

ACC

10000/135/80

10000/135/80

IAF, TARGET - TOWING
NOV. 1944 - APR. 1946

air 1

Mr

Ref 11A. Please ask w/c Pocock to take action.

[Signature]
22-4-45

M2
Pocock has information and will call, letting us know as soon as he gets approval.
[Signature]

air 1

M3

Ref your oblique minute above. Has w/c Pocock done anything about the matter yet? Contact him and let me know.

[Signature]
27/4

SSO/

M4

approval received from 56 area by Pocock. 4856
[Signature]

SSO/

M5

w/c Pocock will again contact 56 area and get this matter cleared up.
[Signature] 7/5/45

M6AIR 2

Ref 16A.

Please, contact Intelligence and let me have an answer to this query.

W. J. J. J. J. J.
11/5/45

M7SSO

Ref 16A & M6

Intelligence contacted an information being obtained

John
14/5/45

8.F.T.I.

Reference 210 A Will you please study the question in conjunction with the R.A.F. at Ciampino and let me have your recommendations. The D.O.C. mentions a G.D. & an Equipment officer in enclosure 39 A but in consideration of the existence of the R.A.F. Staging Post at Ciampino I should not think there would be need to tie up two officers on the job. I should think one G.D. officer and an interpreter would be sufficient but it depends whether the Staging Post can undertake direction in Engineering and Equipment matters.

12 Jan, 45

Yes will you see that instruction issued to IAN as per 43 B (note my 2 amendments).
W.R.B. Done 11/2/45

W. R. B. Bisdice W.R.
S.S.O.

S.S.O. Ref. 43A

I spoke to Col. Gravio by phone today. He informs me that he alone cannot give authority for the Italians to commence flying, but he has forwarded a letter to H.Q. A.T.C., & expects a reply probably next the weekend.

Ref. 46A. Do you think it wise to inform the S.A. to go ahead on accommodation etc.?
7/2/46.

A. H. H. H. H.
R.T. 12

10.

A.O.C.

1. Ref. 52 A, you may remember that I spoke to you of a discussion I had with D.C.A.3. on the question of Command and administrative control of 23 A.A.C.U. Before despatching 49 A to I.A.M. I made an alteration to the last sentence of the first paragraph in accordance with your suggestion.
2. Do you think that we need continue to argue the toss about, whether the F/Lt is commending the flight or is a liaison officer.

12/2

NO

WAB

S.S.O.

11.

A.O.C. thru D.D.

1. Ref. 43 A, I phoned Col. Gravin this morning and he has informed me that he has discussed the matter with General Webster and that the answer to our request will almost certainly be "No".
2. The Flight Commander considers Centocelle inadequate for training on these aircraft, so we shall presumably have to move the flight to Guidonia. Shall we go ahead with this or shall we await A.T.C.'s written reply and then refer to M.A.A.C. I suggest they ought to start training at Guidonia straight away as they have already been inactive on the ground for a fortnight.

W A Bodee W/COR

W.M. BIGBEE, W/Cdr, 4854
S.S.O.

12th February, 1946.

Wm B.

Director
I'm quite sure the answer will be "No". I think we should go ahead with training at Guidonia.

WAB
DO 13/2

13/2

13.

12/2
NO
S.S.O.
11.
A.O.C. thru D.D. ~~Red~~

1. Ref. 43 A, I phoned Col. Gravis this morning and he has informed me that he has discussed the matter with General Webster and that the answer to our request will almost certainly be "No".

2. The Flight Commander considers Centocelle inadequate for training on these aircraft, so we shall presumably have to move the flight to Guidonia. Shall we go ahead with this or shall we wait A.T.C.'s written reply and then refer to M.A.A.C. I suggest they ought to start training at Guidonia straight away as they have already been in action on the ground for a fortnight.

W N Bodee W/Cdr

W.M. BIGGEE, W/Cdr, 4854
S.S.O.

12th February, 1946.

Min M.

~~Director~~ I'm quite sure the answer will be "No". I think we should go ahead with training at Guidonia.

~~Red~~ DO 13/2

S.S.O. 14/2

13.

Ref D-10 para 2, I think 52A covers the point adequately.

2. Ref D-11, whilst at Campagna on 12/2, I spoke to Standell (at 23 AACU) & at 9th AC. (Apr?) & suggested all training of 15 pilots be done at Cento. Standell was going over to Cento to arrange it was also going to see 30th Group as regards a H.Q. building given up by 149 S.P.

3. Suggest S.S.O. sends for Standell & gets their points cleared.

4. Can't see why flights other than initial conversion types, should not continue at Campagna - 2 or 3 flights per day only.

13 (cont.)

would D.D. please clear last point with Mr. Graves
after Standell has been to see S.S.

 $13\frac{1}{2}$

Wm. D.

771

A.O.C. (KIN-D.D) ~~Handed~~

A.O.C. (KIN-007) [unclear]
Elli Stendell has now inspected Guidonia and states that he will not accept the responsibility of using it for Vengeance aircraft as they would not be able to go round again in the event of overshooting or balked landing. Considering that the Italians have had no accidents with their SM 82s, and that the Vengeance is I believe a carrier aircraft, I suspect him of stalling but cannot argue as I don't know the aircraft. I have told him to go and look at Grosseto which should be adequate if the necessary amenities, P.O.L. and so forth can be provided meanwhile I have told I.A.N. to suspend work on the Villa at Ciampino.

W.M. Brodie W/COR

114 Feb. 4, 6.

15-

14 Feb, 46. 15

DOC / The situation doesn't look good. Look + sound where we will go now. And sure that FTL will not let us use Campino for transition flying account of traffic there. May can get them to let us use it to make two or three flights a day from. The big trouble is that they don't have any control speaking control power now, and they could not control the flights of the new power aft. WFF 20

Will not accept the responsibility of using it for vengeance or would not be able to go round again in the event of overshooting or backsliding. Considering that the Italians have had no accidents with their SM 82s, and that the vengeance is I believe a carrier aircraft, I suspect him of stalling but cannot argue as I don't know the aircraft. I have told him to go and look at Grosseto which should be adequate if the necessary amenities, POL and so forth can be provided meanwhile I have told I.A.N. to suspend work on the Villa at Ciampino.

U.N. Brodie W/COR

14 Feb, 46.

15

POC The situation doesn't look good. Don't know where we will go now. And sure that ATO will not let us use Ciampino for transition flying because of traffic there. May can get them to let us use it to make two or three flights a day now. The thing is that they don't have a tower. Speaking trouble is that they don't have a tower. They could not control the flights of the new gear. W.D.

16.

W.D. will do it.

S.S.O. W.D. 17/2 Ref Nino, SSO, Mc Standell & I spoke yesterday, primarily after Nino 14 was written. Agreed that Standell should go to Litteris to see whether suitable for training. Could D.D. place by & forward Elin. Davis to allow 2 or 3 operational flights per day from Ciampino where it would be more convenient for the flight to remain from a point of view of supply of petrol & bits & pieces.

Air II please. Would S.S.O. please ask I.A.N. for an English speaking pilot for the control tower at Ciampino - for this flight & for possible 249 Wing (RAF TC) arrival Bari, Naples, Rome, London. 103 15/2

Good 18/19/46 ^{WJH}
A.O.C. (Crosby). S.S.O.

-17-

Training of Italian per 3 from
Vincennes commenced in morning of 18/2/46.
Standall is satisfied, and one R.A.F. C/Sgt. &
nigger are being accommodated temporarily at
Heronmore & deal with any maintenance in-ops.
during the day. Training of ground crew continues at
19/2/46. A. Hart P/O. Anyone.

-18-

A/C It is believed that the 44 Transport Command will not
allow this flight to operate from Campino. This has to be
flight crew's supposed to be with Campino in August 1945,
according to agreement between RAF and USAF. King.
Commander Fisher knows about the agreement and his
colleagues will have to get the flight moved. He suggested
that Morrison's flight might be the best place to move
the RAF T.R. at Poughmore for the same reason that
the ATC doesn't want them at Campino. They should
be taken with RAF Italy to get their flight moved to some
other field. WJH 19/2/46

4059

WJH

19.

J.D. Ref N-18. Surely Narvik is too far from here

A.A. Ballin situated North of Oslo. Please get

The Standall to discuss alternatives with S.S.O. & yourself

He concluded that the USAAF command was
 about this flight to operate from Campino. This was target
 flight and supposed to be with Campino in August 1945.
 According to agreement between RAF and USAAF, King
 Commander Fisher knows about the agreement and his
 intention will have to get the flight moved. He suggested
 that Manionaga & Co. might not be the best field because
 the RAF T.R. at Pompyrion for his command meant that
 the ATC doesn't want to be at Campino. They should
 be taken with RAF. He is to get the flight moved to some
 other field. WFF 19/2
 4009

19. Ref N-18. Surely Narcovion is too far from the
 A.A. Baller situated N-W of Oshie. Please get
 the Standard to discuss alternatives with S.S.O. & yourself
 in case USAAF check the flight out of Campino.

19/2
 5501
 20
 WFF
 Let's just go ahead with things as they are. If ATC starts
 pursuing, we will. Don't quote that name. If they
 push us out of Campino eventually, we'll probably have
 to move the ATC and flight to some other place and
 it's something to keep in mind. WFF
 DD 20/2

1. 16/3/46 21.
Director (thru E.D. & A.D.D.).

1. I have today discussed with Col. Javi the question of drogue-towing facilities that can be provided by the I.A.F. for the Italian Army and possibly for the fighters at Lecce. I.A.M. state that they can put 3 drogue-towing Cent 501s at Vigna di Valle forthwith for exercising with the Italian Army A.A. batteries in the Rome area without compromising their commitments with the Italian Navy in Southern Italy. Naval exercises in the Naples area would be carried out by one of the Bracciano Cents detached to Nisida. (Neither I.A.M. nor we have yet been asked to fulfil a drogue-towing commitment for the Italian Army.).

2. The I.A.F. have at present no suitable landplane type that has been used for drogue towing, but they are going to study the matter further with the idea of effecting some kind of improvisation in preference to taking over odd Allied types and attendant spares headaches.

W.O. Biddey Wg Cdr.

W.M. BIDEDEE, W/Cdr,
S.S.O.

19th March, 1946.

22

4851

S.S.O.

Ref D21. We spoke on 27/3 in conference. Ask N171A
Let us know what the Army are doing or intend doing vis à vis

this ministry.

2. As regards para 2 - this is an implication arising out of Italian Ministry of War & I've made a note of it for headquarters high level conference.
Warr (I.A.D.) that his subject will be raised

28/3.

W.B. Dir.

2. The I.A.F. have at present no suitable landplane type that has been used for drogue towing, but they are going to study the matter further with the idea of effecting some kind of improvisation in preference to taking over odd Allied types and attendant spare headaches.

W.O. Biddle Nq. Cdr.

W.M. BIDDLE, W/Cdr,
S.S.O.

19th March, 1946.

22

4851

S.S.O.

Ref D21. We spoke on 27/3 in conference. Pl. ask NMA

Min. Sec. let us know what the Army are doing or intend doing vis à vis this ministry.

27th 19/4 2. As regards para 2 - this is an implication arising out of Italian thing & I've made a note of it for two days high level conference. Admin. Wam. I.A.D. that the subject will be raised

W.B. Dis.

28/3.

23.

1. The relationship with USA 197A, I got a Italian engineering officer to 159. H.V. Naples on Wednesday 25/4. to see the various types of drogue. Long experience employed by the R.A.F. 2. He has everything in detail, but said it was an impossibility to fit similar equipment into 197A etc. the equipment requires too much space. 29/4. A. H. H. 29/4. E.T.I.

3. There do not appear to be any Chinese drogue. Taking a/c in Italy. 2/5.

SSO.

C70.

at 714 & 77 you will see that we
 really trying to solve the eternal
 question of the Target being Baltimore.

Chick
 Air I.

20/1/67.

22 A

AIR FORCE HQ OFF-10000

29 1130A

AIR HEADQUARTERS ITALY

RESTRICTED

THIS TWO TWO ONE TO HEADQUARTERS HQ ITALIAN AIR FORCE
 REPORTING DIFFICULTY IN LOCATING AIRCRAFT FOR CRUISE TO HQ ITALIAN
 AIR FORCE HEADQUARTERS HQ ITALIAN AIR FORCE TO REQUEST YOU FOR
 BETTER TRACKING AIRCRAFT TO HEADQUARTERS HQ ITALIAN AIR FORCE
 OF ITALIAN AIR FORCE HEADQUARTERS HQ ITALIAN AIR FORCE
 BY SIGNAL TO IF AIRCRAFT AVAILABLE IN ITALY PLEASE FORWARD REQUEST
 TO HEADQUARTERS HQ ITALIAN AIR FORCE HEADQUARTERS HQ ITALIAN AIR FORCE
 THIS REPORTING OF ARRIVAL TO AIRCRAFT NOT REQUIRED FOR MORE THAN FIVE
 DAYS TO HEADQUARTERS HQ ITALIAN AIR FORCE HEADQUARTERS HQ ITALIAN AIR FORCE

See 30-5

4849

AFSC/33/AIR.

HEADQUARTERS

AIR 1

Chitilane

1/COR, C.D.S. GREECE

A.C. HEADQUARTERS HQ

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

TO : Italian Air Ministry (Attention of Chief of Staff)

DATE : 20th December, 1946.

REF. : AEMC/13/Air.

Ref: 546.

TARGET TOWING BALTIMORE AIRCRAFT.

Several months ago a Baltimore aircraft of the 11th Wing was fitted up with a winch and towing attachment in order to carry out target towing exercises for the benefit of the Fighter Squadrons and the Artillery of the Italian Army. Unfortunately the towing device was not altogether successful at the trials which took place some months ago and in fact the winch started and became unserviceable.

2. The Engineering branch at the Air Ministry have now been investigating the failure for some time, and up to the present they have not produced a satisfactory attachment for fitting to the Baltimore.

3. You are no doubt aware that the Italian Army are anxious to obtain your cooperation in their artillery firing, and they have in this connection approached this Sub Commission and asked when it will be possible for drague towing I.A.F. aircraft to operate on the ranges. Since this Sub Commission does not know when your towing aircraft will be ready the Ministero della Guerra has been told to communicate direct with you as to the timing and planning of any proposed air firing cooperation.

4. This Headquarters considers that firing training by the sirens of the IAF and by the Army are of considerable importance and urges you to ensure that there is no delay in the construction and fitting of the necessary equipment. 48.7

5. For your information the towing devices fitted to Baltimore aircraft in the Middle East by the R.A.F. are extremely simple and efficient and should your Engineering branch experience any difficulties the British fitting could be made available for inspection.

6. This office recommends that you take up this matter on Air Staff level and that you notify us of your progress as soon as possible.

Spish

Several months ago a Baltimore aircraft of the U.S. Navy was fitted up with a radio and testing attachment in order to carry out target towing exercises for the benefit of the Fighter Squadrons and the artillery of the Italian Army. Unfortunately the towing device was not altogether successful at the trials which took place some months ago and in fact the whole showed and became unserviceable.

2. The Engineering branch at the Air Ministry have not been investigating the failure for some time, and up to the present they have not produced a satisfactory attachment for fitting to the Baltimore.

3. You are no doubt aware that the Italian Army are anxious to obtain your cooperation in their artillery firing, and they have in this connection approached this Sub Committee and asked when it will be possible for having towing I.A.F. aircraft to operate on the ranges. Since this Sub Committee does not know when your towing aircraft will be ready the Ministry tells Guerra has been told to communicate direct with you as to the timing and planning of any proposed air firing cooperation.

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6. This office recommends that you take up this matter on Air Staff level and that you notify us of your progress as soon as possible.

Whitish

C.M.A. GREEN W/DM.
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMITTEE.

Director. 100 30/12 30-1
C.T.O. 101 4/11
S.E.O. 102 6/1

70A

From: Mediterranean Allied Air Command to Secretariat.

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

Date: 11th July, 1945.

Ref: SAC/1000/APMS.

EXCERPTS FROM A. A. SYMINGTON

Further to telegram between Squadron Leader
Gitter, and Squadron Leader Wainley, the attached pamphlet
"Instructions for Practice A.A. Artillery" is forwarded
for your retention.

