

ACC

10000/135/72

FIGHTER WIN  
MAR. 1945 -

10000/135/72

FIGHTER WING, GEN. CORRESPONDENCE  
MAR. 1945 - DEC. 1946

A.D.D. (HIN D.D.) 2. <sup>5</sup> ~~re (HIN D.D.)~~

1. Please see Enclosure 38 A.D.C.A.S.'s proposals seem fair enough to me. I cannot find out however who is supposed to do what next to get bill of the P38s. The I.A.N. seem to be waiting on us. Do you know the score?

2. With reference to giving the Spits to the School.

It is certainly overdue as there Mach 200s are really not fit to be flown. It's a pity the Spitfires are also pretty clapped.

3. The I.A.F. are somewhat pessimistic about the P38s because they say that in a years time they're likely to be in the same position over again with regard to spares as they are now with the P38s. Will it be possible for them to buy stocks of spares? I can appreciate their point of view that cannibalization of certain aircraft set aside is really not an adequate solution to the problem of minor spares.

11 Jan, 46.

WNBadie WCOB

4377

SSO.

SSO WNBadie WCOB

1. Capt Rodgers has gone to Memphis today & will enquire on P38s. I suspect

2. With reference to giving the Spits to the Soviet Union is certainly overdue as there Mach 200's are really not fit to be flown. It's a pity the Spitfires are also pretty clapped.
3. The IAF are somewhat pessimistic about the P38's because they say that in a years time they're likely to be in the same position over again with regard to spares as they are now with the P39's. Will it be possible for them to buy stocks of spares? I can appreciate their point of view that cannibalization of certain aircraft set aside is really not an adequate solution to the problem of minor spares.

11 Jan, 46.

WNB:die wlcob

4377

SSO.

SSO WNB:die wlcob

6

1. Capt Rodgers has gone to Naples today & will enquire on P38's. I am pretty sure the transfer of a/c is awaiting ~~the~~ action by the Italian Purchasing Committee or agency. Will pick up the loose threads in the next day or so. When I left Rome on 2 Jan a/c were being declared to OSC for disposal. Price list has been received from Washington. I doubt if any help can be given as US P38 personnel have long since departed. 14 Jan

R 245

M1

TO AOC.

through AIR II for comments

- ① Considering its flying limitation, the syllabus cover most aspects of fighter training.
- ② A Link Trainer with its most different to station, as far as it shows there is only one in study at Canberra and the spare and maintenance will provide complication.
- ③ First flying started the inclusion in the maximum of 6 hours. It would be difficult to check otherwise.
- ④ There was the study of new aerial weapons and new systems of propulsion.

W. J. J. J. J. J.  
16/1/45

M2

Ref Paragraph 2 of M1 - It may be very difficult to obtain a Link Trainer and spare parts, but I know that every bomb group (very) in Italy had at least one trainer, none had two. There was 21 heavy bomb groups in Italy.

16/1/45

M3

AIR II

would you make enquiries re Link Trainer in Italy now, to work it out if necessary. The AOC is still 16A.

- 6 hours. 24 wanted her diffused to check otherwise.
- ④ She reviewed the study of new aerial weapons and new systems of propulsion.

re. Jaramanga  
16/1/45

M2

Ref Paragraph 2 of M1 - It may be very difficult to attend a high training and spare parts, but I know that every good pump (wing) in Italy had at least one train, some had two. There were 21 heavy bomb groups in Italy.

from 16/1/45

M3

AIR II

would you make enquiries in high T. room in Italy now, to work up if necessary. It seems serious 16A.

definitely not 8/3/7

re Jaramanga  
2.7.45

M4

APC 10/2/40. 14/2/40.

I learned at Naples on 1/10 that the P.38 which we left at Brindisi and prepared for shipment but on being held by the Service Command and the final decision is made. (Presumably to diversify and reach the aircraft in question with Italian Air Force Personnel. I am told that it will require some 500 man and some few planes. There are about 100 planes (P.38 & F.50) and will be quite a job. I will take the matter up with AF and see if that can be arranged to do the required work. I believe they can. (P.38)

SE 01/2/40  
10/2/40  
10/2/40

St. PAVANO.

M.8.

On your visit to Lecce will you please look into the following points:-

|             |             |
|-------------|-------------|
| 4th Stormo  | Lightnings. |
| 5th Stormo  | Macchis.    |
| 51st Stormo | Spitfires.  |

- (1) Serviceability of aircraft.
- (2) No of flying hours per pilot per month.
- (3) Type of exercises.
- (4) R/T Training of Pilots.
- (5) Firing Training of Pilots.
- (6) Link Trainees.
- (7) What is the set up of the Sector ops room, if any? If so how is it manned?
- (8) Condition of flying control and aerodrome discipline?
- (9) Accidents how many recently?
- (10) Accident prevention steps?
- (11) High altitude flying and use of oxygen.
- (12) Whether Tac B Squadron has any Tac B training and also whether there is any cooperation with Italian Army in area?
- (13) Amount and nature of cover the sea and above cloud flying by fighter pilots?
- (14) Formation flying?
- (15) Knowledge of and training in modern fighter tactics?
- (16) Percentage of Spits and Lightnings which are equipped up to operational standards with guns and cameras etc.
- (17) Practice Interceptions?
- (18) Ground training of pilots?
- (19) Morale.
- (20) Squadron Discipline.
- (21) Standard of spoken English and number of aircrew who speak English.

also verify the above point of view of the Italy.

19th Nov 1946.

C.M.S. GRECI  
Wing Commander  
Air I.

4376

pkm  
20/11

File on 20/11/46

- MINUTE 5 -

D.D.  
22  
DIRECTORWhy? didn't they tell us.  
Suggest you write Coln Brown to  
call on us. 18/3/7.

I spoke with W/C Fisher giving my approval to 58A. However, W/C Fisher stated we are laboring under the wrong impression in assuming that I am a member of M.A.A.C. inasmuch as Colonel Brown is the Senior American Air Force Officer in this theater and is approached on all policy matters referred to M.A.A.C. Colonel Brown is assigned to ATOUSA as Air Advisor to the American Theater Commander and is automatically the American Representative of the M.A.A.C. in view of his seniority.

Frank E. Marek,  
FRANK E. MAREK,  
Lt. Col., Air Force,  
Deputy Director.

22 July 1946.

M6

AIR III

Enclosure 57A-58A-61A-62A should be on File 39/5/AIR (Purchase of Aircraft by Italian Government) When they are handed over to the I.A.F. they will most likely be used for training and further correspondence will be on File 83/1/Ting (Flying Training Correspondence). Suggest you extract these enclosures.

John J. [Signature]

M7

SSO

Ref M6

Enclosure 57A-61A-62A have been removed from this file and placed in file 39/4/AIR (Purchase of A/C by civilian and Italian govt). New file numbers in 39/4/AIR are 34-A-35A-36A.  
Date 24/10

- Min 11 -

S.S.O.

Although I have no knowledge of the plans in moving the Fighter Units, it is my belief that we should make every effort to comply with the suggestions outlined in letter 53A.

Frank E. Frank  
Lieutenant Colonel,  
Air I.

Orig IRef 53A.

Desirability refers to any previous correspondence as in it for our information in case we contemplate moving fighter units. Please enquire.

S.S.O. - 24/6

1943.

1946.

For future reference and information enquire  
particulars of 22/6

M4.DIRECTOR.

Reference note on enclosure 54A It is confirmed that the L.A.M. do not intend to purchase L.M.5 aircraft. For any of the services mentioned above pointed out to Mr. GARDNER, if this is the case 14 & 15 aircraft are purchased, they have to bear in mind their present aircraft strength which is very light, & that in the near future they may have to destroy aircraft that have been lately

is for our information in case we contemplate  
moving flight units. Please enquire.

S.S.O. - 24/6

17/6.

For future reference and information only. 24/6

DIRECTOR.

17/6.

Reference note on enclosure 54A is confirmed

that the L.A.M. do not intend to purchase

2 M 5 aircraft. For any of the services mentioned  
are pointed out to for transport of the 37?  
14 & 15 aircraft are purchased they have to bear  
in mind their present aircraft strength which  
is very high, & that in the near future they may  
have to destroy aircraft that have been lately  
purchased.

18-10-46.

W. Thompson by Car.  
CFO

7.

L.O.C.

During my recent visit to Ince Gilson told me that he had information that there were very considerable numbers of British Spitfires waiting disposed at Brindley, and he suggested that from most points of view (and in particular that of spare parts), it would be much better if the Fighters could be re-equipped with these than with Lightnings.

2. During a conversation with the Fighter Wing Engineer Officer (at Ince), he volunteered the information that both pilots and technicians would rather have forty Spitfires than hundred P.38s.

3. Suggest we should investigate possibility of getting some of these Spitfires for the I.A.W.

W.N. B. Dée 4/10/46.

W.N. B. Dée, W/O, I.A.W.,  
L.O.C.

14th January, 1946.

8.

D.D. 1/11/46  
A.D.D. 21/11/46, Please on 21/11 - no action at present but with  
C.T.O. 12/11 bearing in mind when C.C.S. apply to I.A.W. for them

pushing is recd

P.H.D.

18/1

9

A.D.D. 21/11  
Is any action on 38<sup>A</sup>, particularly paras, required - if so 20/11/46  
perhaps you would initiate.

21/1

P.H.D.

A.C.C.

Don't let me state in that I am not a  
statesman for I am a very surprised property. The Air  
Minister's Policy Section was not up to the mark.

W.N. B. Lee 4/10/68  
 W.N. B. Lee, W/Com,  
 S.T.O.

14th January, 1946.

S.

D.D. 21/1, Please on 12/17 - no action at present but worth  
 A.D.D. 21/1, bearing in mind when C.C.3's apply to I.A.F. policies  
 C.T.O. 21/1, fishing is not

PRD.

18/1

9

A.D.D. 21/1, Is any action on 38<sup>A</sup>, particularly para 5, Referred - if so  
 perhaps you would initiate.

21/1

PRD.

PEC

Just let me state air that I am not a  
 spokesman for American supplies properly. The Air  
 Ministry Policy Section was not so tentative  
 about equipment for the IAF in the near  
 future. If the IAF does not take the P.C.3's  
 soon after for most officers in machine I feel more  
 the short at Maples will take steps to  
 dispose of them in some other fashion, probably  
 reduction to scrap.

I have an appointment with Wilson on  
 22/1, and will enquire about para 5 of 38<sup>A</sup>

21/1

Robert H. Brown  
 A.D.D.

FROM :-- AIR FORCES SUB COMMISSION, A.C. ROME.  
TO :-- ITALIAN AIR FORCES, STATO MAGGIORE.  
DATE :--9th DECEMBER, 1946.  
REF. :--AFSC/28/AIR.

ITALIAN OFFICERS SERVING WITH THE  
BALKAN AIR FORCE

Reference is made to your letter 105482/SP 497/3553 Coll dated 20th October, 1946.

2. Your enquiry has been passed to the Air Ministry in London, and a reply will be forwarded to you as soon as it is received.

A.G. SALMER, S/LDR.  
AIR VICE MARSHAL  
DIRECTOR  
AIR FORCES SUB COMMISSION.

4369

65A

From :- Mediterranean Allied Air Committee Secretariat,  
RAF Liaison Section with S.A.C. M.E.D.,  
A.F.H.Q., Caserta, C.M.F.

To :- Air Forces Sub-Commission, Allied Commission, Rome.

Date :- 4th December, 1946.

Ref :- MAAC/4018/AFALS.

ITALIAN OFFICERS SERVING WITH THE  
BALKAN AIR FORCE

64A

Reference is made to your letter reference AFSC/28/AIR dated 28th October, 1946.

2. Your enquiry was passed to Historical Records Section, Malta, who state that they do not hold the relevant files.

3. They further state that they have approached Air Ministry in this matter.

4. Their reply will be forwarded to you as soon as it is received.



( for *Wahmsh* 4367  
S.J.B. HAMILTON  
Wing Commander  
Secretary to The  
MEDITERRANEAN ALLIED AIR COMMITTEE

*orig I*

*Please inform I.A.M. and  
BF this file to yourself 15/1/47.*

*7/12.*

64A

From : Air Forces Sub-Commission, A.C. ROME.  
To : Mediterranean Allied Air Committee Secretariat,  
Air Headquarters, (Rear) Caserta - ITALY.  
Date : 28th October, 1946.  
Ref. : AMSC/28/AIR.

ITALIAN OFFICERS SERVING WITH THE  
BALKAN AIR FORCE

The following request has been received from the Italian Air Ministry and is forwarded to you for action.

2. "Will you please inform us if Lt. MICCHIOTTINI Ugo of the 4th Fighter Wing carried out any operational flights in the Balkan Air Force between 8th September 1943 - 8th May 1945".

*Arthur* 4366  
A. G. SALTER, S/Lt.,  
FOR AIR VICE MARSHAL,  
DIRECTOR,  
A.F.S.C.

Copy to: A.HQ ITALY,  
C.F.F.

63A  
(t)

From : "SEATO MAGGIORE" I.A.F.  
1st Section

To : A.F.S.C. A.C. ROME

Date : 20/10/46

Ref. : 105482/sp. 19F/3553 Coll.

Subject: REQUESTS FOR CERTIFICATES

*Please will you inform us if*

~~Kindly forward us Certificate stating that:-~~

Pilot: Lt. PICCHIOTTINI Ugo

of the 4th Fighter Wing, had carried out belligerent action  
with his own wing in the Balcan Air Force from the 8th September,  
1943 to the 8th May 1945.

CHIEF OF THE 1st SECTION  
( Lt. Col. A.A.r.n. Pil. M. CORSINI)

Translated by Sgt. A.G. WIRTH

4364

*Orig I*

*Do you keep these records?  
and issue certificates?*

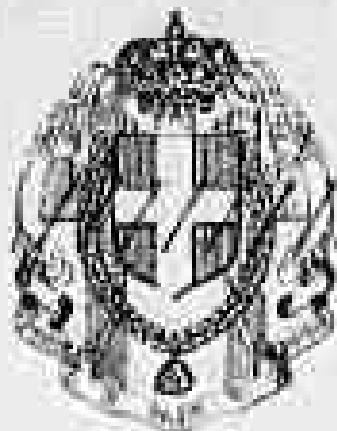
NOTE

*The translation is not quite  
accurate. I have  
made an amendment. Ulf.*

*Ulf* 29/10



Al/v



*Stato Maggiore R. Aeronautica Militare*  
1° Reparto

Roma, 3 ottobre 1945

63A  
Mod 122\*

ALLIED AIR FORCES SUR COMMISSION  
Allied Commission

= R O M A =

Prot. N.° 105482 / sp. 19F. 3553 coll.

Proposta al f. N.° del

OGGETTO: Richiesta di dichiarazione.

Si prega voler cortesemente rimettere una dichiarazione dalla quale risulti che il

Tenente Pilota PICONIOTTINI Ugo

del IV° Stormo Saccia, ha partecipato alle azioni di guerra con il proprio Stormo nel BAICAN AIR FORCE dall'8 settembre 1943 all'8 maggio 1945.-

4362

IL CAPO DEL 1° REPARTO

(Ten. Col. A. A. R. A. Fil. - Macorsini)

*Macorsini*

0210

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

785017

29 ERCT V LAEE NR 21077 P P  
LVR

AIR 60A  
H/5468

FROM MED. AIRBORNE AIR COMMITTEE SECRETARIAT  
TO AFSC/ALCON HOME  
INFO AME ITALY (ADVANCED)  
BT

58A.

2646

UNCLASSIFIED (.) J.262 AUGUST 7 (.)

YOUR AFSC/28/AIR DATED 16TH JULY (.) APPROVAL GIVEN FOR PURCHASE  
OF AIRCRAFT AS REQUESTED (.) REQUEST YOU USE YOUR DISCRETION AS TO  
NUMBERS INVOLVED (.)

BT 3713450

SENT NR 25 RTH AR TNE KK

gkm  
10/8



m.c. 41/8

RD  
PB 10  
13004361

28/10/54

59A

LOOSE PAPER.

TO: DIRECTOR.

CHIEFS OF POLICE - GOVERNMENT OF CACIA.

OK.

Let happy on  
but what can we  
do about it?

General Gaits asked me if I had any objection to Colonel Zappetta being promoted as Tour Expired and his place being taken by a full Colonel - possibly Francis, Remondino or Ramelli.

2. At present Ramelli is Lt/Col, but he is the obvious choice. They want a Colonel because all the Stormo's are, or will be commanded by Lt/Col. I agree with this.

3. I will tell General Gaits to go ahead with his proposals, which should eventually come to the Sub-Commission for vetting.

OK.

J.B. 12/7

S.I.O.

S.S.O.

D.D.

15/7

J.B. 22/7

W. Quason  
W. QUASON, C/Col.

12th July, 1954.

4369

FROM: AIR FORCE SUB-COMMISSION,  
ALLIED COMMISSION, Rome.

TO: MEDITERANEA ALLIED AIR COMMITTEE SECRETARIAT,  
C/O AIR HEADQUARTERS, R.A.F. ITALY, C.M.F.

DATE: 16TH JUNE, 1946.

REF: AFSC/25/AM.

PURCHASE OF L.4 AND L.5 AIRCRAFT.

Please see the attached letter from the Italian Air Ministry asking for authority for the purchase of the above mentioned types of American carrier aircraft. I see no objection to purchase being made, but I have already warned the Italian Air Ministry verbally, and propose to confirm in writing, that if the purchase is made it may be necessary at some future date to reduce the production of existing Italian aircraft, otherwise the aircraft strength of the Italian Air Force may become unreasonably high.

2. It has also been suggested to the Italian Air Ministry that the L.5 aircraft is a more suitable aircraft than the L.4 for AOP purposes; tests have confirmed that this is so.

