

ACC

10000/135/73



10000/135/73

LIGHT-BOMBER WING  
APR. 1945 - DEC. 1946



M 4.

To AIR II During my visit to F.H.Q. w/c Bell, o/c M.E.D.M.E. using research and engineering unit asked that the following should be brought to his commission notice. The bi-weekly Milan-Torino Bolzano-Lanzer service leaves Milan the same days as the bi-weekly B.E.A. London-Milan service ~~arrives~~ there. Unfortunately the latter schedule arrives six hours after the Italian aircraft takes off. It is believed that the B.E.A. service carries quite a number of passengers destined for Venice and Trieste and if the Ito could arrange the fastest line to cooperate, the fare paying scheme might benefit to a reasonable extent.

ack  
6/9/46  
F.H.Q.  
F.S.D.  
6/9/46

MS

Discussion

Ref 63 B.

- Stand (a) Inform the Italian air ministry?  
(b) File a copy in 3510.org. (Substantive I.A.F. units - General)?

DD.  
JLK  
12/10

the SSA. w/c

Ref 63 B, will you please inform him

Information

7/10.

4503



Cell  
6/19 of 6/19/46  
F.S.D.  
6/9/46

MS

Revised

Ref 63 B.

State 3

- (a) Inform the Station in Maryland?  
(b) File a copy in 35100g. (Calculation  
1:AF. units - General)?

Information

7/10.

4503

6.

D.D.  
7/10/46

tho SSA. 11/10

Ref Ni 5 x 63 B, will you please inform the  
Station this Division copy to N.A.A.C., saying to  
NAAC that we got the information direct from the  
tho AAQ.

W.S.  
Di.

10/10.

Good 9/14/10

M-7

Reference to 64 B after a careful check find Division flights  
were carried out by the Baltimore system of work in Sept.  
Ten flights to Transport Unit military personnel, three flights  
to train 1st Personnel. No investigation.  
Major G. C. Kappeler







not overextended. it will at least give the  
plants a definite job which at present they  
lack.

Please refer to Miller on these lines and  
ask them, if there are no other considerations  
against it, to give the service <sup>air</sup> a trial.

Referencel  
6.16/46

Min II

4502

Air II through S.S.O.

Ref 63A, the Allied Commission of Bolzano will fold up on September  
1st and I believe you will find it possible to discontinue the ~~the~~  
service. Actually, the service was instituted at the request of Colonel  
Miller to transport rations and expedite transmission of official mail.  
Please check and let's have a reading say about 15th September.

27 August 1946

Min. III

Paul G. Mark  
Lt. Col., Air Corps,  
Deputy Director.

Air II.

Ref. Min. 2, Col. Miller is staying at Bolzano in,  
definitely (under a different name A.C. has packed up.)  
Suggest you visit private and Bolzano and find out  
exactly how useful this service is.

29-8-46

A.G. Satter, 1/2  
Aug. 1.



Min 7

DOC  
From all appearances Col. Piske and his men are shopping about the country quite promiscuously in the Balts. However there are not more than 30 flights per month and most of them are of short duration. I believe our Balts could do the job, but since we don't have any work for the Balts at other places, I think we might as well leave them where they are. Will give the crews something to do, and at the same time we will not have to worry with the Balts in the Rouennais.  
H.L.O.

Min. 8

Air III

Please check the time and crews of Col. Piske's flight and pass to HQ.

H.L.O.

27 A

9.

S.S.O. WAB 11/10

thru D.D.

Ref Min 5 to 9.

No action for his time being, but

thank you S.S.O. for your correct action in bringing this matter to my notice.

30/10.

J.H.A.O.C.

4500



M4

SSO - Re M3 -

Investigation reveals that Baltimore in question was dispatched to Naples only - party proceeded by other means to Egypt. - In return for Balt, Gen. DuC (sp?) loaned a cub to Col Fiske for some local flights near Milan. Believe your recommendation is suitable.

*J. J. [Signature]* 11/8

M. 5

Rome 25th Oct. 1945

A.O.C.

1. Please see enclosure 36A being an account of the activities of Col. Fiskes Baltimore flight.
2. It will be seen that the majority of trips are between Milan and Rome and generally on routes covered by the Courier Service.
3. I suggest that <sup>one</sup> puddle jumper with an Italian pilot ought to be adequate for his needs and at all events that two of the three converted Baltimores should not be used exclusively by A.C. Milan.

*By [Signature] 21 - photo [unclear] in Rome now over (24/10/45).*

W.N. Bisdée M.  
W.M. BISDEE W/O  
S.S.O.

6.

D.D.

- I would like your views on item 5. 2. As regards para 3 (of Min 5), if we had plenty of work for the Baltis, I would certainly agree but as things are now I think these Baltis might as well do this 'work' as anything else.
3. What is his monthly flying time per hour in Col. Fiskes flight? £4.99

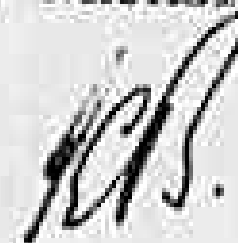
29/10.

R. B. [Signature]



MINUTE 2.TO: S.S.O.

Reference enclosure 14A. Will you please write to the Italian Air Ministry referring to paragraph 3 saying that as a result of a representation made by LT/COL. ROVEDA in the company of COL. REMONDINO, the A.O.C. A.F.S.C. agreed to permit landings being made at BARI or LECCE when it is necessary for unit personnel to visit those places officially, and that each flight should be personally authorised by the Officer Commanding the Baltimore Stormo (LT/COL. REVEDA).



11th July, 1945.

A.O.C.

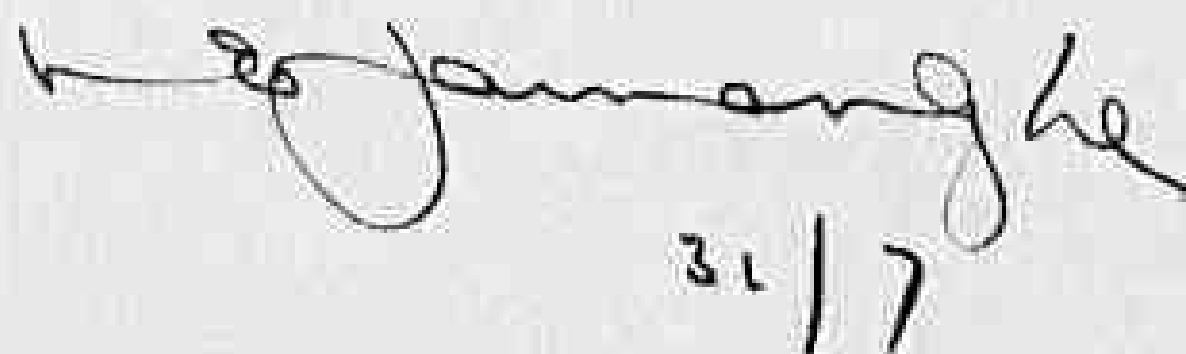
M 3D.D

Enclosure 30 A.

In principle I think that Deament is correct when he considers these aircraft to be available for "feeder work" in N. Italy.

However they were handed over to Colonel Fisk for his use so we have no ground for complaint.

As it would be unwise to have more than two Baltimores stationed at Linate I think that a word from the A.O.C. is all that is necessary to keep them on local flights. Do you agree.



31/7



Minute 1.

To: A.O.C. through S.S.O.

1. I have today been approached by Lt. SEMMI on behalf of Col. Remondino with a request for outline policy and authorisation for training flights for the Balt. Squadrons. at LITTORIO (the second squadron arrived there four days ago).
2. He specifically asked if two aircraft might do a navigation trip to Cagliari today.
3. Pending your return I told him that in general the intention was to convert the Baltimores to transport aircraft, and that in respect of navigation exercises, flights might be undertaken from LITTORIO to LITTORIO without intermediate stops.
4. Do you consider it necessary to impose any such restriction? I suggest a free hand with limitation on patrol would be more sensible, but I gather we require to await instruction from D.D.Cps. MAAF on the scale of restriction.

9 June, 1945.

W.N. Bisdee.

W/CDR.

ATR. I.

4496



674

FROM : Air Forces Sub-Commission, A.C., Rome.  
TO : Air Forces Sub-Commission, Detachment Milan.  
DATE : 17th December, 1946.  
REF. : AFSC/29/Air.

Ext: 546.

PERMISSION TO TAKE AERIAL PHOTOGRAPHS.

Reference is made to your letter AFSC/M/22/Air dated 5th December, 1946 and attached letter from the Major of Milan requesting permission for certain photographic flights.

2. You are instructed that there is no objection to the flights being carried out on the Milan area provided that Italian Air Force aircraft are employed and I.A.F. personnel are the crew.

*Chubb*  
C. H. M. GRECE W/ODR.  
For AIR VICE MARSHAL,  
DIRECTOR,  
AIR FORCES SUB COMMISSION.

4495



66A

FROM :- Air Forces Sub-Commission, A.C., Milan.

TO :- Air Forces Sub-Commission, Rome.

DATE :- 5th December 1946.

REF :- AFSC/M/22/AIR.

PERMISSION TO TAKE AERIAL PHOTOGRAPH

Herewith enclosed for your information and necessary action is the translation of a letter received at the Milan Office.

*[Signature]*  
J. LORD F/LT  
Commanding  
A.F.S.C. MILAN.



*air I*  
*16/12*  
*Please reply giving permission*  
*provided that flights are made in*  
*1. A.F. aircraft and not in*  
*civil aircraft.*  
*12/12*





66B

## Translation

COMUNE DI MILANO

Ripartizione SS. LL. PP.

Milano; 29 Novembre 1946

To Allied Commission  
Comando 1a ZAT  
MILANO

We wish to ask permission from Air Forces Sub Commission for Ing. Luigi Guagliardi (ex I.A.F. Officer and a former member of I.S.U. in U.S.A.) and for Ing. Franco Macchi, to undertake some photographic flights accompanied by 1a ZAT Air Force Personnel taking off from Linate, the object being to examine the Area with a view to constructing a new civil Airport for future international air traffic in view of the proposed reconstruction of the town of Milan.

The engineers in charge of this operation are very trustworthy and are Members of the Consulting Commission of Transports for the Reconstruction Plan of Milan City.

THE MAYOR

4491



FROM: AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME  
 TO: HEADQUARTERS, ITALIAN AIR FORCE, ROME  
 DATE: 12TH OCTOBER, 1946  
 REF: AFSC/50/IR

BALTIMORE AIRCRAFT IN USE WITH THE ITALIAN  
AIR FORCE

Information has been received from the British Air Ministry through Royal Air Force Headquarters, Middle East, that the question of handing over the title of the Baltimore aircraft to you has not yet been decided.

2. In consideration that the existing terms of agreements do not permit these aircraft to be handed over as Lease-Lend or sold, the U.S. State Department have decided that matters should be left as they stand, pending, and that you may continue to operate these aircraft, without financial obligation, until a decision is arrived on the terms of transfer.

*J. E. M.*  
 FRANK E. MARRER  
 Lt. Col. Air Corps  
 Deputy Director

Copy to:- R.A.A.C. Secretariat  
 American Embassy

*14/11*



64 A

FROM : Air Forces Sub Commission. A.C. Milan

TO : Air Forces Sub Commission, Hq. A.C. Rome  
(for information Major Feppolinger)

DATE : 2 October 1946

REF. : AFSC/E/29/Air

BALTIMORE FLIGHT - MILAN

Enclosed herewith for your information is a list  
of the flights carried out by the Baltimore Squadron,  
Linate, Milan during the month of September 1946.

Encl: List of Baltimore Flights

D.G. REID F/O  
Commanding  
AFSC/Milan

4487



1/10/46  
to go through detail, to see that no  
irregularities have dropped in.

2/10/46







64 B

**SQUADROGLIA "BALIMORE"**

STACATA "BALIMORE" STACATA

PERIODO DI VALIDITA' STACATA

STACATA "BALIMORE" STACATA

|          |                        |                                                                               |
|----------|------------------------|-------------------------------------------------------------------------------|
| 3/9/946  | Ten. Fil. Rolandi      | ✓ = Missione Milano Trevise - Corriere serco<br>pass. I                       |
| 3/9/946  | Ten. " Rolandi         | ✓ = Rientro in sede - pass. 3                                                 |
| 6/9/946  | Cap. " Luongo          | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 8/9/946  | Cap. " Luongo          | ✓ = Rientro in sede - pass. It. I pass. 10                                    |
| 7/9/946  | M. Lio Fil. Bartolucci | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 10/9/946 | Ten. Fil. Gioielli     | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 13/9/946 | Ten. Fil. Micheli      | ✓ = Rientro in sede - pass. 3                                                 |
| 13/9/946 | M. Lio Fil. Bartolucci | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 13/9/946 | M. Lio Fil. Bartolucci | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 13/9/946 | Ten. Fil. Rolandi      | ✓ = Prova radiofaro a comunicazione Radio Office<br>metro alla corte.         |
| 17/9/946 | M. Lio Fil. Centori    | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 17/9/946 | M. Lio Fil. Centori    | ✓ = Rientro in sede - pass. 2 It. I - pass. 10                                |
| 19/9/946 | Ten. Fil. Rolandi      | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 19/9/946 | Ten. Fil. Rolandi      | ✓ = Rientro in sede - pass. 3 It. I - pass. 10                                |
| 20/9/946 | Ten. Fil. Rolandi      | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 20/9/946 | Ten. Fil. Rolandi      | ✓ = Rientro in sede - pass. 3 It. I - pass. 10                                |
| 24/9/946 | Ten. Fil. Luongo       | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 24/9/946 | Ten. Fil. Luongo       | ✓ = Rientro in sede - pass. 3 It. I - pass. 10                                |
| 25/9/946 | Cap. Fil. Luongo       | ✓ = Prova radiofaro a comunicazione Radio Office<br>metro alla corte.         |
| 27/9/946 | M. Lio Fil. Centori    | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |
| 27/9/946 | M. Lio Fil. Centori    | ✓ = Rientro in sede - pass. 3 It. I - pass. 10                                |
| 27/9/946 | Cap. Fil. Luongo       | ✓ = Missione Milano Trevise - Corriere serco<br>pass. all. 2 It. I - pass. 10 |



[illegible]

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(157) Wt. 80966/P2300 60,000 pads. 10/44 Orch. St. 620  
R.A.F. Form 1924

**POSTAGRAM.**Originator's Reference Number: **63 A**

To: Med. Allied Air C. Mitten,  
Air Force Sub Commission Rome.

Date:— **CONFIDENTIAL**  
21/11301/12/E.1.  
3rd September, 1946.

From: Air Headquarters, R.A.F., Italy.

Baltimore A/C in use with the  
Italian Air Force

**B**

The appended copy of MEDME letter S76586/5/SESO dated  
4th September 1946, is forwarded for your information.

7672.

30/9.

2 Joint

29/ai

4484

Originator's  
Signature

*L. H. Palmer*  
L. H. Palmer E/ldr.  
for Senior Equipment Officer.

Time of  
Origin



63B

CONFIDENTIAL

From:- H.Q. R.A.F., Rome.

To:- A.H.Q. Italy.

Date:- 4th September, 1946.

Ref:- MEMO/S.76586/5/SISO.

RAIILMORE AIRCRAFT IN USE WITH THE ITALIAN  
AIR FORCE

With reference to the above subject, you are advised that information has been received from Air Ministry that the question of handing over title of these aircraft to the Italians has not yet been decided.

2. In consideration that the existing terms of agreements do not permit these aircraft to be handed over as lease lend or sold, The U.S. State Department have decided that matters should be left as they stand, proven, and that the Italians may continue to operate these aircraft, without financial obligation, until a decision is arrived at on the terms of transfer.

3. You are requested to pass this information to the Air Force-Sub-Commission in Rome.

(Signed) L.E. Ester, Cdr,  
for Air Vice Marshal,  
Air Officer i/c Administration,  
Headquarters, R.A.F., R.E.D.M.E.

867M  
5/10

1/10  
8/10

2/10

1/10

4482



REMITTANCE AIRCRAFT IN USE WITH THE ITALIAN  
AIR FORCE

With reference to the above subject, you are advised that information has been received from the Ministry that the question of handing over title of these aircraft to the Italians has not yet been decided.

2. In consideration that the existing terms of agreements do not permit these aircraft to be handed over as lease land or sold, the U.S. State Department have decided that matters should be left as they stand, pending, and that the Italians may continue to operate these aircraft, without financial obligation, until a decision is arrived at on the terms of transfer.

3. You are requested to pass this information to the Air Force-Sub-Commission in Rome.

8/27  
5/10

8/27  
5/10

(Signed) E. E. Essex /Cdr,  
for Air Vice Marshal,  
Air Officer in Charge Administration,  
Headquarters, R.A.F., W.E.D.M.E.

Copies to:- 3.7/583/6/2.4  
A.C.A.  
S.A.S.O.  
G/C Org.  
A.F.A.D.S.  
Financial Adviser.  
Comptroller Accountant.

off. for

See 65-14 for action 10/11/10

/H.



File.

VISIT REPORT

REPORT ON VISIT BY WING COMMANDER C. M. G. GORR TO UNCS AIRCRAFT ON MONDAY 12TH AUGUST 1946.

REPORT

ACTION

General

1. I visited Urte aerodrome on 12th August 1946 with F/Lt. Turner. The visit was of a routine nature in order to inspect the general progress on the station, and Baltimore Squadron Commanders.

We met Ten. Col. DE PORTO and Ten. Col. BUCHAN on arrival and they conducted us round the station. Capt. GORDON assisted in the visit to the maintenance and servicing wings.

Morale

2. The general tone of the Station seemed fairly good and the squadron aircraft were keen on their aircraft and liked their work. The possibility of the Wing moving to GUINIA as soon as winter weather sets in was not popular among the aircrew since most of them have their families close by at home whilst at GUINIA there is very limited accommodation.

Clearance of airfield

3. Work in clearing away rubble and demolishing damaged buildings seems to be progressing slowly. Only a few civilian workmen were to be seen clearing a way debris with inadequate tools and vehicles.

Personnel

4. The squadrons have sufficient aircraft. Some navigators are due to leave shortly and more will be required. In the ground crew trades the C.O. commented on a general shortage of good tradesmen and said that due to release

S.S.O.  
D.D.

S.S.O.  
ORG.

ORG.

4.14



-2-

## REPORT

## ACTION

there was a rapid turn over in ground trades which delayed the servicing wing and put up the time required for minor inspections.

Workshops

5. We made a tour of the hangars and workshops and P/Lt. Turner noted various matters. The C.O. complained of an acute shortage of instruments and stated that his engineer was having to take instruments out of aircraft on inspections in order to keep those "in the line" serviceable. Can either (a) Italian instruments at Gallarate or (b) Baltimore instruments in Delta, 157 or 14, U.S.'s be made available for the wing? The station has only 1 spare prop, very few gauges, and only 2 or 3 wheels.

Parachute Section and Safety Equipment

6. Two parachutes were inspected and opened up and found in order. Discipline in the handling of parachutes and safety equipment by the aircraft was lax and this was pointed out to the C.O.

Operation Room and Flying Central

7. The accommodation is large enough and the duty staff were keen and efficient.

Link Trainers

8. The C.O. expects two link trainers in the near future and two link rooms are being built adjacent to the offices of the presidential flight. It will be necessary to ensure that these two rooms are filled up with linkmen and dusty proof doors and windows etc. before installation of the links.

Accidents

9. There have been no fatal accidents since the formation crash some 7 weeks ago.

12th August, 1946.

C.E.M. GIBB, W/Odr,  
AIR I.

*Chickman*

C.T.O.

AIR I.

Aircraft Safety Officer.

Training Officer.

Lt. Pavitt.



61A

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

To : Italian Air Force "Stato Maggiore".

Date : 7th August, 1946.

Ref. : AFSC 729/air

BALTIMORE AIRCRAFT TO MARCIANISE

As per telecomm. with Col. ABERCROMBIE, this is to confirm the request made for a Baltimore aircraft to proceed to MARCIANISE Tuesday 6th August, 1946 at 0715 to collect Allied Party and transport them to GENO-CELLE Airport.

4479

*H. H. Hagan*  
H. H. HAGAN, LT. A.C.  
FOR AIR VICE MARSHAL,  
DIRECTOR,  
AIR FORCES SUB-COMM.



60A

FROM : Air Forces Sub-Commission, A.C. Milan  
TO : Air Forces Sub-Commission, Hq. A.C. Rome  
DATE : 1st August 1946  
REF- : AFSC/M/29/Air

BALTIMORE FLIGHT = Linate, Milan.

Enclosed herewith for your information is a list showing hours flown and flights made by the Baltimore Section based at Linate Airfield, Milan, during the month of July 1946.

Enclosure  
List of Flights, Baltimore Aircraft

D.G. REID F/O  
Commanding  
A.F.S.C. MILAN

This is 17.30 hrs by  
6 a/c in July.

clly.

7/8.





ELENCO DEI VOLI EFFETTUATI DALLA SEZIONE STACCATA " BALTIMORE " DURANTE IL MESE DI LUGLIO 1946.

1/7 -FW807 -Ten. BALBONI -14.40 -14.55 - 55' - 3000 - Milano -Bolzano -Collaudo campo di volo. 55  
" Carugno 45  
Serg. Marc. Fava  
" Mot. Paracchini

1/7 - " " Ten. Balboni -17.00-17.45- 45' - 3000 - Rientro in sede  
" Carugno  
Serg. Marc. Fava  
" Mot. Paracchini

4/7 -FW850 -Ten. Saluzzo -09.25-10.30 - 65' - 1500 -Allenamento e prova radio= collegamento. 65  
" Valleri  
Av. Sc. Marc. Borini  
I. Av. " Carparelli

4/7 -FW592 Ten. Balboni -09.25-09.35- 10' - 1000 - Allenamento  
" Negro  
I. Av. Marc. Paganini  
Serg. M. Mot. Pastori

4/7 - " " M. llo Omodeo -09.40-09.55 -15' -1000 - Allenamento  
Ten. Negro  
I. Av. Marc. Paganini  
Serg. M. Mot. Pastori

4/7 " " M. llo Tagliabue -10.00- 10.30- 30' -1000- Allenamento  
Ten. Negro  
I. Av. Marc. Paganini  
Serg. M. Mot. Pastori

5/7 -FW850- M. llo Omodeo -09.00-09.45- 45'-1000 - Allenamento e prova radio collegamento 45  
Ten. Valleri  
Av. Sc. Marc. Borini

9/7 - " " Ten. Saluzzo -10/20- 10.30- 70' -1000 - Allenamento e prova radio collegamento  
Ten. Negro  
I. Av. Marc. Carparelli  
Av. Sc. " Borini

13/7-FW807 Ten. Balboni -08.00- 08.30- 90'-3000- Missione Milano Bolzano  
" Negro a disposizione AFSC  
Serg. Fava  
Serg. Mot. Paracchini  
M. llo Omodeo

13/7 " " Ten. Balboni -11.15- 12.10- 55'- 3000 Rientro in sede



4/7 -FW850 -Ten.Saluzzo -09.25-10.30 - 65' - 1500 -Allenamento e prova radio= collegamento.

" Valleri  
Av.Sc.Marc.Borini  
I°Av. " Carparelli

4/7 -FW592 Ten.Balboni-09.25-09.35- 10' - 1000 - Allenamento

" Negro  
I°Av.Marc. Paganini  
Serg.M.Mot.Pastori

4/7 - " " M.llo Omodeo-09.40-09.55 -15' -1000 - Allenamento

Ten.Negro  
I°Av.Marc.Paganini  
Serg.M.Mot.Pastori

4/7 " " M.llo Tagliabue -10.00- 10.30- 30' -1000- Allenamento

Ten. Negro  
I°Av.Marc. Paganini  
Serg.M.Mot.Pastori

5/7 -FW850- M.llo Omodeo -09.00-09.45- 45'-1000 - Allenamento e prova radio collegamento

Ten. Valleri  
Av.Sc.Marc.Borini

9/7 - " " Ten.Saluzzo-10/20- 10.30- 70' -1000 - Allenamento e prova radio collegamento

Ten.Negro  
I°Av.Marc.Carparelli  
Av.Sc. " Borini

13/7-FW807 Ten.Balboni-07.00- 08.30- 90'-3000- Missione Milano Bolzano a disposizione AFSC

" Negro  
Serg.Fava

13/7 " " Serg.Mot.Paracchini  
M.llo Omodeo  
Ten. Balboni-11.15- 12.10- 55'- 3000 Rientro in sede

Ten. Negro

13/7-FW592 M.llo Omodeo -15.30- 16.15- 45'- 3000- Milano Bolzano a disposiz.  
AFSC

Ten.Negro  
I°Av. "arc. Carparelli  
Serg.M.Mot. Pastori

13/7-FW592 M.llo Omodeo - 16.35- 17.20- 45'- 3000- Rientro in sede

Ten.Negro  
I°Av. "arc. Carparelli  
Serg.M.Mot. Pastori



|               |                                                                                                     |                             |                                            |    |
|---------------|-----------------------------------------------------------------------------------------------------|-----------------------------|--------------------------------------------|----|
| 19/7 - FW592- | Ten. Balboni -<br>Ten. Valleri<br>M. llo Tagliabue<br>Serg. Marc. Fava<br>I° Av. Mot. Gibellini     | 08.25 - 09.05 - 40' - 3000- | Milano Bolzano<br>a disposizione AFSC      | 40 |
| 19/7 - " "    | Ten. Balboni -<br>Ten. Valleri<br>M. llo Tagliabue<br>Serg. Marc. Fava<br>I° Av. Mot. Gibellini     | 14.15 - 14.55 - 40' - 3000- | Rientro in sede                            | 40 |
| 22/7 - FW821  | Ten. Rolandi -<br>Ten. Carugno<br>I° Av. Pirazzini                                                  | 10.40 - 11.00 - 20' - 1000  | Addestramento                              | 20 |
| 22/7 - " "    | Ten. Menozzi -<br>Ten. Carugno<br>Serg. Fava                                                        | 11.00 - 11.20 - 20' - 1000  | Addestramento                              | 20 |
| 22/7 - " "    | M. llo Tagliabue<br>Ten. Turco<br>Av. Sc. Marc. Borini                                              | 11.25 - 11.45 - 20' - 1000  | Addestramento                              | 20 |
| 23/7 - FW850  | Ten. Menozzi -<br>Ten. Turco<br>Av. Sc. Marc. Borini                                                | 16.25 - 18.00 - 95' - 1000  | Addestramento e prova<br>radiocollegamenti | 40 |
| 25/7 - " 821  | M. llo Tagliabue<br>Ten. Carugno<br>I° Av. Marc. Pirazzini<br>" Mot. Angeli                         | 16.40 - 40' - 3000<br>16.00 | Milano Bolzano<br>a disposizione AFSC      | 40 |
| 26/7 - " "    | M. llo Tagliabue<br>Ten. Carugno<br>I° Av. Marc. Pirazzini<br>" Mot. Angeli                         | 09.30 - 10.15 45' - 3000    | Rientro in sede                            | 40 |
| 26/7 FW 592   | Ten. Balboni<br>" Turco<br>Av. Sc. arc. Borini<br>Serg. Mot. Comunian<br>Ten. Menozzi<br>" Rolandi  | 16.15 - 16.55 - 40' - 3000  | Milano Bolzano a dispo-<br>sizione AFSC    | 40 |
| 26/7 " "      | Ten. Balboni<br>" Turco<br>Av. Sc. Marc. Borini<br>Serg. Mot. Comunian<br>Ten. Menozzi<br>" Rolandi | 17.55 - 18.35 - 40' - 3000  | Rientro in sede                            | 40 |



|              |                                                                                                     |                                                 |                                            |
|--------------|-----------------------------------------------------------------------------------------------------|-------------------------------------------------|--------------------------------------------|
| 22/7 - FW82I | Ten. Rolandi -<br>Ten. Carugno<br>I° Av. Pirazzini                                                  | 10.40- 11.00- 20'- 1000                         | Addestramento                              |
| 22/7 - " "   | Ten. Menozzi -<br>Ten. Carugno<br>Sere. Fava                                                        | 11.00- 11.20- 20' 1000                          | Addestramento                              |
| 22/7 - " "   | M. llo Tagliabue<br>Ten. Turco<br>Av. Sc. Marc. Borini                                              | 11.25- 11.45- 20' 1000                          | Addestramento                              |
| 23/7 - FW830 | Ten. Menozzi -<br>Ten. Turco<br>Av. Sc. Marc. Borini                                                | 16.25- 18.00- 95' 1000                          | Addestramento e prova<br>radiocollegamenti |
| 25/7 - " 821 | M. llo Tagliabue<br>Ten. Carugno<br>I° Av. Marc. Pirazzini<br>" Mot. Angeli                         | 16.40- 40' 3000<br>16.00<br>a disposizione AFSC | Milano Bolzano                             |
| 26/7 - " "   | M. llo Tagliabue<br>Ten. Carugno<br>I° Av. Marc. Pirazzini<br>" Mot. Angeli                         | 09.30- 10.15 45' 3000                           | Rientro in sede                            |
| 26/7 FW 592  | Ten. Balboni<br>" Turco<br>Av. Sc. Marc. Borini<br>Sere. Mot. Comunian<br>Ten. Menozzi<br>" Rolandi | 16.15- 16.55- 40' 3000                          | Milano Bolzano a disposizione AFSC         |
| 26/7 " "     | Ten. Balboni<br>" Turco<br>Av. Sc. Marc. Borini<br>Sere. Mot. Comunian<br>Ten. Menozzi<br>" Rolandi | 17.55- 18.35- 40' 3000                          | Rientro in sede                            |
| 27/7 FW82I   | Ten. Rolandi<br>" Valleri<br>I° Av. Marc. Carparelli<br>" Mot. Facci                                | 08.10- 08.20- 10 1000                           | Addestramento                              |



./.