Relevant pages: para's 46, 47, 48, 49, 50, 51 and
52.

3. Attention is drawn to the restricted nature of this
pamphlet, which must not be handed on to the Italian authorities
in toto, and if extracts are made, they will not be couched in the
exact words of the text.

18/7
0.354
U.L.
33/dw

P. Wainley
for: MAXWELL FISHER)
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMAND 4845

BEST COPY POSSIBLE

69A

to: Air Forces Sub Commission, A. C., Rome
from: Italian Air Ministry, Rome
Date: 27th May, 1946.
Ref: AFSC/33/AIR.

AIR OBSERVATION POST FLIGHT DUTIES.

Further to discussions between Colonel SAVI and F/Lt HART of this Sub-Commission on the above mentioned subject, it is suggested that one of the proto-type LM.5 manufactured by A.R.I.A. LOMBARDI of VERCELLI might be modified to carry out A.O.P. flights.

2. Modifications suggested:-

- (i) Second pilot's seat removed and a radio installation fitted.
- (ii) Additional "PERSPEX" above and to the rear of the pilot's seat to give greater visibility.

3 Flight tests were carried out by F/Lt HART, and an A.O.P. pilot in a standard LM.5 with satisfactory results.

4844

H. Thompson

H. THOMPSON WG/CDR.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

From : I.A.F. Stato Maggiore.
 To : Italian Air Ministry.
 Date : 15th April, 1946.
 Ref : 370386511/9/1465Coll.

and for information to A.F.S.C. Rome.

COILS FOR TARGET TOWING SOCK CABLE.

In order to fix the ^Ccoils for target towing sock cable on aircraft Mc 202 which due to their great speed are more suitable to the anti-aircraft training, this Stato Maggiore would like to fix on the above-mentioned aircraft the coils used by R.A.F.

For this purpose agreements have been taken between the Chief of Staff and A.V.M. Brodie, in order to inspect and eventually manufacture these coils.

This Directorate is therefore to contact (through the Liaison office) W/Cdr. Bisdie of the A.F.S.C., so that somebody may go to Ciampino and examine the fixtures of the coils on Hurricane and Vengeance aircraft.

We are awaiting to know something about the possibility of fixing and constructing the coils in question.

4843

Col. A. Remondino.

translated by J. Bevacqua.

F. Lt. HART
will you please
accompany the officer
to Ciampino as requested above.
Thanks,
F. K. M.

gem 2/5
S.S.O. - A.R.S.
Done!

See min 23-29/4.
Is up to the I.A.F. now!
Gen. H.C.



STATO MAGGIORE R. AERONAUTICA
III REPARTO - SERVIZI
Sezione Tecnica

Roma, 11 / 5 Aprile 1946

AL MINISTERO DELL'AERONAUTICA

- Direzione Armamento -

Protocollo

Serv n° 386 ST.

e, per conoscenza:

S E D E

ALL'UFFICIO COLLEGAMENTO CON L'A.F.S.C.

→ -, Gabinetto del Ministro -

S E D E

Dispositivo per target training rock cable.
OGGETTO: Verricelli recupero manica a vento.-

Allo scopo di poter montare i Verricelli per recupero manica a vento su velivoli Mc 202 più idonei per la maggior velocità alle esercitazioni contro aeree, questo Stato Maggiore desidererebbe installare sui predetti velivoli i Verricelli in uso presso la R.A.F.

A tale scopo sono stati presi accordi fra il Capo di Stato Maggiore e l'A.V.M. Brodie per poter esaminare ed eventualmente riprodurre tali Verricelli.-

Pertanto codesta Direzione tramite l'Ufficio Collegamento prenda contatto con il W/C BESEE della A.F.S.C. allo scopo di poter si recare a Ciampino ed esaminare il dispositivo montato su velivoli Hurricane e Vengeance.-

Si rimane in attesa di notizie circa la possibilità di adattamento e costruzione riguardanti il predetto dispositivo.-



IL SOTTUCAPO DI STATO MAGGIORE
Colonnello A.A. e n. Pilota
(Alfo Remondino)

Remondino

67A

From : Air Forces Sub Commission, A.C., Rome.
To : Mediterranean Allied Air Committee Secretariat.
Date : 29th April, 1946.
Ref : AFSC/33/Air.

TOP SECRET.TARGET TOWING UNIT. (ITALIAN AIR FORCE)

66A

Reference your MAAC/4203 AFALS, dated 15th April 1946, concerning the provision of Italian Cant aircraft for target-towing operations.

2. Investigations have been made by this Sub Commission on the adaptability of Italian aircraft for this work. It is thought that the Cants are not suitable, due to their unserviceability rate. Also they are not ideal for fighter co-operation activities, as they have not the necessary manoeuvrability.
3. Regarding single engine aircraft, the I.A.F. does not possess any type which can be readily adapted for target-towing.
4. We suggest the possibility of re-forming a target-towing unit similar to the one recently operated by 23 A.A.C.U.
5. It is suggested that the Vengeance aircraft formerly belonging to this unit, might be operated entirely by the Italians in the form of a mobile unit. This unit could then travel around fulfilling both Allied and Italian target-towing commitments both for anti-aircraft and fighter co-operation purposes.
6. We would appreciate your views on the possibility of such a project.

4839

Added 29/4

Copy to [unclear]

30/4

A. Hart 9/5
for A. HART, F/Lt,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

TOP SECRET

From : Mediterranean Allied Air Committee Secretariat.

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

Date : 15th April, 1946.

Ref : MAAC/4203/AFALS.

Anti Aircraft Co-Operation.

Allied Force Headquarters have intimated to this Secretariat that there is likely to be an urgent and important need for a Target Towing Unit in the near future.

2. Wing Commander Bisdée during the telephone conversation with the Senior Air Staff Officer, A.F.C. Italy stated that should the R.A.F. be unable to provide aircraft for this flight, that the Cants which are used primarily for Air Sea Rescue duties can be made available.

3. This Secretariat would like to accept this offer and would appreciate how many aircraft up to 4, you could let us have at Venice, without seriously interfering with the Air Sea Rescue commitment.

4. It would also be appreciated if these aircraft and crews could be made available within a month, bearing in mind the fact that they would have to be fully prepared to tow drogues.

Maxwell Fisher.

(MAXWELL FISHER)

Wing Commander,

Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE.

Copy to S.A.S.O. - AFHQ Italy.

SSO

Please deal with this as discussed

JMF:u
30/4/46

28/4/46

WJF 29/4

JMF 18/4



65A

Ref: S.56988/Org.

Headquarters,
Royal Air Force,
MEER

15th March 1946

M.D.A.E. AIR ORDER No. 90/46

DISBANDMENT OF No. 23 ANTI-AIRCRAFT CO-OPERATION UNIT

Information

1. It has been decided to disband No. 23 Anti-Aircraft Co-operation Unit, the commitments of this unit having ceased. No. 23 A.A.C.U. is at present located at CLIMMO under the administrative and operational control of Air Headquarters Italy.

Intention

2. To disband No. 23 Anti-Aircraft Co-operation Unit.

EXECUTION

Effective Date

3. No. 23 Anti-Aircraft Co-operation Unit is to be disbanded with effect from 15th March 1946, and is to be deleted from the Locations of Units (LNU) with effect from the same date.

Establishment

4. Establishment No. 2212B (No. 23 A.A.C.U.) is to be cancelled.

Closing of Accountant Records, disposal of Documents and Correspondence

5. All routine disbandment action is to be carried out by A.H.Q. Italy.

Personnel

6. Personnel are to be disposed of by A.H.Q. Italy (S.P.S.C.) and by No. 6 Base Personnel Office.

23/3.
N108

33/air

4836

DISBANDMENT OF No. 23 ANTI-AIRCRAFT CO-OPERATION UNIT

Information

1. It has been decided to disband No. 23 Anti-Aircraft Co-operation Unit, the components of this Unit having ceased. No. 23 A.A.C.U. is at present located at CIAMPINO under the administrative and operational control of Air Headquarters Italy.

Intention

2. To disband No. 23 Anti-Aircraft Co-operation Unit.

23/3.
N108

EXECUTION

33/air

Effective Date

3. No. 23 Anti-Aircraft Co-operation Unit is to be disbanded with effect from 15th March 1946, and is to be deleted from the Locations of Units (HLMs) with effect from the same date.

4838

Establishment

4. Establishment No. 2212B (No. 23 A.A.C.U.) is to be cancelled.

Closing of Accountant Records, disposal of Documents and Correspondence

5. All routine disbandment action is to be carried out by A.I.Q. Italy.

Personnel

6. Personnel are to be disposed of by A.H.Q. Italy (S.P.S.O.) and by No. 6 Base Personnel Office.

Equipment

7. Aircraft, M.T. and all technical and domestic equipment are to be disposed of by Air Headquarters Italy.

W. H. Foster

(M.C.L. FOSTER) W.C.
for Air Vice Marshal
Air Officer i/c Administration
Royal Air Force, WELKE.

DISTRIBUTION:

Standard M.E.F. C.M.F. and Internal.
O.C. No. 23 A.A.C.U.
Air Forces Sub. Commission Allied Commission, Rome. (2)

0763

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

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

Roma li 12.3.46

ALL' AIR FORCES SUB COMMISSION/ AC.

= ROMA =

Prot.n. 100590/sp.23f all.1 1008

OGGETTO: Squadriglia bersaglio rimorchiato della R.A.F.
23 A.A.C.U. Ciampino.=

In riferimento al foglio n° prot. AFSC/33/AIR
in data 9/2/46, si restituisce la copia delle Norme
di Manutenzione per l'apparecchio Vengeance IV.=



IL CAPO DI STATO MAGGIORE
De Vito

Remondini

13 A.A.C.U. CIAMPINO - R.A.F. TARGET
PRACTICE SQUADRON

In riferimento al foglio n° prot. AFSC/33/AIR
in data 9/2/46, si restituisce la copia delle Norme
di Manutenzione per l'apparecchio Vengeance IV. =



IL CAPO DI STATO MAGGIORE
Debutino

Remondino

13 A.A.C.V. CIAMPINO - R.A.F. TARGET
PRACTICE SQUADRON.

REF. YOUR AFSC/33/AIR DATED 9/2/46
WE RETURN ENCLOSED HERewith COPY
OF THE MAINTENANCE SCHEDULE FOR
VENGEANCE IV AIRCRAFT.

(Col. Remondino)

63A

AFSC Rome (2)

AIR HEADQUARTERS, R.A.F. II I

ADMINISTRATIVE INSTRUCTION (EXTERNAL) NO. 12DISBANDMENT OF NO. 23 ANTI-AIRCRAFT CO-OPERATION UNITINFORMATION

1. General Headquarters, C.M.F. states that there is no longer a commitment for No. 23 Anti-Aircraft Co-operation Unit located at Ciampino, Rome. It is therefore to be disbanded.

INTENTION

2. To lay down detailed instructions for the disbandment of No. 23 Anti-Aircraft Co-operation Unit.

EXECUTIONEXECUTIVE SUMMARY

3. No. 23 Anti-Aircraft Co-operation Unit is to be reduced to a "Number Only" base with effect from 15th March, 1946.

PERSONNEL

4. Immediate action is to be taken in accordance with this Headquarters letter C.M.F./8543/5/13 dated 15th May, 1945, to forward nominal rolls of airman ground personnel on strength to No. 6 B.F.O., C.M.F., who will issue draft notes pertaining the personnel. Action is also to be taken to forward nominal rolls of officers to B.I.S.O., Headquarters, R.A.F. Med/Sec, Cairo, in accordance with instructions issued in this Headquarters signal P.534 dated 4th June, 1945. Copies of the above nominal rolls are to be forwarded to B.F.S.C., Air Headquarters, R.A.F. Italy.

5. Those personnel required for the complete disbandment of the Unit are to be annotated as such on the above nominal rolls. 4832

ACCOMPLISHMENT REPORT

6. (a) A list, in triplicate, of all vehicles held is to be prepared. The duplicate and triplicate copies are to be forwarded to this Headquarters for checking against records, the duplicate copy will subsequently be returned for Unit records.

- (b) Vehicles for which forms 523 have already been submitted to an A.I.I.P.U. are to be delivered to that A.I.I.P.U. with forms 743 and 813 and form 600. Full details of such vehicles to be advised to this Headquarters for form 440 action.

- (c) All other vehicles are to be delivered to No. 4 A.I.P.D. (Returned Vehicle Park). This includes vehicles which are unserviceable and for which forms 523 have not been submitted.

EXECUTIONEXECUTIVE DAME.

5. No. 23 Anti-Aircraft Co-operation Unit is to be reduced to a "Number Only" basis with effect from 15th March, 1946.

RECOMMEND.

4. Immediate action is to be taken in accordance with this Headquarters letter GAF/8513/6/13 dated 15th May, 1945, to forward nominal rolls of main ground personnel in strength to No. 6 B.F.O., C.B.F., who will issue draft notes listing the personnel. Action is also to be taken to forward nominal rolls of officers to B.F.O., Headquarters, R.A.F. Hq, Cairo, in accordance with instructions issued in this Headquarters signal E.534 dated 4th June, 1945. Copies of the above nominal rolls are to be forwarded to S.F.S.O., Air Headquarters, R.A.F. Italy.

5. Those personnel required for the complete disbandment of the Unit are to be annotated as such on the above nominal rolls.

4832

RECOMMENDATION.

6. (a) A list, in triplicate, of all vehicles held is to be prepared. The duplicate and triplicate copies are to be forwarded to this Headquarters for checking against records, the duplicate copy will subsequently be returned for Unit records.

- (b) Vehicles for which forms 525 have already been submitted to S.F.S.O. are to be delivered to this A.T.L.R.H. with forms 743 and 813 and form 603. Full details of such vehicles to be advised to this Headquarters for form 440 action.

- (c) All other vehicles are to be delivered to No. 4 A.T.L.R.H. (Returned Vehicle Park). This includes vehicles which are unserviceable at the date of disbandment and for which forms 525 have not been submitted (Form 525 to accompany such vehicles to No. 4 A.T.L.R.H.).

- (1) Receipts are to be obtained and attached to the duplicate list, which is to be forwarded to this Headquarters when all vehicles have been disposed of.

- (a) All vehicles are to be serviced prior to transfer.

- (2) All vehicles are to be returned complete to transfer list (Form 743) and relative log books, both of which are to be brought up to date prior to despatch.

(Continued)

-2-

(g) Vehicles are to be vouchered by the consignor unit on Form 600 and covering allotment will be taken by this Headquarters.

REPAIRABLE R.O. EQUIPMENT, PETROL/ELECTRIC SETS, DI. SOL/MINORIO SETS.

7. A detailed list is to be prepared and for airtel to this Headquarters when special disposal instructions will be advised.

OFFICE MACHINERY.

8. All office machinery is to be returned to No. 114 Maintenance Unit, special attention being paid to careful packing and safe transportation of all items. Full details of types, Numbers, Make and condition of all machines are to be forwarded to No. 114 Maintenance Unit, No. 351 Maintenance Unit, and this Headquarters, with despatch let file.

PETROL, OIL AND LUBRICANTS.

9. Stocks of petrol, oil and lubricants, if held, are to be handed over to the appropriate supply source.

AIR PUBLICATIONS, FORMS AND STATIONERY.

10. (a) Air Publications, which are serviceable and fully amended, are to be returned to Air Publications Unit, Mile East. This will include all administrative publications and A.E. 957, A.E. 804 and A.F. 837 which are no longer to be re-issued but are Unit property.

(b) Air Publications which are not fully amended and serviceable are to be reduced to salvage in draft arrangements, as laid down in A.M.O. H. 608/45 and paragraph 51 of this Headquarters A.R.O. No. 2, dated 19th July, 1945.

(c) Forms held are to be returned to Forms Store, No. 3 Depot, No. 114 Maintenance Unit.

(2) Stationery is to be returned to the local Army Stationary Depot.

(e) Copies of the Administrative Instruction with regard to the implementation of the release of R.F. personnel are to be returned to S.P.S.O. Air Headquarters, R.A.F. Italy.

