 24 November, made out by this officer.

2. The report is not confidential and is referred to you for your aid and information.

P.F.
PATR FAVANO 1st Lt. A.C.
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

JHM
dir

VISIT REPORT.

REPORT ON VISIT TO BARI AND LECCE BY 1ST LT. FAVANO. (A-3)

21-24 November 1946

REPORT.

LECCE.

4th STORMO Lightning Wing. There are 16 P.38 A/C completely armed and ready to start firing as soon as ammunition is obtained. The IAM has found an additional 30 "fighter noses" for the P.38 photo type A/C. One photo type A/C is being transformed in the SRAM. By removing the "Photo nose" and replacing the battery there is little trouble in attaching the gun mounts for four 50 Cal. machine guns and one 20 mm. Cannon. The 50 Cal. guns are being replaced from the obsolete P.39 A/C but there are no immediate replacements for the 20 mm cannon and charging unit. There are only minor changes in the electrical system to complete the A/C. The photo equipments is being replaced from the P.39 A/C but there are no stores of film. A request should be made for 25 gyro-sights for these A/C, K-14 types. The technical office IAM should be advised to draw out plans for a P.38 modified training A/C pick-a-back type, making room for an instructor directly behind the pilot by displacing the radio equipments and removing the pilot armor plating. It was suggested that the P.38 at Naples being modified to seat a pupil in the nose of the A/C should further be modified to allow a trap door or release of a section so that the pupil can bail out quickly in case of emergency. The moral of this wing is very good. Each pilot is averaging about 6 hours per month flying time.

5th STORMO Macchi Wing. There are no immediate problems of this wing except that their moral would improve if they will change over to a more modern type A/C in the near future. If the spares for the Spitfire A/C are obtained it is suggested that a few of the Spit A/C in Stores at Brindisi be transferred into this wing so that training can commence on a new type A/C.

51st STORMO Spitfire Wing. With the news that spares are on the way for the Spits the pilots took a new outlook on life. They all anxious to start flying again after averaging 1 hrs 30 min. flying time per month. With the type situation at present the wing has about 100 landings to go. If firing is to begin, they will need all

FFM
6/12

ACTION.

Surplus arms agreement from with
this 3 1/2 weeks ahead with 5000 or 1
and a P.38 which however is not
very much to indicate anything.
However, until Mustang position is
settled go slow on P.38 modifications.
Disables
Arrangements are being made
made for 3.11 or some other
aircraft from my out-
standing two aircraft which
are beyond scope of the
local S.R.A.M. 17/12
They could use the
Spitfire V-10 conversion
and when taken over the reserve
Spitfire IX when return can
be made.
(and Ben P. 10/12/46)
Question is settled 17/12 4/12

R

- 2 -

REPORT.

ACTION.

*Avi: Do understand by this
that they are available -
so, please - from 3.E.O. 1/18*

*P.S.S. - Surely they could
& should begin - please encourage
- S.E.O. - when are they?*

the Armament and maintenance tools, gun oils, gyro-sights, bomb racks and rocket installations.

Fighter Group Training. The training of the Group has been limited to over land navigation exercises, small formation flying and solo work. Since there is no oxygen in the group there has been no altitude flying. There is a definite need for oxygen and portable oxygen carriers with adapters for P-38 and Spit A/C and a supply of personal oxygen masks with helmets. There are no "Mae West" life vests or seat type dinghy for over water flight and an insufficient amount of parachutes. Formation flying on small scale has always been excellent. There has been no large formation training for lack of gasoline or one thing or another. There is no practice interception or Sector Ops room on the base. Training for Tac R Squadron and practice army co-op have not started. With the arrival of ammunition, firing training of pilots will commence. R/T Training for radio discipline is average. Link Trainers for instrument flying have not yet arrived at the station. Two Link Trainers are being assembled in Rome IAM for shipment to Lecce. Two Link Trainer officers have already been instructed and are awaiting the arrival of the apparatus for the school and Fighter Group. Flying control and aerodrome discipline has improved but there is still a small amount of low flying being done. There have been no accidents recently and because of the condition of the A/C there are no steps necessary for accident prevention. Since none of the A/C are equipped to actual operational standards, guns, cameras, etc, and training in modern fighter tactics is nil. There is very little material for ground training of pilots. Sports and English classes are proceeding quite well. A second and third course of English classes have started. There are many pilots that have a small knowledge of English but the progress is encouraging. Squadron discipline and military discipline has always been very good and it keeps the morale of the personnel average. Each of the wings expect to move out of Lecce and are hoping for this to happen soon. If the 5th and 51st wings move North, the 51st or P 38 wing would also like to get out of Lecce letting the 3 training schools occupy the airfield and

- 3 -

REPORT.ACTION.