3. Nevertheless the Italian Air Ministry wishes to take advantage of the cheap price of the above-mentioned aircraft, and at least it will give them some less power engines which no doubt they may like to fit into their own aircraft at some future date, and on this score alone, purchase seems worth while.

4. The views of Colonel Marek, the American Member of M.A.A. are not known as he is away for a week, but the matter will be referred to him upon his return. meantime it is requested that you will consider this problem pending confirmation or otherwise as to whether Colonel Marek would agree to the purchase being approved.

B.F. D/D. 22/7 - action on para 4 pt.

C.T.O. 19.7.46

S.S.O. - msg. 18/7

S.I.O. - msg. 20/7.

S.F.O. - msg. 18/7.

I.E. DROME,  
AIR VICE-MARSHAL,  
DIRECTOR,  
AIR FORCE SUB-COMMISSION.

56A

AIR FORCES SUB-COMMISSION, A.S. ROME

17 1020 June, 1946

M.A.A.C. SECRETARIAT, ANDI - CNP

AIR FORCES SUB-COMMISSION, LECCE

UNCLASSIFIED

CBOR 656 TO REFERENCE MY TELEPHONE CONVERSATION S/C FISHER TO PERMISSION  
REQUESTED TO MOVE FIVE ONE STENO FROM LECCE TO BRINDISI TO ONE EIGHT SPITFIRES  
APPROXIMATELY ONE FIVE ZERO PERSONNEL TO TOOLS AND FACILITIES AVAILABLE  
BRINDISI TO PERCENTAGE PERSONNEL ALREADY BORING BRINDISI TO ITALIAN AIR  
MINISTRY AGREE

4356

APSC/128/100

ROUTINE

ORGANIZATION

A.C. SAITER, S/LR

J. E. BOSIER, F/LT.

55 A

FROM :- AIR FORCES SUB COMMISSION, LECCE DETACHMENT.  
TO :- AIR FORCES SUB COMMISSION ALLIED COMMISSION, ROME.  
DATE :- 12th. JUNE 1946.  
REF :- A533/L/22/AIR.

OCCUPATION OF BRINDISI AIRFIELD.

The derequisitioning and handing over of buildings and various installations at Brindisi airfield is going ahead very quickly and is in fact ahead of schedule. As each building is ready an inventory is made and an inspection carried out by the derequisitioning officer in company with Col. Sacchi. The latter then signs the taking over procedure and the building becomes an Italian responsibility and must be guarded by them. It seems doubtful however whether Col. Sacchi has adequate man power to put an efficient guard on all the property due to the dispersal of buildings and the open nature of the surrounding country and it is felt that theft on a large scale is bound to continue as it has in the past.

2 To secure better control of property it seems the best method would be occupation by more troops preferably by some unit or units dealing with Spitfires. Thus all activity concerning Spitfires would be centred on Brindisi where the aircraft already are and where a good maintenance organisation, hangar accommodation, and a considerable amount of spares are available. This would also save a dispersal of effort on the part of the Spitfire units at present at Lecce who have to provide working parties to prepare the aircraft for flight. Further it would enable a reasonable Flying Control organisation to be set up, thus keeping the airfield in working condition and available for aircraft in transit. In the past it has been used frequently by Allied aircraft in difficulties on the Greece route.

3 In the event of units moving from Lecce much badly needed accommodation would be made available, particularly for the Refresher School which has never had adequate accommodation and has always been overcrowded. This lack of accommodation may easily lead to unpleasant epidemics during the hot weather. Also if extra accommodation were available here all school personnel could live on the camp instead of in Lecce town. This would greatly facilitate the running of a programme during the hot weather as the school is to start flying from 04.30 to 06.00 and 16.00 to 20.00 hrs. tomorrow 13/6/46. This for the school would also mean considerable economy in the use of transport, a very important point in view of the appalling condition of transport generally and the shortage of fuel.

4 In view of the foregoing it is requested that consideration be given to the immediate transfer to Brindisi of the 51st. Stormo, a unit to be completely equipped with Spitfire Lark 9's. It is understood that the Italians intend to make a similar request.

*W.C. Ollason*  
W.C. OLLASON & C.  
OFFICER COMMANDING  
A.F.S.C. LECCE DET.

*I have sent M.C. permission to start flying tomorrow 13/6/46. Keep up the good work.*

13/6/46

them. It seems doubtful however whether Col. Sacchi has adequate man power to put an efficient guard on all the property due to the dispersal of buildings and the open nature of the surrounding country and it is felt that theft on a large scale is bound to continue as it has in the past.

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*W.C. Ollason*  
W.C. OLLASON, P.C.  
OFFICER COMMANDING  
A.F.S.C. LECCE DET.

*I have sent a note to the personnel for the 51st Stormo. I have also sent a note to the personnel for the 51st Stormo. I have also sent a note to the personnel for the 51st Stormo.*



STATO MAGGIORE R. AERONAUTICA  
III REPARTO - SERVIZI  
Sezione Tecnica

Roma, 11 *19* giugno 1946. =

Protocollo

SERV. *370630 ST3/39*

ALL'A.C. AFSC -  
(tramite Ufficio Collegamento)

S E D E

*2250 Coll.*

OGGETTO: Spitfire Mod. IX per la R.A.

Vi comunichiamo che i velivoli Spitfire IX da voi offer-  
tici per i Reparti della R.A., sono considerati con molto interes-  
se dai nostri organi competenti, e vi confermiamo che gli accordi  
da voi propostici sull'argomento sono di pieno gradimento del no-  
stro Ministero. =

*20/6.*  
*N. 415 ab*  
*28 / ai*  
CAPO DI STATO MAGGIORE  
S.A. Mario AIMONE-CAT)

From: Stato Maggiore, R. Aeronautica  
3rd Reparto Servizi.

To: Air Forces Sub Commission, A. C., Rome

date: 10th June, 1946

Ref : 370630/ST3/39/2250 Coll.

*Sh.* SPITFIRE IX AIRCRAFT FOR I.A.F. *4621/25/6*

We inform you that your offer for Spitfire IX aircraft to be  
given to Italian Air Force Units is considered with great interest by  
our competent organisation, and the agreements suggested on this subject  
are very much appreciated by our Ministry.

CHIEF OF STAFF  
GEN. M. AIMONE-CAT.

(Sgd)

*see 47A*

*24/6*

53 A  
(T)

From : I.A.N. Stato Maggiore.

To : A.F.S.G., A.C., Rome.

Date : 5th June, 1946.

Ref : 102612/013/C/2131Coll.

MOVEMENT - FIGHTER UNITS.

Further to our projects concerning the eventual movement of Fighter Units, this Stato Maggiore would like to point out that the present organization of these Units does not permit the autonomous operative existence of units smaller than a Wing.

2. In fact the Wing is comprised of, besides two or three operational groups, the technical and Administrative services.

3. Such a unit permits mobility and ensures the employment of the units in every place where there are depots of special aeronautical material (M.U.).

4. We therefore hope that the movement orders will consider this necessity, so that movements of groups detached from the Wing services may be avoided.

The Chief of Staff.

4350

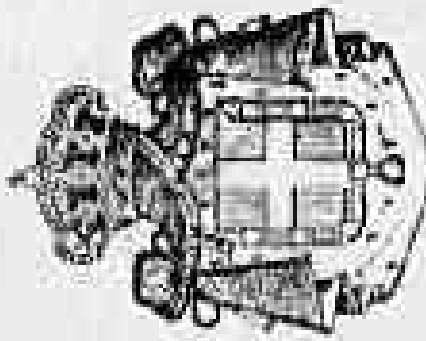
p. 16. m.  
10/6

translated by J. Devacqua.

10/24/6.



V/B



## STATO MAGGIORE R. A.

1° REPARTO

1ª Sez. Operaz. e Admestr.

Prot. N.

102612/06 13/c Allegati 2131 Co. 21

Risposta al Foglio del

Div.

Sez.

N.

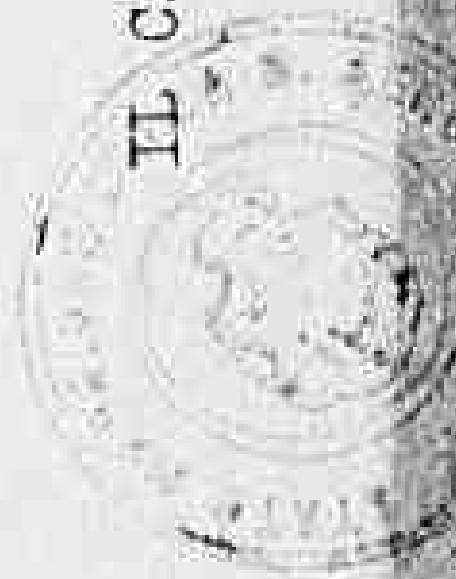
OGGETTO Movimento Reparti da Caccia.-

A seguito di quanto prospettato circa l'esecuzione di eventuali movimenti di Reparti da Caccia questo Stato Maggiore terrebbe a precisare che l'organizzazione attuale di tali Reparti non consente la vita operativa autonoma di unità inferiori allo Stormo.-

Infatti è lo Stormo che comprende nel suo organico, oltre due o tre gruppi d'impiego, i servizi tecnici ed i servizi logistici.-

Tale unità consente qualsiasi movimento, ed assicura l'impiego del Reparto su qualsiasi sede provvisoria di magazzini di materiale aeronautico e ordinario (M.U.).-

Si confida pertanto che gli ordini di movimento tengano conto di tale necessità in modo da evitare, nei limiti del possibile, movimenti di gruppi staccati dall'organizzazione dei servizi di Stormo.-



IL CAPO DI STATO MAGGIORE

5 GIU. 1946

Roma.

19

L'AIR FORCES SUB COMMISSION  
ALLIED COMMISSION

= ROMA =

Prot. N.

102612/06 13/06/1931 10.00

All. Gen.

Div.

Sez.

N.

OGGETTO Movimento Reparti da Caccia.-

A seguito di quanto prospettato circa l'esecuzione di eventuali movimenti di Reparti da Caccia questo Stato Maggiore terrebbe a precisare che l'organizzazione attuale di tali Reparti non consente la vita operativa autonoma di unità inferiori allo Stormo.-

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Tale unità consente qualsiasi movimento, ed assicura l'impiego del Reparto su qualsiasi sede provvisoria, di magazzini di materiale speciale aeronautico e ordinario (M.U.).-

Si confida pertanto che gli ordini di movimento tengano conto di tale necessità in modo da evitare, nei limiti del possibile, movimenti di gruppi staccati dall'organizzazione dei servizi di Stormo.-

IL CAPO DI STATO MAGGIORE



LRM V LATE WK 5  
 FROM WICHITA 881336Z  
 TO HAFOS  
 BT ALCOH RONE



AIR 1.  
52A

51A  
 3-17648  
 UNCLASSIFIED PD  
 INFO TO ONE FOUR ONE NINE ~~WICHITA~~ AAF BASE UNIT CNA  
 CLAMPING AIRFIELD CNA HOME PD PARA REFERENCE CABLE AIR FORCE SUB  
 BASH COMMISSION ALCOH CNA HOME CNA ALEE  
 SET THREE THREE BASH SIX JUNE ONE NINE FOUR SIX PD  
 PARA AUTHORITY GRANTED TO TRANSFER ONE  
 PAREN ONE PAREN JACK CHARLIE BASH FOUR SEVEN BAKER AIRCRAFT CNA SERIAL  
 NUMBER FOUR FOUR BASH SEVEN SIX SIX FOUR THREE AND ONE PAREN ONE  
 PAREN JACK CHARLIE BASH FOUR SEVEN AIRCRAFT CNA 3/ SERIAL  
 NUMBER FOUR ONE BASH SEVEN SEVEN FOUR SIX CNA TO THE  
 ONE FOUR ONE NINE AAF BASE UNIT CNA CLAMPING AIRFIELD CNA HOME  
 BT 881236Z  
 ZEN 1537 ZF 21 KMM  
 RD 18 5 1537 KMM

16M  
 4347.46

N39/8

51A

AIR FORCES SUB-COMMISSION, ALCOM, ROME

1015 6TH JUNE 1946

HEADQUARTERS MEDITERRANEAN THEATRE OF OPERATION UNITED STATES

LT. COL. QUINN, AIR ADVISOR TO G-4, MTOUSA

UNCLASSIFIED

ABLE SIX THREE THREE PD REFER TO OUR SIGNAL ABLE FIVE NINE ONE  
DATED ONE SEVEN MAY PD REQUEST TWO CHARLIE DASH FOUR SEVEN  
AIRCRAFT BE TRANSFERRED TO ONE ONE FOUR NINE ARMY AIR FORCE BASE  
UNIT CMA CIAMPINO AIRFIELD ROME PD THE ABOVE NAMED UNIT CONCURS  
IN THE TRANSFER OF THE AIRCRAFT

4346

REF : AFSC/28/AIR

ROUTINE

AIR STAFF, A.T.S.C. A.C. ROME  
LT. COL. FRANK R. WARREN

T/LT. F.R. HOSTER

50A

AIR FORCES SUB-COMMISSION, A.C. ROME

0930 17 MAY 1946

MEDITERRANEAN THEATRE OPERATION UNITED STATES AMERICA

(ATTN - LT. COL. QUINN)

UNCLASSIFIED

ABLE FIVE NINE ONE PD YOUR SIGNAL 043157 ACKNOWLEDGED PD ONE ONE  
FOUR NINE ARMY AIR FORCE BASE UNIT CONTACTED AND HAVE AGREED IN  
PRINCIPLE ON TRANSFER OF CHARLES DASH FOUR SEVEN AIRCRAFT PD UPON  
RECEIPT OF OUR WRITTEN PROPOSAL CMA ONE ONE FOUR NINE ARMY AIR  
FORCE BASE UNIT WILL QUERY THEIR IMMEDIATE WING HEADQUARTERS FOR  
APPROVAL BEFORE FINAL VERDICT IS GIVEN PD ANY FURTHER INFORMATION  
EVOLVING FROM THE ABOVE PROJECT WILL BE IMMEDIATELY RELAYED TO YOUR  
HEADQUARTERS PD BAKER DASH TWO FIVE AIRCRAFT WILL BE RETURNED UPON  
RECEIPT OF INSTRUCTIONS FROM HQPD

REF : AFSC/28/AIR

ROUTINE

AIR STAFF LT. COL. FRANK E. MAREK

F/LT J.E. HOSLER

3122 49A

INFO V LAMEE NR 37 DVE1

FROM WTCUSS 141140Z

TO AIR FORCES SUB COMMISSION MOWE

INFO MAFGB

BT



043157 UNCLASSIFIED RE SUBJECT US MARGED AIRCRAFT ON DOG SUGAR YOUR COMIN  
 RE PARA MAFGB HAS CLOSING OUT DATE OF ONE JULY ONE NINE FOUR SIX AND IT'S  
 IMPERATIVE THAT THEIR ASSIGNED AIRCRAFT BE TRANSFERRED IMMEDIATELY RE  
 PARA SUGGEST YOU CONTACT ONE FOUR ONE NINE ARMY AIR FORCE BASE UNIT

AND ARRANGE FOR THEM TO ACCEPT TRANSFER OF THE CHARLIE FOUR SEVEN ON DIS  
 SUGAR YOUR COMMISSION RE OTHER MARGED AIRCRAFT DOG SUGAR TO YOU TO BE  
 RETURNED TO MAFGB FOR DISPOSAL RE PARA YOUR COMMENT AND EARLY REPLY  
 REQUESTED

BT 141140Z

2/5/77  
17.54342  
1750

FROM: AIR FORCES SUB-COMMISSION,  
ALLIED COMMISSION, ROME.

TO: ITALIAN AIR MINISTRY.

DATE: 4TH APRIL, 1946.

REF: AFSC/28/AIR.

FIGHTER TRAINING.

It is desired to confirm the permissive authority given verbally at the conference held at the Air Ministry on the 1st April removing the restrictions imposed on the flying of fighter pilots (as stated in my letter AFSC/28/AIR dated 5th May, 1945), also for training in air firing and bombing, which may be begun by fighter pilots as soon as you wish. It is requested that this Headquarters may be informed of any material assistance, such as small arms ammunition and bombs which it may be found practical for the *Relations* to supply you.

2. One of the implications arising from this decision is the provision of target towing aircraft; it is believed that this subject is already under consideration at your Ministry, but here again it is requested that you will inform this Headquarters whether you will be able to find the necessary aircraft and towing equipment from Italian sources, or whether you wish assistance from the Allies. In this connection it should be noted that there may be some difficulty in providing towing aircraft from Allied sources, and in any event this will probably take an appreciable time to arrange; there may, however, be available sufficient target towing equipment sent from Allied sources.

*I. S. Brooke*

I. S. BROOKE,  
AIR VICE-MARSHAL,  
DIRECTOR,  
AIR FORCES SUB-COMMISSION.

Copy: MAPS SUBSTANTIUM (3 copies).

D. J. WATSON 6/4  
S. S. WATSON 6/4  
A. J. D. 6/4  
C. T. O. 6/4  
S. E. O. 6/4  
S. L. O. 6/4

FROM: AIR FORCES SUB-COMMISSION,  
ALLIED COMMISSION, ROME.

TO: ITALIAN AIR MINISTRY.

DATE: 4TH APRIL, 1946.

REF: AFSC/23/AIR.

FIGHTER TRAINING.

It is decided to confirm the permissive authority given verbally at the conference held at the Air Ministry on the 1st April removing the restrictions imposed on the flying of fighter pilots (as stated in my letter AFSC/23/AIR dated 5th May, 1945), also for training in air firing and bombing, which may be begun by fighter pilots as soon as you wish. It is requested that this Headquarters may be informed of any material assistance, such as small arms ammunition and bombs which it may be found practical for the *allies* to supply you.