AIRCRAFT.

11. All aircraft will be disposed of in accordance with allotment instructions which are being forwarded by this Headquarters.

DISPOSAL OF QUARTZ CRYSTALS.

12. Section 10X and 110X quartz crystals other than 117.9 and 116.1 are to be returned to No. 3 Sub

8. All office machinery is to be returned to No. 114 Maintenance Unit, special attention being paid to careful packing and safe transportation of all items. Full details of types, numbers, make and condition of all machines are to be furnished to No. 114 Maintenance Unit, No. 351 Maintenance Unit, and this Headquarters, with dispatch let file.

PETROL, OIL AND LUBRICANTS.

9. Stocks of petrol, oil and lubricants, if held, are to be handed over to the appropriate supply source.

AIR PUBLICATIONS, BOOKS AND STATIONERY.

10. (a) Air publications, which are serviceable and fully amended, are to be returned to Air Publications Unit, Middle East. This will include all administrative publications and A.P. 957, A.E. 804 and A.P. 837 which are no longer in use but are Unit property.

(b) Air Publications which are not fully amended and serviceable are to be reduced to salvage and sent to Headquarters, as laid down in A.M.O. N. 608/45 and paragraph 5 of this Headquarters A.M.O. No. 9, dated 19th July, 1945.

(c) R.A.F. Forms held are to be returned to Forms Store, No. 3 Depot, No. 114 Maintenance Unit.

(d) Stationery is to be returned to the local Army Stationery Depot.

(e) Copies of the Administrative Instruction with regard to the implementation of the release of R.A.F. personnel are to be returned to S.P.S.O. Air Headquarters, R.A.F. Italy.

AIRCRAFT.

11. All aircraft will be disposed of in accordance with allotment instructions which are being forwarded by this Headquarters.

DISPOSAL OF QUARTZ CRYSTALS.

12. Section 10X and 110X quartz crystals other than 117.9 and 116.1 Mc/s which are retained in the aircraft are to be returned to No. 3 Sub Depot, 114 Maintenance Unit, under cover of a letter listing the crystals returned, packages being clearly marked "Section 10X". A copy of the letter to be forwarded to this Headquarters.

GENERAL EQUIPMENT.

13. (a) Shallots, watches, clocks, binoculars, cameras and parachutes, are to be returned to No. 375 Maintenance Unit.

(b) All other technical and domestic equipment, serviceable or repairable, is to be transferred to No. 2 Base Area. Prior to transfer the following action is to be taken.

(Continued)

-3-

(c) All equipment is to be identified, cleaned and correctly labelled with description, section and reference numbers.

(d) The degree of serviceability is to be entered on the Label, i.e., SERVICEABLE or UNSERVICEABLE. In the case of serviceable technical equipment, this endorsement is to be given by a competent technician.

(e) Equipment is to be vouchered on Form 600 to 'B' Detachment, No. 375 Maintenance Unit, and disposal of copies of the Form 600 is to be as follows:-

First (Black)	=	To be retained by Unit.
Second (Blue)	=	To be forwarded to Air Headquarters, R.A.F. Italy. (Attention of E.7)
Third (Red)	=	To accompany equipment.
Fourth (Black)	=	To be forwarded to Air Headquarters, R.A.F. Italy. (Attention E.7).

Vouchers are referred to the manuscript lists, which are to be attached to each copy of the voucher, and can be used for items of equipment of each separate R.A.F. Vocabulary Sub-Section. Only one Vocabulary Section is to be used for each voucher.

(f) Tool kits are to be broken down, and the separate similar items bundled and despatched as in para. (c) above.

(g) All equipment is to be carefully packed and transported in the safest and most efficient manner. The various Section of equipment is to be packed separately and packing notes are to accompany each individual package. Serviceable and repairable equipment is to be packed in separate cases, the cases to be clearly marked with the relative Section, Case Number, and degree of serviceability of contents.

(h) All outstanding demands placed by No. 23 A.A.C.U. are to be cancelled forthwith.

(i) It must be clearly understood that No. 375 Maintenance Unit and No. 2 Base Area are not to be used as a dumping ground for salvage. Salvage is to be disposed of in accordance with current MEDAF Salvage Instructions.

(j) Officer Commanding, No. 23 Anti Aircraft Co-operation Unit, is to ensure that adequate guards are provided for all equipment being moved by road or rail.

(k) The Equipment Officer, No. 2 Base Area, is requested to give full facilities to this Unit during its visit.

NON-MILITARY FUNDS.

= To be retained by Unit.
 = To be forwarded to Air Headquarters,
 Rome, Italy. (Attention of E.7)
 = To accompany equipment.
 = To be forwarded to Air Headquarters,
 Rome, Italy. (Attention E.7).

Vouchers are referred to the manuscript lists, which are to be attached to each copy of the voucher, can be used for items of equipment of each separate vocabulary section. Only one vocabulary section is to be used for each voucher.

(f) Tool kits are to be broken down, and the separate similar items bundled and inspected as in para. (c) above.

(g) All equipment is to be carefully packed and transported in the safest and most efficient manner. The various Section of equipment is to be packed separately and packing notes are to accompany each individual package. Serviceable and repairable equipment is to be packed in separate cases; the cases to be clearly marked with the relative Section, Case Number, and leave of serviceability or contents.

(h) All outstanding items placed by No. 23 A.A.C.U. are to be cancelled forthwith.

(i) It must be clearly understood that No. 375 Air Transport Unit and No. 2 Base Area are not to be used as a dumping ground for salvage. Salvage is to be disposed of in accordance with current MEDAF Salvage Instructions.

(j) Officer Commanding, No. 23 Anti Aircraft Co-operation Unit, is to ensure that adequate guards are provided for all equipment being moved by road or rail.

(k) The Equipment Officer, No. 2 Base Area, is requested to give full assistance to this Unit during its disbandment.

NON PUBLIC FUNDS.

14. All accounts are to be closed and balance sheets prepared and audited at date of closure. Stock is to be sold and cash credited the the appropriate fund. Final balances are to be paid to the nearest Imprest Holder for credit to the R.A.F. Central Fund through the A.O.C's Fund, A.H.Q., R.A.F. Italy. Two copies of Form 1680, clearly marked in red ink "For credit to A.O.C's Fund, A.H.Q. R.A.F. Italy" showing the cash balance transferred, together with Forms 2, accounts and balance sheets and a list of property showing its final disposal, are to be sent to A.H.Q. R.A.F. Italy. Attention is drawn to M.C.A.F. letter GAF/3.2009/sects dated 5th April, 1945 (Appendix "A") regarding the excessive expenditure of non-public funds. Non-public account books are to be forwarded to this Headquarters.

(Continued)

-4-

EQUIPMENT ACCOUNTING.

15. (a) All equipment held by Plights and Sections is to be returned to Store accompanied by Form 675 or manuscript lists. Loan records are to be cleared.
- (b) Equipment in Main Store is to be vouched to consignees in accordance with the disposal instructions, and equipment records are to be transferred to this Headquarters in accordance with sub-para (a) below.
- (c) M.T. records are to be closed and transferred to this Headquarters with the records given in sub para. (b) above.
- (d) Medical and Dental accounts are to be closed and disposed of as ordered by the appropriate authority.
- (e) All records are to be dispatched to this Headquarters for safe custody, together with a detailed list and a certificate that this Ministry has instruction No. 19, sub para. (a) - (e) have been complied with. One copy of this list and certificate is to be forwarded to the Assistant Financial Adviser, A.H.Q. A.M.B. Italy, with information as to the location of the records.

NON FINANCIAL PROPERTY.

16. All welfare items are to be returned to the Welfare Stores at No. 2 Base area.
17. In addition to the Welfare equipment on the units charge the Senior Welfare Officer, Air Headquarters, A.H.Q. Italy, may accept any property from the Officers' and Sergeants' messes and Station Institute which is offered by the Unit.
18. Any radio sets which have been supplied through Equipment sources are to be disposed of through Equipment channels, being brought on charge by the Unit Equipment Officer and issued off as Section 10D/16908 - Radio recreational.

DISPOSAL OF FILMS AND DOCUMENTS.

19. A Board of Survey is to be convened for the disposal of films and documents in accordance with A.H.Q. A.M.B. 863/45. Attention is drawn to Appendix 'B' which contains instructions concerning the conduct of Boards of Survey and to this Headquarters letter G.F/S.3043/7/Org dated 17th October, 1945 (Appendix 'C').

PRIVATE MAIL.

(H) Medical and Dental accounts are to be closed and disposed of as ordered by the appropriate authority.

(e) All records are to be dispatched to this Headquarters for safe keeping, together with a detailed list and a certificate that this Administrative Instruction No. 19, sub para. (a) - (e) have been complied with. One copy of this list and certificate is to be forwarded to the Assistant Financial Adviser, A.H.Q. R.A.F. Italy, with information as to the location of the records.

NOT PUBLIC PROPERTY.

16. All weapons items are to be returned to the Weapons Stores at No. 2 Base Area.

17. In addition to the weapons equipment on the units charge the Senior Air Corps Officer, Air Headquarters, R.A.F. Italy, may accept any property from the Officers' and Sergeants' messes and Station Institute which is offered by the Unit.

18. Any radio sets which have been supplied through Equipment sources and to be disposed of through Equipment channels, being brought on charge by the Unit Equipment Officer and issued off as Section 10D/16308 - Radio Commercial.

DISCARD OF FILES AND DOCUMENTS.

19. A Board of Survey is to be convened for the disposal of files and documents in accordance with A.H.Q. 0.663/45. Attention is drawn to Appendix 'B' which contains instructions concerning the conduct of Boards of Survey and to this Headquarters letter O.P./S.3043/7/Org dated 17th October, 1945 (Appendix 'C').

PRIVATE MAIL.

20. Action regarding redirection of private mail is to be taken in accordance with Section 'F' para. 16 of Headquarters LMD/AE R.A.F. Postal Instructions which are reprinted for reference purposes at Appendix 'D'.

EDUCATION.

21. All reference and text books held on loan are to be returned to Headquarters No. 2 Base Area, and a statement rendered regarding any books lost whilst on loan. Personnel are allowed to retain any Central Library books they have on loan, but the Education Officer, at No. 2 Base Area must be informed of the new location of such personnel so that transfer action may be taken.

(Continued)

D.V.T.

22. All material, including Glass Registers, to be returned to Headquarters No. 2 Base Area.
Forms 2772 and 2773. Action in accordance with H.I.O. A.466/45.

UNIT OBJECTS AND BUDGET.

23. Particulars of any crests, badges and trophies are to be forwarded to this Headquarters.

ACCOMMODATION.

24. All accommodation, buying and requisitioned property is to be handed over to Headquarters No. 2 Base Area. Accommodation is to be left in a clean and tidy condition. Mending out clothes, including all mender readings and inventories of property, where applicable, are to be prepared.

REPORT.

25. No. 23 Anti-Aircraft Co-operation Unit is to report any outstanding action on this Headquarters Administrative Instruction to this Headquarters by 22nd March, 1946. Headquarters No. 2 Base Area is to inform this Headquarters when all disbandment action is completed.

ACKNOWLEDGE.

26. Receipt of this Administrative Instruction is to be acknowledged on the appended Form 247.

AMT/3.3001/30/7/ORG.
8th March, 1946.

4828.

Air Commodore,
Air Officer i/c Administration,
AIR HEADQUARTERS, R.A.F. ITALY.

LIST OF APPENDICES.

Appendix 'A'	-	CAP/S.9009/Accts - Non Public Funds
" 'B'	-	Records of Survey
" 'C'	-	CAP/S.3043/7/ORG - Reports of Survey
" 'D'	-	H.Q. 141/Ace "R.A.F. Postal Instructions"

ACCOUNTING.

24. All accommodation, hutting and regulated property is to be turned over to Headquarters No. 2 Base Area. Accommodation is to be left in clean and tidy condition. Incoming out status, including all meter readings and inventories of property, where applicable, are to be prepared.

REPORT.

25. No. 23 Anti-Aircraft Ob-operation Unit is to report any outstanding action on this Headquarters Administrative Instruction to this Headquarters by 22nd March, 1946. Headquarters No. 2 Base Area is to inform this Headquarters when all disbursement action is completed.

COMMONWEALTH.

26. Receipt of this Administrative Instruction is to be acknowledged on the appended Form 247.

all I/S. 5001/30/7/OW.
8th March, 1946.

W. H. ... 4828
Air Commodore,
Air Officer i/c Administration,
AIR HEADQUARTERS, R.A.F. ITALY.

LIST OF APPENDICES.

- | | | |
|--------------|---|--|
| Appendix 'A' | - | OW/S. 9009/accs - Non Public Funds |
| " 'B' | - | Records of Survey |
| " 'C' | - | OW/S. 3043/7/OW - Record of Survey |
| " 'D' | - | H.Q. Head/As "R.A.F. Postal Instructions". |

FORM 247.

RECEIPT FOR SECRET AND CONFIDENTIAL DOCUMENTS.

To: Air Headquarters, R.A.F. Italy.
From: 460

Receipt is acknowledged of Administrative Instruction (External)
No. 19 dated 6th March, 1946.

Signature.....Rank.....Date.....

-6-

DISTRIBUTION:External

No. 23 Anti-Aircraft Co-operation Unit (4)
 No. 2 Base Area (4)
 A.F.S.C. Room (2)
 C.H.Q. C.M.V. (G.3)
 H.Q. AdD/Ad Cairo (4)
 S.F.S.O. " " "
 S.F.S.O. " " "
 No. 6 B.H.O.
 Med/As Historical Section c/o A.H.Q. Malta
 Air Publication Unit, Middle East
 No. 4 H.T.D.O.
 114 M.L.
 351 M.U.
 375 H.U.
 149 Staging Post
 H.Q. 249 Wing.

Internal:

A.O.C.
 F.A. to A.O.C.
 S.A.S.O.
 C.O.A.
 D/O.A.
 G/C Ops.
 Plans
 Trng.
 C.D.O.
 S.I.O.
 Nav.A.C.S.
 Area
 S.Met.O.
 C.S.O.
 Bin.
 F.F.O.
 Org.
 S.F.S.O.
 S.Mv.S.O.
 Chaplains (3)

F.H.O.
 S. vel.O.
 S.D.A.
 S.E.O. (2)
 S.T.O. (2)
 A.G.F.O.
 M.T.S.O.
 C.A.
 W.A.F. ad.S.O.
 Chief Clerk
 day (Unit)
 day (Unit) Mvts.
 Air Form Sigs.
 A.L.S.
 F.A.
 S.C.E.
 C.F.O.
 E.D.S.O.
 Ops Record book.

1807 V DALL 197

AVEL

FROM HQ ARMY 001702Z

TO AND 1

(C) AFSC ARMED COMMISSION ROME

CR -- BT

075 . 6 MARCH . UNCLASS . YOUR 001702Z MARCH 1 . AGREE DISSENTMENT

BT NO 21 RACU WERE ENTIRE FROM 15 MARCH . SEE NEWS

POSTALGRAM 001702Z MARCH 25 FEB .

SIGNAL CENTER YOU REQUIRE 2 ADDITIONAL M/C ESTABLISHED ON

AND ITALY COMMUNICATION FROM MARCHANESI

TO COVER REMAINING JAW REQUIREMENT

BT 001702Z

SENT 15 197 E H E

4827

Rd 2305 QMB

62A

6572



61A

From : Air Forces Sub Commission, Rome.
To : Italian Air Ministry.
Date : 5th ^{March} ~~April~~ 1946.
Ref : AFSC/33/Air.

DISBANDMENT OF N°23 A.A.C.U.

Information has been received that N° 23 A.A.C.U., located at Ciampino Airfield is scheduled to disband effective 15th March 1946.

2. - It is therefore requested that all Italian Air Force Personnel attached to the 23 A.A.C.U., with the exception of the driver, be withdrawn prior to the above scheduled date of disbandment.

W.L.L.
WILLIAM L. LEE,
Brig. Gen. U.S.A.,
Deputy Director.

4826

POSTAL

6012

S.S.S.Originator's Ref: Air Force
AF 1/33001/70/1/ORG.