And move the

AND MOVING THE Frasinone school to Brindisi, this would put the schools in one area and facilitate administration by the O.C. of the school and O.C. of Unita, Bari Command. The 51st wing have expressed desire to move to Bari airfield or if possible into the Foggia Area. Amendola has not yet been mentioned to them.

FLYING TRAINING SCHOOL. There is an immediate need for training aircraft of all types, the O.C. of the school discussed the need for L.7, L.5 aircraft and if possible Oxford and Harvards for the third period school. For advanced Fighter school there are two Macchi 200's serviceable. All of the P 39 are unserviceable and have been grounded because of corrosion of the fabric in the tail section. New fabric is being installed and training on this type A/C will start in the near future.

CONFERENCE WITH GENERAL GAETA. The O.C. of 4 Z.A.T. again expressed desire to return to Lecce and Frosinone to Brindisi. When the two fighter wings move into the North, a firing range can be prepared outside of Venice. He has also requested at least 20 L.5 A/C for the school. Gen. Gaeta will proceed to Lecce to prepare the Air Show for the A.O.C. Italy.

AIR FIRING RANGE - PUNTA DELLA COUNTESSA, BRINDISI. An inspector of the range only showed the form of a ship to be used for bombing practice - there are no butts for targets, no tower for control or no other equipment to start firing. O.C. Lecce, OC. 4th Z.A.T. and O.C. Bari A.F.S.C. were informed and G/C Ollason will visit the area and equip the area as soon as range orders are received.

BARI.

AMERICAN AMMUNITION STORES - BARI AREA. Lt. Olsen has informed that there is enough ammunition of each type to equip the I.A.F. for training and operational requirements needed. I.A.F. AUTO REPAIR DEPOT. - MUNGIVACCA. There is a need for spare parts of all the machinery used for making tools and parts used for repairs of cars and trucks of the I.A.F. The progress of repair is very slow having some obsolete buses in there for periods up to a year. They have been requested to make cranes for the I.A.F.

After 18/2/42.

C.T.O. (i) to visit School? Requirements

(ii) Should not call the P39's L.

Revised to group, as I.A.F. being

permitted to retain instruments, guns,

gun mounts & magazines. T. 9

Director

No there is instructions

which state that the P39's

should be broken down,

apart from a number which

where destroyed by St. Francis's

gang about a year ago.

Sp. 1/12

S.F.O. - P. let me know when this

is delivered.

C.T.O. Commented.

Twentyfour is a question

on money, certain spares

are in short supply & have

to be brought direct from the States

- 4 -

REPORT

BARI DETACHMENT A.F.S.C. With the closing of N.A.A.F.I. in Bari, transportation will have to be sent to Naples periodically for food stores. The O.C. has requested a F/Lt. Eq. Officer from Brindise to be attached to A.F.S.C. to assist in administration duties of the detachment. As soon as flying exercises commence it is requested to return Armament Sgt. Foley to Bari Detachment.

ACTION

Letter written to A.F.S.C. re flying exercises.
 1/15 children to be picked up.
 1/15 children, very

Pattavano

PATT. FAVANO, 1ST. LT.

AIR III.

AIR FORCES SUB C CONFIRMATION.

*HWB. A good report & useful visit -
 thank you. 1/15/31.*

4068

VISIT REPORT PART II.

REPORT ON VISIT TO CATANIA AND AUGUSTA
BY F/LT. REID & LT. COLE.

A C T I O N

R E P O R T

CATANIA.

Buildings. After the main question had been settled there was little time to go over other points on Catania Airfield. However it was noted that the work of handing over buildings to the I.A.F. as and when they become available is progressing favourably although a full policy is received from A.H.Q. Malta the R.A.F. reserve the right of reoccupation. It is ^{understood} ~~believed~~, however, that this policy will soon be forthcoming.