2. One of the applications arising from this decision is the provision of target towing aircraft. It is believed that this subject is already under consideration at your Ministry, but here again it is requested that you will inform this Headquarters whether you will be able to find the necessary aircraft and towing equipment from Italian sources, or whether you wish assistance from the Allies. In this connection it should be noted that there may be some difficulty in providing towing aircraft from Allied sources, and in any event this will probably take an appreciable time to arrange; there may, however, be available sufficient target towing equipment from Allied sources.

*L. E. Brodie.*

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

Copy: ITALIAN AIR MINISTRY (3 copies).

D. J. M. 45/4  
S. S. O. W. N. B. 6/4  
A. J. D. R. W. 8/4  
C. T. O. 8/4  
S. E. O. 8/4  
S. L. O. 8/4

47A

FROM: AIR FORCE SUB-COMMISSION,  
ARMED COMMISSION, ROSE.

TO: ITALIAN AIR MINISTRY.

DATE: 2ND APRIL, 1946.

REF: AMO/70/41.

FIGHTER TYPE AIRCRAFT.

With reference to the memorandum attached to my letter AMO/557/5/ of the 25th March, paragraphs 10, 15, 16 and 17, it is requested that I may be informed whether you wish to obtain further fighter aircraft from the Allies (in addition to P.308 and P.398) in order to replace those, or all of the obsolescent types with which your fighter squadrons are now equipped.

2. It is possible that Spitfire IAs may be made available from British sources, together with spare parts, but nothing is at present known as to their cost to you, if any.

3. As regards the re-equipping of the Squadron which would become the Tactical Reconnaissance Squadron if you so desire, an early decision is requested because a number of specially fitted P.308 Spitfire IAs, together with photographic equipment may become available almost immediately, and would be supplied to you, subject to concurrence from higher authorities.

*L. P. Brodie*

L. P. BRODIE,  
AIR VICE-MARSHAL,  
DIRECTOR, 4338  
AIR FORCE SUB-COMMISSION.

M.I.A.C. SECRETARIAT (3 copies).

FILE COPY

*W. J. 3/4*  
C.T.O. *W. J. 3/4*  
S.E.O. *W. J. 3/4*  
S.V.O. *W. J. 3/4*

*W. J. 3/4*

*Su 54A*

0 2 3 1

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

BEST COPY POSSIBLE



RAAC MESSAGE FORM *146*

|                                                                                                              |   |          |          |        |                                     |
|--------------------------------------------------------------------------------------------------------------|---|----------|----------|--------|-------------------------------------|
| CALL                                                                                                         | C | UNIT No. | PRIORITY | TRANSM | ON INSTRUCTIONS                     |
|                                                                                                              | N |          |          |        |                                     |
| SPACES WITHIN RED LINES FOR SIGNALS USE ONLY                                                                 |   |          |          |        |                                     |
| FROM (A) ROME AREA FROM OFLC                                                                                 |   |          |          |        | DATE-TIME OF ORIGIN<br>1 March 1946 |
| TO (FOR ACTION) AGWAR FOR OFLC                                                                               |   |          |          |        | MESSAGE INSTRUCTIONS GR             |
| TO (FOR INFORMATION) ALLIED COMMISSION AIR FORCE SUBCOMMISSION<br>ROME, MILITARY AIR ATTACHE, USIMBASSY ROME |   |          |          |        | (by hand)                           |
| REF. No) MTOLC-564                                                                                           |   |          |          |        | CLASSIFICATION                      |

UNCLASD PD SUBJECT IS SALE OF ONE ZERO ONE EACH P DASH THREE EIGHT TYPE AIRCRAFT TO ITALIAN GOVERNMENT PD TO MCCABE FOR VOGELBACK PD AIRCRAFT IN OPEN STORAGE AND DETERIORATING RAPIDLY PD CONTRACT SIGNED BY ITALIAN GOVERNMENT TWENTY SECOND JANUARY BUT NO ACTION TAKEN THIS HEADQUARTERS PENDING AGREEMENT ON GENERAL TERMS OF CONTRACTS WITH ITALIAN GOVERNMENT PD REQUEST COORDINATION THIS MATTER WITH CAULKINS IN WASHINGTON AND AUTHORITY TO RELEASE AIRCRAFT BE FORWARDED IN ACCORDANCE WITH UNDERSTANDING BETWEEN LEE OF ALLIED COMMISSION AND VOGELBACK AND NELSON OF OFLC END

LOCAL DISTRIBUTION

PRECEDENCE: PRIORITY  
 ORIGINATING SECTION: OFLC-DISPOSAL  
 A. G. AUTHENTICATION:

ORIGINATOR'S AUTHENTICATION  
*Melvin C. Smith*  
 MELVIN C. SMITH, Col. A.C.



TIME CLEARED  
 March 21 1945

From : Air Forces Sub Commission  
ARMED COMMISSION, ROME.

To : Stato Maggiore  
ITALIAN AIR FORCE, ROME.

Date : 2/3/46

Ref. : AFSC/28/AIR

45A

G.50 AIRCRAFT No MM 6052

43A

Reference is made to your letter SERV/370185/ST.3/18/88 Coll., dated 28th. ult. on the above subject, and in view of the shortage of training aircraft at Lecce permission is herewith given to carry out the necessary work to make this aircraft serviceable.

So as not to affect the number of in use aircraft, it is suggested that you should put another obsolete aircraft in the "compound" when the G.50 is ready for service, and inform this unit which aircraft has been selected to enable us to keep our records up to date.

*J.W. Turner*  
J.W. TURNER F/Lt.  
Air Vice Marshal  
Director  
AIR FORCES SUB COMMISSION

4334

H4A.

FROM : Air Forces Sub-Commission,  
Allied Commission.  
TO : Italian Air Ministry.  
DATE : 1 March 1946  
REF. : AFSC/28/AIR.

P.39 AIRCRAFT

42A.

1. Reference is made to your letter dated 13 January 1946, 2/5007/COST/162/Cell.
2. This office has taken action to procure the P.39's in question. So far, no definite arrangements have been concluded. We will advise you when these arrangements are completed.

W.A.  
WILLIAM L. LEE  
Brigadier General, U.S.A.  
Deputy Director

4332

FROM : I.A.F. STATO MAGGIORE ROME  
TO : A.F.S.C.  
DATE : 28TH FEB. 1946  
REF. : SERV/370185/ST.3/18/88 COLL

43H  
(t)

G.50 AIRCRAFT - No MM 6052

Amongst I.A.F. aircraft in "compound" there is a G.50 aircraft which is in a general good condition and suitable to be transformed into a two-seater dual-control a/c.

2. The Pilot School at Lecce is in urgent need of dual control aircraft and we therefore request you authorize us to proceed with the necessary work which could be carried out by the School itself.

3. We await your kind reply on the matter.



D'ORDINE DEL  
CAPO DI STATO MAGGIORE  
(GEN. A. CAT.)

4330

Just in  
2/3

43 H

CAPO DI STATO MAGGIORE R. AERONAUTICA  
III REPARTO - SERVIZI

Sezione Tecnica

\*\*\*\*\*

Roma, 11 <sup>28</sup> Febbraio 1946.=

AAL\* A. C. - A. F. S. C. ROMA

Protocollo

(tramite Ufficio Collegamento - Sede -)

SERV/370185/ST.3/18.=

OGGETTO: Velivolo G. 50 MM. 6052.=

\*\*\*\*\*

- 1.- Fra i vari velivoli della R.Aeronautica in "compound" esi-  
ste quello segnato in oggetto le cui condizioni generali sono  
soddisfacenti e tali da consigliarne la trasformazione in bi-  
posto doppio comando.-
- 2.- Poichè la Scuola di Pilotaggio di Lecce avrebbe urgente  
necessità di velivoli doppio comando, si richiede con la pre-  
sente l'autorizzazione a procedere al lavoro di trasformatio-  
ne, che potrebbe essere compiuto presso la suddetta Scuola  
stessa.-
- 3.- Si rimane in attesa di comunicazioni in proposito.=

4328

d'ordine



DEL CAPO DI STATO MAGGIORE

Gen. di S.A. - Mario AIMONE-CAT

*Remondini*

From : Air Forces Sub Commission, Rome.  
To : A.F.S.C., Rome.  
Date : 13th January, 1946.  
Ref : 2/5007/COST/162/Col1.

P.39 AIRCRAFT

The P.A. Mought to return to your A.F.S.C. at Casodichino the surplus P.39 aircraft to the 49 authorized by A.F.S.C.

However as is known, these aircraft have very useful spare parts for the maintenance of those authorized and this Ministry will have to arrange for the re-acquisition from the A.R.A.R. after the said unit has purchased them as scrap from the Allied Administration.

This would entail unnecessary transport of the said material from Lecce to Casodichino for delivery to the Allied authorities and return to Lecce after the purchase by the A.R.A.R.

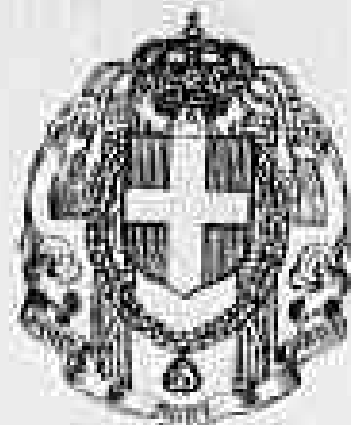
In order to avoid this it is requested that the matter be dealt with directly at Lecce.

The Director,  
Col. N. Tolino.

4326

*Just 1/3*  
translated by J. Beveque.





*Ministero dell'Aeronautica*

DIREZIONE COSTRUZIONI AERONAUTICHE  
SEZ. II<sup>a</sup> AEROMOBILI

Divisione *162 lll.*  
Prot. N.° 2/5007/COST *Allegati*

Roma, *13/1/46* 19 *Anno*

*Al L'A/F/S/G/ ROMA*  
TRAMITE UFFICIO COLLEGAMENTO

*SEDE*

*Risposta al f. del N.°*

OGGETTO *Aeroplani P.39.*

e p. c.

ALLO STATO MAGGIORE R.A.

SEDE

L'A.A. dovrebbe restituire a codesta A.F.S.C. a Capodichino 1 velivoli P.39, che sono in soprannumero, rispetto ai 49 autorizzati da codesta A.F.S.C.

Poichè però come è noto questi aeroplani sono molto utili per ricavarne parti di ricambio per assicurare la manutenzione di quelli autorizzati, questo Ministero dovrebbe provveder <sup>432/4</sup> a riacquistarli dall'A.R.A.R. dopo che detto Ente li avrà comperati come rottami dall'Amministrazione Alleata.

Ciò comporterebbe l'onere di trasporto del detto materiale da Lecce a Capodichino per la consegna alle Autorità Alleate e il ritorno a Lecce dopo l'acquisto dall'A.R.A.R.

Per evitare tale aggravio si propone che la pratica si svolga a Lecce senza ricorrere a inutili trasporti.

IL DIRETTORE

COLONNELLO G.A.R. I. TOBINO ING. UMBERTO

Si prega di allegare per ogni lettera un solo argomento e indicare nella risposta il n.° di riferimento.

UFFICIO COLLEGAMENTO

*1-15-1946*

Bob

I talked to Capt.  
Povich about this. Just  
a clarification and  
there is nothing to be  
done about it. I gave  
Walter and rover a  
couple of copies of  
it.

WTR

0242

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

March . A dew  
Mignon Noy  
me

HEADQUARTERS  
NAPLES AIR FORCES GENERAL DEPOT  
OFFICE OF A-4, DISPOSAL BRANCH  
APO 528

*File 41A*  
A4-DB-AP-1g

8 January 1946

SUBJECT: P-39 Aircraft

TO : Air Forces Sub Commission, Allied Commission,  
o/o RAAC; APO 512

1. Letter from your Headquarters to this office, subject as above listed the following aircraft in the following categories:

|          |    |          |
|----------|----|----------|
| Cat. I   | 49 | Aircraft |
| Cat. II  | 38 | Aircraft |
| Cat. III | 64 | Aircraft |

Total 151 Aircraft (or one extra plane)

It was noted however that one aircraft, 42-18318, was listed under both Cat. I and Cat. III.

2. A check against 140 shipping tickets and 10 aircraft checkers reports, (being the documents by which 150 aircraft were delivered to the Italian Air Force) revealed as follows:

a. Two aircraft, serial Nos: 42-19453 and 42-18291, listed in Cat. III are not included among the above mentioned documents.

b. This office has a shipping document on a P-39, ser.no. 44-3155, which plane was not included in referenced letter.

c. This office also has a shipping document on a P-39N, ser.no. 42-18381, which plane was not included in your letter unless (and this was assumed) the aircraft ser.no. 42-18318, included in both Cats. I & III, was erroneous and this aircraft (42-18381) should have been listed under Cat. III instead of aircraft, ser no. 42-18318. 4322

3. Assuming the correctness of the assumption in sub-par. c above and that aircraft 42-19453 and 42-18291 were erroneously included in said letter while the missing aircraft, 44-3155, should have been included in Cat III, the following would appear to be correct:

|          |    |          |
|----------|----|----------|
| Cat. I   | 49 | Aircraft |
| Cat. II  | 38 | Aircraft |
| Cat. III | 63 | Aircraft |

Total 150 Aircraft

*Copy held by DCA  
198-81*



4. This office to avoid delay is proceeding in accordance with par. three (3) above. It is felt, however, that before the negotiations can be completed the Royal Italian Air Force should be contacted and the above errors corrected and correct categories verified.

5. It was further noted that this office has no shipping tickets on the following aircraft:

| <u>Model &amp; Type</u> | <u>Ser. No.</u> | <u>Category</u> |
|-------------------------|-----------------|-----------------|
| P-39A                   | 44-3124         | I               |
| P-39A                   | 44-3197         | I               |
| P-39N                   | 42-18313        | II              |
| P-39N                   | 42-18336        | II              |
| P-39N                   | 42-4827         | II              |
| P-39N                   | 42-8817         | II              |
| P-39A                   | 44-3119         | II              |
| P-39A                   | 44-3138         | II              |
| P-39N                   | 42-18332        | III             |
| P-39A                   | 44-3005         | III             |

6. Shipping Tickets, if possible, should be obtained from the RIAT on the above planes.

FOR THE COMMANDING OFFICER:

*Robert L. Mason*

ROBERT L. MASON

1st Lt, A.C.

Adjutant

4329

S.S.O.

C.T.O.

D.D.

Loose Minute

LVA

Am not too clear just where this  
P38 deal has got to as I don't think it's  
all recorded on this file. Can anyone  
enlighten me

3/1.

WNB

S.S.O.

This is the first time any letters on this  
subject have been sent to this department, although  
it is understood that Col Warden has all the  
information up to date, Capt Rogers did inquire about  
assistance & hangar space for the erection of these A/C  
at Bafodichins.

SSO

4318

FIL

J. Warden

5/1.

SSO/ I don't know the exact status at present. He knows that the  
P39 will cost \$700.00 and the P38 \$1250.00. Am not sure that the  
A/C have been turned over to OFLC yet. WAF 20

From : Air Forces Sub Commission, A.C., Rome.

To : Italian Air Force  
Stato Maggiore.

Date : 10th January 1946.

Ref : AFSC/S.506/SIGS.

SIGNALS EQUIPMENT - SCR522.

Further to the recent telephone conversation between Capt. GUZA of your Headquarters and F/Lt. FREEMAN of this Headquarters referring to your letter ref.28414/op8/1/6698 Coll, dated 19th December 1945, the following is advised in respect of wireless equipment.

2. It is presumed that the 25 wireless sets mentioned under the last heading of your letter are held over and above the number of sets required for all serviceable aircraft and all unserviceable aircraft that it is proposed to return to Naples. That being so, authority is given for the sets, connecting harnesses, control boxes and power units to be retained, but it must be clearly understood that the above provision is complied with.

3. In the category "Fuselage Wreckages" 17 aircraft numbers are listed. No objection is made to the removal from these wrecks of all such wireless equipment you may require .

*E.W.F.*  
E.W. FREEMAN F/LT.  
for Air Vice Marshal,  
Air Officer Commanding.

Copy on File AFSC/28/AIR

SEO Please see

4317

*AM*

12-1-46

From : I.A.F. Stato Maggiore  
 To : A.A.S.G., Rome  
 Date : 27th December 1945  
 Ref : 23515/om/8/1/5770/Coli.

D.38 AIRCRAFT

In order to issue instructions to the depending units on the assignment of the said aircraft and to prepare the units to receive them, we inform you of what is suggested by this S.M. so that you may give us your opinion.

2. All the Ancochi aircraft to be transferred to the 5th Wing.

3. The Saltina aircraft to be transferred to the Pilots School.

4. The 51st Wing, which will, in this way, be deprived of its aircraft could create three assembly squadrons of about 60 men each, which will be transferred to Capodichino in order to assemble the above aircraft.

5. We are writing to know which assistance can be 4316 by the Allies to the three assembly squadrons at Capodichino and if what has been suggested in paras 2), 3) and 4) will be approved in order to be able to issue instructions to the depending units.

Will discuss  $\phi$  with  
 CAS  $\phi$  17/1  
 ← not done 17/21/1

Col. Phil. A. Remondino.

translated by J. Bevoque.