Date: 1st March, 1946.

To: No. 23 Anti Aircraft Co-operation Unit
 (R) No. 149 Staging Post
 (R) No. 249 Wing
 (R) No. 2 Base Area
 (R) Air Forces Sub Commission, Rome.

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

DISBANMENT OF NO. 23 A.A.C.U.

General Headquarters state that there is no longer any commitment for No. 23 A.A.C.U., therefore disbandment at this unit is to cease forthwith.

2. The unit is to disband under arrangements made by No. 2 Base Area. All administrative instructions for disbandment follow.

W44 4/3 W.K. Cadan.
 Squadron Leader.

F.E.M. 5/3

2/3.

ah 0424

W44 4/3
 Dispatch: 011230A.

DD
 Please arrange with IAF.
 to withdraw IAF personnel who
 confirm that is OK with 133/air
 FL should be OK
 No 23 AACU. W44 4/3

4824

0779

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

LRKB V LAEE NR 11
 QVR 2
 FM M AMO RAF ITALY 011130A
 TO MEDME
 INFO AFSC AC ROME
 BT

AS39 . 1 MARCH 1946 . UNCLASSIFIED . AFHQ HAVE INFORMED
 THIS HEADQUARTERS THAT THE COMMITMENT FOR NO 23 AACU
 NO LONGER EXISTS . PARA TWO . INTEND DISBANDING THAT UNIT
 WEF 15 (R) 15 MARCH . REQUEST YOU CONCUR .
 BT

SENT NR 11 1413 PP B K
 RECD CB 1411 BB K K K K

59A
 N40/01
 Air Force

4/3
 12m 5/3

C-120
 J.L. 43
 33/air
 482

FROM: AIR FOR SUB-COMMISSION,
ARMED COMMISSION, ROME.

TO: A.H.Q. ITALY.
COPY: NO.23 A.A.C.U.

DATE: 27TH FEBRUARY, 1946.

REF: AFSC/33/AIR.

NO.23 A.A.C.U. - OPERATIONS BASE.

With reference to my conversation with Air Vice-Marshal Fogarty and Wing Commander Fisher, it is understood that the U.S.A.T.C. Headquarters in Paris has informed the C.C. No.23 A.A.C.U. through the American Commanding Officer at Ciampino that the aircraft of No.23 A.A.C.U. are to cease operating from Ciampino, and that consequently the aircraft of this Unit have been grounded pending further instructions.

2. It is understood that some time last summer an agreement was reached between the R.A.F. and American Air Force authorities at Caserta that the Flight should be withdrawn from Ciampino in about August 1945, but action was apparently not taken. The question of the move of this flight from Ciampino was not again raised until it was recently decided that the flight should be operated by the Italian Air Force under the operational control of the C.C. No.23 A.A.C.U.

3. In anticipation of a possible veto on the flying of this unit from Ciampino, action was taken by this Headquarters with the C.C. No.23 A.A.C.U. for the conversion training of the Italian pilots to be done at Frosinone, but even this is now temporarily held up because the aircraft of the flight are at present not permitted to fly in and out of Ciampino to Frosinone, also the C.C. No.23 A.A.C.U. has visited the only other three aerodromes around Rome which might have been suitable as an operating base, but he is not prepared to accept the responsibility at Centocelle, Littorio or Guidonia. The only other alternative aerodrome which is suitable is Frosinone, but this adds 90 miles extra to each flight; the British A.A. Batteries for whom this unit flies are situated between Ostia and Civitavecchia.

4. There appear, therefore, to be two alternative courses of action:-

(i) To persuade the U.S.A.T.C. H.Q. in Paris that it is a military necessity for this flight to continue to operate (as distinct from training) from Ciampino and limit the number of flights to approximately three per day.

(ii) To move No.23 A.A.C.U. to Frosinone.

5. The second alternative would appear, at this juncture, to be unconvincing because it is believed that the A.A. Batteries are likely to fold up in the near future, and, therefore, it is suggested that pressure be brought to bear on the U.S. authority to allow the flight to continue from Ciampino until such time as the Batteries are withdrawn. In this connection we are of the opinion that Ciampino as an airfield is now less busy than it was last

Officer at Ciampino that the aircraft of No. 23 A.A.C.U. are to cease operating from Ciampino, and that consequently the aircraft of this Unit have been grounded pending further instructions.

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W.A. 28/2
DD - you wish to follow up this letter.
SSO WOB 28/2
by D.H. 1/3
S.10. 28/2
I.E. BROWN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

W.A. 28/2
DD - you wish to follow up this letter.
SSO WOB 28/2
by D.H. 1/3
S.10. 28/2
I.E. BROWN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.
W.A. 28/2
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by D.H. 1/3
S.10. 28/2
I.E. BROWN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

57A

LOOSE MINUTE.

D.D. See Draft, for setting, etc.

A.O.C. W.B. 25/2

I am of the opinion that we ought to let them get on with training at Frosinone forthwith and operate from there pending reconsideration by A.T.C. Paris (which is certain to be delayed and may well be unfavourable). I don't know whether you think we should include such a project in our letter, or whether you think we can just go ahead on our own bat. O.C. 23 A.A.C.U. has examined the possibilities of working from Frosinone and thinks it a practicable though uneconomical proposition.

W.D. Bisdee W/COR.

W.M. BISDEE, W/Cdr,
S.S.O.

26th February, 1946.

AOC, 10/2/46
Will contact Col. Bravis when he gets back from Athens and see if he will permit RAF pilots to fly Hq in and out for refueling. Don't believe any pressure can persuade ATC to let the flight operate from Ciampino with Italian Pilots. Think the best thing to do is to move the flight to Frosinone, or 2nd fold up the AA batteries. 4821

W.D.
DD 26/2

DRAFT.

TO: A.H.Q. COPY NO. 2 A.A.C.U.

No. 23 A.A.C.U. - Operations Base.

With reference to my conversation with Air Vice-Marshal Fogarty and Wing Commander Fisher it is understood that the U.S.A.T.C. Headquarters in Paris has informed the O.C. No. 23 A.A.C.U. through the American Command Officers at Ciampino that the aircraft of No. 23 A.A.C.U. are to cease operating from Ciampino, and that consequently the aircraft of this unit have been grounded pending further instructions.

2. It is understood that some time last summer an agreement was reached between the R.A.F. and American Air Force authorities at Caserta that the flight should be withdrawn from Ciampino in August 1945, ^{about} ~~on the reaboute~~, but this action was apparently ^{not taken} ~~was shelved and~~ The question of the move of this flight from Ciampino was not again raised until it was decided recently that the flight should be operated by the Italian Air Force under the operational control of the O.C. No. 23 A.A.C.U.

3. In anticipation of a possible veto on the flying of this unit from Ciampino, action was taken by this Headquarters with the O.C. No. 23 A.A.C.U. for the conversion ^{transfer} training of the Italian pilots to be done at Frosinone, but even this is now held up because the aircraft of the flight are ^{at present not permitted} ~~unable~~ to fly in and out of Ciampino to Frosinone; also the O.C. No. 23 A.A.C.U. has visited the only other three aerodromes around Rome which might have been suitable ~~for an~~ an operating base, but he is not prepared to accept the responsibility at Centocelle, Littorio or Guidonia. The only other alternative aerodrome ^{which} ~~is~~ suitable is Frosinone, but this adds 90 miles extra to each flight; ^{British} ~~as the~~ A.A. Batteries for whom this unit flies are situated between Ostia and Civitavecchia.

4. There appear, therefore, to be two alternatives ^{for action} ~~for action~~.

56A
Army Transport Command
3.22

DD
 (to the
 command)
 a few
 comments
 for the
 flight at
 a few
 miles
 from
 the
 base

(ii) To move No. 23 A.A.C.U. to Frosinone.

The second alternative would appear, at this juncture, to be uneconomical because it is believed that the ~~British~~ A.A. Batteries are likely to fold up in the near future, and, therefore, it is suggested that pressure be brought to bear on

-2-

the U.S. authority to allow the flight to continue from Ciampino until such time as the better are withdrawn. In this connection we are of the opinion that Ciampino as an airfield is now far less busy than it was last summer when it was agreed that the flight should be withdrawn.

4018

55A

APPROXIMATE TEXT OF SIGNALS BETWEEN 23 A.A.C.U. AND AHQ REGARDING
THE GROUNDING OF THE A/C AT CIAMPINO ON THE 22ND FEBRUARY, 1946.

From : 23 A.A.C.U.

To : A HQ.

A.T.C. PARMS HAVE INFORMED US THROUGH U.S. C.O. CIAMPINO THAT
VENGEANCE A/C WILL CEASE TO OPERATE FROM CIAMPINO FORTHWITH (.) REQUEST
INSTRUCTIONS (.)

From : A HQ.

To : 23 A.A.C.U.

YOU WILL CEASE TO OPERATE VENGEANCE A/C FROM CIAMPINO UNTIL FURTHER
NOTICE (.) WE ARE TAKING THE MATTER UP WITH A.F.S.C. ROME (.)

NOTE

O.C. 23 A.A.C.U. states that it will be economically possible to
operate from Frosinone. Neither he nor his N. 1, who will be taking over
from next Wednesday, are prepared to accept the responsibility of operating
from Guidonia.

4817

33/AG

APPROXIMATE TEXT OF SIGNALS BETWEEN 23 A.A.C.U. AND AHQ REGARDING
THE GROUNDING OF THE A/C AT CIAMPINO ON THE 22ND FEBRUARY, 1946.

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NOTICE (.) WE ARE TAKING THE MATTER UP WITH A.F.S.C. ROME (.)

NOTE

O.C. 23 A.A.C.U. states that it will be economically possible to
operate from Frosinone. Neither he nor his N. 1, who will be taking over
from next Wednesday, are prepared to accept the responsibility of operating
from Guidonia.

copy to 80 (theat back)

54A
(E)

From : I.A.F. Stato Maggiore.
 To : A.F.S.C., Rome. & other addressees.
 Date : 7th Feb. 1946.
 Ref : 100300op/12a/575/coll.

AIRCRAFT FOR TRAINING OF NAVAL UNITS.

Due to the increased administrative necessities of the R.Navy units, a greater number of Cant Z. 501 aircraft with tow target installations are requested.

In order that the training be carried out regularly we think it opportune for the Cant Z. 501 aircraft to be used exclusively for this purpose with exception of special cases.

As the training programme for the R.Navy units will be carried out at the Taranto and Naples bases we suggest that two units of Cant Z 501 aircraft with tow target, of 3 or 4 aircraft each, be constituted.

The Armamento Directorate has taken interest in putting into efficiency the 10 tow target installations which were in the stores.

The R.Navy will contribute with Taranto Arsenal And Naples workshops to the settlement and maintenance of the tow target installations.

The two Cant Z 501 units should be located on Taranto airfield and on Vigna di Valle airfield respectively for the requirements of the Naples R.N. Base.

The Misida airfield will be eventually a diversionary one for the Vigna di Valle aircraft.

This Command is to notify the possible difficulties arising and, according to the disponibility of tow target installations, the date when this activity will start, so that the R.Navy Stato Maggiore be informed.

W/c Clift has made the suggestion that we use 501's on the
 general service, as he needs all the 506's for AS2.
 The Chief of Staff.

translated by J. Bevacqua



V/v

Roma Li

STATO MAGGIORE R. AERONAUTICA

1° REPARTO

1ª Sezione Operaz. e Addestramento

e p.c.

AL COMANDO UNITA' KOREA

= BARI =

ALTO S.M. KOREA MARINA

= ROMA =

AL MINISTERO AERONAUTICA
DIREZIONE ARMAMENTO

= ROMA =

ALL'AIR FORCES SUB COMMISSION
ALLIED COMMISSION/ AU

= ROMA =

Prot. n° 100100 op/ 12a/ 575 Cell.

OGGETTO: Velivoli per le esercitazioni c.n. delle unità navali. =

Le aumentate necessità addestrative per le unità della R. Marina, richiedono una maggiore disposizione di velivoli Cant. 2.501 muniti di impianto rimorchio manica. =

Per il regolare svolgimento delle esercitazioni di reparto opportuno limitare l'impiego dei velivoli Cant. 2.501 esclusivamente per tale scopo ad eccezione di particolari esigenze che codesto Comando crederà opportuno soddisfare. =

Dato che il programma addestrativo per le unità della R.M. si svolgerà presso le basi di Taranto e di Napoli, si ravvisa l'opportunità di costituire due nuclei di Cant. 2.501 composto ciascuno di 3-4 velivoli muniti d'impianto rimorchio manica. =

La Direzione Armamento è stata interessata per la rimessa in efficienza dei 10 impianti rimorchio manica esistenti nei magazzini. =

La R. Marina è disposta a contribuire con l'Arsenale di Taranto e con le Officine di Napoli per la sistemazione e il mantenimento in efficienza degli impianti di rimorchio manica. =

Le due Sezioni di Cant. 2.501 dovrebbero essere dislocate una sull'aeroporto di Taranto e l'altra sull'aeroporto di Vigna di Valle per le esigenze delle R.R.M. della base di Napoli. =

L'aeroporto di Nisida servirà, eventualmente, per appoggio agli aerei di Vigna di Valle. =

Codesto Comando comunichi eventuali difficoltà in merito ed, in seguito alla disponibilità di impianti per manica a bersaglio con accordi diretti con la Direzione Armamento, la data presumibile di inizio dell'attività da comunicare allo Stato Maggiore della R. Marina. =

PER COPIA CONSERVARE

IL CAPO DEL 1° REPARTO

(Ten. Col. A. A. A. pp. Paolo Savi)

IL CAPO DI STATO MAGGIORE

F.to Giuseppe Col

53A

From : Air Forces Sub Commission, Rome.
 To : Italian Air Ministry.
 Date : 18th February, 1946.
 Ref : A730/33/Air.

S.A.F. TOM LARSEN FLIGHT, No 23 A.A.C.U.,
CIAMPINO.

52A

Reference is made to your letter 1004100p/467/Cell.
 dated 2nd February 1946, and in particular to para 2(c) and 4.
 Your attention is drawn to the last sentence of the first paragraph
 of our letter A730/33/Air dated 15th February which it is felt
 should cover the division of responsibility between the S.A.F.
 Flight-Lieutenant in charge of 23 A.A.C.U. and the senior I-
 it is a officer who will administer the Italian personnel.

2. If permission has not been forthcoming to use Ciampino
 for giving training the existing plan is to carry this out at
 Provino, the airfield returning to Ciampino for maintenance and
 refuelling. It is hoped to obtain permission for the flight to
 operate from Ciampino once the training is completed.

W.A.B.

W.M. HIGGS, W/Car, 4619
 Air Vice-Marshal,
 Director,
 Air Forces Sub Commission.

WGH 19/2

D.H. 19/2

19/2/46

K.H. 19/2

From : I.A.F. Stato Maggiore.
 To : A.F.S.C., Rome.
 Date : 2nd February, 1946.
 Ref : 100419op23f/467/Coll.

FLIGHT FOR ANTIAIRCRAFT TRAINING
 WITH TARGET TOWING.

Further to verbal agreements between W/Cdr Birdée and Col. Remondino, we notify you the point of view of this J.M. concerning the organization of the flight to be employed in antiaircraft training of the British Army Artillery school located at Civitavecchia.

2. Constitution of the flight. - The flight will be constituted with the following material and personnel.
 - (a) R.A.F. material:
 Aircraft, spare parts and relative material;
 motortransport and material necessary to their efficiency.
 - (b) I.A.F. Material :
 ordinary material (beds and blankets, messes, flying clothing, clothing, personal fire arms).
 food: the regular rations.
 - (c) R.A.F. personnel:
 That necessary for the training of the Italian personnel on British equipment and on the special duties to be carried out.
 Liaison officer under Higher British Authority.
 - (d) Italian personnel : all pilots specialised and employed in the flight.
 Interpreter.
3. Command. - The flight will depend operationally on the British Command which will issue the instructions relative to the employment and duties of the flight.

4809

5. Employment. - The operational orders to the flight personnel will be issued by the same officer commanding the flight directly or through the liaison officer.