27/7 - FW821 - Ten. Rolandi 08.55- 09.45- 50' - 3000 Milano Bolzano a dispo=  
 " Valleri sizione AFSC.  
 I°Av. Marc. Carparelli  
 " Mot. Facci

27/7 " " Ten. Rolandi 10.55- 11.35- 40'- 3000 Rientro in sede  
 " Valleri  
 I°Av. Marc. Carparelli  
 " Mot. Facci

29/7 - FW821 - Ten. Menozzi -16.00- 16.45- 45'- 7000 Milano Bolzano a dispo=  
 " Carugno sizione AFSC  
 Serg. M. Marc. Bacci  
 I°Av. Mot. Gibellini

30/7 - " " Ten. Menozzi -08.40- 09.20- 40'- 5000 Rientro in sede  
 " Carugno  
 Serg. M. Marc. Bacci  
 I°Av. Mot. Gibellini



IL COMANDANTE LA SEZIONE BALTIMORE  
 (Ten. A. A. r. n. Pil. Giannino BALBONI)

*Ten. Albani*

4474



59A  
(1)SIGNALAEROSTORMO BALTIMORE URBE -

FOR INFORMATION TO THE AIR FORCES SUB COMMISSION, ALLIED COMMISSION ROME

STATAREO 10344170p 15.G/2576 TO AEROSTORMO BALTIMORE URBE AND FOR INFORMATION  
TO THE AIR FORCES SUB COMMISSION, ALLIED COMMISSION ROME /. MAKE ARRANGEMENTS  
IN ORDER THAT A/C BALTIMORE BE ON THE 18 TH/ THIS MONTH AT 0930HRS ON FOGLIANO  
AIRFIELD FOR LOADING OF PERSONNEL AND ALLIED MATERIAL FOR UDINE /./COL. REMONDINO

CHIEF OF THE 1ST SECTION  
( Ten. Col. A.A.r.n. Fil. Mario Corsini. )

Translated by Sgt. Albertini.M.29/7  
29/7  
D 618  
29/12

4473







58A

Date: 3rd July 1946.

Ref: 29/Aw

INSPECTION OF AIRFIELDS.Light Bomber Wing, Littorio

On a tour to familiarize ourselves with the Italian Air Force and its locations we visited Littorio Airfield this date. Found Baltimore aircraft to be the main type based at this field. After losing one aircraft in a forced landing early in the month of June, they have twenty-five (25) left of which twenty (20) are servicable. The others are grounded for major inspections and engine changes. Parts and especially engines are difficult to obtain and because of this, the aircraft have been grounded for some time. Thirteen of the total number of Baltimores have been converted to transports and others are scheduled to be changed over. The parts shop was inspected and found to be in a very good condition. Cataloguing of parts seems to have been accomplished in most cases. The runways and taxi strips were found to be in good condition and unless subjected to heavy rains should remain in that state for some time.

One item of rather great importance was noted to be in very poor condition, i.e., the parachutes. Italian manufactured chutes were in fair condition but parachutes obtained from allied sources were evidently badly neglected. The silk was exposed and very little caution was used in handling. Some of the parachutes had not been checked or repacked in several months. Inspection booklets were not attached to the chutes. It is recommended that immediate attention be given to the poor condition of Allied parachutes being used by the Italians at this base. Continued misuse of this important item will eventually result in death or injury to personnel.

4471

HENRY H. HAGAN  
1st Lt., A.C.AINSLEY T. NEISS  
1st Lt., A.C.



57A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME  
TO : AIR FORCES SUB-COMMISSION, MILAN DETACHMENT  
DATE : 17TH JUNE 1946  
REF : AFSC/29/AIR

BALTIMORE FLIGHT - LINATE, MILAN

Reference is made to your letter AFSC/M/29/Air dated 3rd June 1946.

2. Information is furnished that instructions have been issued to the Italian Air Ministry to establish a bi-weekly round trip air line service between Milan and Bolzano. The aircraft of the Baltimore Flight at Linate are to be utilized for this project.

3. This air courier service has not been established primarily to benefit passenger service but to transport rations for some 146 British and 750 Displaced Personnel in the Bolzano area and to expedite the transmission of official mail. In addition, it will give the pilots a more definite assignment and afford them an opportunity to maintain their flying efficiency.

4. In the event this project proves to be of no advantage after a fair trial, your recommendations to this effect will be greatly appreciated.

LT. COL. FRANK A. GALEK  
FOR AIR VICE-MARSHAL  
DIRECTOR A.F.S.C.



56A

FROM :- Air Forces Sub-Commission,  
Allied Commission, Milan.

TO :- Air Forces Sub-Commission,  
H.Q. Allied Commission, Rome.

DATE :- 3rd June 1946.

REF :- AFSC/M/29/AIR.

BALTIMORE FLIGHT - LINATE, MILAN

Enclosed herewith for your information is a list of the flights carried-out during May by the Baltimore Wing stationed on Linate Airfield.

2. It will be seen from these lists that only one official mission, (Milan-Rome return, carrying the Chief Liaison Officer and staff to a conference) was flown, whilst twenty-eight test flights, totalling eleven hours flying time, were carried out.

3. No report is yet available on the suggestion of extending the Baltimore service to include regular flights to Bolzano, but initial inquiries reveal that :-

- there is no regular service
- (a) Allied Commission personnel stationed in Bolzano number only eight (4 officers & 4 other ranks) and consequently that few passengers would be benefited by the service.
- (b) The use of Bolzano airfield by Baltimore aircraft presents certain difficulties.



BALTIMORE FLIGHT - LINATE, MILAN

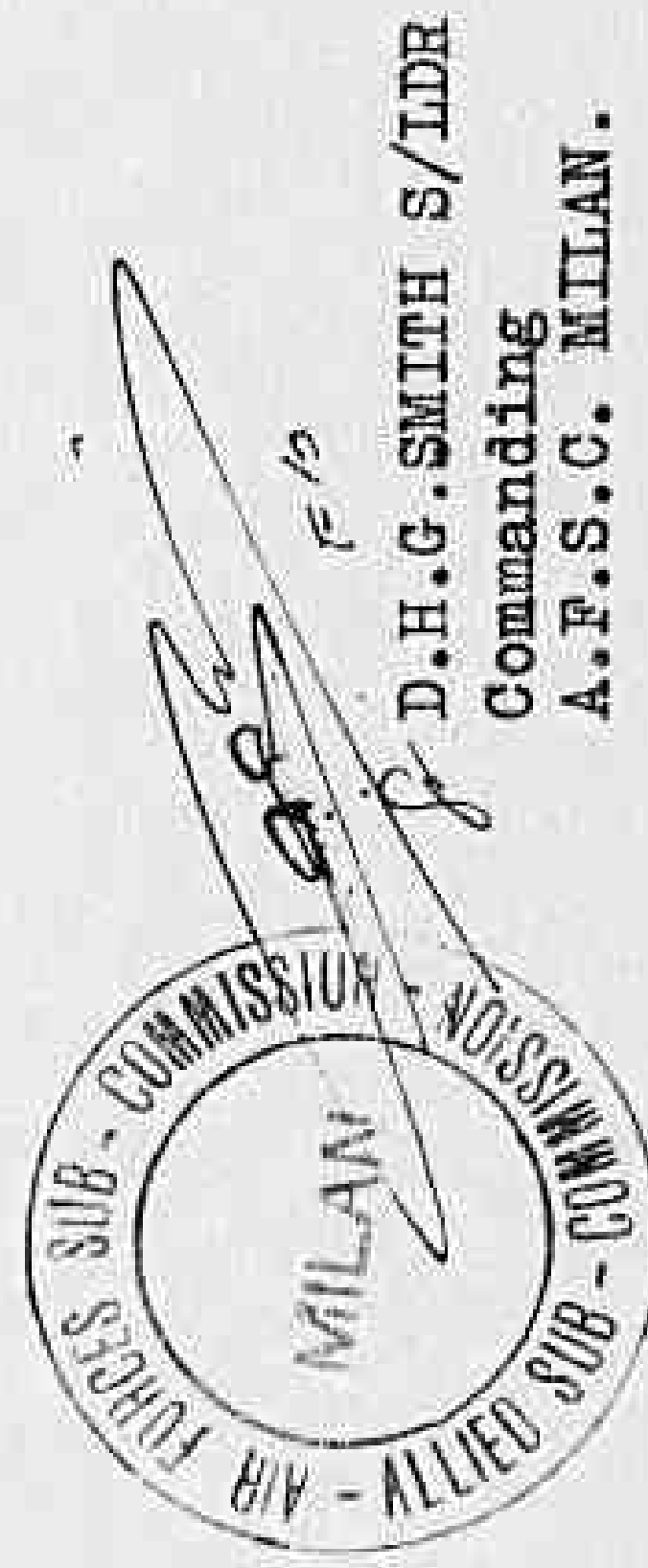
Enclosed herewith for your information is a list of the flights carried-out during May by the Baltimore Wing stationed on Linate Airfield.

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3. No report is yet available on the suggestion of extending the Baltimore service to include regular flights to Bolzano, but initial inquiries reveal that :-

- (a) Allied Commission personnel stationed in Bolzano number only eight (4 officers & 4 other ranks) and consequently that few passengers would be benefited by the service.  
(b) The use of Bolzano airfield by Baltimore aircraft presents certain difficulties.

4. A detailed report on the above will follow as soon as further information is available.



Copy to :- Lt. Balbone, O.C. Baltimore Flight, Linate Airfield, Milan.



SEZIONE STACCATA

"BALTIMORE"

Linate

Proc. 016h

Milano-Aerop. Forlanini li 29 Maggio 1946

ALL'

A. F. S. C.

Milano

56B

OGGETTO: Trasmissione elenco voli mese di Maggio 1946

In allegato alla presente si trasmette come da Vostra richiesta un elenco dei voli eseguiti dalla Sezione Staccata Baltimore durante il mese di Maggio 1946.

IL COMANDANTE LA SEZIONE BALTIMORE  
(Ten. A. A. r. n. Pil. Giannino BALBONI)

*Ten. Giannino Balboni*

4466



ELENCO DEI VOLI ESEGUITI DALLA SEZIONE STACCATA BALTIMORE DURANTE IL MESE DI

560

quota

data

MAGGIO 1946

Equipaggio

durata del volo

2/5/946 - Ten. Pil. Fumagalli - 10.40-11.25 = 1000ft

" Nav. Turco

Av. Sc. R. T. Borini

2/5/946

M. llo Pil. Omodeo

S. Ten. Nav. Macchia

Av. Sc. R. T. Borini

2/5/946

Ten. Pil. Crespi

S. Ten. Nav. Macchia

Av. Sc. R. T. Borini

2/5/946

Ten. Pil. Balboni

S. Ten. Nav. Macchia

Serg. R. T. Fava

2/5/946

M. llo Pil. Tagliabue

Ten. Nav. Turco

Serg. M. R. T. Besoli

9/5/946

Ten. Pil. Balboni

S. Ten. Nav. Macchia

Serg. R. T. Fava

9/5/946

Ten. Pil. Crespi

S. Ten. Nav. Macchia

I. Av. R. T. Salvati

9/5/946

M. llo Pil. Mamolo

S. Ten. Nav. Macchia

Av. Sc. R. T. Borini

2/5/946

M. llo Pil. Tagliabue

S. Ten. Nav. Macchia

Av. Sc. R. T. Borini

18/5/946

Ten. Pil. Balboni

Ten. Nav. Carugno

Serg. R. T. Fava

18/5/946

Ten. Pil. Fumagalli

Serg. R. T. Bacci

18/5/946

M. llo Pil. Tagliabue

Serg. M. R. T. Besoli

Ten. Nav. Negro

18/5/946

M. llo Pil. Omodeo

Ten. Nav. Negro

Serg. R. T. Fava

18/5/946

Ten. Pil. Balboni

Serg. Mont. Antonietti

Serg. R. T. Fava

allenamento navigazione

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Allenamento

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4465

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|          |                                                                       |              |           |             |      |
|----------|-----------------------------------------------------------------------|--------------|-----------|-------------|------|
| 2/5/946  | Ten. Pil. Crespi<br>S. Ten. Nav. Macchia<br>Av. Sc. R. T. Borini      | -13.45-14.10 | =900ft    | "           | "    |
| 2/5/946  | Ten. Pil. Balboni<br>S. Ten. Nav. Macchia<br>Serg. R. T. Fava         | -14/15-14.45 | =900 ft.  | "           | "    |
| 2/5/946  | M. Llo Pil. Tagliabue<br>Ten. Nav. Turco<br>Serg. M. R. T. Besoli     | 14.45-15.15  | =900 ft.  | "           | "    |
| 9/5/946  | Ten. Pil. Balboni<br>S. Ten. Nav. Macchia<br>Serg. R. T. Fava         | 10.30-10.45  | =900ft.   | Allenamento | "    |
| 9/5/946  | Ten. Pil. Crespi<br>S. Ten. Nav. Macchia<br>I. Av. R. T. Salvati      | 10.50-11.10  | =900ft.   | "           | "    |
| 9/5/946  | M. Llo Pil. Mamolo<br>S. Ten. Nav. Macchia<br>Av. Sc. R. T. Borini    | 11.10-11.35  | =900 ft.  | "           | "    |
| 9/5/946  | M. Llo Pil. Tagliabue<br>S. Ten. Nav. Macchia<br>Av. Sc. R. T. Borini | 11.40-12.10  | =900 ft.  | "           | "    |
| 18/5/946 | Ten. Pil. Balboni<br>Ten. Nav. Carugno<br>Serg. R. T. Fava            | 09.35-09.55  | =1000 ft. | "           | "    |
| 18/5/946 | Ten. Pil. Fumagalli<br>Serg. R. T. Bacci                              | 10.00-10.20  | =1000 ft. | "           | "    |
| 18/5/946 | M. Llo Pil. Tagliabue<br>Serg. M. R. T. Besoli<br>Ten. Nav. Negro     | 10.25-10.45  | =1000ft.  | "           | 4465 |
| 18/5/946 | M. Llo Pil. Omodeo<br>Ten. Nav. Negro<br>Serg. R. T. Fava             | 10.55 -11.15 | =1000 ft. | "           | "    |
| 18/5/946 | Ten. Pil. Balboni<br>Serg. Mont. Antonietti<br>Serg. R. T. Fava       | 11.20-11.40  | =1000ft.  | "           | "    |



•/•

|          |                                                                     |             |         |                                                                |
|----------|---------------------------------------------------------------------|-------------|---------|----------------------------------------------------------------|
| 21/5/946 | Ten.Pil.Menozzi<br>Ten.Nav.Turco<br>Serg.R.T.Fava<br>I°Av.Mot.Carfi | 16.10-17.50 | 1200m   | -Missione Milano Roma<br>Trasporto personalità<br>Gov. Alleato |
| 22/5/946 | Ten.Pil.Menozzi<br>Ten.Nav.Turco<br>Serg.R.T.Fava<br>I°Av.Mot.Carfi | 16.10-17.50 | 6000m.  | Missione Roma-Milano<br>Trasporto personalità<br>Gov. Alleato  |
| 23/5/946 | Ten.Pil Fumagalli<br>Ten.Pil.Turco<br>Serg.M.R.T.Bacci              | 10.20-10.40 | 1000ft. | Allenamento                                                    |
| 23/5/946 | Ten.Pil.Menozzi<br>" Nav.Turco<br>Serg.R.T.Fava                     | 13.30-13.50 | 1000ft. | "                                                              |
| 23/5/946 | M.lloPil.Mamolo<br>Ten.Nav.Turco<br>Av.Sc.R.T.Borini                | 13.55-14.15 | 1000ft. | "                                                              |
| 23/5/946 | MolloPil.Omodeo<br>Ten.Nav.Turco<br>Serg.M.R.T.Besoli               | 14.20-14.40 | 1000ft. | "                                                              |
| 23/5/946 | M.lloPil.Tagliabue<br>Ten.Nav.Turco<br>Serg.R.T.Fava                | 14.45-15.05 | 1000ft. | "                                                              |
| 23/5/946 | Ten.Pil.Balboni<br>Ten.Nav.Turco<br>Serg.R.T.Fava                   | 15.10-15.30 | 1000ft. | "                                                              |
| 28/5/946 | Ten.Pil.Crespi<br>Ten.Nav.Negro<br>Av.Sc.R.T.Borini                 | 09.30-09.45 | 1000ft. | "                                                              |
| 28/5/946 | Ten.Pil.Menozzi<br>Ten.Nav.Negro<br>Serg.M.R.T.Bacci                | 09.50-10.05 | 1000ft. | "                                                              |
| 28/5/946 | MelloPil.Omodeo<br>Ten.Nav.Negro<br>I°Av.R.T.Paganini               | 10.35-10.45 | 1000ft. | "                                                              |
| 28/5/946 | M.lloPil.Tagliabue<br>Ten.Pil.Negro<br>Av.Sc.R.T.Borini             | 10.50-11.05 | 1000ft. | "                                                              |
| 28/5/946 | Ten.Pil.Balboni<br>Ten.Nav.Negro<br>Serg.R.T.Fava                   | 11.40-12.20 | 1000ft. | "                                                              |
| 28/5/946 | M.lloPil.Tagliabue<br>Ten.Nav.Negro<br>I°Av.R.T.Paganini            | 13.45-14.15 | 1000ft. | Allenamento navigazione                                        |
| 28/5/946 | Ten.Pil.Menozzi<br>Ten.Nav.Negro<br>Serg.M.R.T.Bacci                | 14.20-14.50 | 1000ft. | "                                                              |

4464



HEAD QUARTERS  
LIGURIA REGION LIAISON GROUP  
ALLIED COMMISSION  
APO 794

55A

Tel: 12641  
Ext: 3089

7 May 1946

DAILY BULLETIN)  
106

NUMBER

OFFICIAL

1. BALTIMORE FLIGHT - LEMATE (Adm. C - F)

a. In view of a recent unauthorized and uneconomical flight by an aircraft of the Baltimore Squadron, the conditions under which these aircraft were loaned to the Allied Commission Milan are re-stated.

b. They are framed to prevent abuses while allowing reasonable freedom of movement and control.

1. They are for use on non-regular schedule routes not covered by the courier service.
2. Except on very special occasions where V.I.P.s are concerned their use is confined to North Italy.
3. The authority for flights is given by the Chief Liaison Officer, who may delegate the authorization to his Chief Executive Officer.
4. Air Force Sub-Commission Headquarters is to be informed of any flight to give technical advice regarding flying restrictions.
5. The Aircraft, which uses petrol at a very high rate (70-80 gallons hour) should have, if possible, a full passenger and freight load.

c. These regulations will remain in force until the aircraft are transferred back to Littoria, Rome.

2. REGULAR OFFICERS FOR SERVICE WITH SUDAN DEFENCE FORCE (Adm. C - B)

Details of the terms and conditions of Service for Regular Officers who are desirous of serving with the Sudan Defence Force are available on application to "A" Branch 59 Area.

3. DRESS - SUMMER CLOTHING (Adm. C - B)

a. Summer Clothing will be taken into use wof 15 May 46.

b. KD slacks will be worn and sleeves will be worn down to the wrist in the evening, from one hour before dusk, and in the morning

(over)



b. The first rains at these timings will run as follows:

From Milan to Villach - 5 May  
from Villach to Milan - 7 May

5. PASSAGES OF FAMILIES TO UK AND BETWEEN STATIONS OVERSEAS.  
(Adm. O - B)

Anyone wishing further information on the above mentioned subject may apply to Adm. Office.

6. HOLIDAY - VE DAY (Adm. O - B)

Subject to military exigencies Wednesday 8 May anniversary of VE Day will be observed as a holiday on conclusion of any ceremonial parades which may be arranged to celebrate the occasion.

BY ORDER OF THE CHIEF LIAISON OFFICER:

CLEMENT C. PETRILLO  
Captain NMB  
Adjutant

OFFICIAL:

*Clement C. Petrillo*  
CLEMENT C. PETRILLO  
Captain NMB  
Adjutant

DISTRIBUTION:

"C"

4462



HEAD OFFICES  
 LOMBARDIA REGION MILITARY GROUP  
 ALLIED COMMISSION  
 APO 794

55A

Tel: 12641

Ext: 3089

7 May 1946

DAILY BULLETIN)

106

NUMBER

OFFICIAL

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1. They are for use on non-regular schedule routes not covered by the courier service.
2. Except on very special occasions where V.I.P.s are concerned their use is confined to North Italy.
3. The authority for flights is given by the Chief Liaison Officer, who may delegate the authorization to his Chief Executive Officer.
4. Air Force Sub-Commission Headquarters is to be informed of any flight to give technical advice regarding flying restrictions.
5. The Aircraft, which uses petrol at a very high rate (70-80 gallons hour) should have, if possible, a full passenger and freight load.

c. These regulations will remain in force until the aircraft are transferred back to Littoria, Rome.

2. REGULAR OFFICERS FOR SERVICE WITH SUDAN DEFENCE FORCE (Adm. O - B)

Details of the terms and conditions of Service for Regular Officers who are desirous of serving with the Sudan Defence Force are available on application to "A" Branch 59 Area.

3. DRESS - SUMMER CLOTHING (Adm. O - B)

a. Summer Clothing will be taken into use wof 15 May 46.

b. KD slacks will be worn and sleeves will be worn down to the wrist in the evening, from one hour before dusk, and in the morning

(over)



before sunrise. The scale of issue this year is 2 prs KD slacks and 2 prs KD shorts. Commanding Officers will encourage the wearing of KD slacks as much as possible.

c. When shorts, KD are worn, officers:

1. if on duty with troops, will wear hoesetops, with short puttees or anklets web, and boots.
2. if not on duty with troops, may wear stockings and shoes.

d. Officers in possession of jackets KD may wear them when not on duty with troops, but no officer will be required to purchase a jacket KD.

e. Owing to the difficulty of obtaining the means of attachment for medal ribbons, it is not compulsory to wear medal ribbons on bush shirts but all ranks entitled should do so, as far as possible.

f. Gorget patches will be worn on bush shirts by officers of the rank of Colonel or above.

g. Khaki backed worsted badges of rank, when available, will be worn on bush shirts by officers. When not available, badges of rank of other material may be worn.

h. The regulations as to the wearing of distinguishing signs are laid down in GRO 435/44 as amended by GRO 569/44.

#### 4. CLOSING OF MEDLOC ROUTE "E" (A&B, O - B)

a. The following feeder and distributor trains each seating 700 personnel will operate between MILAN and VILLACH each week.

##### 1. From MILAN:

|         |     |        |      |
|---------|-----|--------|------|
| Milan   | dep | Sunday | 1230 |
| Brescia | arr |        | 1430 |
| Brescia | dep |        | 1435 |
| Verona  | arr |        | 1635 |
| Verona  | dep |        | 1705 |
| Vicenza | arr |        | 1820 |
| Vicenza | dep |        | 1830 |
| Padova  | arr |        | 1920 |
| Padova  | dep |        | 2055 |
| Villach | arr | Monday | 0600 |

(Meal-halt at Padova)

##### 2. From VILLACH:

|         |     |           |      |
|---------|-----|-----------|------|
| Villach | dep | Tuesday   | 0800 |
| Padova  | arr |           | 1650 |
| Padova  | dep |           | 1803 |
| Vicenza | arr |           | 1901 |
| Vicenza | dep |           | 1911 |
| Verona  | arr |           | 2020 |
| Verona  | dep |           | 2100 |
| Brescia | arr |           | 2315 |
| Brescia | dep |           | 2320 |
| Milan   | arr | Wednesday | 0120 |

(Meal-halt at Padova)



b. The first trains at these timings will run as follows:

From Milan to Villach - 5 May  
from Villach to Milan - 7 May

5. PASSAGES OF FAMILIES TO UK AND BETWEEN STATIONS OVERSEAS.  
(Adm. O - B)

Anyone wishing further information on the above mentioned subject may apply to Adm. Office.

6. HOLIDAY - VE DAY (Adm. O - B)

Subject to military exigencies Wednesday 8 May anniversary of VE Day will be observed as a holiday on conclusion of any ceremonial parades which may be arranged to celebrate the occasion.