E/S

Roma li

27 DIC. 1945

STATO MAGGIORE R AERONAUTICA  
1° REPARIO

1a Sezione Operaz. e Addestramento

ALL'AIR FORCES SUB COMMISSION  
ALLIED COMMISSION

= ROMA =

Prot. n° 2855/002/6770

O G G E T T O : Velivoli P.38.-

1. Onde poter impartire disposizioni agli Enti dipendenti sull'assegnazione dei velivoli in oggetto e preparare i Reparti a riceverli si comunica quanto è stato prospettato da questo S. M. perche' codesta AFSC/AC esprima il proprio parere.
2. Tutti i velivoli Macchi verrebbero passati al 5° Stormo.
3. I velivoli Spitfire verrebbero passati alla Scuola di Pilotaggio.
4. Il 51° Stormo che resterebbe così senza aeroplani potrebbe preparare tre squadre di montaggio di circa 60 uomini ciascuna che a suo tempo verranno trasferite a Capodichino per effettuare il montaggio dei velivoli in oggetto.
5. Si resta in attesa di conoscere quale potrà essere l'assistenza fornita da parte alleata alle tre squadre di montaggio a Capodichino e se quanto prospettato nei commi 2) 3) 4) verrà approvato per poter dare disposizioni agli Enti dipendenti.-

4314

d'ordine

1. Once poter impartire disposizioni agli Enti dipendenti sull'assegnazione dei velivoli in oggetto e preparare i Reparti a riceverli si comunica quanto è stato prospettato da questo S. M. perchè codesta AFSC/AC esprima il proprio parere.
2. Tutti i velivoli Macchi verrebbero passati al 5° Stormo.
3. I velivoli Spitfire verrebbero passati alla Scuola di Pilotaggio.
4. Il 51° Stormo che resterebbe così senza aeroplani potrebbe preparare tre squadre di montaggio di circa 50 uomini ciascuna che a suo tempo verranno trasferite a Capodichino per erettuare il montaggio dei velivoli in oggetto.
5. Si resta in attesa di conoscere quale potrà essere l'assistenza fornita da parte alleata alle tre squadre di montaggio a Capodichino e se quanto prospettato nei commi 2) 3) 4) verrà approvato per poter dare disposizioni agli Enti dipendenti.-

4314



*L'ordine*  
IL CAPO DI STATO MAGGIORE  
E SOTTOCAPO DI STATO MAGGIORE

ELLA R. AERONAUTICA  
(Col. Pil. A. Remondino)

*Remondino*

FROM : I.A.P. STATO MAGGIORE  
 TO : A.F.S.C.  
 DATE : 19/12/45  
 REF. : 28414/op8/1/6698 COLL

P.39 A/C (AIRCobra) REGISTRATION NUMBERS.

Further to verbal arrangements we forward a complete list of P.39 a/c Registration Numbers, divided as follows:

A/C WE WISH TO KEEP, No. 49

443169 - 443064 - 443183 - 443125 - 442455 - 443174 - 443071 - 443198  
 443054 - 443006 - 443134 - 443193 - 442732 - 443022 - 443178 - 442722  
 443175 - 443181 - 443179 - 443200 - 443025 - 443153 - 443012 - 443060  
 443119 - 442460 - 443010 - 443157 - 443122 - 443061 - 443197 - 443124  
 443038 - 442717 - 443063 - 443059 - 443126 - 442729 - 443062 - 443018  
 442724 - 443057 - 443033 - 442718 - 443143 - 442723 - 218318 - 218334  
 24756

A/C TO BE RETURNED AND WHICH WILL BE FIT TO FLY TO NAPLES (After overhauling) No. 5

443144 - 442457 - 29398 - 28817 - 29673.

A/C TO BE TRANSPORTED TO NAPLES BY ROAD.

A) Aircraft.

443139 - 442464 - 443161 - 443069 - 29378 - 218356 - 218324 - 443028  
 443138 - 4218286 - 443127 - 443171 - 443202 - 443199 - 443160 - 443136  
 442453 - 24827 - 218337 - 218336 - 218321 - 218347 - 218366 - 218309  
 218393 - 218332 - 218306 - 218313 - 4218319 - 29726 - 29247 - 29203  
 429088

B) Fuselage wreckages ( already stored - B list)

EX310 - 24534 - 442456 - 442730 - 218308 - 24835 - 29199 - 29192  
 442461 - 218381 - 29676 - 218335 - 218323 - 443020 - 218332 - 443130  
 424837

SPARE PARTS WE WISH TO KEEP

- 1°) No. 25 Wireless Sets (9 reserves for fighters - 12 for a/c flying Control Services. 4 for Training Schools)
- 2°) Inter-changeable spare parts for P.38 and P.39 a/c
- 3°) Tyres.

IL CAPO DI STATO MAGGIORE  
 COL. REMONDINO

Translated by SGT. GUMBO



P/a

STATO MAGGIORE R AERONAUTICA

1° REPARIO

1ª Sezione Operaz. e Addestramento

ALL' AIR FORCES SUB COMMISSION  
ALLIED COMMISSION

Roma, li 19 DIC. 1945 37 A

Prot. nr. 2446

2446/6698 coll.

= R O M A =

OGGETTO: Trasmissione matricole velivoli P.39 (Aircobra).-

A seguito degli accordi verbali si trasmette l'elenco completo matricolare dei velivoli P.39 suddivisi nelle voci seguenti:

VELIVOLI CHE SI DESIDERA TRATTENERE N° 49

443169 - 443064 - 443183 - 443125 - 442455 - 443174 - 443071 - 443198  
443054 - 443006 - 443134 - 443193 - 442732 - 443022 - 443178 - 442722  
443175 - 443181 - 443179 - 443200 - 443025 - 443153 - 443012 - 443060  
443119 - 442460 - 443010 - 443157 - 443122 - 443061 - 443197 - 443124  
443038 - 442717 - 443063 - 443059 - 443126 - 442729 - 443062 - 443018  
442724 - 443057 - 443033 - 442718 - 443143 - 442723 - 218318 - 218334  
24756.-

VELIVOLI CHE SI RESTITUISCONO E CHE POSSONO RAGGIUNGERE NAPOLI IN VOLO  
(Previa revisione) N° 5

443144 - 442457 - 29398 - 28817 - 29673.-

VELIVOLI DA TRASPORTARE A NAPOLI VIA TERRA

A) - Velivoli

443139 - 442464 - 443161 - 443069 - 29378 - 218356 - 218314 - 443028  
443138 - 4218286 - 443127 - 443171 - 443202 - 443199 - 443160 - 443136  
442453 - 24827 - 218337 - 218336 - 218321 - 218347 - 218366 - 218309  
218393 - 218333 - 218306 - 218313 - 4218319 - 29726 - 29247 - 29203  
429088 -

B) - Rottami di fusoliere ( già in magazzino - Lista B *YAJI*)

BX310 - 24534 - 442456 - 442730 - 218308 - 24835 - 29199 - 29192  
442461 - 218381 - 29676 - 218335 - 218323 - 443020 - 218332 - 443130  
424837 -

MATERIALE DI SCORTA CHE SI DESISEREBBE TRATTENERE

1°) - N° 25 Apparati Radio (9 riserva Caccia - 12 per impianti S.A.T.A. -  
4 per cabine Scuola e Addestramento)

2°) - Parti di ricambio comuni fra P.38 e P.39

A seguito degli accordi verbali si trasmette l'elenco completo matricolare dei velivoli P.39 suddivisi nelle voci seguenti:

VELIVOLI CHE SI DESIDERA TRATTENERE N° 49

443169 - 443064 - 443183 - 443125 - 442455 - 443174 - 443071 - 443198  
 443054 - 443006 - 443134 - 443193 - 442732 - 443022 - 443178 - 442722  
 443175 - 443181 - 443179 - 443200 - 443025 - 443153 - 443012 - 443060  
 443119 - 442460 - 443010 - 443157 - 443122 - 443061 - 443197 - 443124  
 443038 - 442717 - 443063 - 443059 - 443126 - 442729 - 443062 - 443018  
 442724 - 443057 - 443033 - 442718 - 443143 - 442723 - 218318 - 218334  
 24756.-

VELIVOLI CHE SI RESTITUISCONO E CHE POSSONO RAGGIUNGERE NAPOLI IN VOLO  
 (Previa revisione) N° 5

443144 - 442457 - 29398 - 28817 - 29673.-

VELIVOLI DA TRASPORTARE A NAPOLI VIA TERRA

A) - Velivoli

443139 - 442464 - 443161 - 443069 - 29378 - 218356 - 218314 - 443028  
 443138 - 4218286 - 443127 - 443171 - 443202 - 443199 - 443160 - 443136  
 442453 - 24827 - 218337 - 218336 - 218321 - 218347 - 218366 - 218309  
 218393 - 218333 - 218306 - 218313 - 4218319 - 29726 - 29247 - 29203  
 429088 -

B) - Rottami di fusoliere ( già in magazzino - lista B *Al?*)

BX310 - 24534 - 442456 - 442730 - 218308 - 24835 - 29199 - 29192  
 442461 - 218381 - 29676 - 218335 - 218323 - 443020 - 218332 - 443130  
 424837 -

MATERIALE DI SCORTA CHE SI DESISEREBBE TRATTENERE

- 1°) - N° 25 Apparati Radio (9 riserva Caccia - 12 per impianti S.A.T.A. -  
 4 per cabine Scuola e Addestramento)
- 2°) - Parti di ricambio comuni fra P.38 e P.39
- 3°) - Gomme.-



*g. di jure*  
 IL CAPO DI STATO MAGGIORE

IL SOTTOCAPO DI STATO MAGGIORE  
 DELLA R. AERONAUTICA

*Redaelli*

36A

FROM : AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.

TO : Capt. ALBERT PARRISH, A.C.  
 Chief, Disposal Branch  
 Office of A-4, Naples Air Force General Depot.  
 APO # 528

SUBJECT: P-39 Aircraft.

Ref:

443071/28/100

In confirmation of conversation between representative of your Branch OFLC & the AF/SC the following list of P-39 aircraft now held on loan by the Italian Air Force is submitted. The list is divided into three categories as follows:

Category I, P-39 aircraft which the Italian Air Force, through its Government, wishes to retain by purchase;  
 Category II, P-39 aircraft which the Italian Air Force will return by rail to the Naples Air Force General Depot;  
 Category III, P-39 aircraft which have been lost or totally destroyed either as a result of combat action against Germany or flying accidents subsequent to the termination of hostilities.

#### CATEGORY I

443169 - 443064 - 443183 - 443125 - 442455 - 443174  
 443071 - 443198 - 443054 - 443006 - 443134 - 443193  
 442732 - 443022 - 443178 - 442722 - 443175 - 443181  
 443179 - 443200 - 443025 - 443153 - 443012 - 443060  
 443199 - 442460 - 443010 - 443157 - 443122 - 443061  
 443197 - 443124 - 443036 - 442717 - 443063 - 443059  
 443126 - 442729 - 443062 - 443016 - 442724 - 443057  
 443033 - 442718 - 443143 - 442723 - 218313 - 218334  
 442464

#### CATEGORY II

424756 - 443171 - 443161 - 424827 - 443119 - 421839  
 443139 - 429247 - 443069 - 443202 - 4218356 - 4218337  
 429378 - 4218306 - 443023 - 429817 - 4318314 - 4218336  
 4218366 - 4218353 - 443138 - 4218313 - 443136 - 429203  
 4218347 - 443160 - 429399 - 4218331 - 443144 - 4218312  
 442457 - 429088 - 4218366 - 429726 - 443127 - 442453  
 4218303 - 429673

4310

Sub. P-39 acft cc 'd.

CATEGORY III

443137 - 443009 - 443021 - 443043 - 429377 - 443019 - 443024  
4218328 - 442727 - 443070 - 429401 - 429369 - 443036 - 442459  
443030 - 4218354  
443130 - 443016 - 424835 - 429415 - 4218322 - 429433 - 4218311  
442730 - 442456 - 4218308 - 4218367 - 443048 - 4218349 - 4218375  
4218330 - 4218374 - 429084 - 424831 - 4218378 - 429204 - 428966  
429196 - 4218315 - 443026 - 428978 - 4218343 - 429210 - 424741  
4219453 - 4218332 - 424837 - 424524  
443005 - 4218323 - 42992 - 4218335 - 4218297 - 429406 - 4218318  
BX310 - 429676 - 442461 - 429691 - 443020 - 429411 - 429199  
4218291 - 442463

2. It is respectfully requested that immediate action be taken to declare as surplus to OFLC the aircraft listed as Category I so that negotiations between that agency and the Italian Government may be completed at the earliest possible date.

ROBERT F. WORDEN  
Colonel, Air Corps  
Asst. Deputy Director

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Attention: Col. WORDEN

This is the list of the P.39s which should remain with the 4° Stormo C.T.

The list of the aircrafts which will be flown to Naples to be handed over will be sent to your office tomorrow.

*Sten. for maintenance Senni*  
L/t. G.A.SENNI

ELENCO MATRICOLARE P. 3° (AERCOBRA) AVUTI DAGLI ALLEATI

Presso il Reparto (4° Stormo C.T.)

443179 - 443125 - 443183 - 443175 - 443174 - 443006 - 443054 -  
 442455 - 443012 - 443198 - 443022 - 443193 - 442722 - 443004 -  
 443178 - 443169 - 442732 - 443200 - 443153 - 443134 - 443071 -  
 443025 - 443181 - 443063 - 442717 - 443060 - 443119 - 442460 -  
 443062 - 443122 - 442729 - 443157 - 443010 - 443197 - 443124 -  
 443018 - 442718 - 443038 - 443033 - 442723 - 443059 - 443126 -  
 443061 - 442724 - 443057 - 442464 - 443161 - 218318 - 218334 -  
 24756 - 443143

Presso S.R.A. Caccia -

443139 - 443069 - 218356 - 29378 - 443028 - 318318 - 4218286

In Magazzino -

443138 - 443144 - 443127 - 443171 - 443202 - 443199 - 443160 -  
 443136 - 442457 - 442453 - 24827 - 218337 - 218336 - 218321 -  
 218347 - 218366 - 218309 - 218393 - 218306 - 218333 - 218319 -  
 29398 - 29726 - 29673 - 29297 - 28817 - 218313 - 29203 - 429088 -

Velivoli distrutti per azioni belliche -

443137 - 443009 - 443221 - 443043 - 29377 - 443019 - 443024 -  
 218328 - 442727 - 443070 - 29401 - 29369 - 443036 - 442459 -  
 403030 - 218354 -

Velivoli distrutti per incidenti di volo.

443130 - 443016 - 24835 - 29415 - 218322 - 29433 - 218311 - 442730 -  
 442456 - 218308 - 218367 - 443048 - 218349 - 218375 - 218330 -  
 218374 - 429084 - 424831 - 218378 - 29204 - 28966 - 429196 - 218315 -  
 443026 - 28978 - 4218343 - 429210 - 424741 - 219453 - 218332 -  
 424837 - 24524 -

Velivoli dichiarati fuori uso per incidenti di volo.

443005 - 218323 - 42992 - 218335 - 4218297 - 29406 - 218382 - BX310 -  
 29676 - 442461 - 429691 - 443020 - 29411 - 29199 - 4218291 - 442463 -

Riepilogo:

Presso il Reparto n. 51  
 Presso S.R.A. n. 7  
 In Magazzino n. 29  
 Velivoli distrutti 64

Totale n. 151 il 152° velivolo (MM.403037) è stato restituito

443062 - 443122 - 442729 - 443157 - 443010 - 443197 - 443124 -  
 443018 - 442718 - 443038 - 443033 - 442723 - 443059 - 443126 -  
 443061 - 442724 - 443057 - 442464 - 443161 - 218318 - 218334 -  
 24756 - 443143

Presso S.R.A. Caccia

443139 - 443069 - 218356 - 29378 - 443028 - 318318 - 4218286

In Magazzino

443138 - 443144 - 443127 - 443171 - 443202 - 443199 - 443160 -  
 443136 - 442457 - 442453 - 24827 - 218337 - 218336 - 218321 -  
 218347 - 218366 - 218309 - 218393 - 218306 - 218333 - 218319 -  
 29398 - 29726 - 29673 - 29277 - 28817 - 218313 - 29203 - 429088 -

Velivoli distrutti per azioni belliche

443137 - 443009 - 443221 - 443043 - 29377 - 443019 - 443024 -  
 218328 - 442727 - 443070 - 29401 - 29369 - 443036 - 442459 -  
 403030 - 218354 -

Velivoli distrutti per incidenti di volo.

443130 - 443016 - 24835 - 29415 - 218322 - 29433 - 218311 - 442730 -  
 442456 - 218308 - 218367 - 443048 - 218349 - 218375 - 218330 -  
 218374 - 429084 - 424831 - 218378 - 29204 - 20966 - 429196 - 218315 -  
 443026 - 28978 - 4218343 - 429210 - 424741 - 219453 - 218332 -  
 424837 - 24524 -

Velivoli dichiarati fuori uso per incidenti di volo.

443005 - 218323 - 42992 - 218335 - 4218297 - 29406 - 218327 - BX10;-  
 29676 - 442461 - 429691 - 443020 - 29411 - 29199 - 4218291 - 442463 -

Riepilogo:

Presso il Reparto n. 51  
 Presso S.R.A. n. 7  
 In Magazzino n. 29  
 Velivoli distrutti 64

Totale n. 151 il 152° velivolo (MM.403037) è stato restituito agli Alleati.

N.B. - Tutti i velivoli presso il Reparto S.R.A. e Magazzino si trovano dislocati sull'Aeroporto di Lecce.