- 2 -

6. Billets. - The personnel will be billeted in a villa requisitioned in close proximity of Ciampino airfield. The habitation of the villa and the plants and accessories (light, water, kitchen, etc.), will be carried out by the I.A.F.

The Chief of staff.

translated by J. Bevacqua.

4807

STATO MAGGIORE R AERONAUTICA

1° REPARIO

1ª Sezione Operaz. e Addestramento

nome li _____

24 OTT 1946

ALL'AIR FORCES SUB COMMISSION

R O M A

Prot. 100419 ov 23/1/46 boll.

OGGETTO: - Squadriglia per esercitazioni contraerea con manica rimorchio. =

1°) - A seguito accordi verbali tra WingCar Bédée ed il Colonnello Remondino, si comunica qui di seguito il punto di vista di questo Stato Maggiore circa l'organizzazione della squadriglia da impiegare per esercitazioni contraeree della Scuola Artiglieria dell'Esercito inglese dislocata a Civitavecchia.

2°) - Costituzione della squadriglia. La squadriglia sarà costituita con il seguente materiale e personale:

a) - Materiale della RAF:

- velivoli, parti di ricambio e materiale di consumo relativo;

- automezzi e materiale necessario per la loro efficienza;

- carburanti e lubrificanti per velivoli ed automezzi.

b) - Materiale della R.A.

- materiale ordinario (effetti lettereschi - mense - combi nazioni di volo - vestiario - armamento personale);

- viveri: le razioni regolamentari.

c) - Personale della RAF:

- quello necessario per l'istruzione del personale italiana
no sul materiale inglese e sui compiti particolari da
assolvere;

- ufficiale di collegamento con l'Autorità inglese superiore

OGGETTO: - Squadriglia per esercitazioni contraerea con manica rimorcinio. =

1°) - A seguito accordi verbali tra WingCdr Bésdee ed il Colonnello Remondino, si comunica qui di seguito il punto di vista di que suo Stato maggiore circa l'organizzazione della squadriglia da impiegare per esercitazioni contraeree della Scuola Artiglieria dell'Esercito inglese dislocata a Civitavecchia.

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- automezzi e materiale necessario per la loro efficienza;
- carburanti e lubrificanti per velivoli ed automezzi.

b) - Materiale della R.A.

- Materiale ordinario (effetti letterecci - mense - combi nazioni di volo - vestiario - armamento personale);
- viveri: le razioni regolamentari.

c) - Personale della RAF:

- quello necessario per l'istruzione del personale italia no sul materiale inglese e sui compiti particolari da assolvere;

- ufficiale di collegamento con l'Autorità inglese superiore.

d) - Personale italiano:

- tutto il personale pilota, specialista e d'ufficio della squadriglia;
- interprete.

3°) - Dipendenze. La squadriglia dipenderà dal Comando inglese che

./.

0796

emanerà le disposizioni relative all'impiego ed ai connessi servizi di squadriglia.

4°) - Comando di squadriglia. - Il comando di squadriglia sarà assunto da un Capitano pilota della R.A. il quale sarà responsabile, verso l'autorità inglese direttamente superiore, del funzionamento disciplinare, operativo e dei servizi della squadriglia da lui comandata.

Per lo svolgimento delle pratiche inerenti ai personale e materiale italiano corrisponderà direttamente con l'ente territoriale della R.A. interessato.

5°) - Impiego. - Gli ordini operativi al personale di squadriglia verranno emanati dal comandante di squadriglia stesso sulla base degli ordini ricevuti dall'autorità superiore inglese, direttamente o tramite l'ufficio di collegamento.

6°) - Alloggi. - Il personale alloggiato in una villa requisita nei pressi dell'aeroporto di Ciampino.

I lavori di adattamento della villa e di impianti ed accessori (luce - acqua - cucine, ecc.) verranno eseguiti dalla R.A. =



IL CAPO DI STATO MAGGIORE 4804

[Handwritten signature]

7/12

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

To : Italian Air Ministry
attn: LT. SENI

Date : 9th February 1946

Ref : AFSC/33/AIR.

R.A.F. TOW-TARGET FLIGHT

23. A.A.C.U. - CIAMPINO.

Further to our telephone conversation of this date enclosed herewith is one (1) copy of the Maintenance Schedule for the Vengeance IV aircraft.

It would be appreciated if you will return the copy to this Headquarters when translation is complete.

W 11 13/4

A. H. RT F/LT.
for Air Vice Marshal,
Director
Air Forces Sub Commission.

4802

From : Air Forces Sub Commission, A.C., me.
To : Officer Commanding,
23. A.A.C.U.
R.A.F. C.M.F.
Date : 9th February 1946
Ref : AFSC/33/AIR.

"ITALIANISATION" OF R.A.F. TOW-TARGET FLIGHT.

Reference copy of our letter to you AFSC/33/AIR dated 23rd January, 1946.

2. This Headquarters has now received approval from MAAC Secretariat for the transfer, to Italian personnel, of flying and maintenance duties in the above flight.
3. All RAF Equipment, Mechanical Transport and P.O.L. will be handed over complete.
4. The unit will be regarded as a RAF Flight manned by Italian Air Force personnel. In command will be a British Officer (G.D. Pilot) of Flight Lieutenant rank, who will also be responsible for any necessary liaison duties. An R.A.F. N.C.O. will also be supplied to help with Voucher demands and general documentation etc..
5. It is desired that the conversion of 23 A.A.C.U. from RAF personnel to I.A.F. personnel commence as soon as possible. The aim should be to complete this conversion within one month.
6. It is pointed out that Italian pilots should not be allowed to fly until authority is received from the American A.T.C., who are responsible for the control of aircraft and flying discipline on the airfield.

for

A. Hart f/lt.
A. HART F/LT.

Air Vice Marshal

~~Director~~

Air Forces Sub Commission.

ARMY FORM C 2136 (Small)

MESSAGE FORM

Register No.

5/2.

Call

Srl. No.

City

Transmit

Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date-Time of Origin

OFFICE DATE STAMP

AMAL ITALY

061732/A

For Action

A.F.S.C. ALLIED COMMISSION ROMIE

TO

(W) For Information (INFO)

- Message -

Instructions

GR

Originator's No.

4.879 6/2 SECRET.

YOUR A.237 FEB 0 APPROVAL GIVEN 0 144

MAAC/4208/AFALS DATED 3/1 JANUARY 1946 REFERS.

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS (EXCEPT) WIRELESSIF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time	System
THI or TOR	
Time cleared	

SIGNED

SIGNED

File

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

To : Commanding Officer,
1419th A.A.F. Base Unit, A.T.C.,
Ciampino Airfield, Rome.

Date : 6th February 1946.

Ref : AFSC/33/AIR.

47A

R.A.F. TOW-TARGET FLIGHT.
23. A.A.C.V. - CIAMPINO.

Appended herewith is a true copy of the letter
dispatched to you from this Headquarters on the 28th January,
1946, as requested by your Adjutant in telephone conversation
of this date.

for

A. Hart. 6/27
A. HART F/LT.
Air Vice Marshal,
Director
Air Forces Sub Commission.

46A

From : Mediterranean Allied Air Committee Secretariat.
 To : Air Forces Sub-Commission, Allied Commission, ROME.
 Date : 31st January, 1946.
 Ref : MAAC/4208/AFALS.

R.A.F. TOW-TARGET FLIGHT.

112A

Reference is made to your letter AFSC/33/Air,
 dated 23rd January, 1946.

2. The above mentioned Flight on being "Italianised" will be handed over complete with all R.A.F. Equipment, Mechanical Transport and P.O.L.
3. This unit will be regarded as a R.A.F. Flight manned by Italian Air Force personnel. In command will be a British Officer (G.D. Pilot) of Flight Lieutenant rank, who will also be responsible for any necessary liaison duties. An R.A.F. N.C.O. of Equipment branch will also be supplied to help with Voucher Demands and general documentation etc.
4. It is confirmed that two Spitfires will eventually be issued to provide practice for dive-bombing etc.
5. It is desired that the taking-over and conversion of No. 23 A.A.C.U. from R.A.F. personnel to I.A.F. personnel takes place as soon as possible, preferably within the one month, as proposed in your draft letter to the Italian Air Ministry, reference AFSC/33/Air dated 21st January 1946.
6. The proposed establishment attached to the above mentioned draft letter is approved by this Secretariat.



42B
 W49 13/24797
 P. W. WALMSLEY
 Squadron Leader,
 for Wing Commander,
 Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE.

Copies to: S.A.S.O.
 A.O.A.
 S.T.O.
 S.E.O.
 S.P.S.O.

W49 13/24797

OUTGOING SIGNAL

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

To : A.H.Q. Italy.

SECRET (.) A.237 (.) TOO.1100/5/2 (.) 1946
REFERENCE OUR LETTER AFSC/33/AIR DATED 23rd JANUARY 1946(.)
MAY YOUR APPROVAL OR AMENDMENTS OF PROPOSALS FOR "ITALIANISATION"
OF 23 A.A.C.U. NOW BE GIVEN (.)

PRIORITY ROUTINE

A. Hart E/LT.
A. HART E/LT.

4795

From:- Air Headquarters Italy.
To :- Air Forces Sub-Commission, Allied Mission, Rome.
Date:- 24th January, 1946.
Ref :- HQEDM/4208/AFAL.

44A

R.A.F. TOW-TARGET FLIGHT

Reference is made to this Headquarters' letter of even reference dated 24th January, 1946.

2. May an answer now be given, please? Done at 42A.

WNB 25/1

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander
for Air Commodore
Senior Air Staff Officer,
Air Headquarters ITALY.



4794

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

To : Commanding Officer,
1419th A.A.F. Base Unit, A.T.C.,
Ciampino Airfield, Rome.

Date : 28th January 1946.

Ref : AFSC/33/AIR.

R.A.F. TOW-TARGET FLIGHT.
23. A.A.C.V. - CIAMPINO.

It has been approved by Headquarters MEDME that, to effect a saving in British manpower, Italian flying and maintenance personnel shall take over duties in the above unit. It will remain under the command of a R.A.F. (General Duties branch) officer.

2. Detailed proposals for the conversion of personnel have been addressed to Air Headquarters, Italy, and to the Italian Air Ministry. A copy of these proposals is attached herewith.

3. May we have your authority to effect the transfer of the Italian personnel?
Any comments on the proposals would be appreciated by this Headquarters.

W. N. Bisdée Major.

for W. N. BISDEE W/Cdr,
Air Vice Marshal
Director
Air Forces Sub Commission.

Copy to: 23 A.A.C.V.

NOTE OF ACTION

True copy dispatched 6th February 1946

See Serial A 7 A.

A. H. H. 1/2

6/2/46

4793

From : Air Force Sub Commission, A.C., Rom .
 To : Italian Air Ministry, Rome.
 Date : 21st January 1946.
 Ref : AFSC/33/AIR.

R.A.F. TOW-TARGET FLIGHT.
23 A.A.C.U. - CIAMPINO.

The Air Officer Commanding in Chief, R.A.F. MEDVE, has now approved the proposal for the Italian Air Force to take over the flying and maintenance activities of the above mentioned unit. The unit will remain a R.A.F. unit, under the ^{control} ~~charge~~ of an R.A.F. General Duties Officer who will be responsible for ~~all administrative~~ ^{and aircraft} ~~and aircraft~~ equipment administration.

2. The unit duties are co-operation with the British Army school of artillery - Civitavecchia. All flying orders are arranged in co-operation with unit. The flight is equipped with 5 Vengeance IV aircraft and two Hurricanes.

3. The Italian Air Ministry has already agreed to the taking over of this work, and full details of the personnel required for the operation of the unit are appended at the Enclosure.

4. Conversion of Italian personnel to all phases of the flight duties is likely to take approximately one month. It is requested that Italian personnel be made available as soon as possible and a target date of February 1st is suggested, for the commencement of training. Your comments in this connection are requested.

5. Considering the type of aircraft and the work involved (namely high and low runs, and dive-bombing) it is suggested that fighter pilots would be most suitable for conversion. ⁴ ~~The~~ conversion time will be approximately five hours per pilot.

6. The duty of "drogue operator" is normally performed by an R.A.F. airman. Instruction of Italian Airmen will be supervised by a qualified R.A.F. Corporal. It will consist of both air and

The Air Officer Commanding in Chief, R.A.F. MEDNEY, has now approved the proposal for the Italian Air Force to take over the flying and maintenance activities of the above mentioned unit. The unit will remain a R.A.F. unit, under the ^{Command} ~~charge~~ of an R.A.F. General Duties Officer who will be responsible for ~~all administrative~~ ^{and aircraft} ~~five and operational details~~ and aircraft equipment administration.

2. The unit duties are co-operation with the British Army school of artillery - Civitavecchia. All flying orders are arranged in co-operation with unit. The flight is equipped with 5 Vengeance IV aircraft and two Hurricanes.
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4. Conversion of Italian personnel to all phases of the flight duties is likely to take approximately one month. It is requested that Italian personnel be made available as soon as possible and a target date of February 1st is suggested, for the commencement of training. Your comments in this connection are requested.
5. Considering the type of aircraft and the work involved (namely high and low runs, and dive-bombing) it is suggested that fighter pilots would be most suitable for conversion. ^{The} conversion time will be approximately five hours per pilot.
6. The duty of "drogue operator" is normally performed by an R.A.F. airman. Instruction of Italian Airmen will be supervised by a qualified R.A.F. Corporal. It will consist of both air and ground instruction, and will take up to two weeks to complete. Airmen chosen for this duty should be keen on flying and possessed of a good standard of intelligence and should be given flying pay.
7. Engine unserviceability has in the past been an overriding factor in restricting the flying programme of 23 A.A.C.U. The engine of the Vengeance is the Wright Cyclone, as on the Baltimore aircraft. Instruments, electrical and radio equipment, are similar to those pertaining an other American aircraft. It is therefore thought that maintenance personnel from the Baltimore squadrons could best be used to facilitate transition.

-2-

8. Maintenance personnel will work together with the R.A.F. crews until adequately trained. An Italian Warrant Officer or Flight Sergeant should be provided for maintenance supervision of the Italian personnel, and for liaison with the R.A.F. Senior N.C.O.
9. The position of interpreter has already been discussed with Col. Adrower. The duties will consist chiefly of briefing the aircrew personnel, and liaison with the school at Civitavecchia for radio communication work.

Accomodation

10. As agreed by Col. Adrower Italian officers in this flight will be billeted in Rome, transport to Ciampino being provided daily. Messing arrangements should be arranged by the I.A.F. It is suggested that Officers could take their mid-day meal at the airmen's villa.
11. For the airmen investigations are in progress as to the possibility of obtaining accomodation at a villa two miles from the airfield. Full billeting and messing facilities would be available at the villa. It is probable that Allied transport will be available for them. Arrangements for providing cooks and rations should be made by the I.A.F.
12. Your comments and further suggestions are invited together with information as to when arrangements are sufficiently advanced to move into Ciampino.

I.E. BRODIE
Air Vice Marshal
Director
Air Forces Sub Commission.

4737

Copy to: Commanding Officer,
1419th A.A.F. Base Unit, A.T.C.,

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12. Your comments and further suggestions are invited together with information as to when arrangements are sufficiently advanced to move into Ciampino.

I.E. BRODIE
Air Vice Marshal
Director
Air Forces Sub Commission.

4799

Copy to: Commanding Officer,
1419th A.A.F. Base Unit, A.T.C.,
Ciampino Airfield, Rome.

ENCLOSURE I.

PROPOSED ESTABLISHMENT ITALIAN PERSONNEL

INTERPRETER (Officer)	1
PILOTS	6
DROGUE OPERATORS (if possible 1 corporal)	4
FITTERS (Airframes 9 engines) (1 Senior N.C.O.)	12
RIGGERS (Flight Mechanics. Airframes 9 Engines)	13
ELECTRICIANS	4
INSTRUMENT MECHANICS	3
RADIO	2
COOKS	3
SAFETY EQUIPMENT (Parachute packer)	1
CLERK (General duties typist)	1
Total personnel	50

42A

From : Air Forces Sub Commission, A.C., Rome.
 To : A.A.C.U., Italy.
 Date : 23rd January, 1946.
 Ref : 1230/33/Air.