BY ORDER OF THE CHIEF LIAISON OFFICER:

CLEMENT C. PETRILLO  
Captain NMB  
Adjutant

OFFICIAL:

*Clement C. Petrillo*  
CLEMENT C. PETRILLO  
Captain NMB  
Adjutant

DISTRIBUTION:

"C"

446



0371

54A  
(E)

From : I.A.F. Stato Maggiore.

To : Aerounità, Bari.  
A.F.S.C., Rome, (for information).

Date : 6th May, 1946.

Ref : 109199/op15/9/1756/Coll.

Further to telephonic agreements an extraordinary Baltimore to  
be ready on today's date at 1500 hours, at the disposal of W/Cdr.  
Tomphson of the A.F.S.C., A.C. to Milan and return /./ Col.  
Remondino.



4460



Po/v

*J.R.*

54A



## STATO MAGGIORE REGIA AERONAUTICA

1<sup>a</sup> DIVISIONE PERSONALE

INDICAZIONI D'URGENZA

CIRCUITO D'INOLTRO

## TELEGRAMMA

Spedito il  
all'Ufficio di

ore

pel circuito N.

Trasmittente

| QUALIFICA | DESTINAZIONE | PROVENIENZA | NUMERO | PAROLE | DATA DI PRESENTAZIONE |              |
|-----------|--------------|-------------|--------|--------|-----------------------|--------------|
|           |              |             |        |        | Giorno                | Ora e minuti |

AEROUNITA' = B A R I =

et p.c. RAGGRUPPAMENTO D.T. = GUIDONIA =

STORMO BALTIMORE = U R B E =

A.F.S.C./A.C. = R O M A =

STATAREO 10/99/4/5/ DESTINATARIO AEROUNITA' BARI ET PER CONO-  
 SCENZA RAGGRUPPAMENTO D.T. GUIDONIA ET STORMO BALTIMORE URBE  
 ET A.F.S.C./A.C. ROMA /./ SEGUITO INTESE TELEFONICHE DISPORRE  
 PER BALTIMORE STRAORDINARIO OGGI SEI CORRENTE ORE QUINDICI  
 AT DISPOSIZIONE COLONNELLO THONSON DELLA A.F.S.C./A.C. PER  
 MILANO ET RITORNO /./ COLONNELLO REMONDINO

*d'ordine*  
 IL CAPO DEL 1° REPARTO  
 (Ten. Col. A.A.N. *pil. Mario C...*)

*Garofalo*

4459



From : Bomb Group Command, Guidonia.

To : I.A.F. Stato Maggiore.

Date : 15th February, 1946.

Ref : 2437/op8/726/Coll.

and for information : A.F.S.C., Rome.



#### TRANSPORT MISSION BALTIMORE AIRCRAFT

We inform you of the following concerning the transport mission of the Baltimore aircraft from you to Brindisi:

On the 28th Jan. 46, with an S.82 aircraft, from Guidonia airfield, the aircraft in charge of the transport of four Baltimore reached Jesi at 11.30 hours.

Major pilot Milli Gaetano, in charge of the crews, was informed that only two of the four aircraft were ready to take off.

Before taking off the Major wanted to effect an inspection of the aircraft but was ensured that everything was alright; however whilst taxiing on to the strip, light vibrations emanated from the port engine of W. 455 aircraft and taxiing difficulties were apparent on P.W. 376 aircraft, due to the bad functioning of the brakes; and in fact the pilot, 2nd Lt. Danieli started at 15 hrs an irregular take off with decisive twerves first to the left then to the right, which obliged him not to take off. As the inefficiency of the brakes was ascertained the aircraft was returned to the R.A.F. maintenance personnel and the take off was postponed until the next day.

At 15.05 hrs the P.W. 455 aircraft piloted by Maresciallo Ucci, took off slightly twerving, due, according to the pilot, to the irregular function of the engine and landed at Brindisi safely at 17 hrs.

The third aircraft was unserviceable owing to the port engine having to be overhauled.

The fourth was declared unserviceable for transport purposes even before landing over to the Italian pilots.

Major Milli on the afternoon of the 29th contacted the R.A.F. authorities to whom he manifested his intention to go to Brindisi with the S.82 aircraft in order to collect the aircrews and bring them back to their base. The base Commander agreed and was satisfied that the two Baltimore had been transferred.

The same day Major Milli took off with the S.82 bound for Brindisi where, after having collected the crews he reached Lecce for refuelling and on the 30th he returned to his base.

The Commanding Officer,  
Col. Pil. L. Leone.

translated by J. Bevacqua.



Guidonia 15/2/1946

COM. MAG. DOMB.  
UFFICIO OPERAZIONIAllo STAFF MAGGIORILE I.A. - I° Rep.  
Sez. Operazioni e Addestram.

=R C M A=

c.p.c.: Al COMANDO UNITA' AEREA  
All' A. F. S. C.

=E A R I=

=R C M A=

Prot. n° 2437/CPB  
(seguito telesemplice del 2/2/46)

OGGETTO: Missione di trasporto velivoli Baltimore.

Circa la missione di trasporto dei noti velivoli Baltimore da Iesi a Brindisi si porta a conoscenza quanto segue:

Il giorno 28/1/46, con un S.82 dall'Aeroporto di Guidonia, gli equipaggi incaricati al trasporto di 4 Baltimore, raggiungevano Iesi alle 11,30.

Il Maggiore pilota MILLI Gastone, capo degli equipaggi, veniva informato che soltanto due dei quattro velivoli, erano pronti per l'involo.

Prima della partenza il Maggiore chiedeva di fare effettuare un controllo dei velivoli ma ebbe assicurazione che tutto era in ordine; però, durante il rullaggio per raggiungere la pista, l'apparecchio FN 455 palesava leggere vibrazioni al motore sinistro e l'apparecchio FN 370 manifestava difficoltà di rullaggio per il cattivo funzionamento dei freni; infatti il pilota S. Ten. DAFILLI, iniziava alle ore 15 un decollo irregolare con decise imbarcate prima a sinistra poi a destra che lo costringevano a distogliere dalla partenza. Constatata l'inefficienza dell'impianto freni, il velivolo veniva riconsegnato al personale specialista della R.A.F. e la sua partenza rimandata al giorno successivo.

Alle ore 15,05 l'apparecchio FN 455, pilotato dal Maresciallo UCCI, decollava con leggere imbarcate, contenute, dovute secondo la dichiarazione del pilota all'irregolare funzionamento del motore e atterrava a Brindisi regolarmente alle ore 17.

Il giorno successivo, riguardato l'impianto freni, l'apparecchio FN 370, pilotato dal Maresciallo CAFLERO, decollava alle ore 10,30 raggiungendo Brindisi alle 12,35.

Il terzo velivolo era inefficiente per necessità di messa a punto del motore sinistro, le cui operazioni richiedevano diversi giorni. Il quarto veniva dato inefficiente, al trasporto, prima ancora di affidarlo ai piloti italiani.

Il Maggiore MILLI, nel pomeriggio del giorno 29, prendeva contatto con le autorità della R.A.F. alle quali prospettava le sue intenzioni di proseguire per Brindisi con il velivolo S.82 per raccogliere gli equipaggi e riportarli in sede. Il Comandante della base ne conveniva e manifestava soddisfazione per l'avvenuto trasferimento dei due Baltimore.

Lo stesso giorno il Maggiore MILLI partiva con l'S.82 per Brindisi ove, raccolti gli equipaggi, giungeva a Lecce per il rifornimento del ritorno ed il giorno 30 rientrava in sede.

IL COMANDANTE  
(Colonnello Pilota - I. LEONE)



FROM : STATAE ) OPERAZIONI, ROME.  
TO : UNITA' BARI  
A.F.S.C., ROME.

DATE / 2ND FEBRUARY, 1946.

REF : 2392/OP8/484/COLL.

GUIDONIA GROUP /. / FURTHER TO SIGNAL 100275/OP15-U DATED 22ND  
JANUARY /. / BALTIMORE AIRCRAFT TRANSPORT EFFECTED ON THE 28TH  
AND 29TH /. / 2 BALTIMORE AIRCRAFT INSTEAD OF 4 WERE FERRIED FROM  
JESI TO BRINDISI DUE TO UNSERVICEABILITY /. / CREWS RETURNED TO  
ROME ON THE 30TH /. /

COL LEONE.

translated by J. Bevacqua.

*p.k.m.  
8/2*



4455

52 A  
translation

49A



BEST COPY POSSIBLE





Mod. A. R. B. M.

Indicazioni eventuali abbreviate

N. 1252 catalogo R. A.  
(N. 758 vecchio)

|                                                                                                     |                                                                                                                                                                                                                                                                                                                  |                           |                                   |
|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------------------|
| Indicazioni d'urgenza<br>13                                                                         | L. te . . . . . oppure (D)  Far protetto . . . . . oppure (FS)<br>M. C. G. collazionato . . . . . (TC) Da consegna a mani proprie . . . . . (MP)<br>Avviso di ricevimento . . . . . (CR) Recapitabile aperto . . . . . (RO) |                           | Stazione Radio Telegrafica<br>di  |
| Le ore si contano sul meridiano medio dell'Europa Centrale e si seguono da una mezzanotte all'altra |                                                                                                                                                                                                                                                                                                                  |                           |                                   |
| Ricevuto il 2/2                                                                                     | 194 alle ore 18                                                                                                                                                                                                                                                                                                  | Trasmesso il 194 alle ore |                                   |
| dalla Stazione                                                                                      | Ricevente TAPPI = FRANCIOLI                                                                                                                                                                                                                                                                                      | alla Stazione             | Trasmittente                      |
| Qualifica                                                                                           | Destinazione                                                                                                                                                                                                                                                                                                     | Provenienza               | Numero del M. C. G.               |
|                                                                                                     | CQ                                                                                                                                                                                                                                                                                                               | GUIDONIA                  | 347                               |
|                                                                                                     |                                                                                                                                                                                                                                                                                                                  |                           | Parole 58                         |
|                                                                                                     |                                                                                                                                                                                                                                                                                                                  |                           | Gruppi                            |
|                                                                                                     |                                                                                                                                                                                                                                                                                                                  |                           | Data della presentazione          |
|                                                                                                     |                                                                                                                                                                                                                                                                                                                  |                           | Ora e minuti 2/2 16/20            |
|                                                                                                     |                                                                                                                                                                                                                                                                                                                  |                           | Indicazioni eventuali di servizio |

Indirizzo STATAEREO OPERAZIONI ROMA P.C. UNITA BARRETT A.F.S.C. ROMA

Testo 2392/OP8/484 = RAGGRUPPAMENTO GUIDONIA /./ SEGUITO TELE 100275/O.P.15=U DATA

22 GENNAIO /./ MISSIONE TRASPORTI VELIVOLI BALTIMORE EST STATA EFFETTUATA

SUCCESSIVAMENTE GIORNO 28 ET 29 /./ 2 VELIVOLI BALTIMORE ANZICHE 4 SONO

STATI TRASPORTATI ADA IESI AT BRINDISI PER MANCANZA EFFICIENZA /./

SEGUIRANNO RELAZIONI /./ EQUIPAGGI RIENTRATI ROMA GIORNO 30/

COL. LEONE /./

4454



0378

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

785017

LRON  
LRKB V LGJP KA /26 IMMEDIATE

50A  
F ADD  
ROM 357 M U JESI 261642 -A  
TO AIR FORCES SUB COMMISSION A C ROME  
CR--- IN  
AND22 26/1 UNCLASSIFIED  
YOUR A.211 TOO 262913A RECEIVED . ON NO(R) NO  
ACCOUNT MUST AIRCRAFT 3.M.52 TAKE OFF FOR JESI BEFORE FIRST  
RECEIVING REPORT OF CONDITIONS PREVAILING AT THIS AIRFIELD  
BT 261642A

SENT RGS AR WKM  
RECD RM 1736 AR AND TMC





50A

OUTGOING MESSAGE

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME.  
 TO : 097 M.U.  
 (R) A.M.Q. R.A.F. ITALY.  
 (H) R.A.F. BRINDISI.  
 (R) ITALIAN AIR MINISTRY (by hand)  
 (attn. Lt.Col. Adrower).

UNCLASSIFIED A.211 C.U.O. 260915 JAN 46 (.) *25th Jan*  
 S.M. 82 AIRCRAFT WITH FOUR ITALIAN CREWS DEPARTED THIS DATE FOR  
 JESI BUT WAS UNABLE TO MAKE LANDING DUE TO INCLEMENT WEATHER AND  
 AIRCRAFT RETURNED SAFELY TO PARTENT PART IN PROVIDING WEATHER  
 CONDITIONS ARE FAVORABLE THE SAME CREWS IN S.M. 82 AIRCRAFT WILL  
 DEPART ON 28TH JANUARY TO FERRY THE FOUR AIRCRAFT TO BRINDISI. (.)

4452

PRIORITY : IMPORTANT

*J.E.M.*  
 FRANK E. KLINE  
 LT. COL., AIR CORPS,  
 AIR VICE-MARSHAL,  
 DIRECTOR,  
 AIR FORCES SUB-COMMISSION.



## OUTGOING MESSAGE

From : I...F. Stato Maggiore.  
To : AERONAUTA', Rom.  
AERONAGGRUPPAMENTO BOMBARD, Guidonia.  
A.F.S.G., Rome.  
Date : 22nd January, 1946.  
Ref : 100275/OP/152/236/0611.

46 A

FURTHER TO SIGNAL 100160/OP.15 DATED 16TH JANUARY, THE  
ORDER OF MISSION IS AMENDED AS FOLLOWS : BALTIMORE AIRCRAFT TO BE  
PERMITTED FROM JESI TO BRANDISI NUMBER FOUR (.) THE REMAINING  
IS UNALTERED (.) MISSION TO BE DISPOSED FOR THE 24TH INST (.)  
SER. AIRONE-CAT.

translated by J. Peyroque.

3.6 m. 26/1





B/a

TELEGRAMMA IN PARTENZA

22 GEN 1946

47H

STATO MAGGIORE R AERONAUTICA  
1° REPARIO  
1ª Sezione Operaz. e Addestramento

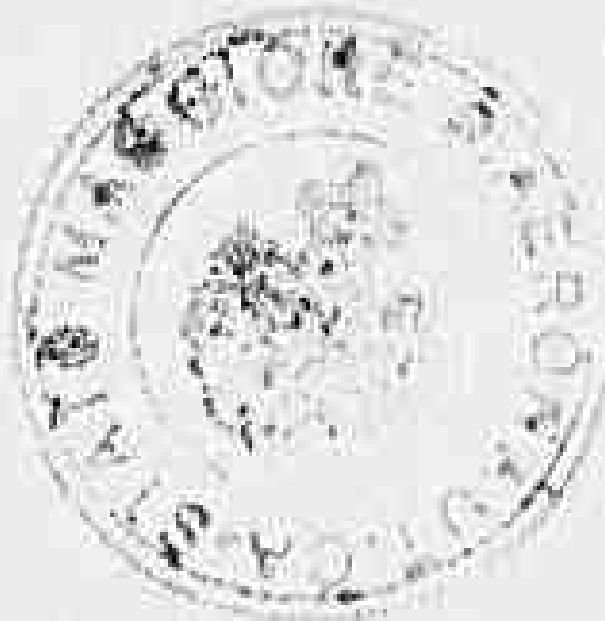
AERONITIA

AERORAGGRUPPAMENTO BOMBARD.

A.F.S.C. (a mano)

B A R IGUIDONIAR O M A

STATO AEREO...../OP/158/PUNTO DESTINATARI AERONITIA BARI VIRGOLA  
AERORAGGRUPPAMENTO BOMBARDAMENTO GUIDONIA ET A.F.S.C. ROMA PUNTO  
SEGUITO TELE 100160/OP.15 DATATO 16 GENNAIO MODIFICASI ORDINE MIS-  
SIONE TRASPORTO MODO SEGUENTE VELIVOLI BALTIMORE DA TRASPORTARE DA  
JESI A BRINDISI NUMERO QUATTRO PUNTO RESTANTE INVARIATO PUNTO DI-  
SPORRE MISSIONE PER GIORNO 24 CORRENTE PUNTO GEN. AJMONE CAT



IL CAPO DEL 1° REPARTO  
(Ten. Col. A. A. n. pil.-Ercote Savi)

*Scalafini* 4450



48 A

OUTGOING MESSAGE

From : Air Forces Sub Commission, Rome

To : 357 M.U.

(R) M.H.Q., R.A.F. Italy.

(R) R.A.F., Brindisi.

(R) Italian Air Ministry (by hand).

(attn. Lt.Col. Adrower).

Unclassified A.192 T.O.O. 211520 Jan. 1946 (.)

Four Italian Crews will depart A.M. January 24th in 3 M.82 aircraft for Isola to ferry the four aircraft cited in your signal T.262 AT 18 pd. Request accommodations be made available for fifteen men pd. In the event of inclement weather crews will depart on the subsequent date. (.)

PRIORITY : IMPORTANT

FRANK D. MAREK  
Lt.Col., Air Corps,  
Air Vice-Marshal,  
Air Officer Commanding.

4449



~~LGOP~~ ~~V~~ ~~PGUM~~ ~~NR13~~ ROUTINE ~~QV1~~

FROM 357 MU 181400A

TO AFSC RONE

(R) AHQ ITALY

GR--- BT

T.262 AN 18 UNCLASSIFIED (.)

YOUR A173 JAN (.) TWO BALTIMORES READY AM JAN 22 (.)

TWO FURTHER BALTIMORES READY AM JAN 24 (.)

REMAINING TWO UNABLE TO FORECAST TARGET GATE WILL ADVISE (.)

BT 181400A

SENT JB++B++K+

RD 1609 HWB AR K

37/18  
47A





0 1 1 2 3 4 5 6 7 8 9 0

46A  
(3)

From : I.A.I. State Maggiore.  
 To : A.F.I.C.. Rome.  
 Date : 15th January, 1946.  
 Ref : 100150/55/150/181/0011.

FURTHER TO TELEPHONE CONVERSATION THE INSTRUCTION GIVEN FOR THE  
 TRANSPORT OF 6 BALTIMORE AIRCRAFT FROM JESI TO BRINDISI AT THE  
 DISPOSAL OF AMERIS IS CONFIRMED. 6 CREWS AND ONE N.C.O. INTERPRE-  
 TER OF THE BALTIMORE TYPE WILL BE CARRIED TO JESI WITH AIRCRAFT  
 5.62 AND WITH THE SAME AIRCRAFT WILL RETURN FROM BRINDISI TO ROME  
 AFTER TRANSPORT IS MADE. YOU WILL BE INFORMED OF THE DATE.

GEN. AMONE-CAT.

translated by S. Boucous.



1 to 3m  
18/1



V/a

TELEGRAMMA IN PARTENZA

TATO MAGGIORE R AL NAUTICA

1° REPARIO

1° Sezione Operaz. - Addestramento

AEROUNITA  
AERONAGROPFA BOMB.  
AF.S.C.BARI  
GUIDONIA  
ROMA

STATAERMO.....OP/150/181 cult  
 AERONAGROPFA BOMBARDAMENTO GUIDONIA ET AF.S.C. ROMA PUNTO SAGHE  
 SEQUITO COMUNICAZIONE TELEFONICA CONFERMASI DISPOSIZIONE PER MISSIONE  
 TRASPORTO NUMERO SEI VELIVOLI BALTIMORE DA JESI AT BRINDISI DISPOSI-  
 ZIONE ALLEATI PUNTO SEI EQUIPAGGI ET SOTTUFFICIALE INTERPRETE STORMO  
 BALTIMORE SARANNO TRASPORTATI CON VELIVOLO S.82 AT JESI ET CON STESMO  
 VELIVOLO FATTI RIENTRARE AT ROMA DA BRINDISI DOPO EFFETTUATO TRASPORTO  
 PUNTO SARA COMUNICATA DATA ET ORDINE ESECUTIVO PUNTO GEN. ALMONTE CAT



4446

Renui



45A

file

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMMISSION, AIRCOM, ROME.  
TO : 357 M.U.  
(R) A.H.Q. R.A.F. ITALY (for information)

UNCLASSIFIED A.173 T.O.O. 151530 JAN 1946. (.)

CITE A.H.Q. R.A.F. ITALY SIGNAL /BT 0/43 DATED 14/1, INFORMATION IS FURNISHED THAT SIX ITALIAN CREWS HAVE BEEN ALERTED AND WILL DEPART IMMEDIATELY UPON RECEIPT OF YOUR MESSAGE THAT AIRCRAFT ARE READY TO BE FERRIED TO BRINDISI PD MAY WE HAVE A TARGET DATE WHEN IT IS ANTICIPATED THAT AIRCRAFT WILL BE READY FOR COLLECTION PD THERE WILL BE A TOTAL OF TWENTY-TWO PERSONS COMPRISING THE SIX CREWS WHO WILL REQUIRE RATIONS AND QUARTERS DURING THEIR PERIOD OF STAY (.)

---

PRIORITY : IMPORTANT

4445

*J. E. M.*  
FRANK E. MAREK  
LTJ.COL., AIR CORPS,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.



0381

785017

44A  
43/14

~~LGJP VILLI NR 174/1677/44~~ IMPORTANT

~~QVR2~~

FROM AHQ RAF ITALY

TO 357 MU - AFSC ROME - RAF BRINDISI

BT

0/43 14/1 RESTRICTED (.)

THE SIX BALTIMORES AT IESI ARE TO BE FERRIED TO  
BRINDISI WITH ITALIAN CREWS (.) SECOND ADDRESSEE  
TO BE SIGNALLED WHEN AIRCRAFT ARE READY FOR COLLECTION (.)

ACCOMMODATION AND ALL FACILITIES TO BE PROVIDED FOR  
CREWS (.) SECOND ADDRESSEE TO ARRANGE TRANSPORT FOR  
CREWS FROM BRINDISI TO PARENT UNIT

BT 141700A

SENT WIX B K



RD RGD AT LGJP NR184 2227 AR K

IMPORTANT



43 A

FROM : AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.  
TO : MILAN COURIER BOOKING OFFICE, ATTN: MAJOR FORRO.  
DATE : 12 December 1945.  
REF : AFSC/29/Air.

BALTIMORE FLIGHT - MILAN

This is to confirm conversation as regards the two Baltimores stationed at Linate airfield. It would probably be a good idea for you to discuss this matter with Col. Hancock, and Major Cunliff to decide just how these planes can be utilized to best advantage.

2. The plan is that these planes will be used to augment scheduled courier flights and will serve Allied Commission personnel who wish to travel to airports not visited by the courier planes.

*JW*  
J.W. GILDAY  
Major, Air Corps  
Air Vice Marshal  
Air Officer Commanding

cc: Major Bentley  
cc: EXEC COMAN 255

4442

*17/10*



42A

FROM : AIR FORCE SUB COMMISSION, ALLIED COMMISSION, ROME.  
TO : ITALIAN AIR FORCE, "STATO MAGGIORE".  
DATE : 12 DECEMBER 1945.  
REF : 0020234/op 21/6355 Coll.

DETACHMENT AT LINATE - MILAN 41A

We enclose copy of correspondence from Lt. Col. Roveda which is self explanatory. When inspection of Linate airport was made by personnel of this office a short time ago, it was agreed that Col. Roveda will send a replacement crew to the Linate Detachment every two weeks at which time the crew that has been there the longest will return to its squadron. This will insure that each crew will spend six weeks in the Linate detachment. We suggest that trained crews from both Baltimore squadrons be used.

2. Col. Fishes office is being incorporated into Col. Hancocks office of the Allied Commission in Milan and it is felt that there is ample justification for the planes at Linate.

J.W.G.  
J.W. GILDAY  
Major, Air Corps  
Air Vice Marshal  
Air Officer Commanding

1 enclosure

4440



FROM: BALTIMORE WING H.Q., OPERATIONS SECTION,  
DELL'URBE AIRPORT, ROME.

TO : A.F.S.C., A.C., ROME.

DATE : 22ND NOVEMBER, 1945.

REF. : 0020234/op.21/6355 COLL.

*Should have come to us  
via I. A. P.!*

DETACHMENT AT LINATE - MILAN.

As you are aware a Detachment of this Wing, consisting of a flight of 2 Baltimore A/C with three crews of the 28th Squadron, was sent to Linate Airfield on the 1st of August, 1945, at the disposal of Col. Fiske, Allied Commission.

These crews thus effect numerous transport missions, creating disproportioned flying hours and administrative queries in respect to the other crews of the Wing on this Airport.

To avoid these disproportions which are causing dissatisfaction and complaints from the pilots of the Wing on this Airport, and in particular from those of the 132nd Squadron, we would like to transfer to Milan a detachment of one A/C with two crews, from each of the two Squadrons. Naturally the A/C and crews will be chosen amongst the more reliable ones.

Will you therefore kindly authorize us to effect the necessary replacement of personnel at present <sup>serving</sup> with Col. Fiske.

*AOC/We approved something similar to this  
when we made our inspection at Linate  
Best confirmed it by letter to them*  
COMMANDING OFFICER, BALTIMORE WING,  
Lt. COL. A.A.R.N. FIL. RENATO ROVEDA.

Translated by Sgt GUMBO.

*See 42<sup>A</sup>.  
10/17/10*

*Air I D.D. & I approved a scheme whereby  
Reliable crews could be changed round  
about the new flight once every  
week of 10 days - during our visit to Linate  
on 29 Nov. Confirm with Col. Roveda  
(Linate) that this is being done pl. 10/17/10.*





STORMO BALTIMORE  
COMANDANTE

Aeroporto dell'Urbe 22 Novembre 1945

Ufficio Operazioni

ALL'A.F.S.C. - A.C. SUBCOM. AER. = R O M A =

Prot. n. 0090236/op.21/685

Oggetto: Sezione Staccata a Milano Linate.

Come è noto sull'Aeroporto di Linate è stata distaccata da questo Stormo in data 1° Agosto 1945 una sezione di due velivoli Baltimore, con tre equipaggi, del dipendente 28° Gruppo, a disposizione del Colonnello Fiske della Commissione Alleata.

Poichè detti equipaggi effettuano normalmente numerose missioni di trasporto, si vengono a determinare sperequazioni non solo agli effetti dell'addestramento ma anche agli effetti amministrativi conseguentemente alla liquidazione dei fegli di viaggio, rispetto agli altri equipaggi dello Stormo di stanza su questo Aeroporto.

Per evitare che dette sperequazioni provochino malcontenti già lamentati da parte dei piloti dello Stormo qui dislocati, ed in particolare di quelli del 132° Gruppo, lo Scrivente avrebbe in animo di assegnare a ciascuna dei due Gruppi il compito di distaccare a Milano un velivolo con due equipaggi scelti, naturalmente, fra quelli di più sicuro affidamento.

Tanto si segnala perchè, trattandosi di modificare l'assegnazione di personale addetto al servizio particolare del Colonnello Fiske, venga richiesto all'anzidetto Ufficiale Superiore il nulla osta per l'attuazione di quanto proposto.