*all'atto dell'arrivo per l'ispezione*  
*48 velivoli distrutti per incidenti di volo*  
*151*

4308

P/g

STATO MAGGIORE R AERONAUTICA

1° REPARIO

1° Sezione Operaz. e Addestr. uento

Roma li 10. dicembre 1945

ALL' AIR FORCE SUB COMMISSION

ALLIED COMMISSION

= ROMA =

Prot. n° 22201/061/6543 Ber

O G G E T T O : Elenco matricole dei velivoli P.39 che dovrebbero rimanere al 4° Stormo C.T.\*

*Allegato*

|            |            |            |            |            |            |
|------------|------------|------------|------------|------------|------------|
| 443169 ✓ - | 443064 ✓ - | 443183 ✓ - | 443125 ✓ - | 442455 ✓ - | 443174 ✓ - |
| 443071 ✓ - | 443198 ✓ - | 443054 ✓ - | 443006 ✓ - | 443134 ✓ - | 443193 ✓ - |
| 442732 ✓ - | 443022 ✓ - | 443188 ✓ - | 442722 ✓ - | 443175 ✓ - | 443181 ✓ - |
| 443179 ✓ - | 443200 ✓ - | 443025 ✓ - | 443153 ✓ - | 443012 ✓ - | 443060 ✓ - |
| 443199 ✓ - | 442460 ✓ - | 443010 ✓ - | 443157 ✓ - | 443122 ✓ - | 443061 ✓ - |
| 443197 ✓ - | 443124 ✓ - | 443038 ✓ - | 442717 ✓ - | 443063 ✓ - | 443059 ✓ - |
| 443126 ✓ - | 442729 ✓ - | 443062 ✓ - | 443018 ✓ - | 442724 ✓ - | 443057 ✓ - |
| 443033 ✓ - | 442718 ✓ - | 443143 ✓ - | 442723 ✓ - | 218318 ✓ - | 218334 ✓ - |
| 442464 ✓ - |            |            |            |            |            |



4307

all'ordine

CAPO DI STATO MAGGIORE

IL CAPO DEL 1° REPARTO

(Ten. Col. A. A. n. p. Ercole Savi)

*[Signature]*

28/air

35A ✓

OUTGOING SIGNAL

FROM : AIR FORCES SUB COMM (ROME).

TO : CG MTOUSA ATTENTION COLONEL SAVAGE  
INFORMATION COPY TO CG AAFSC/MIO

UNCLASSIFIED ./ P. 840 ./ TOO. ./ 23 OCT 45.

AIRCRAFT REFERRED TO IN YOUR SIGNAL FX 49198 CITE NAIR ARE  
STILL DESIRED BY THE ITALIAN AIR MINISTRY ./

*WLL*  
WILLIAM L. LNE,  
Brigadier General, USA,  
DEPUTY DIRECTOR

Priority : Important.

4306

MC/NR 8446

## RAAC MESSAGE FORM

34A

|                                            |        |          |                           |
|--------------------------------------------|--------|----------|---------------------------|
| CALL                                       | CIRCUM | PRIORITY | TRANSMISSION INSTRUCTIONS |
|                                            | NR     | -R-      |                           |
| SPACES WITH RED LINES FOR SIGNALS USE ONLY |        |          |                           |

LIFE-TIME OF ORIGIN

FROM (A) SIGNED COMGENMED

180914A

TO (FOR ACTION) ALCOM FOR AIR FORCES SUB COMMISSION

TO (FOR INFORMATION) AAFSC/MTD

31A

(REF. No.) FX 49198 CITE NAAIR

(SECURITY CLASSIFICATION)

**SECRET**

LETTER FILE AG452.1/972 AAS-0 FROM THIS HEADQUARTERS DATED 9

OCTOBER 1945. SUBJECT TRANSFER OF AMERICAN AIRCRAFT TO THE ITALIAN GOVERNMENT IS REFERENCE.

IN VIEW OF COMMENTS IN FIRST INDORSEMENT OF INCLOSURE TO THIS  
 LETTER ARE THE AIRCRAFT STILL DESIRED. NO WORD RECEIVED  
 AS YET FROM JCS.

**SECRET**

4304

LOCAL DISTRIBUTION

PRECEDENCE: ROUTINE

ORIGINATING SECTION:

A. G. AUTHENTICATION:

ORIGINATOR'S AUTHENTICATION:

XXXXX TOR

Opt.

181400A

TIME CLEARED

FROM : I.A.F. STATO MAGGIORE  
SEZ. ODRINAMENTO ROME  
TO : A.F.S.C.  
DATE : 10/10/45  
REF. : 33699/5522 COLL

33A

DISBANDMENT OF THE 12TH FIGHTER AND TRANSPORT WING.

Reference your AFSC/28/AIR dated 24th Sept. 1945 and further to verbal arrangements, we would like to inform you that the 12th Fighter Wing was disbanded on the 10/10/45.

2. The equipment and personnel of this wing will be employed as laid down in your a/m letter.

IL CAPO DI STATO MAGGIORE  
T.COL. MICCIANI

Translated by SGT. CUMBO

S.S.O. Will speak during Oct. Conference  
28/air

Quick work. Please inform  
Sic Olason (confidentially) & ask  
him to confirm action taken at  
Lecce. 4303  
19/10  
Roc

G/m/

10 OTT 1945



STATO MAGGIORE R. AERONAUTICA

II° REPARTO - ORDINAMENTO  
Sezione Ordinamento

Al A.F.S.C.

Tramite Ufficio Collocamento

= R O M A =

Prot. N. 33699/ed. 3 Alleg.

Risp. al foglio N.

del

OGGETTO: Scioglimento 12° Gruppo C.T.-

- 1°) - Riferimento foglio AFSC/28/AlR in data 24 settembre 1945 e seguito accordi verbali, si partecipa che il 12° Gruppo Caccia dalla data del 10 ottobre 1945 è sciolto.-
- 2°) - Il materiale ed il personale del predetto Gruppo verranno impiegati conformemente a quanto precisato nel foglio a riferimento.=

d'ordine

IL CAPO DI STATO MAGGIORE

IL CAPO DEL II REPARTO  
(Ten. Col. *Amedeo*)

4301

32A  
File

FROM : AIR FORCE SUB-COMMISSION A.C., ROME.  
TO : ITALIAN AIR MINISTRY.  
DATE : 11TH OCTOBER 1945.  
REF. : AFSC/28/AIR.

NO. 9 SQUADRON

28A

Reference is made to our letter AFSC/28/Air, same subject as above, dated 24th September 1945 and verbal conversation between Air Officer Commanding, this Sub-Commission, and Assistant Chief of Staff of your Ministry.

2. Confirming above verbal conversation, authority is hereby granted to disband the No. 12 Squadron instead of the No. 9 Squadron as directed in above mentioned letter.



WILLIAM L. LEE  
Brigadier General, USA  
DEPUTY DIRECTOR

4300

File

6805

Air Forces 3/2  
31A

HEADQUARTERS  
MEDITERRANEAN THEATER OF OPERATIONS  
UNITED STATES ARMY  
APO 512

In reply  
refer to

AG 452.1/972 NAS-0

9 October 1945

SUBJECT: Transfer of American Aircraft to the Italian Government.

TO: Chief Commissioner  
Allied Commission ✓  
APO 394  
FOR: Air Forces Sub-Commission

1. Attached is copy of letter to Commanding General, Army Air Force Service Command, MTO, and their 1st Indorsement with reference to the exchange of P-39 for P-38 aircraft.

2. Attention is invited to the number of man-hours required to reassemble the P-38 aircraft.

3. Final approval of the Joint Chiefs of Staff will be forwarded when received by this headquarters.

BY COMMAND OF GENERAL MCNABNEY:

1 Incl  
Cpy ltr to AAFSC/MTO  
with 1st Indorsement

*Edmund R. Shugart*  
EDMUND R. SHUGART  
Colonel, AGC  
Asst Adjutant General



4299

*1/10*  
12/10

HEADQUARTERS  
MEDITERRANEAN THEATER OF OPERATIONS  
UNITED STATES ARMY  
APO 512

In reply  
refer to

AG 452.1/972 AAS-0

9 October 1945

SUBJECT: Transfer of American Aircraft to the Italian Government.

TO: Chief Commissioner  
Allied Commission  
APO 394  
FOR: Air Forces Sub-Commission

1. Attached is copy of letter to Commanding General, Army Air Force Service Command, MTO, and their 1st Indorsement with reference to the exchange of P-39 for P-38 aircraft.
2. Attention is invited to the number of man-hours required to reassemble the P-38 aircraft.
3. Final approval of the Joint Chiefs of Staff will be forwarded when received by this headquarters.

BY COMMAND OF GENERAL MCNARNEY:

EDMUND R. SHUGART  
Colonel, AGC  
Asst Adjutant General

1 Incl  
Copy ltr to AAFSC/MTO  
with 1st Indorsement

EDMUND R. SHUGART  
Colonel, AGC  
Asst Adjutant General

4298

31B

25 September 1945

452.01

SUBJECT: Transfer of American Aircraft to the Italian Government.

TO : Commanding General, AAFSC/MTG. 25A

1. The Air Forces Subcommittee, Allied Commission, Rome, submitted to this Headquarters a request for the exchange of the 150 P-39 aircraft presently on loan to the Italian Air Force, for a similar number of P-38 aircraft. This matter was referred to the State Department for consideration.

2. Mr. C. Offie, the Deputy United States Political Advisor, has received a message from the Department of State informing him that the State-War-Navy Coordinating Committee approved on 21 September the transfer of P-38 or P-39 aircraft to the Italian Government. The State-War-Navy Coordinating Committee requested the Joint Chiefs of Staff to accord final approval as expeditiously as possible with the recommendation that authorization be given for sale of aircraft as surplus at a nominal figure.

3. This letter is forwarded for your information and no further action is deemed necessary until final approval is received from the Joint Chiefs of Staff. Your headquarters will be advised upon receipt of further information.

J. B. BURWELL  
Colonel, AC/291  
Chief of Staff

Encl #1

31C

Sub: Transfer of American Aircraft to the Italian Government, Hq. AAF/MTO,  
dated 25 September 1945.

AM: 452.01

1st Ind.

AM-2-2

HQ. AAF SVC, MTO, APO 528, U. S. Army

29 SEP 1945

TO: Commanding General, Army Air Forces, MTO, APO 650.

1. There are a total of twenty-one (21) P-38 and seventy-eight (78) P-5 aircraft in this theater which by quantity and model are sixteen (16) P-38L, five (5) PP-38L, forty-six (46) P-5E, eleven (11) P-5F, and twenty-one (21) P-5G. All aircraft are located at Air Force General Depot No. 3, Capodichino, Italy, and are in a dis-assembled condition, prepared for deck loading. All aircraft have been declared surplus to War Department needs and authority to salvage them has been received from the Army Navy Liquidation Commission.

2. An average of four hundred (400) man hours of labor would be required to assemble each of these aircraft with an additional fifty to one hundred man hours of work required to place them in a flyable condition. No guns are installed on the P-5 aircraft and to do so would require a major rework or change of the nose section for which sufficient supplies are not available in this theater.

3. The above is forwarded for your information. No action will be taken to salvage these aircraft until further information is received from your Headquarters.

FOR THE COMMANDING GENERAL:

JOHN A. PESHULS  
Colonel, GSC  
Chief, Air Maint Div

4291

30A

On 26/11/45

Loose Minute.To: S.S.O.

I acted as interpreter this morning at an interview between AVM Brodie and Colonel Remondino during which it was agreed that the 12th Gruppo of the 4th Stormo should be dissolved instead of the 9th Gruppo which was the intention hitherto. The personnel of the ex-12th Gruppo will then be divided between the 9th and 10th Gruppi.

*McGeary*  
Flt/O

5.10.45.

4293

29A

From :- Editor, Allied Air Committee.  
 To :- Air Force Sub-Commission, Allied Command, Rome.  
 Date :- 27th September 1945.  
 Ref :- 1000/1000/1000.

25A

Transfer of American Aircraft to the Italian Government.

Reference is made to your letter 1000/1000/1000, dated 7th September 1945.

The request in the above letter for the transfer of 5.56 to 5.57 aircraft to the Italian Government was presented to the State Department, Washington D.C., by the U.S. Office, Rome, U.S. Political Mission, Italy, in a letter to the Department of State, dated 1st October 1945, in which it was stated that the aircraft were being transferred to the Italian Government for use by the Italian Air Force. The State Department, in its letter of 1st October 1945, stated that the aircraft were being transferred to the Italian Government for use by the Italian Air Force.

In an effort to speed up the transfer of the aircraft, it is suggested that the request be presented to the State Department, Washington D.C., by the U.S. Office, Rome, U.S. Political Mission, Italy, in a letter to the Department of State, dated 1st October 1945, in which it is stated that the aircraft are being transferred to the Italian Government for use by the Italian Air Force.

With reference to this request, it is suggested that the request be presented to the State Department, Washington D.C., by the U.S. Office, Rome, U.S. Political Mission, Italy, in a letter to the Department of State, dated 1st October 1945, in which it is stated that the aircraft are being transferred to the Italian Government for use by the Italian Air Force.

4291

*John F. Bayne*  
 John F. Bayne  
 Chief, U.S. Office, Rome, U.S. Political Mission, Italy.

*J. L. Curran*  
 J. L. Curran  
 Chief, U.S. Office, Rome, U.S. Political Mission, Italy.

CONFIDENTIAL - ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

D.D. What preparations should we make?  
 JCB/1/10



28A

FROM: AIR CES SUB-COMMISSION,  
ALLIED COMMISSION, ROME.

TO: ITALIAN AIR MINISTRY.

DATE: 24TH SEPTEMBER, 1945.

REF: AFSC/28/AIR.

NO. 9 SQUADRON.

It has been revealed that there are three units organised as squadrons flying Aerocobras, still in the Regia Aeronautica.

2. Your attention is invited to our letters AFSC/23/AIR of the 4th April 1945, and AFSC/R/10/1/AIR of the 2nd and 26th January, 1945. These letters informed you that No. 9 Squadron was not to be formed and that no further consideration could be given to the formation of this third squadron.

3. It is unfortunately my unpleasant duty to ensure that No. 9 Squadron is disbanded. These aircraft which are not already in reserve must be inhibited and stored. The personnel should be redistributed between other fighter squadrons, or otherwise be disposed of.

4. It is requested that you will inform me by the 10th of October that No. 9 Squadron has in fact been disbanded.

429

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

24/9 ug.

8 25/9

25/9

27A

66/06

IN

PER ELD

4440

~~LEAD - EVENT 11/17/06 - 1230 ANT~~

GVR

FROM AF SUB COMH LECCE 061530B

TO ~~AF~~ AF SUB COMH ROME

CONF BT

26A

LO19 4 SEPT 45 CONFIDENTIAL YOUR A626 OFFICIALLY

9 SQDN DISB+ DISBANDED BUT IN ABSENCE OF INSTRUCTIONS

TO ~~ASOR~~ <sup>B</sup>ASOR<sup>B</sup> PERSONNEL THESE ARE ACCOMMODATED FOR MESSING DISCIPLINE

ETC AS A SQUADRON (.) AIRCRAFT ARE CONSIDERED AS RESERVE (.)

PILOTS FLY IN OTHER SQUADRONS KHL

BT 061530B

SENT JHL CARD KKK

IMI WA INSTRUCTIONS TO KK

~~TO ASORD (.) SQUADRON K~~

RD

NR1

DGC

061557B AR K++

64289

28/06

OUTGOING MESSAGE.

26 A

FROM: A.F. SUB-COMM (ROME).

TO: A.F. SUB-COMM (LECCE).

CONFIDENTIAL A.636 1.0.0 0344303 SEPTEMBER 1945 (.)

REQUEST IMMEDIATE INFORMATION AS TO WHETHER THERE ARE THREE ITALIAN AMROCERA  
SQUADRONS (.)IT SEEMS THAT NO.9 SQUADRON HAS NOT YET BEEN DISBANDED IN SPITE OF INSTRUCTIONS  
ISSUED IN APRIL 1945 (.)IF THE THIRD SQUADRON IS STILL IN EXISTENCE NAMELY NO.9 IT IS INTENDED TO  
INSTRUCT THE ITALIAN AIR MINISTRY TO DISBAND IT FORTHWITH (.) 288  
I.E. IRODIE,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

ROUTINE

25A

From:- Air Forces Sub-Commission, A.C. RMSS.

To:- Secretariat, Mediterranean Allied Air Committee.

Date:- 7th September, 1945.

Ref:- AFSC/26/Air.

Use of P. 38 type Aircraft by Italian Air Force.

1. It is understood that approximately 200 P.38 type aircraft are now in the possession of AF/AFG which will probably be salvaged in the theatre.
2. The Italian Air Force has, on loan from the U.S. Government, 150 P.39 type aircraft. As the P.38 aircraft is such more satisfactory for maintenance and for training of ground and flight crews, it is proposed that the P.39's now in the possession of the Italian Air Force be replaced by P.38's. The P.39's can then be returned to AAF/AFG, or salvaged, as directed by proper authority.
3. Due to the fact that no spare parts for the P.38 exist in the theatre, it is recommended that all P.38's regardless of condition, be made available to the Italian Air Force. The Air Forces Sub-Commission will ensure that all but 150 aircraft are kept immobilized.

4287

✓  
W.L. LEE,  
Brigadier General, USA.  
DEPUTY DIRECTOR,  
AIR FORCES SUB-COMMISSION.

14A  
FROM: AIR FORCES SUB COMMISSION, A.C. ROME.  
TO : AIR PUBLICATION FORMS UNIT, ALGIERS.  
DATE: 16th July, 1945.  
REF : AFSC/28/AIR.

DEMAND FOR PUBLICATIONS.

It is requested that the u/m Publications may be supplied to this Unit at an early date, as they are urgently required.

AP. 1565 E Vol 1.  
AP. 1565 E Section 2 (Pilots Notes).

*AWR*

A.W. RUFFELL, S/LDR.  
AIR VICE MARSHAL,  
AIR OFFICER COMMANDING.

4286

0275

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

785017

ERKB V MNDQ NR ROUTINE / UNCLASS P217/15

TL- ADD

FROM--- HQ NAAF CMF --131130E

TO-- AIR FORCE SUB COMMISS ION A.C. DOME

GR ---- BT REF NO. T.218 UNCLASSIFIED(.) 13 JULY 1945

REFERENCE YOUR AFSC/28/AIR 9 JULY

INFORMATION AVAILABLE IN A.P. 1565E VOL. 1 AND A.P.

1565E SECTION 2 PILOT NOTES(.) COPIES MAY BE OBTAINED FROM

A.P.F.U. AGL// ALGIERS(.)

BT --131130E

SENT ' ' ' ARKIE ' ' ' AR TAMANKS KK

RECD NR 1 13/1807 E AAA

THAT IS JULY AFTER 13 RITE ??