R.A.F. TOR-TARGET FLIGHT

Reference is made to your letter HQ MEDAF/4208/123 dated 9th January requesting detailed proposals for the "It-It" flight of the above mentioned flight. These proposals are outlined in the attached draft of a letter to the Italian Air Ministry. This letter was drafted after consultation with 23 A.A.C.U., 149 Staging Post and the Italian Air Ministry. Your approval or amendment to the proposals is requested as soon as possible (preferably by signal.)

2. With reference to the proposed establishment attached to the flight it is considered that this is the minimum one required for efficiency, the work of the flight having been previously curtailed by lack of personnel, particularly engine mechanics.

3. It is understood that the allotment of two Spitfire V's to 23 A.A.C.U. in replacement of the unserviceable Harrie and is under consideration. These replacements are essential for fulfilling the flight's simulated Dive-bombing Commitment.

4. It is intended that the R.A.F. Unit Commander should be responsible to this Sub Commission for all matters of administration and operations, and to G.C. 149 Staging Post for discipline.

5. May it be confirmed that the Flight's Mechanical Transport and A.C. stocks will remain available after It-It flight has taken place.

W.M.B.

4789

W.M. BROWN, W/Cdr,
 Air Vice-Marshal,
 Air Officer Commanding.

Copy to : 23 A.A.C.U.

Note:

FIRST PILOTS & SPECIALISTS REPIATED FOR DUTY (23 NACU)
 FRIDAY 1ST FEB 1946. A. B. H.

From : Air Forces Sub Commission, A.C., Rome.
 To : Italian Air Ministry, Rome.
 Date : 21st January, 1946.
 Ref : AFAC/33/Air.

*The I.A.M.
 do not yet possess
 the copies of the
 documents
 confirmed with the
 5/2/46*

R.A.F. NOW-TARGET FLIGHT.
23 A.A.C.U. - CLAMPING.

The Air Officer Commanding in Chief, R.A.F. Bomber, has now approved the proposal for the Italian Air Force to take over the flying and maintenance activities of the above-mentioned unit. The unit will remain a R.A.F. unit, under the charge of an R.A.F. General Duties Officer who will be responsible for all administrative and operational details.

2. The unit duties are co-operation with the British Army School of Artillery - Civitavecchia. All flying orders are arranged in co-operation with unit. The flight is equipped with 5 Vengeance IV aircraft and two Hurricanes.
3. The Italian Air Ministry has already agreed to the taking over of this work, and full details of the personnel required for the operation of the unit are appended at the Enclosure.
4. Conversion of Italian personnel to all phases of the flight duties is likely to take approximately one month. It is requested that Italian personnel be made available as soon as possible and a target date of February 1st is suggested, for the commencement of training. Your comments in this connection are requested. 4/3/46
5. Considering the type of aircraft and the work involved (namely high and low level runs, and dive-bombing) it is suggested that fighter pilots would be most suitable for conversion. The conversion time will be approximately five hours per pilot.
6. The duty of "drogue operator" is normally performed by an R.A.F. airman. Instruction of Italian Airman will be supervised by qualified R.A.F. Corporal. It will consist of both air and ground instruction, and will take up to two weeks to complete. Airman chosen for this duty should be keen on flying and possessed

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2. The unit duties are co-operation with the British Army school of artillery - Civil vessels. All flying orders are arranged in co-operation with unit. The flight is equipped with 5 Vengeance IV aircraft and two Hurricanes.
3. The Italian Air Ministry has already agreed to the taking over of this work, and full details of the personnel required for the operation of the unit are appended at the enclosure.
4. Conversion of Italian personnel to all phases of the flight duties is likely to take approximately one month. It is requested that Italian personnel be made available as soon as possible and a target date of February 1st is suggested, for the commencement of training. Your comments in this connection are requested. 4/88
5. Considering the type of aircraft and the work involved (namely high and low level runs, and dive-bombing) it is suggested that fighter pilots would be most suitable for conversion. The conversion time will be approximately five hours per pilot.
6. The duty of "drogue operator" is normally performed by an R.A.F. airman. Instruction of Italian airmen will be supervised by qualified R.A.F. Corporal. It will consist of both air and ground instruction, and will take up to two weeks to complete. Airmen chosen for this duty should be keen on flying and possessed of a good standard of intelligence and should be given flying pay.
7. Engine unserviceability has in the past been an overriding factor in restricting the flying programme of 23 A.A.C.U. The engine of the Vengeance is the Wright Cyclone, as on the Baltimore aircraft. Instruments, electrical and radio equipment, are similar to those pertaining on other American aircraft. It is therefore thought that maintenance personnel from the Baltimore squadron could best be used to facilitate transition.
8. Maintenance personnel will work together with the R.A.F.

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Accommodation.

10. As agreed by Col. Adrower Italian officers in this flight will be billeted in Rome, transport to Ciampino being provided daily. Messing arrangements should be arranged by the I.A.F. It is suggested that Officers could take their mid-day meal at the airmen's villa.

11. For the airmen investigations are in progress as to the possibility of obtaining accommodation at a villa two miles from the airfield. Full billeting and messing facilities would be available at the villa. It is probable that Allied transport will be available for them. Arrangements for providing cooks and rations should be made by the I.A.F.

12. Your comments and further suggestions are invited together with information as to when arrangements are sufficiently advanced to move into Ciampino.

I.A. BRODIE,
Air Vice-Marshal,
Air Officer Commanding 4187

ENCLOSURE I.

PROPOSED ESTABLISHMENT IN CHINA PERSONNEL

PERSONNEL (continued)

PERSONS

PROPOSED ESTABLISHMENT (all personnel responsible)

PERSONS (41 personnel in engines) (1 under H.O.O.)

PERSONS (flight mechanics, engineers & engineers)

PERSONNEL

PERSONNEL PERSONNEL

PERSON

PERSON

PERSON PERSONNEL (20,000,000)

PERSON (General duties person)

1 1 4 12 12 4 2 1 1 1 1

Total personnel

50

4736

51

D.H.G.

146

Based on this Report
pt. draft a letter to AHG
~~re: subject~~ attaching
a draft of a letter on
the subject which we will
propose sending to the
I.A.M. giving instructions
as to the taking over of the
flight together with
ways & means.

If accommodation
cannot be found by
the Allies the personnel
will have to be accommodated
under Italian arrangements
in Rome or possibly
Centocelli & the RAF

will have to provide
vehicles for transportation
for personnel (perhaps SP
could help in this).

KRB 187.

41 A.

AIR FORCES SUB COMMISSION
ALLIED COMMISSION
R O M E

R.A.F. TOW - TARGET FLIGHT
23 A.A.C.V. - CIAMPINO.

The following details and recommendations are submitted concerning the transfer of the duties performed by the above flight, to the Italian Air Force.

UNIT ESTABLISHMENT

FLIGHT COMMANDER AND LIAISON OFFICER

R.A.F. Officer (F/ET.) G.D. Branch.
INTERPRETER

R.A.F. or Italian

EQUIPMENT STORES AND MAINTENANCE
(R.A.F. F/Sgt)
SUPERVISION

PILOTS (Italian)

PROGUE OPERATORS

+ Fitters II A.
 .. II E.

F.M.A.
 F.M.E.

Electrician I.
 .. II.

Instrument I.

Wirelessmechanic.
 3 Cooks
 1 Clerk

Total personnel

47 44

+ Of this total 42 can be Italian personnel.
 + These airmen are posted as from next week.

a) PILOTS

CONVERSION OF ITALIAN PERSONNEL.

It is strongly recommended that pilots from the fighter school at Lecce be allocated for the work. Each pilot would need about five hours solo transition flying before being allowed to

4785

R.A.F. Officer (F/IT.) G.D. Branch.

INTERPRETER

R.A.F. or Italian

EQUIPMENT STORES AND MAINTENANCE
(R.A.F. F/Sgt) SUPERVISION

PILOTS (Italian)

DROGUE OPERATORS

+ Fitters II A.

.. .. II E.

F.M.A.

F.M.E.

Electrician I.

.. .. II.

Instrument I.

.. .. II.

Wirelessmechanic.

Total personnel

47 44

Of this total 42 can be Italian personnel.
+ These airmen are posted as from next week.

4785

CONVERSION OF ITALIAN PERSONNEL.

a) PILOTS

It is strongly recommended that pilots from the fighter school at Lecce be allocated for the work. Each pilot would need about five hours solo transition flying before being allowed to carry a drogue operator, or commence active flying co-operation with the army. Due to the present state of a/c maintenance, weather factor etc, - this will take some two to three weeks to complete.

b) DROGUE OPERATORS R.A.F. - A.C.H's. are performing this work with a Corporal i/c.. Instruction consists of ground training plus four or five practical demonstrations in the air. Approximately fourteen days will be required to train Italian Airmen to an efficient standard.

- 2 -

(c) MAINTENANCE PERSONNEL

Five shortage of ground crew staff has been the chief complaint of this Unit, and the sooner Italian personnel can move in, the better. I have enumerated in pencil, beside the recommended establishment, the actual number of ground crew at present employed. This is barely sufficient to maintain 3 out of 5 Vengeance aircraft. Engine maintenance is the chief cause of trouble, and as the engines are the Wright Cyclones, similar to those in the Baltimore, I suggest Baltimore ground crew be used in the proposed change - over. The instruction will be given by the Warrant Officer and Flight Sergeant now at Ciampino.

Other Chief maintenance points are:-

Electrical, instrument and radio equipment.

It is requested that maintenance be regarded as the important factor, and be treated with some urgency.

ACCOMMODATION

This has been found thus far, entirely by 149 S.P. in conjunction with 2 Base Area. The R.A.F. Officers leave in 149 S.P. Mess, and the airmen use two rooms located in the Admin. block near the Dorchester Hotel.

I do not believe it policy to lodge Italian officers in a R.A.F. Mess, and to house 35 Italian airmen will need separate accommodation. In conjunction with P/17. HALSTAD of 2 Base Area a search for alternative accommodation and messing is being made in the "Capannelle" which is situated about one mile from the airport on the Rome side, and consists of several villas.

There is ample room to feed the airmen in the present airmen's mess, and there are already twelve Italian airmen guards, who eat there. If a Unit detachment moves in, as is proposed, it may be best for Italian cooks to be used also.

ORGANISATION

In addition to the above mentioned staff the Unit also has a Flying Officer adjutant post, plus one clerk G.D. (Corporal), to attend to all administrative details. Presumably these need not be maintained.

Flying programmes are organised by the Flight Commander in conjunction with the School of Artillery, Civitavecchia. The proposed programme to 9th February 1946 is attached to this report.

Weather information is obtained from American sources via 149 S.P., and all briefing is done by the flight Commander.

Petrol and oil are demanded from 149 S.P.. All other maintenance equipment is demanded through 149 S.P.

Electrical, instrument and radio equipment.

It is requested that maintenance be regarded as the important factor, and be treated with some urgency.

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Weather information is obtained from American sources via 149 S.P., and all briefing is done by the flight Commander.

Petrol and oil are demanded from 149 S.P.. All other maintenance equipment is demanded through III R.S.U.

Drogues and cables are demanded through No. 2 Base Area Stores.

Aircraft are parked in the open on Ciampino airfield, and six tents are provided for office, and maintenance work. All flying is controlled by the American Authorities.

The strength of aircraft is 5 Vengeance, and 2 Hurricanes, which are almost totally u/s, and 2 Spitfires have been requested as replacements.

- 3 -

REMARKS

The flight commander emphasized that the sooner the Italians can take over the better. Their programme has been consistently curtailed due to lack of personnel, especially maintenance. I suggest the recommended establishment be regarded as the minimum essential.

An interpreter is vital, - for briefing duties, and also for possible co-operation with the Artillery school, when it is desired to pass radio messages to the Italian pilots over the target area.

To attend to equipment demands, and maintenance orders it was suggested that the R.A.P. - S.N.C.O. be maintained to assist the G.D. Officer.

The only real problem in effecting the transfer, thus far, is accommodation.

R. Hast 8/15/46

A. HART F/IT.
Flying Training Instructor.

AIR FORCES SUB COMMISSION
ALLIED COMMISSION, ROME.
DATE:- 17th DECEMBER 1946.
REF :- AFSC/33/AIR.

4781

0822

SCHOOL OF ARTILLERY
APO S. 351, CEF

Tel: Civiltaveosia 51

Ref: C/1/649

14 Jan 46

Subject: Air Co - operation

No: OC 23 A.A.C.U.
R.A.F.

Herewith details of further air co-operation requirements during		
Jan/Feb 46.		"dive bomb" S. of A.
Sat 19 Jan 46	11.00-11.20	High Silent Course "Z"
Tue 29 Jan 46	14.30-15.30	High Silent Course "X"
Th 31 Jan 46	14.30-15.30	High Silent Course "Y"
Fri 1 Feb 46	14.00-15.00	High Silent Course "X"
Sat 2 Feb 46	09.30-10.30	LAA "silent" 1500 ft. approx
Mon 4 Feb 46	10.30-12.30	Straight Crossing runs.
	15.00-16.00	LAA towed target. 1500 ft. approx.
	10.30-12.30	Straight Crossing runs
Tue 5 Feb 46		LAA Towed target. 1500 ft. approx.
	15.00-16.00	Straight crossing runs.
	10.30-12.00	LAA Towed target. 1500 ft approx.
Wed 6 Feb 46		Varying Courses.
		LAA towed target. 1500 ft. approx.
	15.00-16.00	LAA "silent" 1500 ft approx
	10.30-12.00	Straight crossing runs.
Thu 7 Feb 46		LAA towed target. 1500 ft approx.
	15.00-16.00	Straight crossing runs.
	10.30-12.00	LAA towed target. 1500 ft approx.
Fri 8 Feb 46		Varying courses.
	15.00-16.00	LAA Towed target. 1500 ft approx
	10.30-12.00	Varying courses.
Sat 9 Feb 46		LAA Towed target. 1500 ft approx
		Varying courses.

2. Course "Y" mentioned above will be from map ref: 4140145 (North of TARUNILA) to a point at approx. map ref: 3360600 (approx 9 miles west of PHEGEM) crossing the coast at a point LR 165840. Height 8000 feet. This course is required for training of height and range takers using optical instruments.

3. Wireless communication will be maintained throughout each sortie. The call sign at the ground station at LR 3302817 for all LAA co-operation and at LR 3466890 for the "dive bombing attack 417" and Course "Y" will be BILTA 34 in both cases.

Tue 5 Feb 46	10.30-12.30	Straight Crossing runs. LAA Towed target. 1500 ft. approx. Straight crossing runs. LAA Towed target. 1500 ft approx. Varying Courses. LAA towed target. 1500 ft. approx.
Wed 6 Feb 46	10.30-12.00	LAA "silent" 1500 ft approx Straight crossing runs. LAA towed target. 1500 ft approx. Straight crossing runs. LAA towed target. 1500 ft approx. Varying courses. LAA Towed target. 1500 ft approx. Varying courses. LAA Towed target. 1500 ft approx. Varying courses. LAA Towed target. 1500 ft approx. Varying courses.
Thu 7 Feb 46	10.30-12.00	15.00-16.00
Fri 8 Feb 46	10.30-12.00	15.00-16.00
Sat 9 Feb 46	10.30-12.00	

2. Course "A" mentioned above will be from map ref: 414045 (North of TLR UNIA) to a point at approx. map ref: F360600 (approx 9 miles west of PRECEN) crossing the coast at a point LR 165840. Height 8000 feet. This course is required for training of height and range takers using optical instruments.

3. Wireless communication will be maintained throughout each sortie. The call sign at the ground station at LR F302617 for all LAA co-operation and at LR F486890 for the "Five Bombing Attacks 477" and Course "A" will be BILMA 31 in both cases.

Major R.A.
S.V.C. (A)
For Lt. Col. R.A., Commandant School of Artillery.

40A

From : Headquarters, ITALY.
 To : Air Forces Sub-Commission, Allied Commission, ROME.
 Date : 9th January, 1946.
 Ref : HQMAG/4,208/ALS.

R.A.F. TOW-TARGET FLIGHT.