4438  
IL COMANDANTE LO STORMO BALTIMORE  
(Ten. Col. A.A.R.n. Pil. Renato ROVEDA)



Baltimore, con tre equipaggi, del dipendente 28° Gruppo, a disposizione del Colonnello Fiske della Commissione Alleata.

Perchè detti equipaggi, effettuate normalmente numerose missioni di trasporto, si vengono a determinare sperequazioni non solo agli effetti dell'addestramento ma anche agli effetti amministrativi conseguentemente alla liquidazione dei fogli di viaggio, rispetto agli altri equipaggi dello Stormo di stanza su questo Aeroporto.

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4138  
IL COMANDANTE LO STORMO BALTIMORE  
(Ten.Col. A.A.r.n.Pil. Renato ROVEDA)



0393

40A

FROM :- Air Forces Sub-Commission,  
Allied Commission, Milan.

TO :- Air Forces Sub-Commission,  
Allied Commission, Rome  
copy to Allied Commission, Milan  
" " Major Forrow (Milan)

DATE :- 4th December 1945.

REF :- AFSC/M/29/AIR.

BALTIMORE FLIGHT MILAN

39A

Referring to your letter dated 28 Nov. 1945 I have spoken to Colonel Hancock and recommend that the Baltimore Flight remains in Milan for the use of the Allied Commission in North Italy.

2. They will be regarded as part of the Italian Courier service but without a regular schedule and mainly for use to airfields not served by carriers flying to a time table.
3. Control of the flights will be exercised by the Executive Officer A.C. through our representative Major Forrow.

Good

4437

Am...

Subject to DD approval

Confirm this arrangement to as being OK, with Milan & Major Penney, copy to E. Commission. Inform I.A. 17 too.

*[Signature]*

L.E. JARMAN G/C  
Commanding  
A.F.S.C. MILAN.

OK



BALTIMORE FLIGHT MILAN

39A

Referring to your letter dated 28 Nov. 1945 I have spoken to Colonel Hancock and recommend that the Baltimore Flight remains in Milan for the use of the Allied Commission in North Italy.

2. They will be regarded as part of the Italian Courier service but without a regular schedule and mainly for use to airfields not served by carriers flying to a time table.

3. Control of the flights will be exercised by the Executive Officer A.C. through our representative Major Forrow.

*Good - 1*

4437

*Attn.*

*Subject to DD approval*

*Confirm this arrangement as being OK, with Milan & Major Pennington, copy to E. Commission. Inform I.A. 17 too.*

*OK. 1/11/46*  
*W. J. 12*  
*W. J. 12*

*L. E. Jarman*

L. E. JARMAN C/O  
Commanding  
A. F. S. C. MILAN.





89A

*Restricted*

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

TO: AIR FORCES SUB-COMMISSION,  
ALLIED COMMISSION, MILAN.

DATE: 28TH NOVEMBER, 1945.

REF: AFSC/29/AIR.

BALTIMORE FLIGHT - MILAN.

I understand that Col. Piske's Office in Milan will be incorporated into Col. Hancock's Office and, therefore, the question arises as to whether or not Col. Piske's Baltimore Flight should return to Rome.

2. Bearing in mind that these Baltimores would not otherwise be usefully employed, I would like your recommendations after you have consulted Col. Hancock who, I believe, will be having wider responsibilities than he has at present, as I understand that certain sections of the A.C, e.g. Economic Section, are likely to be concentrated in Milan and may have to travel throughout Northern Italy.

*[Signature]*  
I.E. BROOME,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

4436

*D.D. WGL 29/11*

*S.S.O. WLB 29/11*

*Air M. WLB 30/12*

*S.H.O. GML 29/11*



38A  
(+)

FROM : I.A.F. STATO MAGGIORE, ROME  
TO : A.F.S.C. A.C.  
Copy to : ITALIAN GOVERNMENT  
(Presidenza del Consiglio) Air Traffic Office

DATE : 31/10/45

REF. : 27734/op.7/I/5918 COLL

and for inf.to : UNITA'AEREA COMAND, BARI

TRANSPORT OF PASSENGERS ON BALTIMORE AIRCRAFT.

Further to verbal agreements, we would like to inform you that we have issued instructions to the effect that a maximum of 5 passengers and not more, will be carried on Baltimore aircraft.

These instructions will avoid any overload detrimental to the aircraft and will also reduce the risk of the passengers in case of force landings.

IL CAPO DI STATO MAGGIORE  
COL. REMONDINO

4435

Translated by SGT. CUMBO





B/a

Roma, li 13 OTT. 1945

38A

STATO MINISTERO R. AERONAUTICA  
1° REPARTO OPERAZIONI

ALL'AIR FORCES SUB COMMISSION/A.C.

= ROMA =

ALLA PRESIDENZA DEL CONSIGLIO  
\* Ufficio Traffico Aereo

= ROMA =

e, per conoscenza:

AL COMANDO UNITA' AEREA

= BARI =

Prot.n. 27734 /op.7/I / 5918 Rel.

OGGETTO: Trasporto passeggeri su velivoli Baltimore.-

A seguito di accordi verbali si comunica che  
è stato disposto che sui velivoli tipo Baltimore siano tra-  
sportati come numero massimo cinque passeggeri.

Tale disposizione tende ad evitare sovraccarico  
dannoso per il materiale di volo e a diminuire il rischio  
dei passeggeri in caso di atterraggio forzato.-



IL CAPO DI STATO MAIOR  
E SOTTOCAPO DI STATO MAIOR  
DELLA R. AERONAUTICA  
(Col. Pil. A. Remondino)

*d'Amico*  
*Remondino*

4434

Spazio allo S. M. A. - R



37<sup>A</sup>

ITEMIZED FLYING TIME OF CREW PERSONNEL OPERATING TWO  
BALTIMORES ASSIGNED FOR USE BY COL. FISKE

|                 | August. | September. | October 1st-16th |
|-----------------|---------|------------|------------------|
| Lt. Boccioli    | 10:25   | 7:00       | 7:25             |
| Lt. Carugno     | 10:25   | 7:00       | 7:25             |
| Lt. Fumagalli   | 5:06    | 10:55      | 7:00             |
| Lt. Rana        | 7:31    | 12:35      | 7:00             |
| Lt. Balboni     | 11:15   | 9:20       | 5:05             |
| Lt. De Fazio    | 8:30    | 7:40       | 5:05             |
| Sgt. Antonietti | 40      |            |                  |
| Pvt. Paganini   | 10:45   | 7:00       | 7:25             |
| Pvt. Corbellini | 5:06    | 10:55      |                  |
| Sgt. Fava       | 10:55   | 9:20       | 5:05             |

*J. W. G. Colay*

4433

*10/25/10*



## SQUADRIGLIA "BALBONI"

36A

## VOLI EFFETTUATI DALLA SEZIONE BALISTICA STACATA A MILANO

- 1)-1.8.45-S.Ten.Fil. BOCCIOLI -13.50 - 14.10- 0'00' - Linete -Vergiate  
" " " CARUSO  
1° Av. R.T. PAGANINI  
Serg.M. ANTONIETTI  
Missione presso la Ditta  
SIA.I.
- 2)-1.8.45- idem -16.10' - 16.30' 0.20' -Rientro in sede-
- 3)-2.8.45-Ten.Fil. FURACALLI -17.20' - 18.55' 0.35' -Milano-Roma -Trasporto  
S.ten. RANA  
1°Av. CORBELLINI  
personali Allate.
- 4)-3.8.45- idem -12.10' - 13.30' 80' -Roma-Villefranca.Trasporto  
personali Allate.
- 5)-3.8. - idem -16.25- 16.55 30' - Villefranca-Milano.
- 6)-4.8 -Ten.Fil. BALBONI -09.50- 10.= 10' -Prove motore.
- 7) 4.8 -Ten.Fil. BALBONI -15.55- 16.05 10' -Prove motore.
- 8) 9.8 -Sten.Fil. BOCCIOLI -03.25- 03.45 20' -Linete-Vergiate.Rientro  
" " CARUSO  
1°Av. PAGANINI  
per avv.cond.etc.
- 9) 10/8 Ten.BALBONI 13.00 15.10 130' Linete -Bolzano.Ricogniz.  
Sten.DE FAZIO per verificare efficienza  
1°Av. FAVA cesp di Bolzano.
- 10) 12/8 Sten.A. BOCCIOLI 13.00 13.25 25' V Vergiate-Milano.Ritiro ap-  
Sten.CARUSO parecchio.
- 1°Av. PAGANINI
- 11) 12/8 Ten.BALBONI 14.00 14.25 25' Milano-Villefranca.Ritiro  
Sten.DE FAZIO personalità dell'A.C.
- 1°Av. FAVA
- 12) 12/8 idem 18.00 19.10 70' Villefranca-4432 Trasporto  
personali Allate.
- 13) 13/8 Ten.FURACALLI 18.30 18.45 15' Prove apparecchio.
- Sten.RANA
- 1°Av. CORBELLINI
- 14) 14/8 Ten.BALBONI 14.00 14.50 50' Roma - Bologna.Trasporto per-  
Sten.DE FAZIO sonalità dell'A.C.
- Serg.FAVA
- 15) 14/8 Idem 16.25 17.25 60' Roma-Roma.Trasporto passeg-  
geri dell'A.C.
- 16) 15/8 Idem 09.40 10.35 55' Roma-Bologna.Trasporto passeg-  
geri dell'A.C.
- 17) 18/8 Idem 11.00 11.35 35' Bologna - Milano.Trasporto  
passeggeri dell'A.C.



## SOMMARIO "BACIAORI"

|     |      |                                                       |       |       |      |                                                             |
|-----|------|-------------------------------------------------------|-------|-------|------|-------------------------------------------------------------|
| 18) | 18/8 | Sten. BO IOLI<br>Sten. CARUSO<br>1° Av. PABANINI      | 15.40 | 17.25 | 110' | Linete-Roma. Trasporto per<br>sodalità dell'A.C.            |
| 19) | 20/8 | IDEM                                                  | 15.35 | 17.25 | 110' | Roma-Torino. Trasporto perso-<br>nalità dell'A.C.           |
| 20) | 20/8 | IDEM                                                  | 17.40 | 18.10 | 30'  | Torino-Linete. Trasporto<br>personalità dell'A.C.           |
| 21) | 21/8 | Ten. BALBONI<br>Sten. RANA<br>Serg. FAVA              | 16.25 | 17.30 | 65'  | Linete-Roma. Trasporto per-<br>sonalità dell'A.C.           |
| 22) | 22/8 | IDEM                                                  | 10.00 | 11.15 | 75'  | Roma-Treviso. Trasporto pas-<br>saggeri dell'A.C.           |
| 23) | 22/8 | IDEM                                                  | 16.00 | 16.25 | 20'  | Treviso-Villafraunce. Traspor-<br>to passeggeri dell'A.C.   |
| 24) | 22/8 | IDEM                                                  | 16.55 | 18.10 | 75'  | Villafraunce-Roma. Trasporto<br>passeggeri dell'A.C.        |
| 25) | 26/8 | IDEM                                                  | 13.50 | 15.00 | 70'  | Roma-Linete. Trasporto pas-<br>saggeri dell'A.C.            |
| 26) | 27/8 | Ten. FUMAGALLI<br>Sten. DE FASIO<br>1° Av. CORBELLINI | 15.45 | 17.10 | 85'  | Milano-Roma. Trasporto pas-<br>saggeri dell'A.C.            |
| 27) | 30/8 | Sten. BOCCIOLI<br>Sten. CARUSO<br>1° Av. PABANINI     | 07.55 | 09.40 | 105' | Milano-Roma. Trasporto pas-<br>saggeri dell'A.C.            |
| 28) | 30/8 | IDEM                                                  | 17.30 | 18.55 | 85'  | Roma-Milano. Trasporto<br>passeggeri dell'A.C.              |
| 29) | 31/8 | IDEM                                                  | 16.35 | 18.20 | 100' | Milano-Roma. Revisione veli-<br>vole e trasporto passeggeri |
| 30) | 2/9  | Ten. FUMAGALLI<br>Sten. DE FASIO<br>1° Av. CORBELLINI | 13.35 | 15.00 | 85'  | Roma-Linete. Trasporto pas-<br>saggeri dell'A.C.            |
| 31) | 3/9  | Sten. BOCCIOLI<br>Sten. CARUSO<br>1° Av. PABANINI     | 10.10 | 10.30 | 20'  | Prove apparecchi.                                           |
| 32) | 6/9  | Ten. BALBONI<br>Sten. RANA<br>Serg. FAVA              | 15.40 | 17.10 | 80'  | Linete-Roma. Trasporto pas-<br>saggeri dell'A.C.            |

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| 33) | 7/9  | Sten. RUZZI    | 10.40 | 10.45 | 40' | 5000-Milano-Trasporto passeggeri<br>A-54 1011'A.C.         |
|-----|------|----------------|-------|-------|-----|------------------------------------------------------------|
| 34) | 8/9  | Ten. BALBONI   | 08.35 | 10.10 | 35' | 5000-Milano-Trasporto passeggeri<br>A-54                   |
| 35) | 10/9 | Ten. FUMANELLI | 13.35 | 14.40 | 45' | Linate-Treviso. Trasporto passeggeri<br>A-54 1011'A.C.     |
| 36) | 11/9 | Ten. IDEM      | 10.10 | 10.45 | 45' | Treviso-Linate. Trasporto passeggeri<br>A-54 1011'A.C.     |
| 37) | 11/9 | Sten. RUZZI    | 13.15 | 15.10 | 55' | Trasporto passeggeri elicotti<br>in Linate a 10.00.        |
| 38) | 12/9 | Ten. IDEM      | 09.45 | 10.40 | 55' | 1000-Milano-Trasporto passeggeri<br>elicotti.              |
| 39) | 12/9 | Ten. IDEM      | 11.40 | 12.20 | 40' | Milano-Linate. Trasporto passeggeri<br>elicotti.           |
| 40) | 13/9 | Ten. FUMANELLI | 15.35 | 16.25 | 30' | Linate-Torino. Ritiro personale<br>del governo.            |
| 41) | 14/9 | Ten. IDEM      | 18.00 | 19.30 | 30' | Torino-Linate. Ritiro personale<br>443410.                 |
| 42) | 16/9 | Ten. BALBONI   | 06.50 | 07.15 | 25' | Milano-Torino. Ritiro personale<br>del governo.            |
| 43) | 16/9 | Ten. IDEM      | 07.35 | 09.00 | 25' | Torino-Roma. Trasporto passeggeri<br>elicotti del governo. |
| 44) | 16/9 | Ten. IDEM      | 13.35 | 14.55 | 30' | Torino-Linate. Trasporto passeggeri<br>elicotti in sede.   |
| 45) | 18/9 | Ten. FUMANELLI | 08.50 | 09.40 | 30' | Milano-Torino. Trasporto passeggeri<br>elicotti.           |
| 46) | 18/9 | Ten. IDEM      | 11.20 | 12.30 | 50' | Torino-Roma. Trasporto passeggeri<br>elicotti.             |



|          |                                          |       |       |     |                                                          |
|----------|------------------------------------------|-------|-------|-----|----------------------------------------------------------|
| 35) 10/9 | TEN. FUMAGALLI                           | 15.55 | 16.40 | 45' | Linea-Torino. Trasporto passeggeri dell'A.C.             |
| 36) 11/9 | STEN. MANA<br>IDEN<br>IDEN               | 10.10 | 10.45 | 45' | Torino-Linate. Trasporto passeggeri alleati.             |
| 37) 11/9 | STEN. BOCCIONI<br>STEN. SARACENO<br>IDEN | 13.15 | 15.30 | 75' | Trasporto passeggeri alleati da Linate a Roma.           |
| 38) 12/9 | IDEN                                     | 08.55 | 10.40 | 55' | Roma-Linate. Trasporto passeggeri alleati.               |
| 39) 15/9 | IDEN                                     | 11.40 | 12.20 | 40' | Pisa-Linate. Trasporto passeggeri alleati.               |
| 40) 15/9 | TEN. FUMAGALLI<br>STEN. MANA             | 15.55 | 16.25 | 30' | Linate-Torino. Ritiro personale da parte del governo.    |
| 41) 15/9 | IDEN                                     | 18.00 | 19.30 | 80' | Torino-Linate. Rientro <sup>443</sup> 344e.              |
| 42) 16/9 | TEN. BALBONI<br>STEN. DE PAZIO           | 06.50 | 07.15 | 25' | Linate-Torino. Ritiro personale dalla sede del governo.  |
| 43) 16/9 | STEN. PAVA<br>IDEN                       | 07.35 | 08.00 | 25' | Torino-Roma. Trasporto personale dalla sede del governo. |
| 44) 16/9 | IDEN                                     | 13.35 | 14.55 | 80' | Roma-Linate. Trasporto passeggeri e rientro in sede.     |
| 45) 18/9 | TEN. FUMAGALLI<br>STEN. MANA             | 08.20 | 09.40 | 30' | Milano-Torino. Trasporto passeggeri alleati.             |
| 46) 18/9 | TEN. FUMAGALLI<br>IDEN                   | 11.20 | 12.50 | 90' | Torino-Roma. Trasporto passeggeri alleati.               |
| 47) 18/9 | IDEN                                     | 17.20 | 17.55 | 35' | Roma-Mercenarie. Trasporto passeggeri dell'A.C.          |



## Scheda di volo

|          |                                                    |       |       |     |                                                    |
|----------|----------------------------------------------------|-------|-------|-----|----------------------------------------------------|
| 48) 18/9 | Ten. FUMAGALLI<br>Sten. RANA<br>1° Av. CORDELLINI  | 18.10 | 18.25 | 15' | Marcianise-Capodichino. Rifornimento velivolo.     |
| 49) 19/9 | IDEM                                               | 10.30 | 10.45 | 15' | Capodichino - Marcianise.                          |
| 50) 19/9 | IDEM                                               | 11.30 | 12.10 | 40' | Marcianise-Roma. Trasporto passeggeri dell'A.C.    |
| 51) 22/9 | IDEM                                               | 10.15 | 11.00 | 45' | Roma - Capodichino. Trasporto passeggeri dell'A.C. |
| 52) 22/9 | IDEM                                               | 17.00 | 17.45 | 45' | Capodichino-Roma. Trasporto passeggeri dell'A.C.   |
| 53) 24/9 | IDEM                                               | 11.20 | 12.10 | 50' | Roma-Pisa. Trasporto passeggeri dell'A.C.          |
| 54) 24/9 | IDEM                                               | 16.05 | 17.00 | 55' | Pisa-Milano. Trasporto passeggeri dell'A.C.        |
| 55) 25/9 | Sten. ROCCICCI<br>Sten. CARUCCI<br>1° Av. PASANINI | 10.25 | 11.15 | 50' | Milano-Pisa. Trasporto passeggeri dell'A.C.        |
| 56) 26/9 | IDEM                                               | 10.05 | 11.00 | 55' | Pisa-Milano. Trasporto passeggeri dell'A.C.        |
| 57) 26/9 | Ten. BARBONI<br>Sten. DI PASIO<br>1° Av. RAVA      | 09.50 | 10.10 | 20' | Revisione apparecchiatura trasporto passeggeri.    |
| 58) 27/9 | IDEM                                               | 14.30 | 15.00 | 30' | Roma-Bologna. Trasporto passeggeri e materiale.    |
| 59) 29/9 | IDEM                                               | 15.25 | 16.35 | 40' | Bologna-Linate. Trasporto passeggeri e materiale.  |
| 60) 1/10 | Sten. ROCCICCI<br>Sten. CARUCCI<br>1° Av. PASANINI | 10.35 | 11.30 | 55' | Milano-Udine. Trasporto passeggeri dell'A.C.       |
| 61) 2/10 | IDEM                                               | 13.50 | 14.45 | 55' | Udine-Bologna. Trasporto passeggeri dell'A.C.      |
| 62) 2/10 | IDEM                                               | 15.45 | 16.25 | 40' | Bologna-Milano. Trasporto passeggeri dell'A.C.     |

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|           |                   | 10.25 | 11.55 | 40'  | Milano-Roma. Trasporto o pas-     |
|-----------|-------------------|-------|-------|------|-----------------------------------|
| 63) 3/10  | Ten. FUMASALDI    |       |       |      | seggeri alleati.                  |
|           | Sten. RAN.        |       |       |      |                                   |
|           | Serg. MONE. BAGGI |       |       |      |                                   |
| 64) 5/10  | Ten. BALBONI      | 09.30 | 10.15 | 45'  | Prova apparecchiato.              |
|           | Sten. DE FAZIO    |       |       |      |                                   |
|           | Serg. FAVA        |       |       |      |                                   |
| 65) 6/10  | Ten. FUMASALDI    | 09.40 | 10.25 | 45'  | Roma-Capodichino. Trasporto       |
|           | Sten. RANA        |       |       |      | passaggeri alleati.               |
|           | Serg. MONE. BAGGI |       |       |      |                                   |
| 66) 6/10  | IDEM              | 11.05 | 12.15 | 40'  | Capodichino-Roma. Trasporto       |
|           |                   |       |       |      | passaggeri alleati.               |
| 67) 10/10 | IDEM              | 09.15 | 10.25 | 70'  | Roma-Bari. Trasporto passeggeri   |
|           |                   |       |       |      | alleati.                          |
| 68) 10/10 | IDEM              | 13.00 | 14.25 | 80'  | Bari-Roma. Trasporto passeggeri   |
|           |                   |       |       |      | alleati.                          |
| 69) 11/10 | IDEM              | 10.55 | 12.30 | 95'  | Roma-Milano. Trasporto passeggeri |
|           |                   |       |       |      | alleati.                          |
| 70) 12/10 | Ten. BALBONI      | 09.15 | 10.45 | 60'  | Milano-Roma. Ritiro personalita   |
|           | Sten. DE FAZIO    |       |       |      | ta dell'A.C.                      |
|           | Serg. FAVA        |       |       |      |                                   |
| 71) 13/10 | IDEM              | 09.15 | 09.55 | 40'  | Roma-Capodichino. Trasporto       |
|           |                   |       |       |      | passaggeri alleati.               |
| 72) 13/10 | IDEM              | 13.00 | 13.40 | 40'  | Capodichino-Roma. Trasporto       |
|           |                   |       |       |      | passaggeri alleati.               |
| 73) 15/10 | IDEM              | 10.45 | 12.15 | 90'  | Roma-Milano. Trasporto passeggeri |
|           |                   |       |       |      | alleati.                          |
| 74) 15/10 | Sten. BUCCIOLI    | 09.30 | 10.40 | 130' | Milano-Napoli. Trasporto pas-     |
|           | Sten. CARUSO      |       |       |      | seggeri alleati.                  |
|           | 1° Av. PAGANINI   |       |       |      |                                   |
| 75) 15.10 | IDEM              | 10.45 | 10.30 | 45'  | Capodichino-Roma. Trasporto       |
|           |                   |       |       |      | passaggeri alleati.               |
| 76) 16/10 | IDEM              | 10.15 | 11.45 | 90'  | Roma-Milano. Trasporto pas-       |
|           |                   |       |       |      | seggeri alleati.                  |

IL COMANDANTE LA SEZIONE BALISTICA  
(Ten. Fil. BALBONI diennino)  
*Sten. Caruso*



8 Octo. 3r, 1945

Place in 29/10/45 call Circuit  
round Air Staff.

35A

REPORT ON LITTORIO AIRPORT

Question #1.--- Is the Radio telephone being used from tower to A/C?

Answer ---

Yes; although there are 4 Aircraft which are equipped with VHF sets thus making voice transmission impossible. All the rest of the 27 Baltimores of this Stormo can and I was assured <sup>do</sup> use voice transmission. There are 31 A/C in all but 4 of them are at the present time at Milano.

Question #2.--- Are regulations requiring crews and passengers to be strapped in for take-offs and landings (a) in force (b) carried out?

Answer-----

Yes, they are in force and carried out but only on those A/C which have ~~been~~ been transformed to passenger carrying A/C; of which there are 3 that have been transformed.

Question #3.--- How many Baltimores have been converted for passenger carrying? How many are at Littorio? What are the snags?

Answer-----

Three A/C have been converted for passenger carrying. Two A/C are at Littorio and 1 at Milano. The only difficulty in converting the others is the scarcity of transport however arrangements have already been made (made) whereby an A/C is being sent up to Milan ~~and~~ bringing to bring back this material.

Question #4.--- See British representative (Sgt Wade) and ask him if there are any snags re maintenance of our Com Flights. Are all A/C serviceable? <sup>416</sup>

Answer -----

Complied with and there were no snags at this time. All the A/C are serviceable.

Question #5 -- Find out how many flights and flying hours for last month by Baltimore Squadrons and rough detail of activity including training. Has a report on this been submitted to Air Ministry for transmission to us?

Answer-----

See Inclosures 1 and 2. The report has been transmitted to Air Ministry by the Stormo. The Air Ministry has not submitted a copy to this sub-commission. I called on Col. Savi and he said that



(a) in force (b) carried out?

Answer-----

Yes, they are in force and carried out but only on those A/C which have ~~been~~ been transformed to passenger carrying A/C; of which there are 3 that have been transformed.

Question #3---

How many Baltimores have been converted for passenger carrying? How many are at Littorio? What are the snags?

Answer-----

Three A/C have been converted for passenger carrying. Two A/C are at Littorio and 1 at Milano. The only difficulty in converting the others is the scarcity of transport however arrangements have already been made (made) whereby an A/C is being sent up to Milan ~~and~~ bringing to bring back this material.

Question #4---

See British representative (Sgt Wade) and ask him if there are any snags re maintenance of our Com Flights. Are all A/C serviceable? ~~412~~

Answer -----

Complied with and there were no snags at this time. All the A/C are serviceable.

Question #5 --

Find out how many flights and flying hours for last month by Baltimore Squadrons and rough detail of activity including training. Has a report on this been submitted to Air Ministry for transmission to us?

Answer-----

See Inclosures 1 and 2. The report has been transmitted to Air Ministry by the Stormo. The Air Ministry has not submitted a copy to this Sub-commission. I called on Col. Savi and he said that he would submit this report within the next three days.

PAUL LEOS  
1st Lt AC

CP 15/10

427  
15/10



From: Air Force Sub-Commission, A. C., Rome  
To: Ministero dell'Aeronautica  
Direzione Costruzioni Aeronautiche  
Sezione 2<sup>a</sup> Aeromobili - Rome  
Date: 11th. September, 1945  
Ref.: AFSC/29/Air.

35A

CONVERSION OF BALTIMORE AIRCRAFT

32A

Reference is made to your letter 2/2649/4587 Coll., dated the 16th ultimo, which was passed to this H.Q. for information. After due consideration we are of the opinion that the remainder of the aircraft should be modified on the same lines as the P.A. 420 aircraft.