YES AND IN THE NEXT LINE IT REFERENCE YOUR AFSC/28/AIR 9 JULY 428K



22A

TACRAM.

From: Air Forces Sub Commission, A.C. ROME.

Reference: AL.../28/Air.

To : H.Q., M.A.A.F., CMF.

Date: 9th July, 1945.

Information is required by Air Forces Sub-Commission on following details of Spitfire V.

- (a) Description.
- (b) Engine.
- (c) Max. Speed.
- (d) Landing Speed.
- (e) Climbing.
- (f) Practical Ceiling.
- (g) Range.
- (h) Empty Weight.
- (i) Useful load.
- (j) Total Weight.
- (k) Dimensions.
- (l) Surface.
- (m) Wings load and load per H.P.
- (n) Armament.
- (o) Bomb load.

Request these details be forwarded as soon as possible by postagram.

*A.W. Ruffell*

A.W. RUFFELL, S/LDR.  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

428

21A

(E)

From: Stato Maggiore R. Aeronautica,  
1 Sezione Operazioni.

To: Air Forces Sub-Commission,  
Allied Commission, ROME.

Date: 4th July, 1945.

Ref: 26307/op.13/3745 Coll.

ARMAMENT OF ALLIED AIRCRAFT USED BY ITALIAN UNITS.

Further to verbal request we inform that the armament of the under-listed aircraft used by Italian Units is the following:

"P.39 n" 1 gun calibre 37 mm/  
2 machine-guns calibre 12/7 mm/ (0,50)  
4 " " " 7,6 mm/ (0,300)

"P.39 q" 1 gun calibre 37 mm/  
2 machine-guns calibre 12,7 mm/  
2 " " " 12,7 mm/

Spitfire V. 2 guns calibre 20 mm/  
4 machine-guns calibre 7,7 mm/ 303

4283

THE CHIEF OF STAFF  
COL. ALDO REMONDINO



21A

STATO MAGGIORE AER. AUTICA  
1<sup>a</sup> Sezione Operaz.

-4 LUG 1945

Roma,

ALL AIR FORCES SUB COMMISSION  
A/C

ROMA

Prot. 26307/op. 13 / 8245 bol.

OGGETTO: Armamento velivoli alleati in dotazione ai reparti italiani.

A seguito richiesta verbale si comunica che l'armamento dei velivoli sotto elencati in dotazione ai reparti italiani è il seguente:

|               |   |          |      |          |          |
|---------------|---|----------|------|----------|----------|
| - " P.39 u "  | 1 | cannone  | Cal. | 37 mm/   |          |
|               | 2 | mitragl. | "    | 12,7 mm/ | ( 0,50)  |
|               | 4 | mitragl. | "    | 7,6 mm/  | ( 0,300) |
| - " P.39 q "  | 1 | cannone  | Cal. | 37 mm/   |          |
|               | 2 | mitragl. | "    | 12,7 mm/ |          |
|               | 2 | mitragl. | "    | 12,7 mm/ |          |
| - Spitfire V. | 2 | cannoni  | "    | 20 mm/   |          |
|               | 4 | mitragl. | "    | 7,7 mm/  |          |

4282

IL CAPO DI STATO MAGGIORE  
d'ordine



*Memoranda*

20A

From:- Allied Liaison Section, Headquarters, AF CEF.  
To:- Air Forces Sub-Commission, Allied Commission, Rome.  
Date:- 2nd. July, 1945.  
Ref:- BAF/4208/ALS.

1. Reference is made to your letter AFSC/28/AIR dated 21st. June, 1945.

2. A request has been made to the C.M.S.C. of this Headquarters for link trainers for the Italian Air Force. It is regretted, however, that at the present time there are no link trainers in the Central and Western Mediterranean, available.

*Conroy*

(C. CONROY),  
Squadron Leader,  
Air Vice-Marshal,  
Chief of Staff/AF, Rome.

4284



*5/7*

From:- Air Forces Sub-Commission,  
Allied Commission, Bari.

To:- Air Forces Sub-Commission,  
Allied Commission, Rome.  
(For the attention of W/Cdr. Risdee).

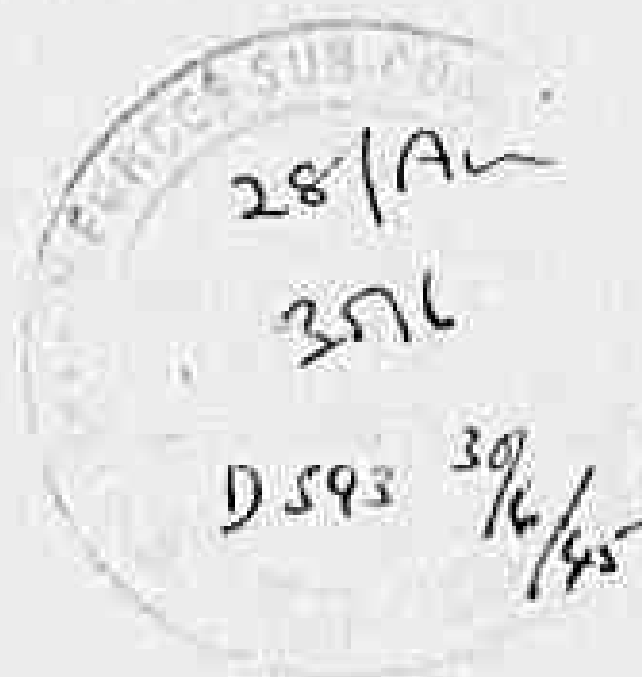
Date:- 26th. June, 1945.

Ref:- AFSC/B/28/AIR.

TRANSFER OF FIGHTERS FROM FROSINONE TO LECCE.

The attached copy of letter was passed to us by Unita' Aerea on the 22nd. June, 1945, and is forwarded for information, the first part of the letter in particular.

*W.B. Royce*  
W.B. ROYCE. W/CDR.  
Officer Commanding,  
Air Forces Sub-Commission,  
Bari Detachment.



From :- Comando Unità Aerea

To :- The Fighters & Bombers School Frosinone

.. Fighter Wing Lecce

For the 1st Wing of

State Major, the R.A. ROME

Bomber & Transport Wing at Lecce

At The Airport Lecce

Ufficio Intendenza Bari.

Date :- 14/6/45

Ref :- 0791/00. 3

TRANSFER OF THE FIGHTERS FROM THE R. & F. SCHOOL  
AT FROSINONE TO THE AIRPORT AT LECCE.

Following the instructions of the Stato Maggiore R.A. we dispose the transfer of the fighters from the school at Frosinone to the airport at Lecce.

Squadron consistency :- 6 P.39, 2 Spitfires aircraft.

Personnel :- 3 Officers, 1 cadet Officer, 24 N.C.O.

1 Jr N.C.O. 73 Airmen.

Equipment :- F.39 Pack-up, tents, Barracks Equipment.

The above mentioned pack-up from the school will be assumed by the Fighter wing for disciplinary action and use.

This squadron will be attached to another one for the purpose of technical and logistic use; and depend from it the strength of the personnel for administration.

The Squadron will be transferred completely on the airport at Lecce with all the tents and barrack equipment.

The Intendence of the Unita Aerea will examine the possibility of supplying a light truck for the services of the flight. This truck will be in charge of the same squadron that will assume this detachment.

This transfer will be as follows:-

On the 17/6/45 at 3.30. 32 will take-off from Lecce for Frosinone taking with it 5 pilots with the necessary equipment to fly back from Frosinone to Lecce 5 P.39.

On the 18/6/45 the 5 P.39 will take-off from Frosinone to Lecce. The same day the S.S. 32 will return to Lecce carrying 1 (one) Officer, 4 (four) N.C.O. and 10 airmen, that they will be there to assist the aircraft maintenance.

The second part of the squadron will follow as soon as the railway wagons will be at their disposal. The wagons are as follows:- 3 flat and 2 closed wagons that will be demanded by the Intendenza that will notify Frosinone two days previous of this.

the airport at Lecce.

Squadron consistency :- 8 P.39 & 2 Spitfires aircraft.  
 Personnel :- 3 Officers, 1 cadet Officer, 24 N.C.O.  
 1 Jr N.C.O. 73 Airmen.  
 Equipment :- 1.39 Pack-up, Tents, Barracks Equipment.

The above mentioned pack-up from the school will be assumed by the  
 fighter wing for disciplinary action and use.

This squadron will be attached to another one for the purpose <sup>4278</sup>  
 technical and logistic use; and depend from it the strength of the  
 personnel for administration.

The Squadron will be transferred completely on the airport at Lecce  
 with all the tents and barrack equipment.

The Intendence of the Units herein will examine the possibility <sup>774</sup> of  
 supplying a light truck for the services of the flight. This truck  
 will be in charge of the same squadron that will assume this detach-  
 ment.

This transfer will be as follows:-

A) On the 17/6/45 at 3.M. 82 will take-off from Lecce for Prosinone  
 taking with it 5 pilots with the necessary equipment to fly back  
 from Prosinone to Lecce 5 P.39.

On the 18/6/45 the 5 P.39 will take-off from Prosinone to Lecce.  
 The same day the 3.M. 82 will return to Lecce carrying 1 (one)  
 Officer, 4 (four) N.C.O. and 10 airmen, that they will be there  
 to assist the aircraft maintenance.

B) The second part of the squadron will follow as soon as the  
 railway wagons will be at their disposal. The wagons are as  
 follows:- 3 flat and 2 closed wagons that will be demanded by the  
 Intendence that will notify Prosinone two days previous of their  
 arrival, also two heavy trucks with trailers.

IL COMANDANTE  
 (Gen. R.A. GALLA G.)  
 COL. FRANCIS.

Signed

*Air Force* *510* *E/6769*  
*N/27/26* *180*  
 5211

LROF V MARD 25569 QVR3  
 FROM R A F MOVES FOGGIA 251602 D  
 TO APSUB CON BARI

INFO RAF MOVES BARI AF SUB - CON  
 ROME - HF SUB - CON LECC E  
 QON BT

OM135 . RESTRICTED . REFERENCE YOUR BOX14  
 OF 12 TH JUNE WAGONS AS REQUESTED WILL BE IN  
 POSITION FOR LOADING AN 25 T H AS FOLLOWS . 3 BOX  
 WAGONS AT COMPONARINO 7 FLATS AT TERNOLI . REQUEST  
 YOU ADVISE UNIT TO CONTACT R T G TERNOLI  
 BT

SENT E A AR 2332 K

RD AT 252320 LJT AR KK

PRESUME WA FLATS AT IN LINE 4 TERNOLI KK

K



26/005

LRKB V LGJP NR65 > .ROUTINE

QVR-4

FROM A.F. SUB COM BARI 191200Z

TO F.A.F. RAIL MOVEMENTS, FOGGIA.

INFO F.A.F. RAIL MOVEMENTS, BARI - HEADQUARTERS M.A.A.F. (ADVANCED)

MOVEMENTS.2. - A.F. SUB-COM ROME - A.F. SUB-COM LECCE.

QQK GR36 DT

B.Q.214 19TH JUNE

CONFIDENTIAL (.) REFERENCE THIS HEADQUARTERS SIGNAL 00206 JUNE4TH (.) REQUEST ADDITIONAL RAIL WAGGONS AS FOLLOWS BE MADE AVAILABLE AT CAMPOMARINO SIDINGS FOR SYXX CONSIGNING TO GALATINA SIDINGS (.) CLOSED WAGGONS QUANTITY

8 FLAT WAGGONS QUANTITY 7

DT 191200Z

SENT RJM AR K

R

NR

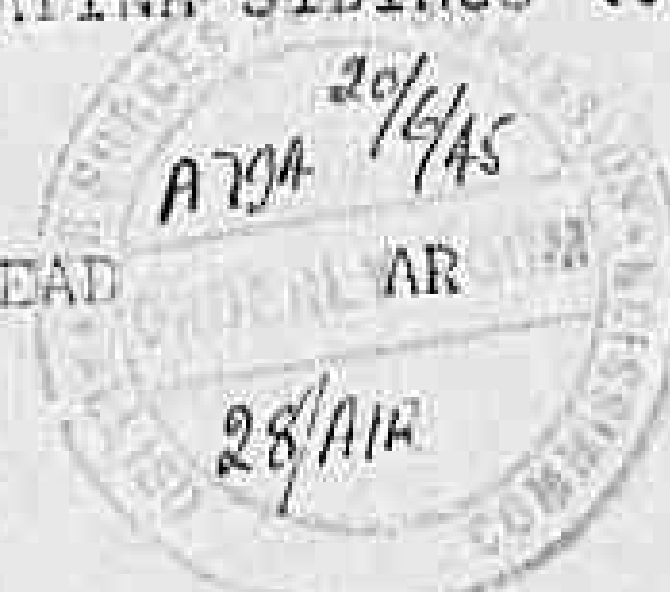
65

19/1750

EAD

AR

TKU



ARKORCKSIC

4276

141420

N 119/19 7/5/53

14A

DKR

FROM: AIR FORCES 1-COMMISSION,  
ALLIED COMMISSION, ROME.

TO: H.Q. M.A.A.F. C.M.F. A.I.S.

DATE: 21ST JUNE, 1945.

REF: AFSC/20/AIR.

16A

I.A.F. TRAINING.

A request has been received from the Italian Air Force asking for the provision of a Link Trainer. If there should be any redundant Link Trainers, either from British or U.S.A. sources, I consider that it would be a good thing to turn over 3 or 4 to the Italian Air Force, if only to give the air-crews something useful in connection with flying, bearing in mind that all flying, except on the Courier Services and A.S.R., has been considerably curtailed in order to save petrol, oil, and shipping.

2. If provision is approved, the priority of supply would be as follows:-

- (i) IEOCE, primarily for Fighter pilots.
- (ii) MIXING TRAINING SCHOOL (possible combination of F.R.S. and O.T.U.) 4275
- (iii) CENTOCELLE - Courier Service pilots.
- (iv) LITTORIA - Baltimore pilots.

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

*SSC*  
Make statement on this at Staff Conf on 22 Jan 46 - 22/6  
file 2/6

*Loss to DP, Part 1 & Part 2*  
*23/6*

15A

FROM : AIR FORCES SUB COMMISSION,  
LECOE BARRACKS.  
TO : AIR FORCE SUB COMMISSION,  
A. C. ROY.  
DATE : 12th JUNE 1945.  
REF : AFSC/1/4/AFS/1.

WINTER TRAINING - LECO

13A

64C

Ref. your AFSC/28/AFS, dated 12th June, attached is draft on a suggested syllabus of training for Italian Fighter pilots at Leco.

2. It is based on the programme recently instituted by Col. Capetta but has been altered slightly and amplified to make the best use of the flying time available, and keep all pilots employed. 4274

3. Facilities appear to be adequate and Col. Capetta considers that no further equipment will be required. The situation regarding oxygen for aircraft is not known but I will discuss this with the Italian Liaison Officer, if necessary, refer it to S/Ldr. Broadhead.



*W. C. Deason*  
OFFICER COMMANDING  
Air Forces Sub Commission  
LECOE

15B

FLYING TRAINING

Time 6 hrs / Pilot / Month to be divided as follows ;  
Basic Climb and High Altitude Flying. (Do include combat  
 tactics after first flight).

One flight 1 hr. 30'.

First climb to be done solo, thereafter in formations of 2, 3  
 or 4 as they are available.

Navigation Training. combining R/T procedure, photography,  
 sk. lesson navigation and reconnaissance.

2 flights 1 hr. 15' each.

Air Firing/Bombing. Straining for No. 802 and 855.

Stunt and Landing for E. 33 and Spitfires.

2 flights 30' each.

Combat Training. Air/Air practice attacks between fighters  
 or fighter against bomber.

4273

2 flights 30' each.

TOTAL : 6 hrs.-

Tests : It is suggested that essential test flying should  
 not be counted towards a pilot's 6 hours.

REMARKS : It is considered that a Link Trainer is available  
 would be a considerable asset and could be used to maximum capacity  
 continually.

15C

GENERAL TRAINING

Lectures to be prepared for all non flying periods.

- + 1. Instruction in the new organization of the R.A.  
Comparison of the old and new organization.
- 2. Lecture on discipline, drill.
- 3. Medical. Instruction in the proper care of health and its relation to flying efficiency.  
Use of oxygen and maintenance of oxygen equipment.
- + 4. Navigation. To include construction and use of instruments, maps, etc. and exercises in practical navigation, plotting, log keeping etc.
- + 5. Signals. Lectures on the W/T and R/T in use in the R.A. and general system of communication. R/T drill. Radio installations in a/c.
- 6. Flying Control and Aircraft Safety organization.
- + 7. Photography.
- + 8. Armaments, including a/c, cannon, maintenance and inspection.
- 9. Airframes and engines: aerodynamics, construction and maintenance. Use of the P. 700 and maintenance publications.
- + 10. Flying Instruments. Construction and use of electrical and mechanical instruments in use.
- + 11. Combat tactics.
- 12. Unclassified subjects of interest and importance, e.g.  
+ Description and examination of the organization of the Air Forces in this war.  
Study of the development of Tactical and Strategic Operations involved in this war.  
Study of new aerial weapons and new systems of propulsion.  
Discussion groups on topical subjects.  
Drill and R.A. organized games.
- + Subjects marked thus are already being taught.

4272

SECRET

Lyphel message

14/17  
44/04

Lo/- RAF Movements Leggia

Repeated/- RAF Movements Bari - HQ MAAF (Movements 2) -

Air Force Sub Commission Rome.

A695 6/6/45

Long Air Force Sub-Commission Bari.

28/Air

BQ/206 June 4th.

Sent @ T.O.O. 1500 B @ Request following railway  
waggons be made available for move of Italian Air  
Force Fighter Squadrons to Lecce @ Closed waggons  
quantity 12 @ Open waggons quantity 6 @ Flat waggons  
quantity 10 @ waggons required for loading at  
CAMPOMARINO sidings for consignment to GALATINA  
sidings @ Authority for move Headquarters MAAF signed  
MX 54452 May 16th.