Aircraft Safety Centre. The work on preparing buildings for the new Aircraft Safety Centre is also going according to plan and the Centre will be in operation by the end of the month. (1/12/44)

M.T. The R.A.F. have handed over to ARAR approximately forty vehicles of all sizes and shapes. These are in a guarded compound on the airfield. In many the I.A.F. can have no interest but there are one Crash Tender, two Coles Cranes, two Ambulances and two or three signals Vans minus equipment which could be bought to replace R.A.F. equipment now held on loan. We left Catania at 1730 hours and proceeded to Augusta.

AUGUSTA.

A Conference was held with Mr. Lloyd Evans, B.O.A.C.'s manager, his signals Officer, and the deputy commander of the Italian Seaplane Base (attending in the absence of Capt. Campione, the C.O.).

The following points were raised.

OK

FIN II

S.E.O. - ϕ am in ϕ am
M.T.S.S. getting for the 1st Bap.
this is now a matter for
action between I.A.M. & R.A.F.
under their mutual agreement
I August 1946. I will raise
this out to I.A.M. B.O.C. 14/1/46
Agree B.O.C.

(57)

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REPORT	ACTION
<u>Requisitioning Authority.</u> This authority was given to Mr. Lloyd Evans to safeguard supplies of water and light which, it was thought, would be endangered by the hostility of local authorities. Also he was empowered to derequisition the last of the buildings held by the R.A.F. and not covered by B.O.A.C. lease. These were used to house the crews of a commitment of R.A.F. Sunderlands which have passed through Augusta lately but the last will be derequisitioned within ten days. A change for the better in Italian Naval Commanders has meant that the threat of the water and electricity being cut off has been averted and in addition a newly fitted B.O.A.C. standby plant is ensuring constant power for the lease. The requisitioning authority held by Mr. Lloyd Evans will therefore not be required after one week's time. <u>Met. Officer.</u> The Italian Met. Officer at present in Augusta is giving highly satisfactory service to both British and Italians. B.O.A.C. wholly sympathize with his difficulties in accommodation and a verbal agreement exists that as soon as they become derequisitioned (i.e. within a week) one of the naval married officers' quarters will be made available to this officer. This arrangement which suits all parties only requires confirmation from Italian Air Ministry. <u>Italian Seaplane Base.</u> We were very pleased to see the good spirit of cooperation which exists between the I.A.F. seaplane detachment and B.O.A.C. It was arranged for interchange of facilities (MF/DF Radio Beacons on request, Fire Tenders, Beaching Facilities etc.). <u>Obstruction Lights.</u> B.O.A.C. will furnish material and I.A.F. will install red obstruction lights on all high buildings in the circuit area. These lights normally will be supplied from the civilian mains but standby power will be made available from I.A.F. and B.O.A.C. resources.	<i>MR. L. Evans</i> <i>MR. L. Evans</i> <i>MR. L. Evans</i> <i>MR. L. Evans</i>

REPORT	ACTION
<u>Flying Control.</u> This will be done by B.O.A.C. who have a qualified interpreter on continuous duty in the tower for R.I. with the Cants. <u>Mooring Buoys.</u> Two emergency buoys will be maintained at the I.A.F. end of the lake for use in rough weather. The I.A.F. have further voluntarily offered the use of their officers' Mess for feeding purposes (could meal supplied by BOAC) should an aircraft have to be moored on these emergency moorings. In many ways (transport, briefing facilities etc) B.O.A.C. are reciprocating this aid, and the whole set up is very satisfactory. <u>Pay for Civilians.</u> B.O.A.C. wish to pay their civilian employees more wages but so far they have been sticking strictly to the rates laid down by military authorities. No Bonuses for Heads of Family, Marriage and children are paid and the corporation are losing good men because the Italian Navy are paying higher rates. Mr. Llyod Evans would appreciate the guidance of this Sub-Commission on the subject. <u>Seaplane Base.</u> Unfortunately, it was too late in the day to visit the base but the deputy commander assured us that the work of rebuilding ^{was going} apace. Three aircraft will arrive before the end of this month and the base will then be fully operational. Before leaving Augusta at 0600 hours we watched two schedule flights arrive (a standard sunderland VI and the Golden Hind) with full passenger complement. Mr. Llyod Evans extended a cordial invitation to officers of the Sub-Commission to visit B.O.A.C. at Augusta. We can thoroughly recommend their hospitality.  P. COLE Lt. Air IV Air Forces Sub-Commission.	17/12/11 No objection have informed by the paymaster & the tiffi Evans. CAS 1 - ACCOUNTS SECT - action pld. & advised 18/12/11 C.T.O. — OK. by me & to be encouraged. 18/12/11 Air 2. Good work. Suggest a remark at two in this Report (including a good word for Base). 18/12/11