Your suggestion that the oxygen, anti-freeze and heating system should be retained has been considered, and while the first two are not considered essential, the question of heating would upset the present modification lay-out, particularly the position of the heater boiler, but if you would like to modify one aircraft with heater system this H.Q. have no objection. The same would be inspected by this H.Q. when completed.

J. W. TURNER F/OP.

AIR FORCE COMMISSION

AIR FORCE COMMISSION 4428



34.99

AIR FORCES SUB-COMMISSIONER ALLIED COMMISSION,  
ROM

Personal & CONFIDENTIAL.

AFSC/29 /AIR.

31st August, 1945.

Dear

I have to write to you about a rather delicate subject in case I am unable to speak to you. It concerns the Baltimore which have been allotted to you for use of personnel in the Office of the Representative of the Chief Commissioner, Allied Commission (MILAN), and A.F.S.C. representatives in MILAN, who are on duty.

2. I have heard from two different sources that some misuse of these aircraft is being made. For example it is now common knowledge in the MILAN area that you used a Baltimore to fly your house-keeper on a certain occasion.

3. I would be much obliged, if only to save embarrassment both here and in the North, that you will ensure these two aircraft are used for properly entitled personnel. For example, when somebody is going to ROM or to TURIN, an individual should be sent by normal Italian Courier Services or one of the Allied Carrier Services, rather than the Baltimore be used. In cases of urgency you could request a high priority for your people.

4. I am sure you will appreciate that the petrol question at MILAN is a very difficult one and has caused a good deal of trouble because it is so difficult to get it transported to MILAN, and furthermore the Petroleum Board at A.F.H.Q. are continually having at us with a view to utmost economy in the use of Petrol and Oil by the Italian Air Force.

5. I understand that MAJOR MANTOVARA has been appointed H.Q. Substantant of your Office and believe he has been given guidance by the Transport Office at this H.Q. (MAJOR BIRCH), so as to give him some knowledge of how we run the Italian Courier Services from this end, and I am sure that with a little experience he will be able to look after your interests, and there will be no further worries in connection with the above. Likewise S/ASR. DIAMANT who is at present my Senior Representative in MILAN is always available to give you advice on the use of these aircraft.

6. In short I would like you to regard these Baltimores as being part of the Italian Courier Services but without a regular schedule, although of course as much notice as possible must be given to the airmen and to the Officers concerned at No. 146 Staging Post, MILAN, and that their use shall chiefly be restricted to places not served by regular scheduled services by British, American or Italian Carriers.

Yours



2. I have heard from the area that you used a Baltimore to fly your house-keeper on a certain occasion.

3. I would be much obliged, if only to save embarrassment both here and in the North, that you will ensure these two aircraft are used for properly entitled personnel. For example, when somebody is going to Rome or to Turin, an individual should be sent by normal Italian Courier Service or one of the Allied Carrier Services, rather than the Baltimores be used. In cases of urgency you could request a high priority for your people.

4. I am sure you will appreciate that the petrol question at MILAN is a very difficult one and has caused a good deal of trouble because it is so difficult to get it transported to MILAN, and furthermore the Petroleum Board at A.P.H.Q. are continually having at us with a view to utmost economy in the use of Petrol and Oil by the Italian Air Force.

5. I understand that MAJOR MACHINARA has been appointed ~~Head~~ <sup>Chief</sup> Commandant of your Office and believe he has been given guidance by the Transport Office at this H.Q. (MAJOR BIRCH), so as to give him some knowledge of how we run the Italian Courier Services from this end, and I am sure that with a little experience he will be able to look after your interests, and there will be no further worries in connection with the above. Likewise S/DR. DIAMANT who is at present my Senior Representative in MILAN is always available to give you advice on the use of these aircraft.

6. In short I would like you to regard these Baltimores as being part of the Italian Courier Services but without a regular schedule, although of course as much notice as possible must be given to the aircrews and to the Officers concerned at No. 146 Staging Post, MILAN, and that their use shall chiefly be restricted to places not served by regular scheduled services by British, American or Italian Carriers.

Yours

*[Handwritten signature]*

*Copy to S/ Dr. Diamant - passed & confirmed*

Colonel R.E. Fiske,  
Establishments Section,  
H.Q. A.C. Force.

00  
A/DR  
Hm  
BF 350.



0410

33A

FROM :- Air Forces Sub-Commission  
Allied Commission, Milan.

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

DATE :- 14th August 1945.

REF :- ATSC/29/AIR

Attn - 428183

CAMPBELL MIGHT

26A

1) With further ref to your ATSC/29/AIR letter of 17 July 1945 several points concerning the above need clarification, and if the undersigned is to be in disagreement with Col. Fiske some assurance of what is in fact your policy is required.

- 2) A. Are these aircraft to be used by Col. Fiske to ferry his batman, house keepers or friends from A-B, as hitherto?
- B. Is this office to accept a demand for a special aircraft to fly one self-styled V.I.P. to Rome at the identical hour the courier leaves for the same destination?
- C. Can Col. Fiske obtain the extra petrol for these flights which are making considerable demands on the allocation of aviation fuel for the Courier Service?

3) It is accepted as your policy that maximum assistance should be offered to the Colonel at all times, but there would appear to be a difference of opinion between British and Americans concerning economy and what journeys are necessary to promote the peace effort.

*Beaumont*



R.G.E. DIAMANT S/L  
Commanding  
A.F.S.C. Milan.



1) With further ref to your 1750/29/11R letter of 17 July 1945 several points concerning the above need clarification, and if the undersigned is to be in disagreement with Col. Fiske some assurance of what is in fact your policy is required.

2) a. Are these aircraft to be used by Col. Fiske to carry his own men, those of his own or friends from 1750, as hitherto?

b. In this office to accept a demand for a special aircraft to fly one self-styled V.I.P. to Rome at the identical hour the courier leaves for the same destination?

c. Can Col. Fiske obtain the extra petrol for these flights which are making considerable demands on the air or aviation fuel for the Courier Service?

3) It is accepted as your policy that maximum assistance should be offered to the Colonel at all times, but there would appear to be a difference of opinion between British and Americans concerning economy and what journeys are necessary to promote the peace effort.

*Resistant*

A. F. E. DILLON  
Commanding  
A. F. S. C. Milan.



*Majors Pacquarone (Br) H Q Command of*

*Office of the Representative of the C.C. AC*

*40 4 10 1945*



From: Italian Air Ministry - Direction of Constructions. Rome  
 To: Stato Maggiore R. Aeronautica. Rome  
 For info. to Air Forces Sub Commission, A.C., Rome  
 Date: 16th August, 1945  
 Ref.: 2/3649/4587 Coll.

CONVERSION BALTIMORE AIRCRAFT

A Baltimore aircraft P.A.420 has been converted in the Baltimore Wing into civilian Transport version anticipated by the Allied Commission.

Slight variations were effected by the Stormo Technical Office of which the most important consists of a cowl joint (central turret sector) completed with perspex in order to give sufficient light inside the fuselage and at the same time to avail a means of escape.

In this manner the anticipated fixing system and the use of the cupola in perspex, at the back turret, is substituted by another more safe and more advantageous aero-dynamic.

The said modifications have been appreciated by the technical Officers of the A.C., who have expressed the intention to extend these modifications to the other aircraft under conversion.

It is requested therefore:-

- a) The authorization to suspend the transformation with blocked cupola on the 15 aircraft under conversion.
- b) The authorization to convert gradually the other aircraft at Unit on the same lines as on the P.A.420 aircraft.

Furthermore as it appears that some of the Baltimore aircraft will be used as International transport on behalf of the A.C., with the probability of flying over the Alps, it is suggested not to remove the installations: Anti-Freeze, Oxygen and heating system: of these two aircraft mentioned by the A.F.S.C. and to modify them in order to give the passengers the best possible comfort.

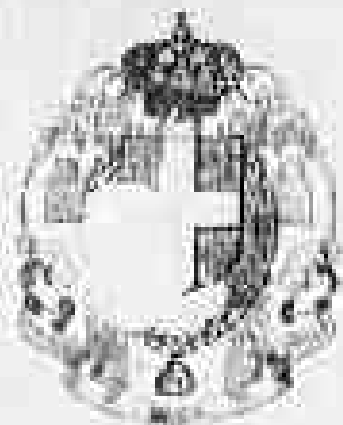
For, CFE MANAGER

W/Ool. BERTAGNOLIO

Eng. Paul P. 25/8  
 Subject to approval by  
 W/Ool. Gladstone, 1/9/45  
 1/8/29/45

5. 321 24/8.  
 29/air





Ministero dell'Aeronautica

Roma, 16 AGO 1945 32A<sup>Mod. 134</sup>  
1945-1

ALLO STATO MAGGIORE R.A.

~~XXXXXXXXXXXXXXXXXXXX~~  
DIREZIONE COSTRUZIONI AERONAUTICHE  
Sezione 2<sup>a</sup> Aeromobili

S E D E

Prot. 2/3649 Allegato 4587 Cl.

OGGETTO Trasformazione Velivoli Baltimore.-

e.c. Conoscenza:

ALLA COMMISSIONE ALLEATA (A.F.S.C.)

(Tramite Ufficio Collegamento)

S E D E

Un velivolo Baltimore, l'F.A.420 é stato trasformato presso lo Stormo Baltimore nella versione da trasporto civile prevista dalla A.C.-

A detta versione furono apportate lievi varianti da parte dell'Ufficio Tecnico dello Stormo, di cui sopra, delle quali la più importante concerne una cappottatura di raccordo (nel settore torretta centrale) con zona centrale in plexiglas. Ciò allo scopo di disporre di sufficiente illuminazione nell'interno della fusoliera e contemporaneamente di una uscita di sicurezza.-

In questo modo il previsto sistema di fissaggio ed impiego della cupola in plexiglas della torretta dorsale, viene ad essere sostituito con altro più sicuro ed aerodinamicamente più vantaggioso.-

Le modifiche apportate sono state apprezzate dagli Ufficiali Tecnici dell'A.A., che hanno espresso verbalmente l'intenzione di estenderle anche agli altri velivoli in trasformazione.-

Per quanto sopra si chiede:

a)-l'autorizzazione a sospendere la trasformazione con cupola bloccate su 15 velivoli dello Stormo in parola.-

b)-l'autorizzazione a trasformare gradualmente presso il Reparto gli altri velivoli, secondo la soluzione adattata sull'F.A.420.-

Poiché inoltre sembra che alcuni velivoli Baltimore debbano essere adibiti a trasporti internazionali per conto dell'A.C. con conseguente probabilità di voli transalpini, si prospetta l'opportunità di non procedere, sugli apparecchi, che vennero designati dall'A.F.S.C., allo smontaggio degli impianti: antighiaccio, ossigeno e riscaldamento e di modificare questi ultimi due in modo da consentire ai passeggeri la possibilità di beneficiare di dette installazioni.-

IL DIRETTORE *t.d.*  
(Colonnello G.A.r.i. TOLINO Ing. Umberto)

*T. Col. Tuzi*



L R R E V MAAZ NR300104

FROM AMG LOMBARDIA REGION A F SUB COMM MILAN 301700B  
 TO A F SUB COMM ROME  
 QZX GR138 BT

REF NO 1322

RESTRICTED PD

UNCLASSIFIED MA ONE ZERO TOO ONE FIVE THREE ZERO THREE ZERO JULY  
 ONE NINE FOUR FIVE PD. BALTIMORE CONVERSION PD BOTH AIRCRAFT  
 PRACTICALLY READY PD AIR MINISTRY HAVE NOT ORDERED LUGGAGE CONTAINERS  
 PD REQUEST YOU ASK THEM TO PASS ORDER PD SAVOIA MARCHETTI HAVE NOT  
 BEEN SUPPLIED WITH FULL PARTICULARS OF BRITISH CONVERSION AND HAVE  
 COVERED IN TURRET WITH ALUMINIUM PAINTING WITH NO ESCAPE HATCH PD  
 PAREN TO A F SUB COMM ROME FROM AMG LOMBARDIA REGION A F SUB COMM  
 MILAN FOR POBETTI SIGNED GLADSTONE PAREN AIRCRAFT CAN NOT BE PUT  
 ON PASSENGER WORK IN THIS CONDITION PD HAVE ASKED MILAN TECHNICAL  
 OFFICE TO OBTAIN FROM AIR MINISTRY BY COURIER FULL PARTICULARS OF THE  
 BRITISH CONVERSION WHICH I GAVE THEM AND ALSO PARTICULARS OF  
 BALTIMORE MODIFIED AT LITTORIO PD PLEASE CHASE THEM PD

BT TMI

CENT WH B1 K

6 NINE 3 GR FROM ENG WHU// SU// SHUD THAT READ WITH NO ESCAPE

YES WITH NO ESCAPE K

RECD 2// 30/2052 B AAA

Have contacted Lt Col Bertagnolia at A.M.  
 who has signalled Milan to modifications  
 just 2/0.

Typical Stowman at 1 A.M.

KMK

3/8

B102 3/7/75

43/AIR

Air s/c N147/30

31A

Eng/Immediata

action plan

11/0 31/7

4421



30A

From : Air Forces Sub Commission, Lombardy Region,  
c/o Allied Commission, Milan

To : Air Forces Sub Commission,  
Allied Commission, Rome

Date : 27th July 1945

Ref. : AFSC/M/29/Air

BALTIMORE FLIGHT AT RIMARE.

24A

24A

Ref. your AFSC/29/AIR of 17th and 20th July, there would appear to be a difference in interpretation of your instructions as laid down in these letters.

1. Today one Baltimore was flown up from the South on Col. Fiske's instructions. This Baltimore was used to transport an American Brigadier and two other Officers of IV Corps to Naples, whence they are proceeding to Egypt.
2. Your letter specifically mentions Northern communication ports as the job of these aircraft, and it was presumed they were to be used as a feeder service on routes where no regular scheduled service is in operation.
3. It is questionable whether two aircraft will suffice if the Baltimores are to be used to supplement the adequate services already run by MARS, IAF and others.
4. Further para 2 of your letter states specifically for <sup>am</sup> ~~these~~ aircraft are to be used, and a Brigadier of IV Corps would not fall in either of the categories you mention.
5. These facts are brought to your notice for any action you may care to take, but with the inauguration of the Baltimore flight in the North taking place next week, it appeared advisable to seek an early clarification.







FROM: AIR FORCES COMMISSION,  
ALLIED COMBAT ZONE, ECE.

TO: ITALIAN AIR MINISTRY.

DATE: 20TH JULY, 1945.

REF: AFSC/29/AF.

With reference to our letter of even reference dated 17th July, I visited LUNGE on the 13th July and arranged with the O.C. R.A.F. Staging Post for British technical assistance to be given to the Italian Specialists whom you are sending North in order to maintain the two Baltimore. The technical assistance will probably be in the form of a British N.C.O. who will supervise maintenance on these aircraft in much the same way as the British N.C.O.'s in the Baltimore Stormo at LUNGO.

2. There is a small amendment to the letter quoted; these aircraft are for the benefit of Col. FISKE and his Staff who are the direct representatives of the Chief Commissioner, Allied Commission, and have nothing to do with the A.M.C. and Provincial Commissioner's organisation. In addition A.F.M.C. representatives may be using these aircraft when they are not required by Col. FISKE.

3. I also consider that it would be a good thing for all the Italian Air Force personnel in the Unit which is to be stationed at LUNGO to come directly under the Italian Officer Commanding (IE/COL. SERRI). This principle was agreed by IE/COL. SERRI and later by GENERAL RINZI.

4. I also wish to inform you that the Italian personnel at LUNGO have given the impression of doing a good job of work in an efficient manner, and I emphasised to IE/COL. SERRI and GENERAL RINZI the importance of convincing the R.A.F. Transport Command representatives at LUNGO that the Italian Air Force can be an efficient service.

5. At this period in particular, it is recommended that the Units of the Italian Air Force which are affected be told by you to do their best to show the Transport Command representatives at various places that the Italians are efficient, in the same way that the Units working operationally under B.A.F. had gained the high respect and regard of the various responsible officers in B.A.F. I and my Staff are taking every opportunity to assure British and American Officers who are not accustomed to coming in direct contact with the Regia Aeronautica, that your personnel are capable of high standards.

File ref 23/17

4419  
I.E. PROIE,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.



Post for British technical assistance to be given to the Italian Specialists when you are sending North in order to maintain the two Baltimore. The technical assistance will probably be in the form of a British N.C.O. who will supervise maintenance on these aircraft in much the same way as the British N.C.O.'s in the Baltimore Storno at LITIGIO.

2. There is a small amendment to the letter quoted; these aircraft are for the benefit of Col. FISKE and his Staff who are the direct representatives of the Chief Commissioner, Allied Commission, and have nothing to do with the A.M.G. and Provincial Commissioner's organization. In addition A.F.S.C. representatives may be using these aircraft when they are not required by Col. FISKE.

3. I also consider that it would be a good thing for all the Italian Air Force personnel in the Unit which is to be stationed at LITIGIO to come directly under the Italian Officer Commanding (IE/COL. SUBINI). This principle was agreed by IE/COL. SUBINI and later by GENERAL BIFFI.

4. I also wish to inform you that the Italian personnel at LITIGIO have given the impression of doing a good job of work in an efficient manner, and I emphasized to IE/COL. SUBINI and GENERAL BIFFI the importance of convincing the B.A.F. Transport Command representatives at LITIGIO that the Italian Air Force can be an efficient service.

5. At this period in particular, it is recommended that the Units of the Italian Air Force which are affected be told by you to do their best to show the Transport Command representatives at various places that the Italians are efficient, in the same way that the Units working operationally under B.A.F. had gained the high respect and regard of the various responsible officers in B.A.F. I and my Staff are taking every opportunity to assure British and American Officers who are not accustomed to coming in direct contact with the Regia Aeronautica, that your personnel are capable of high standards.

*[Signature]* 4419  
I.E. BROWN,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

Copy: Milan Office A.F.S.C.

*This to show to when down plan.*



28A

ROYAL AIR FORCE SUB-COMMISSION, ALLIED COMMISSION,  
ROME.

AFSC/29/AIR.

19th July, 1945.

Dear

Thank you very much for looking after me so graciously on the 13th July and for my good lunch.

2. As regards the two Italian Baltimore which will be detached to Linate for the use of COMBAT FIERCE of the Allied Commission, we will be grateful to accept your kind offer to provide British supervision.

3. I suggest that the N.C.O. you put over the Italian mechanics should be warned that the Italian mechanics have been looking after these aircraft for some time, but just need a little urge from a British N.C.O. to ensure that the maintenance is of the high standard required by Transport Command. I would warn him not to boss the Italians too much as the principle we try to work to is to allow the Italians as much responsibility as possible. Knowing the British N.C.O., I feel sure that he will get on well with the Italians, and you might instruct him to see that the Form 700 is properly made out and signed before each flight, which is a failing of the Italians (and apparently myself!)

D/D - 25/2/7  
C.T.C. - 23/7  
SSO - 23/7

Yours

B.R.

Wing Commander R. Burch,  
Headquarters,  
No. 146 Staging Post,  
Royal Air Force,  
Linate.

4418

Copy: S/TP. DIAMANT, AFSC, MILAN. X



OUTGOING SIGNAL.

27A

FROM: A.F.SMB.COM (ME)

TO : A.F.SMB.COM (MILAN) c/o ALLIED COMMISSION, LOMBARDIA REGION

CONFIDENTIAL (.)

A 437

TOO. 180905Z JULY.

BALTIMORE AIRCRAFT PROCEEDING TO MILAN TODAY WEDNESDAY

18TH JULY TO FLY COLONEL FISK AND PASSENGER TO ROME ON

THURSDAY LEAVING Linate AT 1000 HRS. (-)

---

PRIORITY - IMPORTANT.

*L. E. JARMAN*  
L. E. JARMAN, G/CAPT.  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

4417



26A

From: Headquarters, Air Forces Sub-Commission, Allied Commission,  
Rome.  
To: Headquarters, Italian Air Ministry.  
Copy to A.F.S.C., Milan.  
Date: 17th. July, 1945.  
Ref: AFSC/29/Air.

BALTIMORE FLIGHT AT LINATE.

A few days ago I discussed the possibility of basing two Baltimore aircraft converted for passenger carrying, with sufficient maintenance and supervisory personnel at Linate, Milan.

2. These aircraft were to be placed at the disposal of A.F.S.C. and A.C., Milan for communication work in North Italy.
3. There is a Baltimore being modified at Vergiate and F.A.56 which was flown up to Milan on the 14th. July will also be converted.
4. These two aircraft, when ready should remain at Linate for the Northern Communication work, and the maintenance and supervisory personnel flown up in an S.M.82.
5. These particular aircraft may be replaced at a later date by other modified aircraft.
6. Squadron Leader Diamant is to inform General Biffi of this move so that accomodation question may be solved.

4416

  
L.E. JARMAN, G/Capt.,  
Air Vice Marshal,  
Air Officer Commanding.



10 4 2 2

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

785017

AIR S/C

N7/15

RECE V DAAZ NR 2291 IMPORTANT  
FROM AIR FORCES SUB-COMMISSION O/S ALLIED COMMISSION, LOMBARDIA - 25A  
REGION 13NFT  
TO AIR FORCES SUB-COMMISSION HQ ALLIED COMMISSION ROME  
RSH GR 37 ET

23A

022. UNCLASSIFIED (.) YOU A 4/4 II JULY (.) CONVERSION PARTS BEING  
MADE AT S.I.A.I. (.) ONE AIRCRAFT ALREADY AT VERGIATE (.)  
AM SENDING UP F.A. 560 WHICH ARRIVED LIMATE TODAY (.) FURTHER  
AIRCRAFT NOT NEEDED AS CONVERSION WILL NORMALLY BE DONE AT  
LITTORIO (.)

BT  
SENT NR140091 PM AT 19-0040E DE K  
R-024005---"J O E"---K



0930



24A

FROM : AIR FORCES SUB COMMISSION A/C. ROME  
TO : ITALIAN AIR MINISTRY  
REF. : AFSC/29/AIR  
DATE : 12TH JULY 1945

BALTIMORE SQUADRONS- FLYING LIMITATIONS

12A

Referring to this HQ. letter AFSC/29/AIR dated 20th June '45 the Air Officer Commanding has agreed, following representations made by Lt.Col. Roveda in the company of Col. Remondino, to permit landings at Bari or Lecce when it is necessary for Unit personnel to visit those places officially.

2. Each flight should be personally authorised by the Officer Commanding the Baltimore Stormo.



L.E. JARMAN G/CPT  
AIR VICE MARSHAL  
AIR OFFICER COMMANDING.



OUT NG MESSAGE.

FROM: - A.F. SUB COMM (ROME)  
TO - A.F. SEN-COMM (MILAN) C/O A.C. LOMBARDIA REGION  
FOR ATTENTION W/C GLADSTONE AND INF. S/L DIAMANT.

UNCLASSIFIED (.) A. 404 (.) T.O.O. 111045B. JULY (.)

SIGNAL ARRANGEMENTS MADE AND NAME OF FIRM CONTRACTED TO BUILD CONVERSION  
SETS FOR BALTIMORE AIRCRAFT (.)

PROPOSE TO FLY UP TWO BALTIMORES FOR CONVERSION ~~LOCATED~~ <sup>up</sup> AND BASE THEM AT  
LIMATE FOR USE OF A.C. MILAN (.) PLEASE MAKE ARRANGEMENTS AND SIGNAL WHEN  
AIRCRAFT CAN BE ACCEPTED (.)

---

*L. E. Jarman*  
L.E. JARMAN G/CAPT.  
AIR VICE MARSHAL,  
AIR OFFICER COMMANDING.

PRIORITY

ROUTINE.

4412



Mem. for Lt. Col. Adron. 9.7.45

22A  
(1)

TRAINING BALTIMORE WING

The training programme of the Baltimore Wing must be arranged according to the following instructions :

Flying activity must be limited to a maximum of six hours per pilot per month.

On the basis of this activity will be carried out the following programme :

- (a) Three circuits and bumps, not more than 20' each, will be practiced by the aircraft.
  - (b) Patrol of three or more aircraft over the airport for a maximum of 30'.
  - (c) A complicated formation flying practice with formation variation over the airport for a maximum of 40'.
  - (d) Individual long range navigation exercise with location of a small target - a village, a road crossing, a bridge, a viaduct, a railway station etc. - with a planimetric photo exercise using a maximum of 3 photograms. During such a trip a bomb aiming practice will be made.
  - (e) An I/V and B.S.F. navigational exercise, climbing at 7000 metres, over land or sea, in order to train the crew to the normal use of RDB.
- Navigation in all directions (on land or sea), is authorised but restricted to a radius of 200 kms from Urie airport.
- (f) Landings are authorised only on the airports opened to Italian a/c located South of Rome and included in the radius of 200 kms from their base. Landings are authorised on lesser and Bari airports after permission from the C.O. (direct arrangements with A.V.M. Rodie).
  - (g) While carrying out this programme which must be met with the maximum attention by the Squadron Commanders in order to be always in a position to value their crews, it will be born in mind that the regulars and the personnel who, for its excellent technical and professional qualities, will certainly remain in the service, must have the maximum attention.

C.O. BALTIMORE WING.  
Lt. Col. E. ROVERA.



Aeroporto dell' 14 27/243 22A

PRO MEMORIA PER IL TEN. COL. AEROMAR.

W/c Binda

0426

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

Oggetto: Addestramento Stormo Baltimore.-

Il programma addestrativo dello Stormo deve essere svolto secondo le disposizioni che seguono:

L'attività dovrà essere contenuta entro un limite massimo di sei ore mensili per pilota.

Sulla base di tale attività sarà attuato il seguente programma:

a) - tre esercitazioni di atterraggio e partenza con addestramento in coppia sul campo, della durata massima di venti minuti ciascuna.

b) - una esercitazione di pattuglia a tre o più velivoli, sul campo, della durata massima di trenta minuti.

c) - Una esercitazione di formazione complessa con trasformazione in volo, sul campo, della durata massima di quaranta minuti.

d) - Una esercitazione di navigazione di carattere individuale a grande raggio, durante la quale verrà assegnato il compito della individuazione di un piccolo obiettivo - un paese, un nodo stradale, un ponte, un viadotto, una stazione, etc. - con l'esecuzione di una ripresa fotoplanimetrica, impiegando al massimo tre fotogrammi. Durante tale volo verrà effettuata esercitazione di puntamento per finto bombardamento.

e) - Una esercitazione di collegamento radio e navigazione ~~planimetrica~~ radio-goniometrica, con salita a 7.000 metri, su terra o su mare, onde abituare l'equipaggio al normale uso del radiogoniometro. Sono autorizzate navigazioni in tutte le direzioni ( in terra ed in mare ) contenute in un raggio di 200 km. dall'aeroporto dell'Uroo.

f) - Possono essere effettuati atterraggi solo su aeroporti autorizzati per velivoli italiani, situati a sud di Roma e compresi nel raggio di 200 km. dal campo di pertinenza. Sono permessi atterraggi sugli ~~aerodromi~~ di Bari e Lecce previa particolare autorizzazione del Comando Stormo ( accordi diretti col vice Maresciallo dell'Aria BRUDIN ).

g) - Nello svolgimento di tale programma che dovrà essere seguito con la massima attenzione e vigilanza dai Comandanti di Reparto onde avere sempre maggiore elementi di giudizio sugli equipaggi, si terrà presente che dovrà essere soprattutto curato il personale di carriera e quello che, per le ottime qualità tecnico-professionali di cui in possesso, rimarrà sicuramente in servizio.