14/17

Shifman to

Staff A.F. Sub Comm. Rome

T.O.O. 46113  
Tel 040606  
Tel 0420500

1419

44/04

Lyphel Messing

To/- RAF Movements Foggia

Repacked/- RAF Movements Bari - HQ MAAF (Movements 2) -

Air Force Sub Commission Rome. A 695 6/16/45

From Air Force Sub-Commission Bari. 28/Air

BQ/206 June 4th.

Despatch T.O. 150080 Request following railway  
waggons be made available for move of Italian Air  
Force Logistics Squadrons to Lecce. 6 closed waggons  
quantity 12. 6 Open Waggons quantity 6. 6 Flat waggons  
quantity 10. 6 waggons required for loading at  
CAPO MARINO sidings for consignment to GALLATINA  
sidings. Authority for move Headquarters MAAF signal  
MX 5445- may 16th.

Te 00416113  
Tel 0400000  
Tel 0400500

Despatch A.F. Sub Comm. Rome

Mc/Min  
Shipman for

13A

FROM: AIR FORCES SUB COMMISSION, A.C. HOME.

TO: AIR FORCES SUB COMMISSION, LEOCE DETACHMENT.  
(Attention of G/C Ollason).

DATE: 1ST JUNE, 1945.

REF: AFSC/28/AIR.

FIGHTER TRAINING - LEOCE.

The Air Officer Commanding would like your views on the training of fighter pilots at LEOCE and the facilities you will require.

2. At present the R.A.A.F. policy is to eliminate all offensive training but air firing is not considered to be in this category.

A draft programme of training is therefore to be submitted to this Headquarters.

3. Attention is drawn to the flying time limitation of a maximum of six hours per pilot per month.



4270

D.E. JARMAN, G/CAPT.  
SENIOR STAFF OFFICER,  
AIR FORCES SUB COMMISSION.

FROM : AIR FORCES SUB COMMISSION, LECCE DETACHMENT.

TO : AIR FORCES SUB COMMISSION, ROME.

( Copy to A.F.S.C. Bari, Ital. W/Cmdr. Royce )

DATE : 22nd. May 1945.

REF. : AFSC/D/12/P. (R.A.)

Herewith list of Italian fighters pilots at present stationed at Lecce, with details of their flying experience, as arranged during the conference on 16th. May 1945.



*W. C. Dwyer*  
OFFICER COMMANDING  
Air Forces Sub Commission  
LECCE  
4269

EXPERIENCE  
OF THE PILOTS OF THE AIRCRAFT OF THE ITALIAN AIR FORCE, LECCE

| RANK    | SURNAME      | NAME       | FLYING HOURS |               |       |
|---------|--------------|------------|--------------|---------------|-------|
|         |              |            | Multi engine | Single engine | Total |
| Capt.   | MONTECCHI    | Antonio    | 309          | hrs           | 1158  |
| Capt.   | SPERANZICO   | Mario      | 300          | hrs           | 617   |
| Lt.     | BERAL        | Ellice     | 50           | hrs           | 705   |
| W/O.    | DAMIANI      | Renato     | 1000         | hrs           | 2103  |
| W/O.    | SESTINI      | Ezio       | 350          | hrs           | 1190  |
| W/O.    | PINELLI      | Doménico   | 250          | hrs           | 990   |
| Sg/Maj. | MICHELINI    | Francesco  | 700          | hrs           | 835   |
| Sg/Maj. | BALDI        | Luigi      | 175          | hrs           | 356   |
| Sg/Maj. | GABRIELLI    | Augusto    | 85           | hrs           | 341   |
| Capt.   | PORTI        | Bruno      | 180          | hrs           | 935   |
| Capt.   | PALMERIA     | Romano     | 300          | hrs           | 1000  |
| Lt.     | PIROZZI      | Guido      | 2            | hrs           | 300   |
| Lt.     | PIRONI       | Giovanni   | 300          | hrs           | 600   |
| Lt.     | WISCUVO      | Dante      | 314          | hrs           | 630   |
| 2nd Lt. | LATTINZI     | Alfonso    | 100          | hrs           | 345   |
| 2nd Lt. | DI CICHIO    | Sergio     | 20           | hrs           | 350   |
| W/O.    | CARLINI      | Pietro     | 153          | hrs           | 800   |
| W/O.    | ALBARELLI    | Augusto    | 135          | hrs           | 402   |
| Sg/Maj. | CASAPPA      | Ettore     | 120          | hrs           | 700   |
| Capt.   | GALESI       | Gianfranco | 20           | hrs           | 1620  |
| Capt.   | ALESSANDRINI | Bruno      | 50           | hrs           | 1404  |
| W/O.    | BRONZINI     | Bruno      | 30           | hrs           | 793   |
| Major   | CALABRINI    | Gino       | 25           | hrs           | 1624  |
| Major   | ILICINI      | Francis    | 40           | hrs           | 1258  |

4268

| NAME                            | Multi engine | Single engine | Totals   |
|---------------------------------|--------------|---------------|----------|
| Major VITTORIO Gastone          | 800 hrs      | 700 hrs       | 1500 hrs |
| Capt. MARINOSSINI Enrico        | 40           | 370           | 1010     |
| Capt. TONDI Donati              | 10           | 1000          | 1010     |
| Capt. SPADACINI Paolo           | 700          | 880           | 1580     |
| Capt. ANTONELLO Gianpiero       | 100          | 1500          | 1600     |
| Lt. LOVULLO Angelo              | 9            | 441           | 450      |
| Lt. SCARINCI Giuseppe           | 100          | 1000          | 1100     |
| Lt. BARTOLOZZI Cevaldo          | 40           | 720           | 760      |
| 2nd Lt. CAPONETTI Aldo          | 5            | 645           | 650      |
| 2nd Lt. SCHIPI Cevaldo          | 100          | 1200          | 1300     |
| 2nd Lt. PARIGLIANI Amedeo       | 5            | 532           | 537      |
| 2nd Lt. LANCIÀ Ottorino         | 60           | 970           | 1030     |
| W/O. VIGENTINI Francesco        | 10           | 680           | 690      |
| Sg/Maj. AZZENA Francesco        | 2            | 524           | 526      |
| Sg/Maj. DAL DON Lario           | 400          | 550           | 950      |
| Sg/Maj. PAOLINI Marino          | 250          | 320           | 570      |
| Sg/Maj. BECCI Antonino          | 50           | 600           | 650      |
| Sgt. BARBAGLIO Aldo             | 50           | 240           | 290      |
| Capt. ZAVADINI Bruno            | 55           | 955           | 1010     |
| Capt. SALVI Eugenio             | 20           | 2110          | 2130     |
| 2nd Lt. ANDRIANI Alvise         | 450          | 1114          | 1564     |
| W/O. MECHININI Salvatore        | 125          | 680           | 1005     |
| Capt. TESTERINI Torquato (tech) | 100          | 1000          | 1100     |
| Capt. RUSSO Giocchino (tech)    | 15           | 1200          | 1215     |
| W/O. MARINELLI Umberto (tech)   | 25           | 700           | 725      |

4267

# FINAL ROSTER OF STAFF ENLISTED A/C

NAME

SURNAME

RANK

| RANK     | NAME        | SURNAME    | 1900 | 1908 |
|----------|-------------|------------|------|------|
| Capt.    | LA. PERLA   | Cernano    | 1200 |      |
| Lt.      | VILLARI     | Aldo       | 1252 |      |
| Lt.      | FORCHETTI   | Mino       | 330  |      |
| Lt.      | MORDIO      | Reimondio  | 500  |      |
| Lt.      | CRACIOMA    | Giorgio    | 921  |      |
| Lt.      | MARTINI     | Remo       | 273  |      |
| Lt.      | DE FILIPPIS | Arnaldo    | 751  |      |
| Lt.      | CATUCCI     | Erminio    | 174  |      |
| Lt.      | GORI        | Baldo      | 203  |      |
| Lt.      | PIROCELLINI | Costantino | 643  |      |
| Lt.      | MILANDRI    | Giuseppe   | 1005 |      |
| 2nd Lt.  | DIAMILLO    | Aldo       | 553  |      |
| 2nd Lt.  | LANTUDDI    | Tranco     | 431  |      |
| 2nd Lt.  | VIENTE      | Bruno      | 1208 |      |
| 2nd Lt.  | MILICCHI    | Bruno      | 273  |      |
| Sgt/Maj. | BOUOLI      | Ricardo    | 377  |      |
| Sgt/Maj. | ZAFFRAGINI  | Marino     | 502  |      |
| Sgt/Maj. | SAVINI      | Guido      | 494  |      |
| Sgt.     | LONGO       | Giuseppe   | 189  |      |
| Capt.    | GASPARDONI  | Giorgio    | 1571 |      |
| Lt.      | DASTOCI     | Vittorio   | 500  |      |
| Lt.      | MORICHELLI  | Eolo       | 300  |      |
| Lt.      | GASPARETTI  | Guido      | 550  |      |
| Lt.      | FERRAZZI    | Francesco  | 160  |      |
| Lt.      | RUFFINO     | Umberto    | 563  |      |
| Lt.      | BELLAGOTTI  | Denilo     | 450  |      |

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| RANK     | SURNAME     | NAME       | FLYING HOURS ON SINGLE ENGINED A/C |
|----------|-------------|------------|------------------------------------|
| W/O.     | BERNARDI    | Dulio      | 635 hrs                            |
| Sgt/Maj. | SENGAI      | Umberto    | 722                                |
| Sgt/Maj. | LO RUSSO    | Michela    | 650                                |
| Sgt/Maj. | MILAVASI    | Antonino   | 588                                |
| Sgt/Maj. | MUNICH      | Aurelio    | 700                                |
| Sgt/Maj. | ALDOVIRANDI | Ugo        | 600                                |
| Sgt.     | FOLESI      | Giovanni   | 946                                |
| Sgt.     | MAZZOLANI   | Ugo        | 300                                |
| Major    | BACICH      | Mario      | 1300                               |
| Capt.    | LALATIA     | Imelito    | 1236                               |
| Lt.      | FISCH       | Giuseppe   | 400                                |
| Lt.      | LANZI       | Renato     | 171                                |
| Lt.      | PANFURINI   | Carlo      | 205                                |
| Lt.      | DA ANELLI   | Italgianco | 700                                |
| Lt.      | PAPPALARDO  | Giovanni   | 728                                |
| 2nd. Lt. | BISSOLI     | Giacchino  | 1305                               |
| 2nd. Lt. | RICCHI      | Adelmo     | 386                                |
| 2nd. Lt. | ANDREI      | Fulvio     | 414                                |
| 2nd. Lt. | GHERRARDI   | Renato     | 344                                |
| 2nd. Lt. | RESSE       | Alberto    | 539                                |
| 2nd. Lt. | RAVACCIOTTI | Giuseppe   | 356                                |
| W/O.     | LANTINI     | Giorgio    | 1078                               |
| W/O.     | PALOMBO     | Bartolo    | 845                                |
| Sgt/Maj. | BOTAZZI     | Alberto    | 857                                |
| Sgt/Maj. | PROTTI      | Pietro     | 170                                |
| Sgt/Maj. | SANTUCCI    | Aldo       | 927                                |
| Sgt/Maj. | LORENZINI   | Silvio     | 700                                |
| Sgt/Maj. | PISPORE     | Giovanni   | 753                                |

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| RANK    | SURNAME    | NAME       | PLAYING HOURS OF SIMPLE MACHINES | AGE | 666 hrs. |
|---------|------------|------------|----------------------------------|-----|----------|
| Sgt.    | STIVANI    | Gennaro    |                                  |     | 306      |
| Sgt.    | Nion       | Battistino |                                  |     | 172      |
| Sgt.    | PARRIN     | Athos      |                                  |     | 386      |
| Sgt.    | PEDRILLI   | Cesare     |                                  |     | 988      |
| Capt.   | TATIANELLI | Bruno      |                                  |     | 1800     |
| Capt.   | LEONARDI   | Remo       |                                  |     | 510      |
| Lt.     | BONFICIO   | Giusseppe  |                                  |     | 330      |
| Lt.     | MAIONI     | Leonardo   |                                  |     | 350      |
| Lt.     | PERCIVALLI | Stefano    |                                  |     | 320      |
| Lt.     | CORSARI    | Giusseppe  |                                  |     | 330      |
| Lt.     | GIORDANI   | Daniello   |                                  |     | 600      |
| Lt.     | PIRELLI    | Alessandro |                                  |     | 400      |
| Lt.     | AVIASINI   | Cesare     |                                  |     | 200      |
| Lt.     | CHERUBI    | Mario      |                                  |     | 330      |
| Lt.     | ILLI       | Gerardo    |                                  |     | 230      |
| Lt.     | BULLI      | Alberto    |                                  |     | 570      |
| Lt.     | COLLETTI   | Mario      |                                  |     | xxx      |
| 2nd Lt. | SPINELLI   | xxx        |                                  |     | 1040     |
| 2nd Lt. | MANCINI    | Giovanni   |                                  |     | 215      |
| 2nd Lt. | BRUSCHI    | Nessimo    |                                  |     | 220      |
| 2nd Lt. | D'AMBRO    | Enrico     |                                  |     | 220      |
| 2nd Lt. | PARRINI    | Sirio      |                                  |     | 620      |
| 2nd Lt. | GAUCCI     | Roberto    |                                  |     | 820      |
| 2nd Lt. | DI LUCCI   | Donà       |                                  |     | 870      |
| 2nd Lt. | PICCOLI    | Guido      |                                  |     | 730      |
| 2nd Lt. | BALDI      | Pilippo    |                                  |     | 480      |
| 2nd Lt. | ROSSINI    | Italo      |                                  |     | 210      |
| 2nd Lt. | MASSETTI   | Alessandro |                                  |     | 230      |
| 2nd Lt. | MAZZI      | Pietro     |                                  |     |          |

FLYING HOURS ON SINGLE ENGINE A/C

| Rank     | Surname    | Name       | hrs  |
|----------|------------|------------|------|
| Capt.    | VIGGOSI    | Alberto    | 910  |
| Capt.    | BERTELLASO | Giorgio    | 555  |
| Lt.      | REFFI      | Carlo      | 535  |
| Lt.      | TIERI      | Mario      | 260  |
| Lt.      | RIZZO      | Mario      | 403  |
| 2nd Lt.  | DALLARI    | Enrico     | 1102 |
| 2nd Lt.  | ROMANIN    | Arturo     | 712  |
| 2nd Lt.  | GRAZIANI   | Alberto    | 555  |
| 2nd Lt.  | VOITAN     | Paolo      | 510  |
| 2nd Lt.  | MAGRI      | Simone     | 590  |
| 2nd Lt.  | GOBBATTO   | Piero      | 324  |
| W/O.     | Muscolini  | Carlo      | 1894 |
| W/O.     | PERNO      | Paolo      | 812  |
| Sgt/Maj. | BLADELLI   | Alessandro | 626  |
| Sgt/Maj. | BUSCONI    | Ambrosio   | 452  |
| Sgt/Maj. | RINALDI    | Leonardo   | 485  |
| Sgt/Maj. | TERREBILIO | Ferruccio  | 424  |
| Sgt/Maj. | CAROSELLI  | Michèle    | 805  |
| Sgt.     | BERTONI    | Lotario    | 348  |
| Sgt.     | FORNALLI   | Giulio     | 301  |
| Sgt.     | LISE       | Alberto    | 305  |
| Sgt.     | CONQUERO   |            | 300  |
| Sgt.     | BASSO      | Giuseppe   | 180  |
| Sgt.     | MURRIN     | Bruno      | 230  |
| Sgt.     | PACIORNO   | Vittorio   | 210  |
| Capt.    | GIACOMELLI | Giuliano   | 1150 |
| W/O.     | ROMANOLI   | Aldo       | 2500 |
| W/O.     | BARTOLUCCI | Pasquale   | 1500 |

(tech)  
(tech)  
(tech)

11A

From : Air Forces Sub Commission, A.C., Rome  
To : Italian Air Ministry,  
att. Col Remondino  
Date : 21st May 1945  
Ref : AFSC/28/AIR

10A

Enclosed herewith is a list of subjects, mostly Administrative, which form the basis of an R.A.F. Course on that subject. Your letter 25980/DD4/3004/Coll of the 15th May refers.

. 6 A

B  
F.L. BRADSHAW, S/LDR,  
Air Vice-Marshal, 4202  
Air Officer Commanding.

107

OFFICE ORGANISATION.

1. Importance of tidiness and cleanliness.
2. Welfare of Office Staff.
3. Secrecy and Security Measures.
4. Importance of proper maintenance of office machines, stationery, forms, etc.
5. Registry and Filing System.
6. Secret and Confidential Files.
7. Official Mail - correct addressing.
8. Conduct of correspondence.
9. Route Forms, Railway Warrants, Concession Vouchers.
10. Identity cards and Permits
11. Instruction of Junior Officers in Law and Administration.

OFFICERS' & AIRMEN'S DOCUMENTS.

4261

1. Documents maintained for officers.
2. Documents maintained for officers.
3. Documents maintained for airmen and airwoman.

PRECIS ON POWERS OF A COMMANDING OFFICER AND A SUBORDINATE COMMANDER.

1. The Powers of the Commanding Officer over Officers and Warrant Officers.
2. The Powers of the Commanding Officer over airmen below warrant rank.
3. The Powers of the Commanding Officer over Non-Commissioned Officers.
4. The Powers of the Commanding Officer over Aircraftmen.

6. Secret and Confidential Files.
7. Official Mail - correct addressing.
8. Conduct of correspondence.
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3. The Powers of the Commanding Officer over Non-Commissioned Officers
4. The Powers of the Commanding Officer over Airmen.
5. Reduction of punishment.
6. Loss of privileges.