For Flight Lt. REID.

A.C. WHEELER BULLETIN.

On Thursday 24th October Wing Commander C.M.M. Grace A.F.C. and Lt. P. Pavane represented the Director of the Air Forces Sub-Commission at a demonstration of the use of fighters and fighter bombers in support of ground forces at Udine.

2. The Demonstration was organized by Air Headquarters Italy and was designed to show the extent to which air forces can be used in support of the army, and the speed and means by which aircraft can be brought to bear on to a target. All together sixty allied fighter aircraft were employed and weapons used included bombs, rockets, cannon and fire bombs.
3. A large number of British and American Army officers were present at the demonstration. The A.F.S.C. officers took with them a number of officers of the Italian Air Force together with a representative of the M.M.I.A. and the Commandant of the Italian Army School of Cooperation. The A.O.C. R.A.F. Italy stated that it was hoped to stage similar demonstrations from time to time and that the A.F.S.C. should invite the commanding officers of the Italian Fighter Wings.

29/10/46.

C.M.M. GRACE M/Cdr.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

(File on the visit of air staff)

4064

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FROM : AIR FORCES SUB-COMMISSION.
TO : ITA of AIR MINISTRY
(attn: on Ten Col Androvos)
DATE : 23 OCTOBER 1946
REF. : AFSC/26/Air.

Ext: 546

3A

VISIT REPORTS - SOUTHERN AREA & NAPLES AREA.

Enclosed are two reports rendered by air I of this Sub-Commission as a result of visits paid to I.A.F. units in the Lecce and Naples Areas.

2. These reports are standard and do not contain confidential matter and are rendered on the completion of every visit.

3. It is possible that these reports may be of some value to the Liaison Section of the Air Ministry.

Ch. H. V.
for C.M.-H. GREGG R/Cdr.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

JA
31/10
PF
1/11

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REPORT	ACTION
AUGUST 1944	
The following morning I visited the Autographe for the repair of British A.T. on charge to the I.A.F. in the Huplas area. There is a large number in charge and about ten men, three of whom are fitters. So far as I can see there is only one work ^{workshop} at the place and at the time there was no A.T. under repair and no work going on. I understood that there are still approximately 15 British made vehicles in the area. I strongly recommend that the Autographe can be closed down and the work carried out by the A.T. workshop at Haida.	Dir S.S.C.
<u>IAAF. GARDEN ACADEMY.</u>	
We then proceeded to Haida where we met General Cupini and Lt. Col. Salvatori, the commandant and the deputy. We made an inspection of the premises and noted that they are not all together suitable as a Cadet Academy since they are too small, very damp in winter, rather dark and there is no football field and no other facilities for sports.	Dir S.S.C.
The General informed me that they hoped to return to Caserta as soon as it would be made available by the Allies. There is a building adjacent to the academy which is at present being prepared for class room for two courses of non regular officers and N.C.O. pilots. These courses will last one year at the end of one year's course these personnel will be granted permanent commissions.	
We obtained a copy of the syllabus and went through this in some detail comparing it with the post war system of the British Cadet Colleges. From the first impression of the syllabus in use I considered that too much attention is being given to technical matters and insufficient to such subjects as leadership, welfare, civil affairs and modern history. I consider that a comparative study should be made of the syllabus of Cranwell and the I.A.F. Academy, with a view to making up to date improvements to the latter. I suggested this to General Cupini and he was in agreement.	Dir S.S.C.

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C.T.O.

There is some equipment like the language lab, which I think they should have a lab on some engine and also for investigation purposes, physics and chemistry laboratory, and up to date publications.

Dir

S.S.O.