IL COMANDANTE LO STORMO BALTIMORE  
( Ten. Col. Pil. Renato ROVERA )

1 on 29



FROM : E.A.F. STAFF MAGAZINE  
 TO : A.F.S.C.  
 DATE : 5/7/45  
 REF. : 26323/OP 2/AR/2/3743. COLL.



21A  
 (E)

TRAINING BALTIMORE SQUADRONS.

Further to letters Ref;25125/AD.3 and 26227/AD.2 AIR dated 17th and 27 June 1945 respectively, we would like to inform you that the Air Forces Sub Commission A.C. with signal AFSC/35/AIR dated 20th June 1945, definitely stated that the landings for navigation flights will be made on the following airfields only:

LISBON - 02 TCCS. DE - PROSTOWN and LSCC.

Flights over the Adriatic will be avoided and no A/C will approach within sighting distance of Jugoslavia.

COL. RAYMOND BING  
 IN CHARGE OF STAFF MAGAZINE

4409

T. by 300.00.70

87/17



STATO MAGGIORE R. AERONAUTICA  
1. Sezione Operazioni  
UFFICIO ADDESTRAMENTO

Roma, li - 5 LUG 1945

AL COMANDO UNITA' Aerea

B A R I

e, per conoscenza

→ ALL'AIR FORCES SUB COMMISSION  
Allied Commission

R O M A

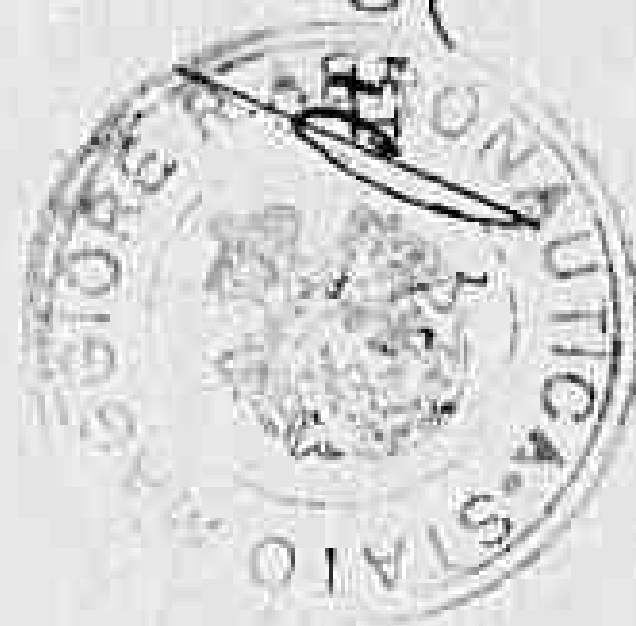
Prot. n. 26323 *ad2/AR/2* / *3748 bell.*

OGGETTO: Addestramento Stormo Baltimore.

A seguito dei fogli n. 25125/AD.3 e 26227/AD.2-AR rispettivamente in data 17 e 27 giugno u.s., si comunica che l'Air Forces Sub Commission - A.C. con dispaccio AFSC/25/AIR del 20 giugno 1945 ha precisato che gli atterraggi nei voli di navigazione possono essere effettuati soltanto sui seguenti aeroporti:

LITTORIO - GEMTOCELLE - TROSMONE e LECCE.

Sono da evitarsi i voli sopra l'Adriatico e comunque nessun apparecchio deve arrivare in vista della Jugoslavia.



*d'olive*

CAPO DI STATO MAGGIORE

*Renzi*

4408

0 4 2 8



2A(1)

From : I.A.F. Stato Maggiore  
To : Comando Unità Aerea Barò  
and for information, AFSC/AC Rome  
Date : 27th June 1945  
Ref. : 26227/AD/3642 Coll.

TRAINING BALTIMORE WING.

137

To alter slightly our letter 26125/Ad/3 regarding the navigation training, we would like to point out the following:-

- 1) Authority has been given for the navigation in all directions (over ground and sea) in a radius of 200 Kms from the airfield (Urbe)
- 2) Landings are permitted only on airfields authorised for the traffic of Italian a/c, situated South of Rome and in a radius of 200 Kms from the airfield.
- 3) Authority has not been given for landings on the isles and on the Airfield, situated North of Rome.

4407

II CAPO DI STATO MAGGIORE

translated by E. Gasparini





STATO MAGGIORE R. AERONAUTICA  
1<sup>a</sup> Sezione Operazioni  
UFFICIO ADDESTRAMENTO

Roma, 11 \_\_\_\_\_

Al Comando Unità Aerea B A R I  
e p.c. A.F.S.C./A.C. R O M A  
Prot. 26227/ad/3642 <sup>22.</sup>

OGGETTO: Addestramento Stormo Baltimore.

A parziale modifica del foglio n°26125/AD3,  
per quanto riguarda le esercitazioni di navigazione,  
si precisa quanto segue:

- 1°) Sono autorizzate navigazioni in tutte le direzioni  
(su terra e su mare) contenute in un raggio di 200  
Km dall'aeroporto di partenza (Urbe)
- 2°) Possono essere effettuati atterraggi solo sugli ae-  
roporti autorizzati al traffico per velivoli Italiani,  
situati a sud di Roma e compresi nel raggio di 200Km  
dal campo di partenza. 4406
- 3°) Non sono autorizzati atterraggi nelle isole e sugli  
Aeroporti situati a Nord di Roma.



IL CAPO DI STATO MAGGIORE

*Ren*



19A

FROM: AIR FORCES SUB COMMISSION, A.C. ROME.  
TO : ALLIED LIAISON SECTION, HEADQUARTERS, M.A.A.F., C.M.F.  
Copy to: MED/ME COMM., SQDN., attention W/CDR. JOHNSON.  
DATE: 26th June, 1945.  
Ref : AFSC/29/AIR.

BALTIMORE PASSENGER CARRYING AIRCRAFT.

Receipt is acknowledged of your letter MAAF/4200/ALS dated 21st June, 1945, on the above subject. Arrangements have already been made direct with the Commanding Officer of MED/ME COMM., Squadron for an Italian engineer officer to inspect the Baltimore and he left for Marchianise yesterday.

It is anticipated that the work of converting the Baltimores will be commenced shortly.

4405

*J.H. Gladstone W/CDR*  
J.H. GLADSTONE, W/CDR.  
AIR VICE MARSHAL,  
AIR OFFICER COMMANDING.



18A

From:- Allied Liaison Section, Headquarters RAAP CWP.  
 To:- Air Forces Sub-Commission, Allied Commission, Rome.  
 Date:- 21st. June, 1945.  
 Ref:- RAAP/1200/ALS.

Baltimore Passenger Carrying Aircraft.

12A

1. Further to this Headquarter's letter of even reference dated 15th. June, 1945.
2. It is regretted that no Baltimores will be available on either of the dates suggested. Further, to send an aircraft would be to deprive the Squadron of the use of the only available Baltimore, when a serious shortage already exists in light passenger carrying aircraft.
3. As an alternative it is suggested that the technical experts of the I.A.F. visit MedEE Comm. Squadron, when the Baltimore, which is A.O.G., may be inspected.
4. You are requested to make your intentions known, direct to MedEE Comm Squadron, as to the date on which this inspection will be carried out, with information to this Headquarters.

for

*A. van Tyck*  
 Squadron Leader,  
 Air Vice-Marshal,  
 Chief of Staff/RAF, MedEE.

Copy to:- MedEE Communication Squadron.



*Singh*  
*Action on 18A*  
*my 26/*

4404



NR 4 LEPT V HSB1 ~~IMPORANT~~ QVR1/3

~~IMPORANT AIRCHARGE NAPLES~~

FROM HQ MAAF ALGIERS

TO AIR FORCES SUB COMMISSION ALCON NAPLES

INFO R 137 MU - 214 GP - APFU ALGIERS-

T701 QQY GR --- BT

CONFD. REF 1 ST ADDRESSEES T209

JUNE 9 TH TO 137 MU R THIS HQS

ONLY REQUESTING DETAILS CONVERSION

~~SECRET~~ BALTIMORE AIRCRAFT TO COMMUNICATION

AIRCRAFT BE FORWARDED TO AIR FORCES ACC ROME

MAAF MODIFICATION 167 BALTIMORE REFERS

ACC ROME HOLD COPY MAAF

MODIFICATION LIST NO 1 BALTIMORE

PARA 2 APFU TO FORWARD TWO COPIES

OF DRAWINGS TO ALL ADDRESSEES

ON PRIORITY 1

T00 120923 B

RPINS NR-4 PIP QVR 1/3 T701-9 TH 137-MR R THIS

178  
174  
170



44021

AFSC  
NAPLES  
2/10



0 4 3 4

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

4402  
AFSC  
N/A

T701 QQY GR --- BT

CONF. REF 1 ST ADDRESSEES T209

JUNE 9 TH TO 137 NU R THIS HQS

ONLY REQUESTING DETAILS CONVERSION

~~BALTIMORE~~ BALTIMORE AIRCRAFT TO COMMUNICATION

AIRCRAFT BE FORWARDED TO AIR FORCES ACC ROME

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ACC ROME HOLD COPY MAAF

MODIFICATION LIST NO 1 BALTIMORE

PARA 2 APFU TO FORWARD TWO COPIES

OF DRAWINGS TO ALL ADDRESSEES

ON PRIORITY 1

T00 120923 B

RPINS NR-4 PIP QVR-1/3

T701 9 TH 137 NR R THIS

167 ACC ROME

1 2 APFU 4 120923 B

SENT - JS B (1)



11505/12  
167 ACC ROME



0 4 3 5

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

IMPORTANT

5/16/6  
13 JUN 1966

NR 3 MSBI V LEPT IMPORANT

AIRCHARGE NAPLES

T AIR FORCES SUB COMMISSION NAPLES

FROM AHQ MALTA

TO AIR FORCES SUB COMMISSION NAPLES

INFO MAAF ALGIERS 137 MU

GR 31 BT

~~CONF~~ COMFD. T821 JUNE 12

YOUR TARE TWO ZERO NINE DATED JUNE  
9 TH TO 137 MU SUGGEST YOU SIGNAL

MAAF (REAR) FOR ALLOTMENT OF BALTIMORE

COMMUNICATION AIRCRAFT

HELD IN NO. 137 MU POOL

BT

120845

RPTNS . NR 3 PIP . T GR 31 AND 137 MU T821 12

137 MU (REAR) BALTIMORE

137 MU 120845

SENT NR 5 TS AR K

1055  
miles

15A SC  
D/R to AF SC  
NAPLES

8.7.11/16

4401



COPY.

15A

AIR FORCES SUB COMMISSION ALCOM NAPLES

JUNE 9 1945

CONFIDENTIAL

53625

PRIORITY

137 M.U. R.A.F. C.M.F. (R) M.A.A.F. ALGIERS.

CONFIDENTIAL PD

T. 209

PARA ONE PD OUR REFERENCE TARE TWO ZERO NINE DATED JUNE NINE PD  
PAREN TO ONE THREE SEVEN MAINTENANCE UNIT ROYAL AIR FORCE CENTRAL  
MEDITERRANEAN FORCES REPEAT MEDITERRANEAN ALLIED AIR FORCES ALGIERS  
FROM AIR FORCES SUB COMMISSION ALLIED COMMISSION NAPLES PAREN  
PARA TWO PD REQUEST YOU DESPATCH IMMEDIATELY TO AIR FORCES SUB  
COMMISSION ALLIED COMMISSION ROME FULL PARTICULARS OF CONVERSION OF  
BALTIMORE LOVE BAKER TO COMMUNICATION AIRCRAFT PD ARE CONVERSION  
SETS AVAILABLE PD URGENT PD



4400

(W.L.Minter) R.A.F.

S. King



147

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : ITALIAN AIR MINISTRY

DATE : 26th JUNE 1945

REF. : AFSC/29/AIR

BALTIMORE SQUADRONS - FLYING LIMITATION

Referring to conversations between the Air Officer Commanding and Col. Remondino on June 20th it is confirmed that until the Baltimore aircraft of No. 28 and 132 Squadron have been converted for passenger and freight carrying, training up to a maximum of six hours per pilot per month is authorised.

2. Flights should be mainly for navigation and Radio practices and a suggested division of hours is two on local flying, two over the sea and two over land to give pilots experience of conditions over the mountains and homing experience under all conditions.

3. Landings should be confined to Littorio, Centocelle, Frosinone and Lecce. 2394

4. For political reasons flights over the Adriatic should be discouraged and no aircraft is to be routed within sight of Jugoslavia.

  
L.E. JARMAN G/OPT.  
AIR VICE MARSHAL  
AIR OFFICER COMMANDING.



From : I.A.F. Stato Maggiore  
To : Comando Unità Aerea - Bari  
Date : 17th June 1945  
Ref. : 26125/ad. 3/3476

13 A  
(c)

TRAINING BALTIMORE WING  
and for information:

Air Forces Sub-Commission A.C., Rome

*Not Recd*  
Further to our letter 26186/Ad.3 dated 15th June, we inform you that the general program for training the pilots of Baltimore Wing is as follows:

6 flying hours a month per pilot are authorized. They are to be carried out:

- 1) Training flights on field with landing and taking off.
- 2) Individual navigation practice.
- 3) Practice of radio liaison and radio controlled navigation.

The navigations are to be carried out in Southern Italy. Landing at Lecce and Bari are authorized. 4398

A sea navigation with landing at Elmas (Sardinia) has been authorized for each pilot.

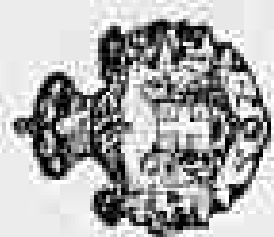
The Capo di Stato Maggiore

Translated By S. Bini

0207 18/6/45

29/Air





# STATO MAGGIORE R. AERONAUTICA

1<sup>a</sup> Sezione Operazioni

-Addestramento-

li 17 GIU 1945 194

Prot. N. 25125/Ad. 3476 Coll. Alleg.

Risposta al foglio N. del

OGGETTO: Addestramento Stormo Baltimore.

AL COMANDO UNITA' AEREA

B A R I

e, per conoscenza:

ALL'AIR FORCES SUB COMMISSION = A/C

R O M A

A seguito del foglio 26186/Ad.3 del 15 8.397

si comunica che il programma di massima per l'addestramento dei piloti dello Stormo Baltimore è così stabilito:

- Sono autorizzate 6 ore di volo al mese, per pilota. Debbono essere effettuati:

1°)- Voli di addestramento sul campo con atterraggi e par-  
tenze. *Taking off*

2°)- Esercitazioni di navigazione a carattere individuale.

3°)- Esercitazioni di collegamento radio e navigazione radio-  
guidata. *controlled*

Le navigazioni debbono essere effettuate nel  
l'Italia Meridionale. Sono autorizzati atterraggi a Lecce e



B A R I

e, per conoscenza:

ALL'AIR FORCES SUB COMMISSION = A/C

R O M A

A seguito del foglio 26186/Ad.3 del 15 <sup>2397</sup> 6.3.47

si comunica che il programma di massima per l'addestramento dei piloti dello Stormo Baltimore è così stabilito:

- Sono autorizzate 6 ore di volo al mese. Per pilota. Debbono essere effettuati:

1°)- Voli di addestramento sul campo con atterraggi e par-  
tenze. *taking off*

2°)- Esercitazioni di navigazione a carattere individuale.

3°)- Esercitazioni di collegamento radio e navigazione radio-  
guidata. *controlled*

Le navigazioni debbono essere effettuate nel  
l'Italia Meridionale. Sono autorizzati atterraggi a Lecce e  
Bari.

Per ogni pilota è stata autorizzata una navi-  
gazione sul mare con atterraggio ad Elmas (Sardegna).

IL CAPO DI STATO MAGGIORE

*Wang*





12A

From:- Allied Liaison Section, Headquarters RAAF CEF.

To:- MEDS Comm. Squadron (Bancianise).  
(att. W/Cdr. Johnson).

Date:- 15th. June, 1945.

Ref:- RAAF/4200/ALG.

Baltimore Passenger Carrying Aircraft.

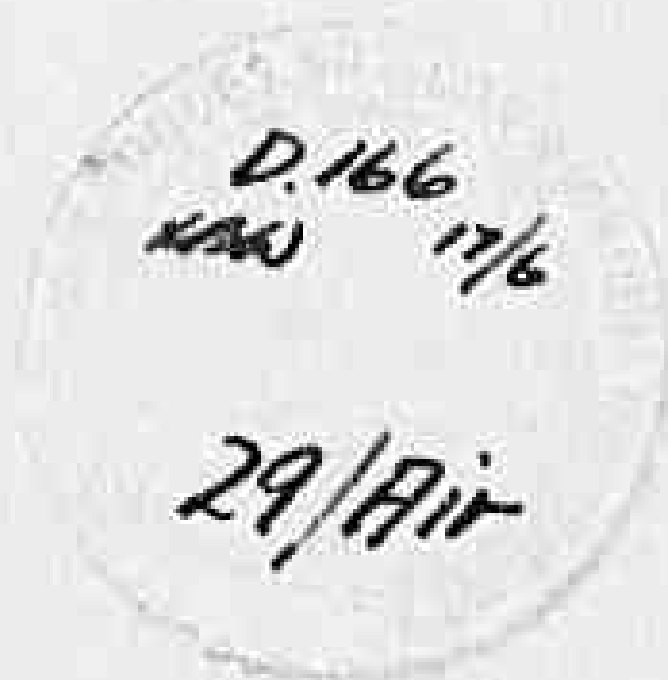
1. You are requested to make arrangements to fly a Baltimore aircraft (which has been converted for passenger carrying work) to Litterio Airfield, in order that technical experts of the Italian Air Force may make a thorough investigation of the conversion.
2. It would be appreciated if you can arrange this as soon as possible, preferably on June 18th. or 19th.
3. As soon as the date of this flight has been fixed, you are asked to inform this Section in order that the Air Forces Sub-Commission may be advised in good time for them to make all necessary arrangements for its reception.

*Conroy*

4396

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

for



Copy to AFSC Rome. ✓

57.0  
Conroy phoned today  
to say that the RAAF  
Baltimore is unserviceable.  
Arrange to take the  
Baltimore to an airfield  
at Macerata as soon as  
possible  
17/6



11A

From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

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

Date:- 14th. June, 1945.

Ref:- MAAF/4200/AIS.

Conversion of Baltimores.

1. The conversion of the Baltimores on loan to the I.A.F. for use as Courier Transport, may be proceeded with, providing this work is carried out by Italian labour and with materials obtained from Italian resources.

2. It will be your responsibility to ensure the conversion conforms with the detailed specification which can be obtained from D.M.S. S., governing such work.

*Chamoy S.*

for (C. CHAMROY),  
Squadron Leader,  
Air Vice-Marshal,  
Chief of Staff/RAF. Med. E.



4395



LRKE V LGST NR107/34 ROUTINE RGY QVR-2  
 FROM A.E. SUB-COM DARI .  
 TO HEADQUARTERS (AF (MOVEMENTS) CMF  
 (R) AF SUB-COM DARI  
 (R) HEADQUARTERS NO 254 WING RAF CMF  
 (R) RAF MOVEMENTS FOGGIA  
 (R) RAF MOVEMENTS DARI  
 (R) HEADQUARTERS BALMAN AIR FORCE RAF CMF  
 GR BY

E.C.204 4TH JUNE CONFIDENTIAL

REFERENCE FIRST ADDRESSEE SIGNAL 30TH MAY TOO  
 1025 F (.) REQUEST RAILMOVEMENTS BE ARRANGED AS STATED (.) IN VIEW OF UR-  
 GENCY OF MOVE AND POSSIBLE MT TRANSPORT ASSISTANCE BEING GIVEN BY HEAD-  
 QUARTERS RAF ORIGINAL REQUIREMENTS OF RAIL WAGGONS WILL BE SUBJECT TO RE-  
 VISION FROM JUNE 9TH

BT 041500Z

SENT RJK AR K

R-2025B---J G E---AD"TKU

As FORCE SP

10/11  
 M108/04

5/2631

R693 9/6/45

29/Air

MMIA

25/05

4394

08 0130



LRKD V LGJP HRO18/0

LRKD V LGJP HRO18/0

ROUTINE COPY

QVR-2

FROM AF SUB-COM BA-1

241130Z

TO HEADQUARTERS EALMAN AIR FORCE RAF CNE

TO AF SUB-COM RONE

TO HEADQUARTERS NO 254 ~~WING AF~~ SUB-COM DETACHMENT RAF CNE

GR BT

S.A. 255 4TH JUNE CONFIDENTIAL

REFERENCE HEADQUARTERS RAF AIRGRAM O 94 MAY 30 IN 1945 (.)

REQUEST ALL AVAILABLE TRANSPORT BE LOANED FOR MOVE AND TO REPORT

TO FLYING OFFICER BENEDECCI AFSC DETACHMENT

EIPERNO

LT 241130Z

CENT RUK AR K

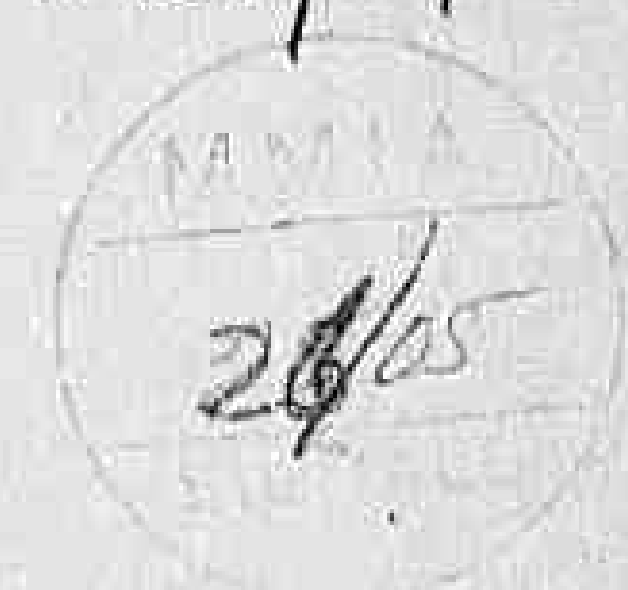
~~THE TWO CRS AFTER NO 254 .....~~~~NO 265/1/1/ NO~~~~NO 254 KING WING~~

SHI 254 WING AF SUC SUB COM

R-2220B---J O E---K

N 131

E/3630



AIR S/C

A964 6/1/45

29/Air

4393

0830



PC6/30 LEON V MINDO MW ROUTINE / CONF  
 QVR 2  
 FROM HQ M A A F (MOVEMENTS) C M F 301025 Z  
 TO A F SUB-COM DARI  
 REPEATED : AF SUB-COM DONE .  
 HQ 254 WING A F S C DET .  
 RAEMOVES TOGGIA .  
 RAEMOVES DARI .

GR ---- BT

CONFIDENTIAL (.) YOUR EQ 197 26 MAY REFERS (.) YOUR REQUEST FOR  
 RAIL MOVEMENT CAN ONLY BE ARRANGED FROM 9 JUNE ONWARDS (.) REQUEST  
 CONFIRMATION (.)

BT

HQR. AR K (.)

RD NR 36/30 2033E LOU ARKK

rec 6A  
 29/Apr  
 500/10000

3323

AIR-3A  
 N<sup>6</sup> E/3217

Abb 7/45

350/10000



LRKE V LGJP NR 125/26 ROUTINE QVR4

FROM AF SUB- COM BARI 261600B

TO RAF RAIL MOVEMENTS , FOGGIA (R) RAF RAIL MOVEMENTS BARI (R)  
HEADQUARTERS MAAF (ADV) MOVEMENTS 2 (R) AF SUB-COM ROME (R)  
HEADQUARTERS NO 254 WING AFSC DETACHMENT

QQY 0871 BT

P.O.197 26TH MAY CONFIDENTIAL

REQUEST FOLLOWING RAIL WAGGONS BE MADE AVAILABLE FOR MOVE OF  
ITALIAN AIR FORCE BALTIMORE SQUADRONS FROM BIFERNO TO LITTORIO ROME (.)  
CLOSED WAGGONS QUANTITY 12 OPEN WAGGONS QUANTITY 8 FLAT WAGGONS QUANTITY  
6 (.) MAY WAGGONS BE IN POSITION FOR LOADING AT CAMPOMARINO SIDINGS  
BY FRIDAY JUNE 1ST REPEAT JUNE 1ST 1945 (.) AUTHORITY FOR MOVE  
AF SUB-COM ROME SIGNAL ~~act~~ A251 DATED MAY 21ST REPEATED HQ MAAF  
BT 261600B

SENT TL AR

RCD 2152B HRA AR

4392



**SECRET**Cypher Message

781

13/01

6A

To: Air Force Sub Commission Rome  
 From: Air Force Sub Commission Bari 80/202 June 1<sup>st</sup>.

Secret: Herewith copy of Airgram received from  
 Headquarters Balkan Air Force 0/24 May 30<sup>th</sup>. Time of  
 Origin 30 1230 A. Message commences:-

Request you do everything possible to expedite  
 movement out of second Italian Air Force Squadron  
 from Biferno. Aerochrome space urgently required  
 by us. Will assist by loan of transport if  
 move would be speeded up thereby.

End of message ends.

28A 30/1/50

28A 30/1/50

Shivan

17/4 2/6/50

29/Air

Dest: Air Force Sub Commission  
 Rome 391

2/6

IMMEDIATE

TOP 0112008  
 TOP 0118258  
 TOP 0118308



BEST COPY POSSIBLE



## TRANSLATION.

From : I.A.F. Stato Maggiore  
 To : Air Vice Marshal I.E. Brodie,  
 A.F.S.C., A.C.; Rome  
 Date : 18th May 1945  
 Ref. : C11197/Sg.U/3040 Coll.



3A

Dear Air Vice Marshal,

I am replying to your letter of the 5th May 1945, ref. AFSC/29/Air.

1. On my last inspection at Biferno I spoke to G/C Stapleton after showing him the contents of your letter.

I said to G/C Stapleton that before I received your letter, neither Air Vice Marshal Bowen-Buscalet nor yourself had spoken to me on the three cases concerning Capt. GRAZIANI, Lt. GMEINER and Cpt. SCAPELLATO, and that therefore I could not express my opinion whether favourable or otherwise, on the points brought up by G/C Stapleton.

I furthermore added, that I did not know how, from whom and why Stapleton was informed of a decision which I myself being ignorant of the facts, was not in a position to take.