PRECIS ON PROCEDURE FOR REPORTING CASUALTIES TO PERSONNEL.

1. Guarding and Salvaging of Aircraft ~~in case of crash~~
2. Casualty signals.
3. Notification to salvage centre.
4. Enemy crashes.
5. Notification of casualties to next - of - Kin (or other Nominee)
6. Written Circumstantial Report.
7. Flying accidents and forced landings.
8. Record of next of Kin / Identity discs.
9. Registration of Deaths - inquests, Burial reports etc.
10. Depatch or service documents on death.
11. Missing personnel.

PROMOTION OF OFFICERS.

1. Types of promotion & ranks.
2. Peace establishment promotion.
3. Acting promotion.
4. Pay of acting rank.
5. Relinquishment of acting rank.
6. Recommendations and returns.
7. General Principles.
8. Unfavourable Reports.
9. Conduct of Officer not so serious to justify immediate Court Martial
10. Officer unsuitable for his appointment.
11. Confidential reports ~~in form 100~~.
12. Intemperance.

426r

5. Notification of casualties to next - of - kin (or other Nominee)
6. Written Circumstantial Report.
7. Flying accidents and forced landings.
8. Record of next of kin / Identity discs.
9. Registration of Deaths - Inquests, Burial reports etc.
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5. Relinquishment of acting rank.
6. Recommendations and returns.
7. General Principles.
8. Unfavourable Reports.
9. Conduct of Officer not so serious to justify immediate Court Martial
10. Officer unsuitable for his appointment.
11. Confidential reports ~~refer~~ <sup>to</sup>.
12. Interference.
13. Recommendation and Selection procedure.
14. Type of Commission and condition of service

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- 3 -

PRECIS ON THE USE OF THE SIGNALS SERVICE BY ADMINISTRATIVE OFFICERS.

1. Use of signals limited to essential traffic.
2. The message form.
3. Subject matter.
4. "Originators instructions".
5. The degree of security.
6. Cypher signals, code words.

HYGIENE AND SANITATION.

1. Responsibility.
2. Aims and functions.
3. Medical Officer.
4. Hygiene
5. Sanitation.
6. Conservancy.
7. Clothing.
8. Bedding, Blankets etc.
9. Personal Hygiene
10. Lectures on Venereal disease and Personal Hygiene.
11. Vaccination and inoculation.
12. Accommodation.
13. Messing.
14. Latrines.
15. Drains.
16. Refuse.
17. Sanitary Detachment.

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HYGIENE AND SANITATION.

1. Responsibility.
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14. Latrines.
15. Drains.
16. Refuse.
17. Sanitary Detachment.
18. Infectious Diseases.
19. Disinfection
20. Tents.
21. Food.
22. Urinals and latrines.
23. Disposal of refuse. Slop water, etc.

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- 4 -

RATIONS AND MESSING.

1. Basic Principles.
2. Scale of rations.
3. Standard daily Ration.
4. Demands for commodities.
5. Rules for purchase.
6. Disposal of condemned foodstuffs.
7. Messing.
8. Management of cockhouses.
9. Equipment of cockhouses.
10. Preparing cooking and serving meals.
11. Dining rooms.
12. Disposal of By-products.
13. Return of By-products.

CUSTODY & CHARGE PROCEDURE.

1. Introduction to Air Force Law.
2. Main difference between arrest for officers & airmen.
3. Release from arrest without prejudice to re-arrest.
4. Powers of arrest by Officers, W.O.s, & N.C.O.s 4258
5. Arrest of an Officer, Close arrest.
6. Officer, loss of acting rank when in close or open arrest.
7. Airmen, Warrant Officers & N.C.O.s. Close Arrest.
8. Airmen, Warrant Officers & N.C.O.s, Open arrest.
9. Aircraftmen (AC1, AC2, LAC) Close arrest?
10. Aircraftmen, open arrest.
11. Arrest for drunkenness.

8. Management of cockhouses.
9. Equipment of cockhouses.
10. Preparing cooking and serving meals.
11. Dining rooms.
12. Disposal of By-products.
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8. Airmen, Warrant Officers & N.C.O.s. Open arrest.
9. Aircraftmen (AC1, AC2, IAC) Close arrest?
10. Aircraftmen, open arrest.
11. Arrest for drunkenness.
12. Time limits to prevent injustice and delay.
13. Officers with powers of punishment.
14. Absence without leave.
15. Airmen charged in civil courts.
16. Orderly Room procedure.
17. Preliminary Investigation by Subordinate Commander.
18. Method of Conducting.
19. Disposal.

- 5 -

R.A.F. DRESS REGULATIONS, DRILL AND DISCIPLINE.

1. Officers' Uniform.
2. Dress Officers and airmen.
3. Airmen's uniform.

DRILL.

1. Objects and importance.
2. Saluting.
3. Church parades.
4. Service funerals.

M.T. ADMINISTRATION.

1. M.T. Officer.
2. Use of vehicles.
3. Approval of journeys.
4. Requests for transportation.
5. Runs within station.
6. Vehicles detached from units.
7. repayment Journeys.
8. Records to be kept.
9. Allotment of vehicles.
10. Order book.
11. Defects report book.
12. Inspections and test runs.
13. Spares.
14. Repairs.
15. Speed.

4257

4257

M.T. ADMINISTRATION.

1. Objects and importance.
2. Saluting.
3. Church parades.
4. Service funerals.

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2. Use of vehicles.
3. Approval of journeys.
4. Requests for transportation.
5. Runs within station.
6. Vehicles detached from units.
7. repayment Journeys.
8. Records to be kept.
9. Allotment of vehicles.
10. Order book.
11. Defects report book.
12. Inspections and test runs.
13. Spares.
14. Repairs.
15. Speed.
16. Persons authorised to drive.
17. Accident procedure.

- 6 -

PAY ACCOUNTING.

1. Cash accounting.
2. Officers' Pay.
3. Advances.
4. Officers' Allowances.
5. Travelling Claims.
6. Airmen's Pay and Allowances.
7. Pay Parade.
8. Rations.

ANTI-WASTE AND SALVAGE.

1. Anti-waste.
2. Station Anti-waste committees.
3. Functions.
4. Salvage

SUMMARIES OF EVIDENCE & APPLICATION FOR TRIAL BY COURT-MARTIAL.

4256

1. Purposes.
2. When to be taken.
3. Action before taking the summary.
4. Taking evidence on oath.
5. Method of recording evidence.
6. Cross-examination of witnesses by accused.
7. Evidence of witness.

6. Airmen's Pay and Allowances.
7. Pay Parade.
8. Rations.

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7. Evidence of witness.
8. Evidence of accused.
9. Witnesses for defence.
10. Completion of summary.
11. Completion of Summary.
12. Application for trial.
13. Preparation of charge sheet.
14. Attendance of witnesses.
15. Other details of preparation for trial.

- 7 -

DAILY ROUTINE ORDERS.

1. Composition.
2. Uses and Principles.
3. Officers P.O.R.s.

COURTS OF INQUIRY.JUNIOR SCHOOL.

1. Types of Inquiry or Investigation.
2. Procedure of a formal inquiry.
3. Inquiries presenting special features.
4. Investigation of personnel inquiries and accidental deaths - Service Personnel.
5. Damage to Civilian Property and Injury to Civilians.
6. Fires, Explosive etc.
7. Illegal Absence of Airmen
8. Returned Prisoners of War.
9. M.T. Accident A.M.O. A.475/42.

4255

SUPPLIES OF ORGANISATION - ITALIAN AIR FORCE.

## I. GENERAL ORGANISATION.

1. Stato Maggiore and Air Ministry Directorates. Brief outline of different Directorates, allocation of funds from Air Force Financial Vote, general responsibilities of Directors. General principles of Stato Maggiore's functions and responsibilities regarding supply matters, especially with regard to provisioning for equipment and measure of its control over the Directorates.

## II. AIR MINISTRY DIRECTORATES.

1. Responsibilities and functions of each of the Directorates detailing classes of equipment for which each is responsible.

## III. Z.A.T. Headquarters.

1. General functions of Squadra Aerea and Z.A.T. Headquarters.
2. Functions of Directorate representatives including powers of local purchase.

## IV. DEPOTS.

1. Disposition of equipment holding Depots i.e. central and regional depots.
2. Different types of Depot and method of geographical distribution on Z.A.T. basis including particular reference to splitting up of Commissariato, Costruzione and Servizi Depots according to classes of equipment.

## V. PROVISIONING AND GENERAL ACCOUNTING.

1. Provisioning for equipment by Air Ministry Directorates.
2. Contracts, inc. Local and Regional.
3. Local Purchases.
4. Accounting Principles.
5. Stores Charge.
6. Issues (Processi Verbali), from Depots.
7. Depot Accounting.
8. Station Accounting.

4254

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,  
ROME.

ARSC/28/AIR.

21st May, 1945.

SECRET

Dear

With reference to your GP.85 dated 17th May, I am sorry that you are in disagreement of the introduction of Moral Leadership Courses into the Italian Air Force, and that it was too late to stop information being given to the Italian Air Ministry.

2. When I got back from my visit to you in which you suggested that the Italian Air Force fighter squadrons should begin administration courses, I had an after-thought that it would be a good thing for them to do Moral Leadership Courses as well, largely to inculcate a Christian Spirit into those men who should be fitted to lead others in the correct way of living, which very briefly is, I think, the object of these courses, and at any rate, in my view, should be part of the training of an officer.

3. I had a long conversation with GROUP CAPTAIN O'CONNELL the Senior R.A.F. Roman Catholic Chaplain at your Headquarters before the leaflets were sent to the Air Ministry, and, in fact, O'CONNELL thought the idea a good one, and he gave me the leaflets personally; he had intended to contact the Senior Chaplain to all the Italian Fighting Services on this matter, but I am not sure whether he in fact was able to do so.

4. I hope to see you on Thursday, 24th May, when perhaps we can discuss this matter, and meantime no further information will be given to the Italian Air Ministry by this Headquarters.

Yours

4253

Air Vice-Marshal G. Baker, CB, CBE, MC,  
Headquarters,  
M.A.A.F.  
C.N.F.

**SECRET**Lyphid message

354/12

8A

To: AFSC Allied Commission Rome

From: HQ MAAP COME SSO GBIS 17<sup>th</sup> May 2A.

Secret. Following for Brodie from Baker.  
 I have just seen your AFSC 28 May 5<sup>th</sup>.

Apart from the fact that I am not at all  
 sure that we agree your detailed proposals  
 upon which, so far as I can trace, we have  
 not been consulted, the introduction of moral  
 leadership courses into the Italian Air Force  
 considered highly inappropriate. No  
 syllabuses are to be forwarded or any further  
 information supplied. It is quite clear that  
 the objects and aims of the moral leadership  
 courses are not fully appreciated. 4252

Before details of courses are forwarded  
 the necessary must be consulted.

(Para 3)



**SECRET**by phone messagePage 2354/18

- (3) I should appreciate an early opportunity of discussion

WOLF AFSC Rome

Shipman Jr

Too 180200Z  
ToR 190515Z  
ToD 190600Z

URGENT

4251

From:- Air Forces Sub Commission ROME  
To:- Italian Air Ministry: att. Col Remondino.  
Date:- 17th May 1945.  
Ref:- AFSC/28/AIR.

C of E LEADERSHIP SYLLABUS.

Replying to your letter 25980/DD4/3004/COLL 15th May  
the syllabus of the Church of England Leadership Course  
is enclosed; It is hoped that some suitable form  
of Administration syllabus will be available for you  
shortly.

*FB*  
F.L. BRADSHAW S/LR.  
AIR VICE MARSHALL  
AIR OFFICER COMMANDING.

4250

FROM : I.A.F. STATO MAGGIORE  
 TO : A.T.S.C.  
 DATE : 15/5/45  
 REF. : 25980/DD4/3004 COLL

FLYING ACTIVITIES OF FIGHTER UNITS.

With re., to your letter AFSC/28/AIR dated 5th ins.  
 and letter AFSC/28/AIR dated 6th inst.

1. We confirm that instructions have been issued in order to carry out the programme set out by your S/Commission.
2. We are waiting for the publications used by the R.A.F. for administrative and culture courses.

IL CAPO DI STATO MAGGIORE

S.S.O.

*Please check CofC Point Commun Affaire: Agence Air. Reminders to R.C. given on 14<sup>th</sup> May (affirm) and Patric O'Connell said he would contact the head of the R.C. of the Italian forces.*

Translated by E. Gasparini

*Have you been able to send any info to I.A.F. on Admin Courses yet?*



*CofC syllabus attached  
 Orig 16/5*

*16/5 JWS*



# STATO MAGGIORE R. AERONAUTICA

L. Sez. Uff. Operazioni *10 MAG. 1945* li *10* 194

Prot. N. *25980/2004* Alleg. *3004* Risposta al foglio N. *10* del

OGGETTO: Attività di volo dei Reparti da Caccia.-

Al l'Air Forces Sub Commission - *10 MAG. 1945*

R O M A

Si fa riferimento al foglio AFSC/28/AIR datato 5  
c.m. e successiva precisazione pervenuta con il foglio AFSC/  
28/AIR in data 6 c.m.-

4248

1. Si conferma che sono state emanate disposizioni allo scopo di attuare il programma di codesta Sottocommissione.
2. Si resta in attesa di ricevere i testi usati nella R.A.F. per i corai amministrativi e per quello di cultura.

AL 1'Air Forces Sub Commission - ...

E C M A

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4248

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IL CAPO DI STATO MAGGIORE

*Defum*

FROM: AIR FORCE COMMISSION,  
ALLIED COMMISSION, FORM.

TO: ITALIAN AIR MISSION.

DATE: 6th MAY, 1945.

REF: AFHQ/28/ALD.

With reference to our letter of even reference dated 5th May, 1945,  
please insert in paragraph (1) after the words "insertion of 6 hours per pilot"  
"per hour".

L.R. DUBOY,  
AIR VICE-MARSHAL,  
AIR (GENERAL) COMRADE.

4247

COPY:

D. J. M. A. A. V. A. I. A. S.  
A. F. S. C. A. C. I. O. O. G.  
A. F. S. C. A. C. P. R. O. M. I. N. E.  
A. F. S. C. A. C. D. A. T. I.

3A

From : Air Forces Sub Commission, AC. Rome.

To : HQ MAAF Allied Liaison Section.

Date : 6th May 1945

Ref. : AFSC.28/AIR.

2A

Further to the copy letter our reference AFSC/28/AIR, 5th May regarding the commencement of courses for grounded I.A.F. pilots, your permission is requested to apply to Air Publications for a copy of R.A.F. "Manual of Administration" A.P. 837, as desired in para 2 of above mentioned letter.

  
F.L. BRADSHAW S/LDR  
AIR VICE MARSHAL  
AIR OFFICER COMMANDING

4246

FROM: AIR FORCES SUB-COMMISSION,  
ALLIED COMMISSION, ROM.

TO: ITALIAN AIR MISSION.

DATE: 5TH MAY, 1945.

REF: AFSC/28/AL.

SECRET.

Until further instructions are received, it is requested that the following action be taken in respect of Italian Fighter Units which are withdrawn from operations under Royal Air Force Operational Control:

(1) In order to conserve petrol and oil, flying to be restricted to a maximum of 5 hours per pilot, except at the R.A.F. STATIONS, where the conservation courses should continue.

(11) Flying to be restricted to local areas only, i.e. within approximately 100 miles from base, and south of the Northern limits of the Province of VENEZIA, VIENNA and TRIESTE. It is undesirable that flying entailing the landing at an aerodrome other than the home base, should take place without the authority of the Director R.A.F. Officer on the spot - for example, GROUP CAPTAIN BRADSHAW at TRIESTE.

(111) In order to convey Fighter Pilots, administration courses to be begun for both Officers and N.C.O.s.

2. As regards these administration courses, the object is to take the opportunity of giving Officers and N.C.O.s a greater knowledge of administration, discipline and Officer-like qualities. A syllabus as used in the Royal Air Force will be forwarded as soon as it is available, for your guidance.

3. In addition to administration courses, it is suggested that you should begin what we call, in the Royal Air Force, Local Leadership Courses which would assist in the foundation of Officer-like qualities and good behaviour. Specimen syllabuses for Roman Catholic and Protestant courses will also be forwarded as soon as possible, for your guidance.

4. Further instructions concerning the further employment of the fighter personnel will be forwarded as soon as they are determined.

- action by org<sup>1</sup> may be

X S.S.O. to inform forward plane action

as possible 1/11/45

4245

RE: Italian Air Mission  
R.A.F. STATIONS  
VIENNA and TRIESTE

T.M. BRADSHAW,  
AIR VICE-MARSHAL,  
AIR STAFF COMMISSIONER.

Copy:

H.Q. M.A.A.F. C.M.F. Allied Liaison Section,  
Col. Baldrige, Deputy Director, A.F.S.C. A.C. Romo.

1A

## OUTGOING MESSAGE

FROM : AIR FORCES SUB COMMISSION A.C.

TO : HQ. M.A.A.F. (R) AIRFIELD ~~(R)~~ ALGIERS (R) AIRFIELD PUT

CONFIDENTIAL A 128 /./ T.O.C. 261015 MARCH 1945 /./  
INFORMATION RECEIVED FROM I.A.F. FRENCH JU-52 No.023 LANDED  
AT ALGERO SARDINIA ON 25TH MARCH /./ FORCED LANDING ON TRIP  
FROM PARIS TO ALGIERS /./ PILOT DELATRE AND CREW SAFE /./

TO BE ENCRYPTED  
IF SENT BY W/T

PRIORITY ROUTINE

*gls*  
E. SASS, MAJOR AIR CORPS  
FOR AIR VICE MARSHAL  
AIR OFFICER COMMANDING

4244

File AIR/28

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