The outside are right for English language but I was informed that the teacher, an Italian civilian, is very poor. I think that steps should be taken to obtain either a British or else a French English speaking language instructor.

RECEIVED

C.T.O.

M.T.S.O.

Re met Lt. Col. Santos who is in charge of the airfield and inspected the station.

There was very little there except for a very large R.F. per day and three of the R.F.s already handed over to the I.A.F. which are waiting to be serviced to Tarento. Two of them launched in surveillance for other ships. When all three are serviceable they are going on survey to Tarento. Capt. Thompson is in charge of the carrier over at Tarento from 11/10. Of them at Tarento.

He returned to the British Association where we were invited to lunch by Col. Poston.

RECEIVED

S.E.O.

C.T.O.

In the afternoon we went out by launch to Tarento where we met 11/10. 31. When we inspected the launch which have not yet been handed over to the I.A.F. Three of these launches are serviceable and ready for tests, but 11/10. 31. which received instructions from C/O says that the boat - over which he was posted. The five surveillance boats are serviced a double engine diesel and the results needed a fairly comprehensive inspection. It was informed that he was able to turn them out at the speed of 2 per month. Most of his men are due on release and it is difficult to say how he will be able to complete this unit.

I consider that if these books were all delivered on the 14th, right away they could start to read and in 5 years or more of

in return to include no interviewed Capt. Thompson and told him that the three beds at Hilda's should be turned to Thompson as soon as possible. It was necessary to provide rooming facilities in Italy as soon as possible.

1. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

We returned to home by road on Saturday the 16th October and due to our late start did not get away until the 17th October.

The morning of the meeting on the 17th was very cold and foggy so we had to wait until the afternoon to go to the hall where the meeting was held.

C. M. M. GROSS,
ATTY.

22nd October 1946. 4057

VISIT REPORT.

REPORT ON VISIT BY WING COMMANDER GREEN TO BARI, BRINDISI, GIGIA DEL COLLE, TARANTO, AND LECCE
 AIRCRAFTS FROM TUESDAY 24TH TO FRIDAY 27TH SEPT. 1945.

REPORT	ACTION
Between Tuesday the 24th September and Friday the 27th September, I visited the fighter wings and training schools in the South area. This was my first visit to the stations and the purpose of the visit was to meet the station and unit commanders and to make a general inspection of the flying units.	
<u>BARI.</u> I arrived at Bari aerodrome on the 24th September and met the Commanding Officer Wing Commander Blake, and ascertained from him that Capt. Lattazio was an Italian Army Officer who was acting as Liaison officer to the station; there was also an I.A.F. Capt. Salsino who was in command of 148 Avieri Guards.	C.F.C.
In the afternoon I called upon G/Capt. Ollason in his office and planned with him my tour of the I.A.F. stations. We then discussed various points which had been raised by A.F.S.C. officers in Rome. They were:-	D.D.
(i) <u>Caserta Presidio.</u> We visited this building and met Lt. Freidenberg of 3372 S.P.D.C., U.S.A.A.C. The Lt. stated that U.S. enlisted men were occupying over $\frac{1}{4}$ of the building and all the ground floor was being used by him as a garage. The remainder of the building accommodated I.A.F. personnel. He considers that the U.S. will continue to use this building for an indefinite period and no more accommodation will be made available to the I.A.F. Lt. Freidenberg's unit comes under the control of 6699 General Depot which is at Foggia and under the Command of Col. Dillingham.	C.F.C.
(ii) <u>Sgt. Armer.</u> G/Capt. Ollason does not at present require a Sgt. Armer. When he does he will notify us.	C.F.C.
(iii) <u>Refrigerator Motor.</u> This was sent to a repair shop in Bari by a P/Lt. Lawrence who has since left the service and G/Capt. Ollason is unable to trace its whereabouts.	C.F.C.