2. I contacted, on this subject, Lt. Col. Roveda, C.O. of the Baltimore Sqds, who assured me that Capt. Graziani was fulfilling his duties in a very satisfactory manner, and that he intended to recommend him for promotion. He did not inform me of Lt. Gmeiner's activities, as this officer comes directly under Stapleton.

He did not state G/C Stapleton's unfavourable opinion of Capt. Scapellato, as according to Roveda, Scapellato, who has only been with the Squadron a short time, should have overcome various difficulties and although he was censured a few times, he was not sufficiently in the wrong to merit his immediate transfer.

In any case Scapellato will be closely watched, as will the rest of the Stormo personnel, until the position has improved.

3. I asked G/C Stapleton to make out a report expressing his opinion, whether good or bad, of the officers and personnel of the Baltimore Squadrons, so that we may take into consideration the different opinions when it is decided to recommend the personnel for promotion.



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3. I asked G/C Stapleton to make out a report expressing his opinion, whether good or bad, of the officers and personnel of the Baltimore Squadrons, so that we may take into consideration the different opinions when it is decided to recommend the personnel for promotion.

4. I thanked G/C Stapleton very much for the work and interest he has shown in every matter concerning the Italian Squadrons under his command. He in turn, expressed his very high satisfaction for the cooperation received from the Officer Commanding the Baltimore Squadrons, Lt. Col. Roveda.

(Chief of Staff)  
General Almone - Cat)

Completed by Cpt. Gumbo





STATO MAGGIORE DELLA R. AERONAUTICA

Prot.n. 01197

Sq. V / 3040 Reg. Roma, li 18 MAG 1945

AL VICE MARESCIALLO I.E. BRODIE

A.F.S.C./A.C.

= R O M A =

*Caro Maresciallo,*

Rispondo alla Sua lettera del 5 Maggio 1945 - AFSC/29/AIR.

1°. In occasione della mia ultima ispezione al Biferno ho parlato con il Colonnello STAPLETON dopo avergli fatto leggere la lettera alla quale rispondo.-

Ho detto al Colonnello STAPLETON che nè l'A.V. Maresciallo BOWEN BUSCARLETT nè Lei mi avevano accennato ai tre casi del Capitano GRAZIANI, del Tenente GLEINER e del Capitano SCAPELLATO, prima dell'invio di detta lettera e che, per conseguenza, io non avevo potuto esprimere alcun parere, nè favorevole nè contrario, nei riguardi dei desideri espressi dal Colonnello STAPLETON.-

Ho aggiunto per conseguenza che non sapevo come, da chi e perchè fosse stata notificata allo STAPLETON una decisione che io non avevo potuto prendere, ignorando i fatti.-

2°. Ho interpellato in proposito il Ten. Col. ROVEDA, Comandante dei Baltimore, il quale mi ha confermato l'ottimo rendimento del Capitano GRAZIANI e la sua intenzione di proporlo per lo



0 4 5 2

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Non mi ha confermato il severo giudizio del Colonnello STAPLETON sul Capitano SCAPELLATO, perchè secondo il ROVEDA lo SCAPELLATO, da poco al Reparto, avrebbe dovuto superare difficoltà di vario genere e pur avendo dato luogo a qualche rimarco, non avrebbe agito così male da dovere essere tempestivamente rimosso dalla carica.-

.../...



AIR FORCE SUB-COMMITTEE  
RECEIVED

AFSC/30/AIR.

Dear

Thank you very much for your letter DC/DCA/25A. I have passed on the information concerning bombing of the two Squadrons to the Italian C.A.S.

2. As regards the visits of Italian personnel to the recently liberated North, I regret that we are unable to give permission at present, nor are we likely to be able to do so for another 2/5 weeks, as only essential movement in the North is at present permitted. We have, however, taken action with the Italian Air Ministry to include in their parties going North certain personnel who will look out for, and report on, the interests of Italian personnel in the South.

3. I am afraid your photographs and documents did not arrive before Air Vice-Marshal Bowen-Busfield left, but I was pleased to see them and I showed them to the Italian C.A.S. as it was fairly obvious that 132 Squadron obtained better results than 28 Squadron.

4. I would also like to thank your Medical Officer for his very comprehensive report on the Italian personnel whom he examined in comparison with R.A.F. personnel. As the report was unsigned I was unable to quote his name to Air Vice-Marshal Mills in a verbal commendation.

5. As it is likely that you will be separated from the Italian Squadrons whom you have so willingly and effectively fathered, I would like to take this opportunity of thanking you very much for all you have done for us; as you know our job is not too easy, and co-operation such as you have shown is a very great asset.

6. If you are in Rome at all, please let us know and we will try to show you round.

Yours

Group Captain D.C. Stapleton, DFC, AFC,  
Headquarters,  
No. 284 Wing,  
Royal Air Force, C.M.F.

0 4 5 3

Declassified E.O. 12356 Section 3-3/NND No.

785017



3A

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,  
ROME.

29  
AFSC/40/AFR.

5th May, 1945.

Dear

2A  
With reference to our conversation the other day about the bombing capabilities of the Squadrons at BIFFINO, you may be interested to read extracts from a letter which I have received from Group Captain STAPLETON who Commands No. 294 Wing at BIFFINO, as below. You will also notice that he mentions the promotion of Captain TAKLAN and Lieutenant GEMINER, about which I have already spoken to you, but which I understand is not practicable at the moment because promotions are not being made.

"Thank you for your letter 360/6/AFS dated 23rd April on the subject of promotion for Captain Crasiani and Lieut. Geminer. The Italian C.A.S.'s decision is of course a great disappointment to us, and not a little irritating. The former Officer is doing a tremendous job under great difficulties, and is really putting his back into bringing 132 Squadron up to our own R.A.F. standards. It is by far and away the better of the two Baltimore Squadrons, although the pilot material on paper is weaker than that of 28 Squadron. This month has produced a record number of sorties from 132 since they have been under command, so far having produced 40 more sorties than 28 over the same period. Additionally 28 have to date hit the target twice during April, and 132 only missed it four times! I know that these facts are a reflection on the relevant abilities of the three leaders of the two Squadrons, nevertheless they are true, particularly of Capt. 48892, a Flight Commander in 28 Squadron who should be rewarded.

However, Sir, I understand your difficulties and am grateful for what pressure you can bring to bear on the I.A.F. But it is somewhat mollifying for us to build their efficiency and for them to curtail the effort".

*[Signature]*  
I.E. BRODIE,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

H.E. General M. Alonso Qui,  
Chief of Air Staff,  
Italian Air Ministry,  
Rome.



2A

From :- Group Captain C. Stapleton, D.F.C., A.F.C.

CONFIDENTIAL.Headquarters,  
No. 254 Wing,  
R.A.F. S.W.S.

DQ/DSS/254

29th April, 1945.

Dear *Air Vice Marshal Brodie*

Thank you for your letter 360/6/45 dated 23rd April on the subject of promotion for Captain Graham and Lieut. Croft. The Italian C.A.S. is a decision is of course a great disappointment to me, and not a little irritating. The former Officer is doing a tremendous job under great difficulties, and is really putting his back into bringing 132 Squadron up to our own R.A.F. standard. It is by far and away the better of the two Baltimore Squadrons although the pilot material on paper is weaker than that of 28 Squadron. This month has produced a record number of sorties from 132 since they have been under command, so far having produced 40 more sorties than 28 over the same period. Additionally 28 have to date hit the target twice during April, and 132 only missed it four times! I know that these facts are a reflection on the relevant abilities of the three leaders in the two Squadrons, nevertheless they are true, particularly of Capt Soarsdale, a Flight Commander in 28 Squadron who should be removed.

However, Sir, I understand your difficulties and am grateful for what pressure you can bring to bear on the I.A.F. But it is somewhat mollifying for us to build their efficiency and for them to curtail the effort.

There is another problem to which I should draw your attention and ask for your intervention. The recently liberated areas of Italy contain homes and families of the majority of air and ground crews in the Baltimore Storms. Colonel Rowella has been asking if permission may be granted for them to run a business a week to those areas, as there is a good deal of unrest and understandable anxiety amongst the personnel.

If granted, a timed schedule for places and number of personnel travelling would be submitted for either your approval or the competent authorities. I sincerely hope this request may be met for the sake of continuity in the working efficiency of the Storms.

Again Sir, thank you for your help and I hope the documents and photograph I sent to Air Vice Marshal Bowen Dunsford reached him before departure.

4386



the photo-montage of the month has produced a record number of sorties from 132 since they have been under command, so far having produced 40 more sorties than 28 over the same period. Additionally 28 have to date hit the target twice during April, and 132 only missed it four times. I know that these facts are a reflection on the relevant abilities of the three leaders in the two Squadrons, nevertheless they are true, particularly of Capt Scapellato, a Flight Commander in 28 Squadron who should be removed.

However, Sir, I understand your difficulties and am grateful for what pressure you can bring to bear on the I.A.F. But it is somewhat troubling for us to build their efficiency and for them to curtail the effort.

There is another problem to which I should draw your attention and ask for your intervention. The recently liberated areas of Italy contain homes and families of the majority of air and ground crews in the Baltimore Storm. Colonel Rowan has been to us asking if permission may be granted for them to run a road as a week to these areas, as there is a good deal of unrest and understandable anxiety amongst the personnel.

If granted, a timed schedule for places and number of personnel travelling would be submitted for either your approval or the competent authorities. I sincerely hope this request may be met for the sake of continuity in the working efficiency of the Storm.

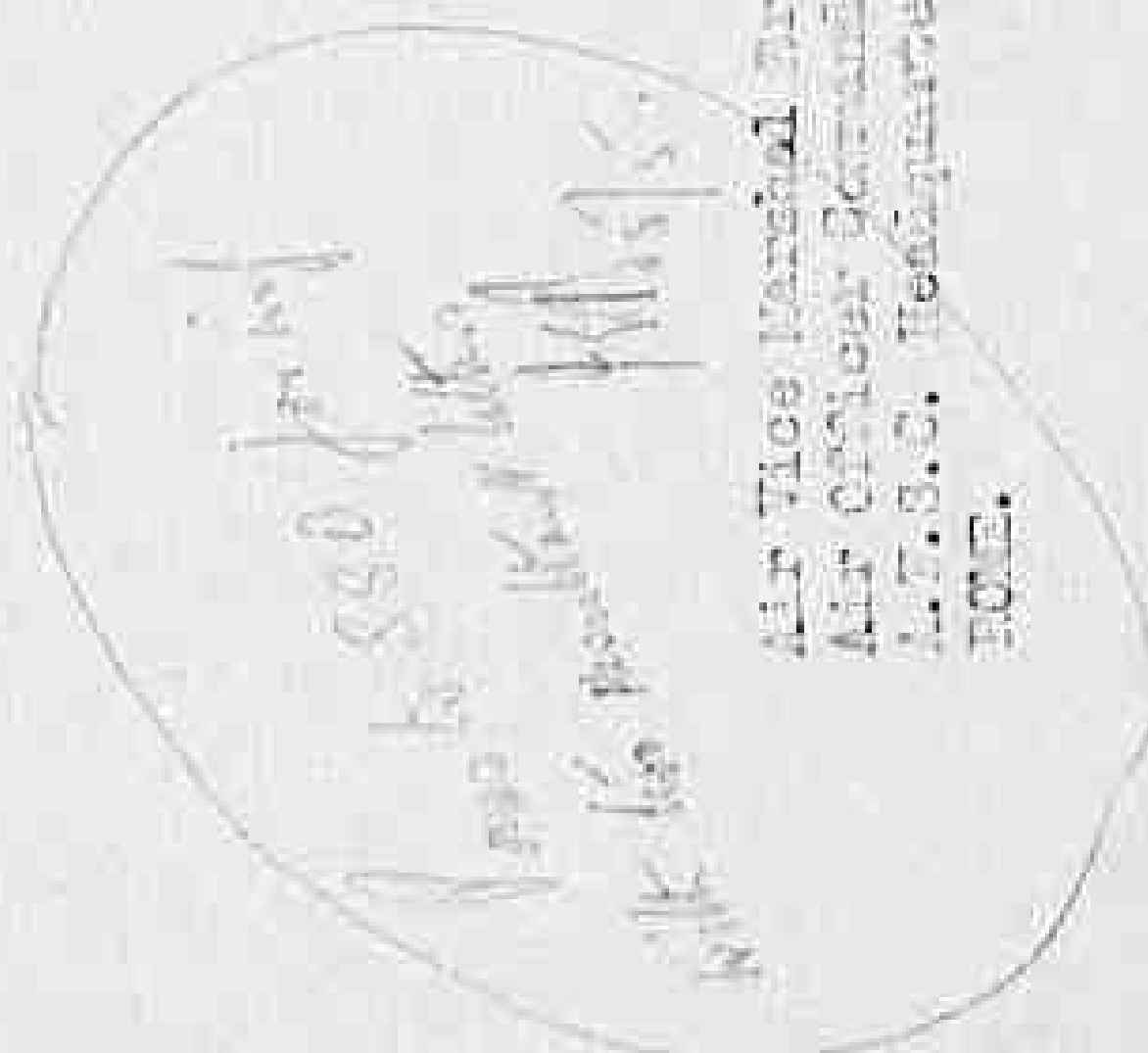
Again Sir, thank you for your help and I hope the documents and photographs I sent to Air Vice Marshal Bowen, Chesnut reached him before departure.

Yours sincerely

*David L. B. Scapellato*



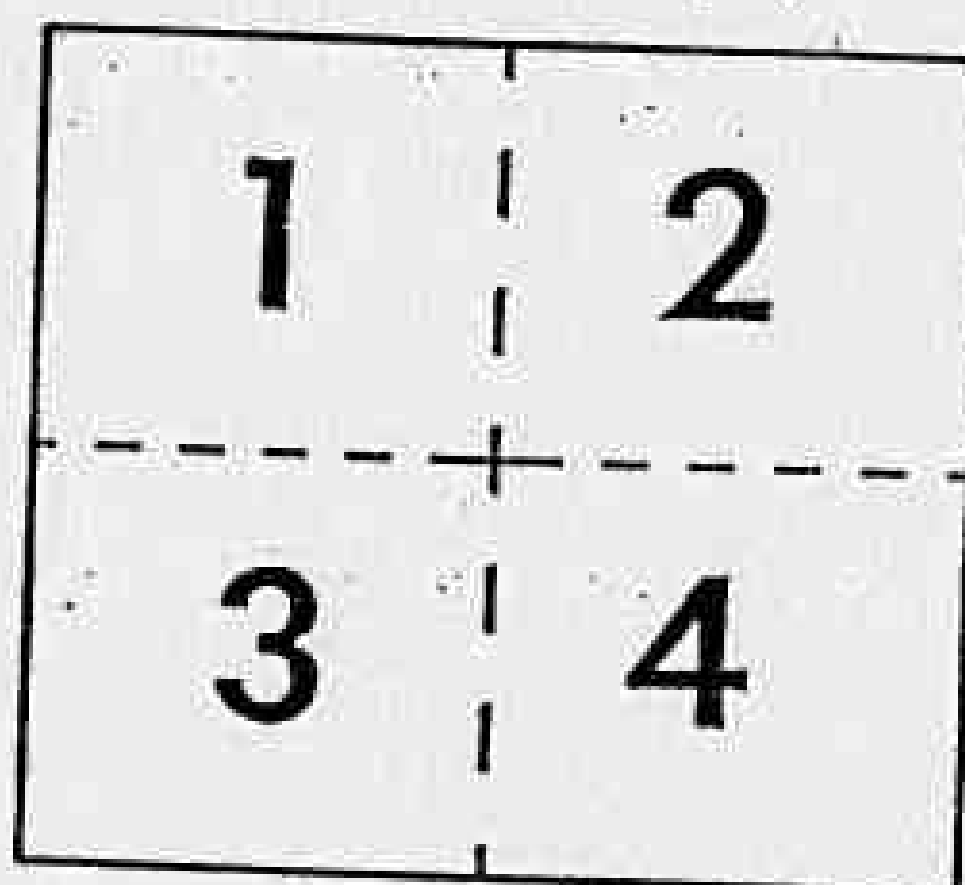
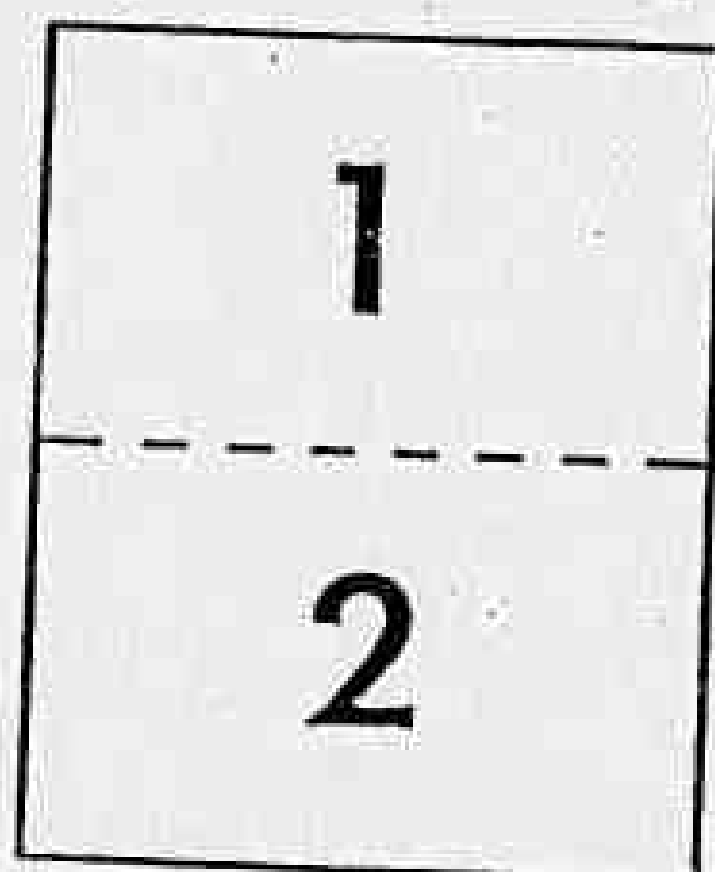
Air Vice Marshal Brodie,  
Air Officer Commanding,  
A.F.S.C. Headquarters,  
FCE.





MAPS AND CHARTS TOO LARGE TO FILM  
ON ONE EXPOSURE ARE FILMED CLOCKWISE  
BEGINNING IN THE UPPER LEFT CORNER,  
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.





## 251 WING LOGBOOK, BOSTON QUANTITIES

132 ENEMY AIRCRAFT

| DATE | NO OF A/C<br>DETAINED | R.T.B. | NO OF A/C<br>ATTACHING | LEADER NAMES | THREAT OR<br>ALTERNATIVE | HITS | MISS | REMARKS |
|------|-----------------------|--------|------------------------|--------------|--------------------------|------|------|---------|
|------|-----------------------|--------|------------------------|--------------|--------------------------|------|------|---------|

|       |     |   |     |                  |                               |          |      |                           |
|-------|-----|---|-----|------------------|-------------------------------|----------|------|---------------------------|
| MARCH |     |   |     |                  |                               |          |      |                           |
| 8th   | 9   | - | 9   | Capt Graziani    | STORM PT. RAP.                | Miss.    | 500  |                           |
| 11th  | 9   | - | 9   | Capt Graziani    | STORM PT. RAP.                | Miss     | 1450 | Bad Bomb pattern.         |
| 12th  | 9   | - | 9   | Capt Graziani    | STORM PT. RAP.                | D. Hits. | -    |                           |
| 13th  | 9   | - | 9   | Capt Graziani    | STORM PT. RAP.                | Miss.    | 699  |                           |
| 16th  | 12  | 2 | 11  | Capt. Graziani   | CRISTOFORO PT. RAP.           | Miss.    | 500  |                           |
| 19th  | 5   | - | 9   | Capt Graziani    | BHAB Buildings.               | Hits.    | -    |                           |
| 20th  | 9   | - | 9   | Capt Graziani    | CRISTOFORO PT. RAP.           | Hit.     | -    | Target area well covered. |
|       | 9   | - | 8   | Capt Marechalchi | CRISTOFORO PT. RAP.           | Miss     | 1100 |                           |
| 21st  | 9   | 1 | 8   | Capt Graziani    | BUS KAPPA Bay Sta.            | Hit      |      |                           |
| 22nd  | 9   | - | 9   | Capt Graziani    | CRISTOFORO PT. RAP.           | Hits     |      |                           |
| 23rd  | 9   | - | 9   | Capt Graziani    | BUS NOVI V/I.                 | Miss     | 250  |                           |
| 24th  | 9   | - | 9   | Capt Graziani    | KOSKATICA Railway<br>Station. | MISS     | 285  |                           |
| 25th  | 9   | - | 9   | Capt Lindone     | QUILL BLACS and<br>Station.   | Miss     | 400  |                           |
| 26th  | 12  | - | 12  | Capt Graziani    | BUS NOVI V/I                  | Hit      | -    | Bad bomb pattern          |
|       | 132 | 3 | 129 |                  |                               |          | 345  |                           |
|       |     |   |     |                  |                               |          | ===  |                           |

## SUMMARY

|                                    |                    |                                  |                              |
|------------------------------------|--------------------|----------------------------------|------------------------------|
| Total Operational Hours            | - 539 hrs 45 mins. | Losses                           | - Nil                        |
| Total Operational Sorties          | - 132              | Accidents                        | - Nil                        |
| Total number of aircraft attaching | - 129              | Average hit probability          | - 42.05%                     |
| Total no of sorties abortive :-    |                    | Average miss probability         | - 57.15%                     |
| due to weather                     | - Nil              | Average bombing error            | - 542 yds                    |
| other reasons                      | - 3                | Average effort per operating day | - 9.5 w/c.                   |
| Total bomb tonnage dropped         | - 124.5.           | Average serviceability           | - 84.6.                      |
| Total operating days               | - 15.              |                                  | 3.5% increase on last month. |

85% decrease on last month.  
85% increase on last month.  
165 yds increase on last month. X



|      |     |   |     |              |                              |      |      |
|------|-----|---|-----|--------------|------------------------------|------|------|
| 24th | 9   | - | 9   | Capt Gaudin  | KOSUMAMICA Delivery Station. | 1138 | 209  |
| 25th | 9   | - | 9   | Capt Lindone | CRUMBY Blage and Station.    | 1133 | 400  |
| 26th | 12  | - | 12  | Capt Gaudin  | SES NOVI P/T                 | 1114 | -    |
|      | 132 | 3 | 129 |              |                              |      | 345  |
|      |     |   |     |              |                              |      | ---- |

STATISTICS

|                                    |                    |                                  |                              |
|------------------------------------|--------------------|----------------------------------|------------------------------|
| Total Operational Hours            | - 539 hrs 45 mins. | Losses                           | - 141                        |
| Total Operational Sorties          | - 132              | Accidents                        | - 141                        |
| Total number of aircraft attaching | - 129              | Average hit probability          | - 42.65%                     |
| Total no of sorties abortive :-    |                    | Average miss probability         | - 57.15%                     |
| due to weather                     | - 141              | Average bombing error            | - 342 yds                    |
| other reasons                      | - 3                | Average effort per operating day | - 9.5 1/2                    |
| Total bomb tonnage dropped         | - 124.5.           | Average serviceability           | - 34.6.                      |
| Total operating days               | - 15.              |                                  | 3.5% increase on last month. |

ASSISTANCE

|                            |                                 |
|----------------------------|---------------------------------|
| Flying Machine             | - Good                          |
| Formation Flying           | - Above average.                |
| Flying Accuracy            | - Good.                         |
| Air W/T and P/T efficiency | - Average                       |
| Navigation efficiency      | - Average                       |
| Bombing efficiency         | - Below average.                |
| Photographic efficiency    | - Below average, but improving. |

4385

REMARKS. Dringy Drill, Air Sea Rescue procedure and action in event of fire should be checked with all elements. X

D. E. SULLIVAN  
Group Captain,  
Commanding,  
No. 250 Wing,  
R.A.F. C.M.E.



## 251. THE FOLLOWING MISSION ACCOUNTS

132 3004 8 1327.

| D.O. | NO OF A/C<br>DETACHED. | R.T.B. | NO OF A/C<br>ATTACHING | RAID LEADERS                   | ORIGINS OF<br>AIRCRAFT | RESULTS | PHOTO<br>ALBUM | REMARKS                   |
|------|------------------------|--------|------------------------|--------------------------------|------------------------|---------|----------------|---------------------------|
| 1st. | 6                      | -      | -                      | Maj Brasi<br>Capt Graziani     | 3004143<br>"           | -       | -              | Abortive due to weather.  |
| 3rd. | 6                      | -      | -                      | Maj Brasi.<br>Capt Graziani    | 3004143<br>"           | -       | -              | Abortive due to weather.  |
| 5th  | 6                      | 2      | -                      | Maj Brasi<br>Capt Graziani     | 3004143<br>"           | -       | -              | Abortive due to weather.  |
| 7th  | 12                     | -      | 12                     | Maj Brasi                      | 3004143                | Hits    | -              |                           |
| 8th  | 12                     | -      | 12                     | Maj Brasi                      | 3004143                | Hits    | -              |                           |
| 9th  | 12                     | -      | 12                     | Maj Brasi.                     | 3004143                | Miss    | 75             |                           |
| 10th | 12                     | 2      | 10                     | Maj Brasi.                     | 3004143                | Miss    | 590            |                           |
| 13th | 6                      | -      | 6                      | Maj Brasi<br>Capt Marescaletti | 3004143<br>"           | Hits    | -              |                           |
| 15th | 12                     | -      | 12                     | Maj Brasi                      | 3004143                | Miss    | 300            |                           |
| 16th | 4                      | -      | -                      | Maj Brasi                      | 3004143                | -       | -              | Recalled for bad weather. |
| 18th | 12                     | -      | -                      | Maj Brasi                      | 3004143                | -       | -              | Abortive due to weather.  |
| 20th | 11                     | -      | 11                     | Maj Brasi.<br>Maj Brasi        | 3004143<br>"           | Miss    | 500            |                           |
| 21st | 6                      | -      | 6                      | Maj Brasi<br>Capt Graziani     | 3004143<br>"           | Hits    | -              |                           |
| 22nd | 9                      | -      | -                      | Capt Graziani                  | 3004143                | -       | -              | Abortive due to weather.  |
| 24th | 9                      | -      | 9                      | Capt Rindone                   | 3004143                | Hits    | -              |                           |
| 25th | 11                     | 1      | 10                     | Capt Graziani                  | 3004143                | Miss    | 257            |                           |
| 26th | 12                     | -      | 12                     | Capt Graziani<br>Capt Graziani | 3004143<br>3004143     | Miss    | 90             |                           |
| 27th | 12                     | -      | 12                     | Capt Graziani                  | 3004143                | Miss    | 300            |                           |
| 28th | 12                     | -      | 12                     | Capt Graziani                  | 3004143                | Miss    | 150            |                           |
| 29th | 225                    | 5      | 157                    |                                |                        |         | 105            |                           |
| 30th | 225                    | 5      | 157                    |                                |                        |         | 105            |                           |

+ 4 Net losses = 227 total sorties.