39A

Reference is made to your AFSC/33/AIR dated 21st December, 1945.

2. It would be appreciated if detailed proposals for the "Italianisation" of 23 A.A.C.U. Target Towing Flight could now be submitted to this Headquarters, with particular reference to any Royal Air Force personnel required for Liaison, as the Air Commander in Chief MEXE has now agreed to this proposal.

S.S. OWNB

Action as on my sub
on PLH's Report pl.

194

Maxwell Fisher.

(MAXWELL FISHER)
 Wing Commander,
 for Air Commodore,
 Senior Air Staff Officer,
 Air Headquarters, ITALY.

Copy to :- S.A.S.O.
 D/A.C.A.



4777

316

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

TO: A.H.Q. ITALY.

DATE: 21ST DECEMBER, 1945.

REF: AFSC/33/AIR.

R.A.F. TOW-TARGET FLIGHT.

Reference is made to the conversation between Air Vice-Marshal Brodie, Director, A.F.S.C., at your Headquarters with S.A.S.O. and D.O.A. on the 5th December, wherein it was suggested that the Italian Air Force take over the responsibilities of the R.A.F. Tow-target Flight now stationed at Ciampino.

2. The Flight is equipped with 5 Vengeance IV and 2 Hurricane Mk.IIc aircraft. Its principal duty is co-operation with the British Artillery School. In performing this duty the average monthly flying time for the past three months has been thirty hours. However the unit expects that this will be somewhat increased for the first half of 1946.

3. The I.A.F. is capable of handling this assignment and would be agreeable to accepting it. It is understood that this unit would remain an R.A.F. unit being supplied from R.A.F. sources with POL (No.149 Staging Post) and spares, and that the Italians will merely maintain and fly these aircraft under the supervision of an R.A.F. CD Officer and Equipment Officer.

4. It is suggested that authority be given to the A.F.S.C. to transfer the maintenance and flying activities of this unit to the Italian Air Force in order to save British manpower.

D.D. NTR 22/12

A/DD. Row 27/d

SS-WAB 3/1

[Signature]

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

5176

4. It is also proposed that the aircraft be maintained by the Italians.
5. Generally speaking this unit will remain an R.A.F. unit being supplied from R.A.F. sources with F.O.L. (No. 149 Staging Post), and that the Italians merely fly these aircraft and maintain them.
6. Will you please discuss this question with the Italian Air Ministry and get their tentative reactions as to the practicability of the scheme before we take executive action either with A.H.Q. or with the Italian Air Ministry.
7. I can foresee one snag at least, namely that of accommodation, but it may be possible to accommodate the Italians at Centocelle (already overcrowded), or at No. 56 Rest and Leave Camp, where the R.A.F. Staging Post is accommodated, and where accommodation would probably be available *(ask No. 2 Base Area)*.
8. I suggest that possibly the best source of pilots and maintainers will be from either the Baltimore Squadrons or the Fighter Squadrons.
9. I also heard yesterday at No. 2 Base Area that the Italians should take over the Light Aircraft Unit now stationed at Littorio. I am afraid I do not know what its name is or much about the job, but I believe they are doing absolutely nothing. I suggest you contact Squadron Leader HUGH if we have not already received a letter from No. 2 Base Area on this subject, and that you discuss this with the Italian Air Ministry at the same time as the Tow-target flight.
10. Impress upon the Italian Air Ministry that these are only tentative enquiries and no executive action is to be taken by them as yet. **4775**

L. P. P. P. P.

I. S. HUGHES,
AIR VICE-MARSHAL,
AIR CRYPTIC COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 7th December, 1945.
Ref: AFSC/33/AIR.

Copy: S.A.S.O. A.H.Q. ITALY.

cooperation with the Army.

Personnel

Vengeance carries 1 pilot & 1 engine operator - at present 6 pilots, - short of ground staff & expediting maintenance difficulty with the engines.

Light and flight lessons

3. Lessons - Air observer training for Army officers, graduates with artillery school. Circumstances (some under 24g). C.O. is an army expert. Some 7 days of killed crew.

Also 3 Vectors all provided.
Flying instructors 5 per month

HE 8th to them it was

FROM : STAFF, GULFON. I.M.F. 1st Operations Section.

TO : SEAFARERS WING. T. BARTO.
 APPROVITA BARI
 MARIST T. BONE
 WEC/AC ROSE (by hand)
 I.F. CAMP NIA. MAPLES.

DATE : 3. SEPT.

REF. : 7170/0 . 3/1/4985 6611.

ST T. BARTO 27170/08. 3/1/4985 6611. TO SEAFARERS WING T. BARTO AND FOR
 IMP. APPROVITA BARI. MARIST T. BONE. WEC/AC ROSE. I.F. CAMP NIA. MAPLES.
 FURTHER TO OUR SIGNAL 27005 DATED 14 AUGUST AIRRANGE FOR CAT Z 501
 REQUESTED FOR TRAINING A. . IN N PLES TO BE SENT TO MISIDA ON 20th SEPT
 INSTEAD OF 10th SAME MONTH. ./. GEN. AIR ME CAT. ./.
 35A



4773

95/1/19

-8 SET. 1945

STATO MAGGIORE R. AVIAUTICA TELEGRAMMA IN PARTELLA - URGENTISSIMO1^a Sezione Oper. 011

RAGGRUPPAMENTO IDRO	<u>TARANTO</u>
AEROUNITA'	<u>BARI</u>
MARISTAT	<u>ROMA</u>
A.F.S.C./A.C.	<u>ROMA</u> (3 aerei)
AERONAUTICA CAMPANIA	<u>NAPOLI</u>

STATAREC.27170/Op.31// DESTINATARI RAGGRUPPAMENTO IDRO TARANTO ET PC
 AEROUNITA' BARI MARISTAT ROMA AFSC/AC ROMA AERONAUTICA CAMPANIA NAPOLI
 // AT PARZIALE MODIFICA TELEDISPACCIO 27005 AGOSTO 24 ~~XXXXXX~~ DISPORRE
 AFFINCHE' AEREO CANT Z.501 RICHIESTO PER ESERCITAZIONE CONTRAEREE DI=
 SLOCATE NAPOLI SIA INVIATO MISIDA PER GIORNO 20 SETTEMBRE ANZICHE' GIOR=
 NO 10 STESSO MESE // GENERALE AIMONE CAT // 94508



IN CARTE DELLA 15 SEZIONE

130/1/8

AFSC

FROM MEDME

1/26

36H

~~D9K NRB116 OP QVR 1/8 AO ASO W ITALY 27195~~

TO:-

- (1) ALL RAF UNITS MEDME (2) USAAF/MTO (3) B2L (4) OPK (5) YRO
(6) KW2 (7) MARIIGNANE (8) ALL ASC MEDME (9) ISTRES (10) F4F
(11) GOB (12) DH2 (13) 4ML (14) 2 BR (15) MT8 (16) P2Y
(17) LE BOURGET (18) ^ROPLY

AF5295 UNCLASS

ANTI AIRCRAFT FIRING FROM CAP CAMARAT AND ST TOPEG 4312 NORTH

0640 EAST (.) FIRING COMMENCES 0500Z 28/8 DAILY DAWN TO SUNSET

EXCEPT SUNDAYS TILL 15TH NOVEMBER RANGE 14 MILES HEIGHT 10000 FT =

271931B

B.340
28/8

33/Air

28/8

Shi, J. S., 2000, *China's Foreign Relations*, Beijing: China World Affairs Press, 195.

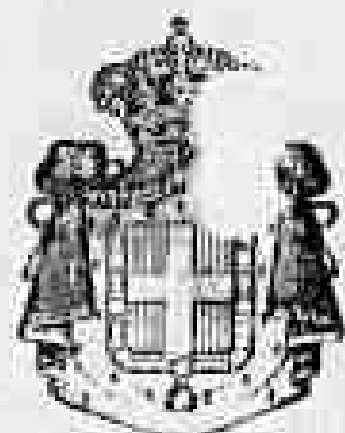
$$T_{\text{eff}} = 4\pi \frac{27000}{\pi} \left(\frac{3.74 \times 10^{-16}}{100} \right) \frac{1}{\text{cm}^2 \text{K}^4}.$$

(E. by det. Dremons)
25/6/5.

6378 29/3/2

4772

33/20



STATO MAGGIORE R. A.

Ufficio Operazioni

Prot. N. 27004

Allegati

Roma, 11. 09. 47 19

L'AIR FORCES SUB COMMISSION
ALLIED COMMISSION

= R O M A =

Risposta al Foglio del

Div. Sez. N.

OGGETTO Esercitazioni contraeree degli incrociatori e delle
siluranti del Gruppo Tirreno.-

1. Riferimento f.n. AFSC/33/AIR del 6 giugno c.a. e seguito al nostro foglio n.26878/Op.3-1 del 14 Agosto c.a.-
2. Si comunica che, su richiesta della R.Marina, è stato disposto per l'invio all'Idroscalo di Nisida per il giorno 10 Settembre p.v. di un Idro Cant.2.501 per lo svolgimento di un secondo ciclo di esercitazioni contraeree con le Unità Navali Italiane del Gruppo Tirreno.=

IL CAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Col. Pil. A. Remondino)

Remondino

34 A
(E)

3047

(c) 3.125 mm (0.125 in.).

6143/112/8

33/ant

4770

STATO MAGGIORE T. M. ITALIA

1. Sezione Operativa
UFFICIO OPERAZIONIRoma, 11 14 AGO 1945

34A

All'Air Forces Sub Commission - A.C.

R O M AProt.n. ⁸⁶²²⁸~~26416~~ / OP.3-1 / ^{4548 bell.}~~4548~~OGGETTO: Esercitazioni contraeree degli incrociatori delle
siluranti del Gruppo Tirreno.

1. Si fa seguito al foglio n. 26416/OP.3-1 in data 12 luglio 1945 di questo Stato Maggiore.
2. Il velivolo Cant.Z 501, già dislocato temporaneamente a Nisida, é rientrato, in data 4 agosto u.s., alla propria base di Taranto avendo ultimato il 1° ciclo di esercitazioni contraeree con le Unità Navali Italiane del Gruppo Tirreno.-



P. IL CAPO DI STATO MAGGIORE

Renzo

4769

OUTGOING SIGNAL.

FROM: A.F.S. COM (HOM)

TO : HQ. MACAF.

RESTRICTED(.)

A 562

ZOO. 091150Z AUGUST

YOUR A 430 DATED 8 AUG (.) CAN ACCEPT ONE FLIGHT 624

SUN AT LITTEBIC (.) NO ACCOMMODATION TENTAGE WILL BE

REQUIRED (.)

PRIORITY - ROUTINE.

W.B.
W.B. BOMER, W/COM.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

WJ 10/8

4168

FROM: AIR FORCES SUBMISSION, A.C. HOME.
TO : ITALIAN AIR FORCE. (Attn. Col. Adrower)
DATE: 9th August, 1945
REF : AFSC/33/AIR.

With reference to telephone conversation
between F/O Beneducci and Col. Adrower on 5th
August, copies of two signals are attached for your
information.

W.B.R.
W.B. ROYCE, W/CDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

LRKB V LGJP NR 103/08 ROUTINE

T ADD

FROM HQ MCAF

TO AIRFORCES SUB COMMISSION ROME

GR BT

A480 18/8/45

RESTRICTED . WOULD APPRECIATE YOUR ACCEPTANCE OF ONE FLIGHT
NO 624 SQUADRON WALRUS AIRCRAFT ON LITTORIO ^{AERODROME} AERODROME .

FLIGHT REQUIRED FOR MINESPOTTING OFF COAST IN TIXXX THIS
AREA UNTIL ABOUT END OF SEPTEMBER . FLIGHT WILL BE ENTIRELY
SELF-CONTAINED . CAN YOU ACCEPT .

BT 081635D

SENT HEG AR AR

IMI READ

A480 8/8/45 KKK

R AT 1855 EAD R AR TKU

AIR 87/08

31A

AIR FORCES 4767
8227 8/8/45
33/AIR

30A
(t)

FROM : I.A.P. STATO MAGGIORE

TO : A.F.S.C.

DATE : 12/7/45

REF/ : 26416/CF3/1/3898 COML

A.A. PRACTICE FOR CRUISERS AND M.T.B.s OF THE TIRRENEAN FLEET/FLIA.

Further to our letter No. 26081/CF 10 dated 28/5/45.

You are informed that on the 11th instant this HQ. gave instructions for the forwarding to the Misida Seaplane Base, between the 15th and the 20th of a Seaplane Cant 2 501 with a towed sleeve target for A.A. practice for Naval Units in Naples.

The training will probably last for 20 days.

IL CAPO DI STATO MAGGIORE
T.COR.PIL.E.SAVI

4766



STATO MAGGIORE AERONAUTICA
1^a Sezione Operazioni

Roma,

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

ROMA

e p.c.

Allo Stato Maggiore della R.M.

ROMA

Prot. n°

26416

2888

Oggetto: Esercitazioni contraeree degli incrociatori e delle siluranti
del Gruppo Tirreno.

1 - Seguito al foglio n° 26081/OP 10 del 28/5 c.a.

2 - Si comunica che in data 11 c.m. questo Stato Maggiore ha impartito disposizioni per l'invio tra il 15 e il 20 c.m. all'idroscalo di Nisida di un idro Cant. Z. 501 con manica, per esercitazioni contraeree con le Unità Navali slocate a Napoli. La durata delle esercitazioni sarà presumibilmente di
ni venti.



d'adue

IL CAPO DI STATO MAGGIORE
IL CAPO DELLA 1^a SEZIONE

(Ten. Col. Pil. [illegible])

[Signature]

4765

Min. dell'Aeron. - Stab. Fotom. 1943-XXI

0841

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

27A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : I.A.F. STATO MAGGIORE
DATE : 6th JUNE 1945
REF. : AFSC/33/AIR

EMPLOYMENT OF I.A.F. SEAPLANES FOR A.A. COOPERATION WITH
ITALIAN NAVAL CRAFT.

23A

In response to your request of 28th May reference
26081/OF10/3214 COLL, authority is given for you seek assistance
from the Seaplane Wing at Taranto in providing aircraft for
the Italian Navy's A.A. firing programme.

W.M. Bisdee

W.M. BISDEE W/CDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

4764

Copy to : Allied Liaison Section Taranto
" " " Bari

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

28A

NSC/2555
4 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Air Forces Sub-Commission, Allied Commission.
Subject: AA Practice - Italian Naval Aircraft.

24A

1. In reply to your letter AFSC/33/Air, it is confirmed that these practices are necessary and are approved by the Commander-in-Chief, Mediterranean.

H. W. Zimm
H. W. ZIMM
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.



4763

FROM: AIR FORCES SUB COMMISSION, A.C. ROME.
TO : ADVANCED HEADQUARTERS, D.A.F.
DATE: 2ND JUNE, 1945.
REF : AFSC/53/Air.

In answer to your signal R 403 dated
May 10th, herewith all details available at
the Italian Air Ministry.

T.G.N. PEARCE, W/CDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

4762

OUTGOING MESSAGE.

FROM: A.F.S.M.COMM. (ROME)

TO : ADVANCED HQ. D.A.F.

RESTRICTED(.)

A-275

TOO. 021119Z MAY

YOUR R 408 DATED MAY 10TH (.) DETAILS BEING FORWARDED
BY AIR MAIL FORTHWITH (.)

PRIORITY - ROUTINE.

T.G.H. PEARCE, W/CDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

4761

From : Italian Ministry, Cabinet of the Minister
To : AFSC (through Liaison Office)
Date : 30th May 1945
Ref. : 15613/3251 Coll.

25A
(1)BOMBING RANGES IN THE TRIESTE REGION.

Reference your AFSC/33/Air dated 14th May 1945.

We enclose herewith a report on the Bombing Ranges in the Trieste Region which were used by the Italian Air Force in the past.