ACTION	REPORT
<u>DR. J. G. P.</u>	<u>BRINDISI.</u> On the morning of the 25th I flew down to Brindisi aerodrome where I met Lt. Cols. Travelini and Morelli. The Secondary School is now functioning there and the pupils have been under instruction for two weeks. I looked around the hangars and instructional offices and all seems to be going well. The first C-42 to be converted to dual had been damaged in an accident but they had converted another aircraft. <u>Move of Frosinone.</u> There are approximately 270 men on the station and in my opinion the school at Frosinone or the Primary School at Gioia could easily be accommodated there. <u>Aerodrome State.</u> Of the three runways two are still in excellent condition, the third is in a poor state of repair and is unfit for use. <u>Equipment.</u> F/Lt. Lewis, the R.A.F. equipment officer, was not on the station, but I left the S.E.O.'s instructions in his office and his clerk assured me that he would report on his progress. He showed me a large number of packing cases which contained equipment to be sent to the R.A.F. squadrons in the North. <u>Punta Della Contessa.</u> I enquired as to the progress of the range and was told that this was ready for use. So far as I have been able to ascertain, no local range orders exist. I flew over the range after leaving the station and saw that some bombing signals were on the ground there. <u>Airfield State.</u> The condition of the airfield was bad. There is a concrete runway which is very long and narrow and which is breaking up and will not last the winter.
<u>ORG.</u>	
<u>AIR. II.</u>	
<u>S.E.O.</u>	
<u>AIR. I.</u> <u>F.F.O.</u>	<u>GIOIA DEL COLLE.</u> I flew from Brindisi to Gioia where I met C/Capt. Ollason, who had come by car and Majors Puggero and Pelagi, the C.O.'s of the Primary School.
<u>AIR. I.</u>	Cont'd Over/.....

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REPORT	ACTION
<u>Airfield State (Cont'd).</u> Alongside there is a second runway which is very bumpy and full of ruts. Neither of these are used by the school, who use an area of the airfield which is marked out with flags and is 300 yards long. This one is extremely bumpy and is likely to become water-logged in winter. <u>Airfield Buildings.</u> Their work is proceeding very quickly of converting some of the old buildings to comfortable barracks with running water and ablutions. <u>Messes.</u> The Officers' Mess is now completed and is very good. The whole of the interior decoration has been done by the officers themselves and some given at their own expense. The S.N.C.O.'s Mess is in course of construction. <u>Hangers.</u> Three hangers are divided between the school, the S.I.A.M. and the autonomous communication aircraft. There is heaps of space for all local needs. <u>Aircraft.</u> I saw four Cantzetta aircraft in one hanger which all seemed to be in a poor state of repair. I enquired whether these were being worked upon and was told that two are under repair and the other two are being used for acrops. I suggest the C.T.O. investigates this work. <u>B.R.25.</u> There are three B.R.25 aircraft serviceable on the airfield and three in the factory at Milan. There are 6 Cant.164 in very good condition. The tone of the aerodrome was excellent and the officers and airman seemed very content. <u>T A R A N T O .</u> I went on that afternoon to Taranto where I met W/Cdr. Clift on the San. Vito aerodrome; there is one runway here in fairly good condition and which is nearly always into wind. There is one Messerschallie stationed on the airfield who looks after visiting aircraft. I went out to the seaplane base with W/Cdr. Clift and went round	<u>AIR.I.</u> <u>F.C.O.</u> <u>C.S.</u> <u>DIRECTOR.</u> <u>D.D.</u> <u>C.T.O.</u> <u>DIRECTOR.</u> <u>D.D.</u> <u>AIR.I.</u> <u>OFC.</u>
	/the station.....

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REPORT

ACTION

the station with him and the Consulting Officer, Col. Remani.

Operations.

I saw the operations room and briefing and discussed with the C.O. the question of briefing passengers for over water travel. He agreed to see that detailed instructions are given to passengers in every case.

Aircraft.

We were shown round a Cant 506 which had just returned from the Marchetti firm at Sesto Calende. This aircraft was fitted up with internal seats for twelve passengers of four stretcher cases with adaptable seats and beds. The adjustable seating had been designed by Col. Remani. The aircraft has a large luggage compartment in the nose and a lavatory and first aid compartment in the rear. All bombing and gun positions have been removed. The aircraft is fitted with constant speed propellers and a German remote compass. Col. Remani agreed to forward photographs of the interior of this aircraft to C.F.S.O. It is expected that two further aircraft similarly modified will arrive during October.

We then showed us a 501 converted to carry 6 passengers. One of these will be available for inspection at Vigna di Valle this week.