# 254. WING MONTHLY MISSION ANALYSIS

152 F. A. S. SQUADRON

| DATE    | NO OF A/C<br>DETACHED. | R.T.B. | NO OF A/C<br>ATTACKING | RAID LEADERS                       | TARGET OR<br>ALTERNATIVE           | RESULTS      | THROW<br>ERROR | REMARKS                                                                                                     |
|---------|------------------------|--------|------------------------|------------------------------------|------------------------------------|--------------|----------------|-------------------------------------------------------------------------------------------------------------|
| JANUARY |                        |        |                        |                                    |                                    |              |                |                                                                                                             |
| 5th.    | 12                     | 1      | 5                      | Capt Graziani                      | Coaling Wharf<br>ALBA CHANNEL      | Miss         | 1000           | 10 a/c started from dispersal, 3 went<br>w/s on runway. 1 R.T.B. 1 landed<br>Falconara with petrol trouble. |
| 4th     | 4                      | -      | 4                      | Capt Mareschalchi<br>Capt Graziani | BUSOVACA.                          | Hits<br>Hits | -              | -                                                                                                           |
| 15th    | 6                      | -      | 6                      | Capt Mareschalchi                  | 6" gun positions<br>LUSSIN PICCOLO | Miss         | 250            | -                                                                                                           |
| 6       | 6                      | -      | 6                      | Major Erasi                        | "                                  | Hits         | -              | -                                                                                                           |
| 16th    | 6                      | -      | Nil                    | Capt Mareschalchi                  | Coaling Wharf,<br>ALBA CHANNEL.    | -            | -              | Did not bomb due to weather.                                                                                |
| 6       | 6                      | -      | Nil                    | Major Erasi                        | "                                  | -            | -              | Did not bomb due to weather.                                                                                |
| 18th    | 6                      | -      | 6                      | Major Erasi                        | "                                  | Hits         | -              | -                                                                                                           |
| 6       | 6                      | -      | 6                      | Capt Mareschalchi                  | "                                  | Hits         | -              | -                                                                                                           |
| 6       | 6                      | -      | 5                      | Major Erasi                        | Shipping at<br>SEST HARBOUR        | Hits         | -              | -                                                                                                           |
| 31st    | 6                      | -      | Nil                    | Major Erasi                        | Gun positions at<br>LUSSIN PICCOLO | -            | -              | Did not bomb due to bad weather.                                                                            |
| 6       | 6                      | -      | Nil                    | Capt Balboni                       | "                                  | -            | -              | 5 a/c did not take off.                                                                                     |
| 74      | 12                     | 2      | 14                     |                                    |                                    |              | 155            |                                                                                                             |
| ---     | ---                    | ---    | ---                    |                                    |                                    |              | ---            |                                                                                                             |

## STATISTICS

|                                  |   |        |                                  |   |                                        |
|----------------------------------|---|--------|----------------------------------|---|----------------------------------------|
| Total Operational Hours          | - | 145    | Losses                           | - | Nil                                    |
| Total Operational Sorties        | - | 66     | Accidents                        | - | Nil                                    |
| Total No. of a/c attacking       | - | 41     | Average hit probability          | - | 75%                                    |
| Total No. of sorties abortive :- | - | 21     | Average Miss probability         | - | 25%                                    |
| Due to weather                   | - | 4      | Average effort per operating day | - | 11                                     |
| All other reasons                | - | 4      | Average serviceability           | - | 85%                                    |
| Total Bomb tonnage dropped       | - | 40 3/4 | Average bombing error            | - | 155 yds.                               |
| Total operating days             | - | 6      |                                  | - | 110 yds improvement on previous month. |

## ASSESSMENTS

Flying Discipline - Average. Improvement shown.



6  
---  
74  
---

12  
---

155  
---

155

STATISTICS

|                                  |       |                                  |                                                   |
|----------------------------------|-------|----------------------------------|---------------------------------------------------|
| Total Operational Hours          | - 145 | Losses                           | - 111                                             |
| Total Operational Sorties        | - 60  | Accidents                        | - 111                                             |
| Total No. of a/c attacking       | - 41  | Average hit probability          | - 75%                                             |
| Total No. of sorties abortive :- |       | Average miss probability         | - 25%                                             |
| Due to weather                   | - 24  | Average effort per operating day | - 11                                              |
| All other reasons                | - 4   | Average sortieability            | - 85%                                             |
| Total Bomb tonnage dropped       | - 404 | Average bombing error            | - 155 yds. 110 yds improvement on previous month. |
| Total operating days             | - 6   |                                  |                                                   |

Good

ASSESSMENTS

|                            |                                                             |
|----------------------------|-------------------------------------------------------------|
| Flying Discipline          | - Average. Improvement shown.                               |
| Formation Flying           | - Above Average.                                            |
| Flying punctuality         | - Good. Minor well maintained.                              |
| Air W/T and I/T efficiency | - Average. Targets reported are still omitted occasionally. |
| Navigational efficiency    | - Average.                                                  |
| Bombing efficiency         | - Average. Great improvement.                               |
| Photographic efficiency    | - Average.                                                  |

NOTE. This Squadron has shown considerable improvement over previous months operations.

4383

D.O. BRITTON.  
Group Captain,  
Commanding,  
No. 234 Wing,  
R.A.F. O.H.S.



## 152 STEADEN, I. A. W.

will due to energy action.



10-10-13

|      |            |
|------|------------|
| 345  | Losses.    |
| 133  | Accidents. |
| 112  |            |
| 9    | Average hi |
| 12   | Average li |
| 108½ | Average se |
| 13   | Average bo |
|      | Average 62 |

due to enemy action.  
3. One fatal in which all the crew were killed.

45  
72  
84  
85  
86  
87  
88  
89  
90  
91  
92

Flying discipline  
 Formation flying  
 Flying accuracy  
 Air  $\beta$  and  $\gamma$  efficiency  
 Navigational efficiency  
 Sighting efficiency  
 Photographic efficiency

Flying Discipline  
 Precision Flying  
 Flying Punctuality  
 Air Mail and 1/2 efficiency  
 Navigational efficiency  
 Booking efficiency  
 Photographic efficiency

Their. Not enough attention paid to flying control.  
 Above average. R20  
 Good  
 Average, but tendency not to bend target and not. Sur  
 Average.  
 Below average.  
 Average.

D. S. BRIDGEMAN,  
Crown Captain,  
Gardening,  
No. 254 Wang,  
R. L. F. Park.

12th Annual, 1945.

274. VIET CONQUER MISSION SUMMARY.

26.5000000, 1.1.1.1

| DATE  | NO OF A/C<br>DETAILED. | P.F.B. | NO OF A/C<br>ATTENDING | REMARKS         | REMARKS<br>OR<br>ADDITIONAL | REMARKS<br>OR<br>ADDITIONAL | REMARKS<br>OR<br>ADDITIONAL             |
|-------|------------------------|--------|------------------------|-----------------|-----------------------------|-----------------------------|-----------------------------------------|
| MARCH |                        |        |                        |                 |                             |                             |                                         |
| 8th   | 9                      | -      | 9                      | Capt Scapellato | STONAN PT. RAB.             | Miss                        | 900                                     |
| 11th  | 10                     | -      | 10                     | Lt Col. Mucci   | STONAN PT. RAB.             | Miss                        | 1450                                    |
| 12th  | 9                      | -      | 9                      | Capt Scapellato | STONAN PT. RAB.             | Miss                        | One 4/4 swung on take off and exploded. |
| 13th  | 9                      | -      | 9                      | Lt Scapellato   | STONAN PT. RAB.             | Miss                        | 560                                     |
| 16th  | 12                     | -      | 10                     | Lt Col. Mucci   | STONAN PT. RAB.             | Miss                        | 500                                     |
| 18th  | 9                      | -      | 9                      | Lt Col. Mucci   | STONAN PT. RAB.             | Miss                        | Two airmen's bodies injured.            |
| 20th  | 9                      | -      | 9                      | Capt Scapellato | STONAN PT. RAB.             | Miss                        | Target area well covered.               |
| 21st  | 9                      | -      | 9                      | Lt Col. Mucci   | STONAN PT. RAB.             | Miss                        | Target area well covered.               |
| 22nd  | 9                      | -      | 9                      | Lt Col. Mucci   | STONAN PT. RAB.             | Miss                        | Target area well covered.               |
| 23rd  | 9                      | -      | 9                      | Lt Col. Mucci   | STONAN PT. RAB.             | Miss                        | Target area well covered.               |
| 24th  | 9                      | -      | 9                      | Capt Scapellato | STONAN PT. RAB.             | Miss                        | Target area well covered.               |
| 25th  | 9                      | -      | 9                      | Lt Col. Mucci   | STONAN PT. RAB.             | Miss                        | Target area well covered.               |
| 26th  | 12                     | -      | 12                     | Lt Col. Mucci   | STONAN PT. RAB.             | Miss                        | Target area well covered.               |
|       | 133                    | -      | 133                    |                 |                             |                             |                                         |
|       | ---                    | -      | ---                    |                 |                             |                             |                                         |

REMARKS

|                                    |                    |                          |                                                           |
|------------------------------------|--------------------|--------------------------|-----------------------------------------------------------|
| Total Operational Hours            | - 355 hrs 15 mins. | Losses                   | - 111.                                                    |
| Total Operational Sorties          | - 133              | Accidents                | - 1 4/4 (1st crashed, crashed on takeoff - crew / killed) |
| Total number of aircraft attacking | - 130              | Average hit probability  | - 50.7 decrease on last month.                            |
| Total No. of sorties abortive :-   | - 111.             | Average miss probability | - 50.7 increase on last month.                            |
| due to weather                     | - 3.               | Average serviceability   | - 84.9% 6.4% increase on last month.                      |
| other reasons                      | - 128.5.           | Average bombing error    | - 324 yds. 14.4 yds increase on last month.               |
| Total bomb tonnage dropped         | - 128.5.           | Average effort per       | - 324 yds. 14.4 yds increase on last month.               |





25th MONTHLY REPORT  
20 SEPTEMBER 1947

| DATE  | NO OF A/C<br>DETACHED | R.T.B.<br>ATTACHING | NO OF A/C | LEADER'S NAME             | MISSION OR<br>ALTERNATIVE | REMARKS | REMARKS                                                |
|-------|-----------------------|---------------------|-----------|---------------------------|---------------------------|---------|--------------------------------------------------------|
| 1st   | 5                     | 2                   | NIL       | Lt Sanseverino<br>Colucci | Strong Point<br>BAGLEY    | -       | Target not attached bombs drop<br>" " " / Red in error |
| 3rd   | 6                     | -                   | NIL       | Colucci                   | Marshalling Point         | -       | Abortive due to weather.                               |
| 5th   | 6                     | -                   | NIL       | Lt Sanseverino            | " " "                     | -       | " " " "                                                |
| 6th   | 6                     | -                   | NIL       | Colucci                   | SCORPION                  | -       | Attached wrong target 3 hrs<br>" " " / South           |
| 7th   | 12                    | 1                   | 11        | Colucci                   | CHINA                     | Miss    | -                                                      |
| 8th   | 12                    | 1                   | 11        | Colucci                   | SEA                       | Miss    | -                                                      |
| 9th   | 12                    | -                   | 12        | Colucci                   | ROCK                      | Miss    | -                                                      |
| 10th  | 12                    | 2                   | 10        | Colucci                   | AREA CHINA                | Miss    | -                                                      |
| 13th  | 12                    | -                   | 12        | Colucci                   | ROCK                      | Miss    | -                                                      |
| 15th  | 12                    | -                   | 12        | Colucci                   | ROCK                      | Miss    | -                                                      |
| 18th  | 12                    | -                   | NIL       | Colucci                   | SEA                       | -       | Abortive due to weather.                               |
| 20th  | 12                    | -                   | 12        | Capt Scapellato           | SEA                       | Miss    | -                                                      |
| 21st  | 12                    | -                   | 12        | Capt Scapellato           | AREA CHINA                | Miss    | -                                                      |
| 22nd  | 11                    | -                   | NIL       | Capt Scapellato           | SEA                       | -       | Abortive due to weather                                |
| 24th  | 10                    | 1                   | 9         | Capt Scapellato           | SEA                       | Miss    | -                                                      |
| 25th  | 11                    | -                   | 11        | Capt Scapellato           | JAPANESE                  | Miss    | 120                                                    |
| 26th  | 10                    | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 27th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100                                                    |
| 28th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 29th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 30th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 31st  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 32nd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 33rd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 34th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 35th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 36th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 37th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 38th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 39th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 40th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 41st  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 42nd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 43rd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 44th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 45th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 46th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 47th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 48th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 49th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 50th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 51st  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 52nd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 53rd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 54th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 55th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 56th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 57th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 58th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 59th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 60th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 61st  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 62nd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 63rd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 64th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 65th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 66th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 67th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 68th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 69th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 70th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 71st  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 72nd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 73rd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 74th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 75th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 76th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 77th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 78th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 79th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 80th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 81st  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 82nd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 83rd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 84th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 85th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 86th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 87th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 88th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 89th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 90th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 91st  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 92nd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 93rd  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 94th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 95th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 96th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 97th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 98th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 99th  | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |
| 100th | 9                     | -                   | 9         | Capt Scapellato           | SEA                       | Miss    | 100 One a/c failed to take off.                        |

STATISTICS

Total Operational Hours - 533.25  
 Total Operational Sorties - 242 (inc 2 lost to weather)  
 Total No. of a/c attached - 145  
 Total sorties abortive :-  
 Due to weather - 34  
 Due to other - 11  
 Average hit probability - 57%  
 Average miss probability - 43%  
 Average increase on previous month - 57%  
 Average decrease on previous month - 43%



|      |    |   |     |                  |     |     |     |                              |
|------|----|---|-----|------------------|-----|-----|-----|------------------------------|
| 22nd | 11 | - | WID | Capt Scarpellato | 220 | -   | -   | Abortive due to weather      |
| 24th | 10 | 1 | 9   | Capt Scarpellato | 210 | its | -   |                              |
| 25th | 11 | - | 11  | Capt Scarpellato | 210 | 210 | 220 |                              |
| 26th | 10 | - | 9   | Capt Scarpellato | 210 | 210 | 210 | Wet due to rain to take off. |
| 27th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 28th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 29th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 30th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 31st | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 1st  | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 2nd  | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 3rd  | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 4th  | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 5th  | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 6th  | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 7th  | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 8th  | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 9th  | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 10th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 11th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 12th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 13th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 14th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 15th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 16th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 17th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 18th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 19th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 20th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 21st | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 22nd | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 23rd | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 24th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 25th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 26th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 27th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 28th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 29th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 30th | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |
| 31st | 9  | - | 9   | Capt Scarpellato | 210 | 210 | 210 |                              |

|                            |   |                       |
|----------------------------|---|-----------------------|
| Total Operational Hours    | - | 575.25                |
| Total Operational Sorties  | - | 242 (in: 210 Sorties) |
| Total No. of a/c attacking | - | 100                   |
| Total Sorties abortive :-  |   |                       |
| Due to weather             | - | 34                    |
| All other reasons          | - | 23                    |
| Total bomb tonnage dropped | - | 46.4 tons             |
| Total operating days       | - | 15                    |

|                                  |           |
|----------------------------------|-----------|
| S U A T I S T I C S              |           |
| Losses                           |           |
| Average hit probability          | - 77.3%   |
| Average miss probability         | - 22.7%   |
| Average serviceability           | - 77.3%   |
| Average bomb error               | - 130 yds |
| Average effort per operating day | - 11.7    |
| Similar to previous months       |           |

|                   |                                                                                                                |
|-------------------|----------------------------------------------------------------------------------------------------------------|
| A B S T R A C T S |                                                                                                                |
| - Average         | - Further improvement but still inclined to ignore visual signals from Habbok. Also inclined to turn too fast. |
| - Above average   |                                                                                                                |
| - Below           |                                                                                                                |
| - Average         |                                                                                                                |
| - Improvement     |                                                                                                                |
| - Below average   |                                                                                                                |

NOTE:- A great improvement in all round efficiency has been shown by 6th Squadron during the last month.

D. C. STELLINGSMA,  
Group Captain  
Commanding  
No. 6 Sqn,  
R.A.F. C.O.P.

4389

## 22d AIR MONTHLY MISSION SUMMARY

25 JAN. 1950

| DATE | NO OF A/C<br>DETACHED | NO OF A/C<br>ATTACKING | RAID LEADERS     | TARGET OR<br>ALTERNATIVE             | RESULTS | R.A.B. | REMARKS                                                                                                                   |
|------|-----------------------|------------------------|------------------|--------------------------------------|---------|--------|---------------------------------------------------------------------------------------------------------------------------|
| 3rd  | 12                    | 6                      | Capt Scarpellato | Coaling Wharf<br>ARSA CHANNEL        | Miss    | -      | - Not assessable owing to darkness being<br>4/5. 6 A/C were stopped from taking<br>off owing to the darkness of the hour. |
| 4th  | 6                     | 5                      | Capt Scarpellato | BUBOVICA                             | Hits    | 1      | -                                                                                                                         |
|      | 6                     | 6                      | Lt. Laureza      | "                                    | Hits    | -      | -                                                                                                                         |
| 10th | 6                     | 6                      | Capt Scarpellato | 6" Gun positions<br>LUSSINO PIZZICCO | Miss    | -      | 350                                                                                                                       |
|      | 6                     | 6                      | Lt. Papalardo    | "                                    | Miss    | -      | - Not assessable } sent.<br>from photographs. } target codes                                                              |
| 16th | 6                     | Nil                    | Capt Scarpellato | Coaling Wharf,<br>ARSA CHANNEL       | -       | -      | - Did not bomb owing to weather.                                                                                          |
|      | 6                     | Nil                    | Lt. Papalardo    | "                                    | -       | -      | - Did not bomb owing to weather.<br>One A/C did not take off.                                                             |
| 18th | 6                     | 6                      | Capt Scarpellato | Coaling Wharf,<br>ARSA CHANNEL       | Miss    | -      | 200                                                                                                                       |
|      | 6                     | 5                      | Lt. Papalardo    | "                                    | Miss    | 4      | 1517                                                                                                                      |
|      | 6                     | 5                      | Lt. Sanseverino  | Shipping at<br>SENZ HARBOR           | Miss    | 4      | 243                                                                                                                       |
| 31st | 6                     | Nil                    | Lt. Papalardo    | Gun positions<br>LUSSINO PIZZICCO    | -       | -      | - Did not bomb due to weather. No target<br>reports sent.                                                                 |
|      | 6                     | Nil                    | Lt. Laureza      | "                                    | -       | -      | - Did not bomb due to weather. One A/C<br>did not take off.                                                               |
|      | 70                    | 45                     |                  |                                      |         | 4      | 352                                                                                                                       |
|      | ---                   | ---                    |                  |                                      |         | ---    | ---                                                                                                                       |

## STATISTICS

|                            |   |     |                                  |   |       |
|----------------------------|---|-----|----------------------------------|---|-------|
| Total Operational hours    | - | 163 | Losses                           | - | Nil   |
| Total operational sorties  | - | 70  | Accidents                        | - | Nil   |
| Total No. A/C attacking    | - | 45  | Average hit probability          | - | 25%   |
| Total sorties abortive :-  | - |     | Average miss probability         | - | 75%   |
| due to weather             | - | 24  | Average servicingability         | - | 58%   |
| due to other reasons       | - | 4   | Average bombing error            | - | 352   |
| Total bomb tonnage dropped | - | 45  | Average effort per operating day | - | 11.7. |
| Total operating days       | - | 7   |                                  |   |       |

8 1/3% decrease on previous month.  
 8 1/3% increase on previous month.  
 27.3% improvement on previous month.  
 93% increase on previous month.  
 1.7 A/C improvement on previous month.

|   |    |     |    |
|---|----|-----|----|
| 6 | ML | --- | 45 |
| 6 | ML | --- | 76 |

0 1/5% decrease on previous month.  
0 1/5% increase on previous month.  
27.3% improvement on previous month.  
95.7% increase on previous month.  
4.7 4/5% improvement on previous month.

|   |       |
|---|-------|
| - | 711   |
| - | 701   |
| - | 253   |
| - | 731   |
| - | 50    |
| - | 350   |
| - | 44.7. |

|                            |                                               |
|----------------------------|-----------------------------------------------|
| Flying Discipline          | - Average. Improvement shown.                 |
| Formation Flying           | - Above average.                              |
| Flying punctuality         | - Good. Great improvement.                    |
| Air w/T and R/T efficiency | - Average. Target reports still being missed. |
| Navigational efficiency    | - Average.                                    |
| Bombing efficiency         | - Below average.                              |
| Photographic efficiency    | - Average.                                    |

D. C. STAPFETON,  
Group Captain,  
Commanding,  
No. 254 Wing,  
R.A.F. C.M.F.

4579



# 254. MONTHLY MISSION ANALYSIS

28 SQUADRON I.A.F.

| DATE     | NO OF A/C<br>DETACHED | NO OF A/C<br>ATTACHING | RAID LEADERS                      | TARGET OR<br>ALTERNATIVE                               | RESULTS      | R.T.D. | PHOTO<br>EVIDENCE | REMARKS                                                              |
|----------|-----------------------|------------------------|-----------------------------------|--------------------------------------------------------|--------------|--------|-------------------|----------------------------------------------------------------------|
| DECEMBER |                       |                        |                                   |                                                        |              |        |                   |                                                                      |
| 5th      | 6                     | -                      | L/Col. Moci                       | Bridge at Blocc                                        | -            | -      | -                 | Did not bomb.                                                        |
| 11th     | 6                     | 6                      | L/Col. Moci                       | KONJIC armchelling<br>yards.                           | Miss         | -      | -                 | Impossible to estimate as target<br>observed by cloud after bombing. |
| 15th     | 6                     | 6                      | Capt Scapellato                   | "                                                      | Miss         | -      | -                 |                                                                      |
| 15th     | 6                     | 6                      | L/Col. Moci<br>Capt Scapellato    | PODGORICA I/G.                                         | Hits<br>Hits | -      | -                 |                                                                      |
| 16th     | 6                     | 5                      | L/Col. Moci<br>Capt Scapellato    | Tanks at BUSOVACA<br>Alt. M.T. BRICE-ANDRI-<br>ZENICA. | Miss<br>Miss | -      | 250<br>909        | Alt. target attacked.<br>do.                                         |
| 18th     | 4                     | 6                      | Capt Scapellato<br>L/Col. Moci    | "                                                      | -            | -      | -                 | Results unobserved.                                                  |
| 19th     | 6                     | 6                      | L/Col. Moci<br>Capt Scapellato    | Tanks at BUSOVACA.                                     | Hits         | -      | -                 | Target obscured by cloud.                                            |
| 26th     | 6                     | 6                      | Capt Scapellato<br>Lt. Tringalli. | BUSOVACA.                                              | -            | -      | -                 | It is believed that a/c were not<br>in the right area.               |
| 27th     | 6                     | 6                      | Capt Scapellato<br>Lt. Ballini.   | ZENICA BRIDGE.                                         | Miss<br>Miss | 2      | 588<br>568        | Bobbed together.                                                     |
| 28th     | 6                     | 3                      | Capt Scapellato<br>Lt. Balboni    | BUSOVACA.                                              | Miss<br>Miss | -      | 298<br>298        | Bobbed together.                                                     |
| 29th     | 4                     | 6                      | Lt. Laurenza<br>Capt Scapellato   | ZENICA BRIDGE                                          | -            | -      | -                 | Did not bomb, weather.                                               |
|          | 102                   | 68                     |                                   |                                                        | 4/3          | 3      | 259               | Average error.                                                       |

## STATISTICS

|                                            |        |                                 |                                     |
|--------------------------------------------|--------|---------------------------------|-------------------------------------|
| Total operational hours.                   | 256.35 | Losses                          | - Nil due to enemy action.          |
| Total operational sorties.                 | 102    | Accidents                       | - Slight aircraft damage to one a/c |
| Total No. of a/c attacking                 | 68     | Average hit target probability  | - 35 4/3 %                          |
| Total sorties abortive (due to weather)    | 14     | Average miss target probability | - 66 2/3 %                          |
| Total sorties abortive (all other reasons) | 15     | Aircraft serviceability         | - 60.7 %                            |

|      |     |     |                  |               |      |     |     |   |                        |
|------|-----|-----|------------------|---------------|------|-----|-----|---|------------------------|
| 27th | 6   | 6   | Capt Scarpellato | ZENICA BRIDGE | Miss | -   | 538 | { | Bombed together.       |
|      | 4   |     | Lt. Balboni      | "             | Miss | 2   | 538 |   |                        |
| 28th | 6   | 5   | Capt Scarpellato | BUSOVACA      | Miss | -   | 293 | { | Bombed together.       |
|      | 5   |     | Lt. Balboni      | "             | Miss | -   | 293 |   |                        |
| 29th | 4   |     | Lt. Laurinza     | ZENICA BRIDGE | -    | -   | -   | { | Did not bomb, weather. |
|      | 6   |     | Capt Scarpellato | "             | -    | -   | -   |   |                        |
|      | 102 | 68  |                  |               | 4/3  | 3   | 259 |   | Average error.         |
|      | === | === |                  |               | ===  | === | === |   | ===                    |

## STATISTICS

|                                            |        |                                  |                                        |
|--------------------------------------------|--------|----------------------------------|----------------------------------------|
| Total operational hours.                   | 256.35 | Losses                           | - 111 due to enemy action.             |
| Total operational sorties.                 | 102    | Accidents                        | - 31 due to aircraft damage to one 2/3 |
| Total no. of a/c attacking                 | 63     | Average hit target probability   | - 33 1/3 %                             |
| Total sorties abortive (due to weather)    | 14     | Average miss target probability  | - 66 2/3 %                             |
| Total sorties abortive (all other reasons) | 15     | Aircraft serviceability          | - 60.7 %                               |
| Total bomb tonnage dropped                 | 62 1/2 | Average bombing error            | - 259 yds.                             |
| Total operating days                       | 10     | Average effort per operating day | - 10.                                  |

## ASSESSMENTS

|                            |                                                                  |
|----------------------------|------------------------------------------------------------------|
| Flying discipline          | - Fair. Not enough attention is paid to flying control.          |
| Formation flying           | - Above average 80%.                                             |
| Flying accuracy            | - Poor. A/c start up to early. Inclined to be late for take-off. |
| Air W/T and W/T efficiency | - Average. Tendency not to send in and target reports.           |
| Navigation efficiency      | - Below average.                                                 |
| Bombing efficiency         | - Below average.                                                 |
| Photographic efficiency    | - Average.                                                       |

D. C. STATION  
Group Captain,  
Commanding,  
No. 234 Wing,  
RAF C. 2. 1. 1.

12th January, 1945.

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