We then made a tour of the hangars and saw six 506 aircraft on major inspections. The Engineering Officer stated that with the renewal of so much of the woodwork in the hull these inspections took about 5 months. It is intended that all aircraft coming off such major inspections will be sent to Sesto Calende for modification.

LECCO.

The following morning I flew down to Lecco where I met the Base Commander and the Commanding Officers of the 4th, 5th and 51st Stormos and the C.O. of the Pilot School. I found the squadrons and the runway in excellent good condition and the existing S.A.T.A. and Flying Control function very well.

4th Stormo.

I visited Majors Veronesi and Palmara of the 4th Stormo who told me that their pilots were progressing favourably with training on the P.30, that they liked the aircraft and that they had not had any accidents recently. The average flying per pilot per month was 6 hours. The squadron had no ammunition and no cameras for advanced training, but this did not matter at the moment as they are still engaged

A.P.I.

DIRECTOR.
D.D.
C.F.O.

C.F.O.

DIRECTOR.
D.D.
I.I.DIRECTOR.
D.D.
S.S.O.

P.T.O.

REPORT	ACTION
old local flying and navigation exercises. <u>5th Stormo.</u> Lt. Col. Geretto, C.O. of the 5th Stormo showed us round his aircraft and offices. His Macchis were in reasonably good condition for their age. He and his squadron are waiting (a) for Spitfires and (b) to move to Orto (Nergano). I gained the impression that it would be a great benefit to the squadron's morale if one of these two events could take place as soon as possible. I suggest that if the Spitfires are not available by the 1st November when Nergano airfield will be ready to receive them, the Stormo moves up there with the Macchis and then converts to Spitfires later on. <u>51st Stormo.</u> I met the C.O. of the 51st Stormo, Lt. Col. Becaria, and also a Major Spagnolini. I found this squadron in a rather depressed state and gathered from the Commanding Officer that unless the pilots, who have been grounded for the past two months, got in some flying hours in the near future it would be difficult for him to maintain their morale. Shortly the position is that the pilots, most of whom have done approximately 1200 hrs. flying, have all converted to Spitfires and flown approximately 15 hrs. on the type. The Stormo is now without tyres or inner tubes and as a result the aircraft are grounded. I saw the squadron's Engineering Officer who enquired if it would be possible to obtain particulars of the drop-in light series of bobracks. He also enquired if it would be possible to obtain a series of bobracks. He had been up to Treviso but they have only 500 pound racks. He also asked for some technical instructions concerning bomb racks and the Spitfire IX generally. The Commanding Officer asked if it would be possible to obtain 20 helmets complete with oxygen masks and radio fittings. He also said that the squadron needs ten English parachutes. <u>S.F.A.M.</u> I paid a very quick visit to the S.F.A.M. and so far as I can see Form 700 is being properly used. There was one SM.75 and one SM.82 in a hanger under repair. This work will take a very large number of man hours. <u>D/F. Station.</u> I went out to the D/F. Station which is situated at the end of the main runway and was informed by the operator on duty that considerable interference was	Director. D.D. S.S.C. S.E.C. S.E.C. C.T.O. C.S.O.

...../caused.....

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REPORT	ACTION
caused to the north east of the aerodrome by the presence of an American aircraft cemetery about 200 yards away. Will Signals and Organisation please take steps with the I.A.M. to rectify this?	C.S.O. OFC.
<u>Training School.</u> I looked round the training school and afterwards had lunch in the school mess with Col. Travelini. Apart from the accident to the first CR.42 the school is functioning satisfactorily and the syllabus and general standards of training are fair.	F.T.O.
<u>RECRUIT TRAINING.</u> On Friday morning 27th September I visited with Col. Rodlan of the M.M.I.A. the Italian Army Recruit Training Depot near Bari and saw 350 I.A.F. conscripts in the first week of their 3 months general services training, which, by agreement between the I.A.M. and the War Ministry, the Italian Army has undertaken. I was very impressed with the training that these men were getting and recommend that A.F.S.C. officers and also officers of the I.A.M. should visit this and similar Recruit Training Centres from time to time.	S.S.O. D.D. OFC.
I returned to Rome by Air via Naples on Friday the 27th September.	
<i>Chisholm</i> C.M.M. GIBBS, A.I.F.I.	

4th October, 1946.

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