Chief of Cabinet

translated by Cpl. Cumbo

C/59 1/4/45
33/Air

4769

Major Laro

Please answer

to 16 A

2/6
2/6

w/ 2/6

25B
(4)

AIR FIRING AREA AT MANIAGO (12° 50' gr 47°- 08' North)

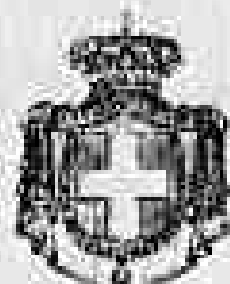
"L" shaped target, approx. 1000 mts x 800 mts..There is an armoured shelter in the field for M.T. vehicles detailed to transport the personnel and a shelter for the said personnel^{with} telephone installations. There is also a large trench in the Northern section of the field for the personnel whose duties are to observe the firing on the Balloon targets. In the centre of this large trench which is 80 mts long, there is an armoured shelter with two visors to observe the firing. In the front of this shelter a stone arrow was built to indicate the direction of the A/C. Boundary marks were built with stones, and the name "Maniago" in regular size characters was built with chalk and cement near the above mentioned armoured shelter.

BOMBING RANGE AT MANIAGO.

A bombing Range was built 1 km. x 1 km. on the right hand side of the road Maniago - Vivaro south of the above air firing area. In the centre of the field there is the regular barbed wire enclosure 300 x 300 mts, 4 target models, 2 complete and 2 striped of 200 x 8 mts, and a stone built cross. On the same level of the two complete models and in the centre of the cross, shelters were built with chalk and cement for the lighting installations for night bombing practice. Approx. two and half km. away from the centre of the range, three observation points were built with reinforced concrete, of about 6 mts high, in order to install the necessary instruments for the exact check of the target bombing. 2 of these observation posts are on the opposite side of the Cellina river-bed, and the other one is in the southern section of the range itself.

FIELD INSTALLATIONS FOR ~~THE~~ AIR FIRING PRACTICE NEAR GORIZIA. 4754

A large trench for the balloon targets, and a few other field installations, exist on a hill near the Gorizia Airfield. We are not in possession of further details.



Roma:

30 MAG 1945

25A

Ministero dell'Aeronautica

GABINETTO DEL MINISTRO

ALLA SOTTOCOMMISSIONE

AERONAUTICA - A.C.

Segreteria

(tramite Ufficio Collegamento)

= P. C. M. A. =

Prot. N. 15613

32/1 balli
Allegati

Risposta al N. 1

del

OGGETTO: Poligono di tiro nella regione di Trieste

Si fa riferimento al foglio n. AFSC/33/AIR
in data 14 maggio c.a.-

Si trasmette n° 1 foglio notizie sui poli-
goni di tiro nella regione di Trieste, usati nel
passato dalla S. Aeronautica.-

d'ordine

IL CAPO DI CABINETTO

Col. Hanson

Pl translate and show to
Major Gen.

Major Gen to note mal. 16A
on AFSC/33/Air.

41

25127
CAMPO DI TIRO DI MANAGO (12° 50' Gr. - 49° 00' Nord)

Campo di forma di "L" con dimensioni di mt. 1000 per 800 circa. Su detto campo esiste un ricovero blindato per gli automezzi incaricati al trasporto personale e un ricovero per il personale stesso, con il locale per la sistemazione del telefono. Esiste inoltre nel versante nord del campo un trincerone per il personale addeetto alla sorveglianza del tiro e lancio dei palloncini. Al centro di detto trincerone lungo circa mt. 50, esiste un ricovero blindato con due saracinesche per l'osservazione del tiro. Nella parte anteriore di detto ricovero è stata costruita una trincea in pietrame per indicare la direzione del volo degli apparecchi. Sono stati costruiti, sempre in pietrame, i pettini dell'indicazione del campo, e il nominativo "MANAGO". Dimensioni regolamentari, in calcestruzzo di cemento in prossimità del ricovero blindato sopra detto.

-POLIGONO DI TIRO MANAGO.

Sulla destra della strada Manago-vivaro ed al limite Sud del campo di tiro è stato costruito il poligono di tiro delle dimensioni di Km. 1x1. Al centro vi è il reticolo regolamentare di metri 300 x 300 quattro sagome due intiere e due a strisce delle dimensioni di metri 200 x 5 e una croce tutto in pietrame. In corrispondenza delle sagome intiere e nel centro delle croce sono stati costruiti ricoveri in calcestruzzo di cemento per l'alloggiamento ferri di illuminazione per le esercitazioni di tiro notturno. Alla distanza di Km. 2,5 circa dal centro del poligono sono stati costruiti tre osservatori in cemento armato alti metri 6 dal piano di campagna, per la sistemazione dei strumenti necessari per la esatta osservazione del tiro sul campo. Due di tali osservatori si trovano sul greto opposto del fiume Cellina e l'altro verso il lato Sud del poligono stesso.

-SISTEMAZIONE CAMPALD PER PROVA IN VELO ANTIAERIALI PRESSO GORIZIA

Su di una collina nei pressi dell'aeroporto di Gorizia esiste un trincerone per il lancio dei palloncini e qualche altra sistemazione campale. Non si hanno elementi per fornire maggiori particolari. =



4757

con due (saracinesche) per l'osservazione del tiro. Nella parte anteriore di detto ricovero è stata costruita una freccia in pietrame per indicare la direzione del volo degli apparecchi. Sono stati costruiti, sempre in pietrame, i pettini dell'indicazione del campo; e il nominativo "AVIAGO", dimensioni regolamentari, in calcestruzzo di cemento in prossimità del ricovero blindato sopra-
detto.

-POLIGONO DI TIRO MINIMO.

Sulla destra della strada Maniago-Vivaro ed al limite Sud del campo di tiro è stato costruito il poligono di tiro delle dimensioni di Km. 1x1. Al centro vi è il reticolo regolamentare di metri 300 x 300, quattro sagome due intere e due a strisce delle dimensioni di metri 200 x 8 e una croce tutto in pietrame. In corrispondenza delle sagome intere e nel centro della croce sono stati costruiti ricoveri in calcestruzzo di cemento per l'alloggiamento fari di illuminazione per le esercitazioni di tiro notturno. Alla distanza di Km. 2,5 circa dal centro del poligono sono stati costruiti tre osservatori in cemento armato alti metri 8 dal piano di campagna, per la sistemazione dei strumenti necessari per la esatta osservazione del tiro sul campo. Due di tali osservatori si trovano sul greto opposto del fiume Gallina e l'altro verso il lato Sud del poligono stesso.

08

-SISTEMAZIONE CAMPALE PER PROVA IN VOLO ANTIAEREA PRESSO GORIZIA

Su di una collina nei pressi dell'Aeroporto di Gorizia esiste un trincea per il lancio dei palloncini e qualche altra sistemazione campale. Non si hanno elementi per fornire maggiori particolari. =



4757

21A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : NAVAL SUB COMMISSION A.C. ROME
DATE : 31ST MAY 1945
REF. : AFSC/33/AIR

23A

A.A. PRACTICE - ITALIAN NAVAL CRAFT

Referring to my conversation with Lieutenant Commander Davies of your Sub Commission, I attach a copy of a letter received from the Italian Air Ministry.

2. It would be possible to provide occasionally a seaplane for this purpose but I would like your confirmation that the practices are necessary.

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

4756

23 A

(E)

FROM : I.A.F. STATO MAGGIORE
TO : A.F.S.C.
DATE : 28/5/45
REF. : 26081/OP10/3214 COLL

ACK-ACK PRACTISE FOR CRUISERS AND TORPEDO CARRYING CRAFT OF
THE TYRRHENIAN SEA.

The Naval "Stato Maggiore" informed us that the Allied Authorities at Naples will not be able from the 12th of May 1945 to send up Allied a/c to participate in the ack-ack practise for Italian Naval craft at Naples.

2. The Naval "Stato Maggiore" have therefore requested for one Cant Z 501 seaplane with target sleeve to be stationed at Misida in order to ensure the whole practise programme laid out for Naval Units.

3. The authority is requested for one Cant Z 501 a/c from the seaplane wing at Taranto for the a/m service and stationed at Misida during the period of ack-ack training.

C705 30/5/45

33/Air

IL CAPO DI STATO MAGGIORE

4755

T. by E. Gasparini

CYPHER MESSAGE22A
364/18

11/1400

N 75/19

To

AIR MIN (TRY FOR JPRC @ AF) Q FOR G-201 PHOTO
 CMA HQRAF ME CMA HQ BALKAN AF CMA
 HQ DESERT AF CMA HQ MATAF CMA 15 AF CMA
 205 GP CMA 15 ARMY GP CMA MAIN 8TH ARMY FOR
 G-2 PHOTO CMA MAIN WEST DET C/O 285 WING
 LAND FORCES ADRIATIC C/O BALKAN AF
 12TH AF PHOTO CENTRE & 5TH ARMY PHOTO CENTRE
 C/O 3RD PHOTO TECH SQDN. SOI ADRIATIC C/O
 BAF. CSBIC CMA C/O AFHQ ROME
 ACC C/O 14 S-C.

From 336 WING FROM MPIC 887A MAY 18

PURSUANT TO INSTRUCTIONS RECEIVED FROM
 HQ MAAP ~~BRA PART 2 FOLLOWS BRA RIT~~
 MAAP OTK AERIAL FILM LIBRARIES HELD
 BY MPIC AND 336 PR WING ARE BEING
 DISPOSED OF

JNR

AIR FORCES S/C

Too 181424B

TOR 182015B

D 4103 182315B



Dist CSBIC CMA
 ACC

- 19/5

191030

CYPHER MESSAGE

365/18

PART TWO OF 364/18

EXCEPT FOR FOLLOWING AREAS,
AUSTRIA CMA ITALY EAST OF 13
DEGREES 25 MINUTES WEST AND
NORTH WEST YUGOSLAVIA WEST OF
15 DEGREES 50 MINUTES EAST
ACCORDINGLY IT WILL ONLY BE
POSSIBLE TO ACCEPT REPRINT
ORDERS FOR THESE AREAS

C. Henry

DIST: CSIDIC

ACC

TOO 1814243

TOR 1820158

TOD 1823408

4751

21A

From: O.C. R.A.F., FROSINONE
To: Headquarters 56 Area, NAPLES for G.2
Date: 11th May, 1945
Ref.: AFSC/33/AIR

LOW FLYING AREA FOR I.A.F., FROSINONE

Attached is 1:100,000 map of CASSINO area, on which is marked in red the I.A.F. FROSINONE low flying area (16 miles X 5 1/2 miles at the broadest points). The area marked in black is Prohibited Flying Zone; Red Crosses mark War Graves.

The area will be used quite frequently, but the number of sorties cannot be estimated. No flying will be done below 500 ft. over the area, or 1,000 ft. at the approaches.



N.E. POCKOCK, W/CDR
O.C. R.A.F. FROSINONE

4739

20A

From: AIR FORCES SUB COMMISSION, H.Q. A.C.

To: MINISTERO DELL'AERONAUTICA,
CABINETTO DEL MINISTRO.

Date: 14th May 1945

Ref: AFSC/INT/7/20-33/AIR.

Bombing and Gunnery Ranges and Schools and Air Firing
Areas in the Trieste Region.

It is requested that full details of all Bombing and Gunnery Ranges and Schools and Air Firing Areas in the Trieste Region which were formerly used by the Italian Air Force be forwarded to this Sub Commission.

T.G.R. PEARCE W/CDR INT
AIR VICE MARSHAL
AIR OFFICER COMMANDING

4749

(See 16A)

19A

OUTGOING SIGNAL

From: Air Forces Sub-Commission, Rome

To: H.Q. M.A.A.F.
H.Q. 56 Area (for inf)

Date: 14th May, 1945

19A

A.240 141530B WITH REFERENCE TO YOUR MX542001, (.)

ALL THE NECESSARY INFORMATION AND MAP TRACE OF AREA HAVE
BEEN SENT TO 56 AREA (.)TO BE ENCYIPHERED
IF SENT BY W/T

PRIORITY ROUTINE

For

R. J. SASS,
MAJOR AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

4/5

4748

file

LRKE V LGJP N. 31/13
T ADD.

FM 1 H.Q. M.A.A.F. 131056B
TO AIR FORCES SUB-COMMISSION ROME.

A. 203

RMT MX542001
WITH FURTHER REFERENCE TO YOUR ABLE TWO ZERO THREE CMA OUR MIKE XRAY
FIVE TWO SIX FOUR EIGHT AND FIVE SIX AREA GEORGE SUGAR ONE
ONE THREE CMA CANNOT ASSIGN SUBJECT AREA FOR LOW
FLYING UNTIL YOU FULFIL THE REQUIREMENTS DETAILED
IN LATTER SIGNAL AND FIVE SIX AREA NOTIFIES THIS HEADQUARTERS THAT
THEY CLEAR THE AREA PD FINAL CLEARANCE AWAITING YOUR
COMPLETED ACTION

BT 131056B
SENT H.R.J. K.
R-1450B---J O E--AR"

N 99/13 E/596 18A.

12A



1530

17A.

OUTGOING MESSAGE

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

TO : HQ. M.A.A.F.

*Copy received and
put on 21/Air 1*

CONFIDENTIAL /./

A 232

TOO 111625Z MAY.

MAY COPY OF YOUR MX 50216 APRIL 1ST BE FORWARDED AS NO COPY
HELD THIS HQ. /./

PRIORITY = ROUTINE


J.G. WHITE F/LT.

4746

AIR VICE MARSHAL
AIR OFFICER COMMANDING.

Cypher Message

233/10

To - Air Force Sub Commission Allied Commission
 From - ADV. HQ DAF

R 408 May 10th Restricted

Attention: W/Emdr. Pearce. 33 / AC

Request details all bombing and gunnery
 ranges and schools, air firing areas in
 Venice-Trieste region formerly used by
 Italian Air Force

IMPORTANT

TOO 101435B

TOO 101740B

TOO 101750B

James
 50

- 498
 802

11/5775

Dist. AFSC AC. Rome

JMWK

V LSGP

49/12

URGENT

CONF

T

AFSC ROME

E/232

N 178/10
AIRSIC

TO

MAAF, MAFAF, MAGAF, AND MALFA.

MAF, MAFS, 336 KING.

SETH PHOTO RECON WING, AFSC ROME, MAAT ALGIERS,

MEDICAL COMM SQDN, (R) FOR INFO HQ WAF DE, 214 GROUP.

FROM WAAF

121343Z

REF MX 53263 IT

THE RESTRICTION ON FLYING IMPOSED BY OUR MX-53216 OF APRIL
1ST IS RAISED WITH EFFECT FROM 11TH MAY.

BT 121343Z

CMT H.R.J. K

R-1259B--J G E-AR"

Copy 1 of this has
been requested
JGZ.

A497

4744

NRNG

V LSP

49/10

URGENT

CONF

T

AFSC ROME

TO

MAGAT, NATAT, MACAT, AND MALTA.

RAF, MATS, 336 WING.

38TH PHOTO RECON WING, AFSC ROME, MAAT ALGIERS,

MEEME CONN SQDN, (R)

FROM MAAT

101543E

FOR INFO HQ RAF ME, 214 GROUP.

REF MX 55063 BT

THE RESTRICTION ON FLYING IMPOSED BY OUR MX-50216 OF APRIL
1ST IS RAISED WITH EFFECT FROM 11TH MAY.

BT 101543E

SENT W.R.J. K

R-1550E--J O E-AD

E/232

N 48/10
AIRSIC

A497

33/4744

Co. 1 of its 2
has been requested
J22.

9453

AIR FORCE 5-14 A

2/9/89

N50/06

13 A



519 LROF V MEDY QVR3
FROM 5 6 AREA 051430
TO (1) HQ M.A.A.F.
INFO (2) DISTHREE (3) AIR FORCE SUB COMMISSION RONE
QQX
GS. 113 . RESTD. REF YOUR MX.52648 DATE 3 .
WING/COMD POCOCK VISITED THIS HQ . TOLD APPROVAL WOULD BE GRANTED
FROM MON 7 MAY PROVIDED WRITEN APPLICATION WITH DETAILS AND MAP TRACE
OF AREA AND CONFIRMATION NO FLYING BELOW 500 FEET HAD BEEN RECEIVED
THIS HQ . NO APPLICATION YET RECEIVED .
BT
AMORT AR KKK

4743

RD NR 519 1655B JB BBB1

P33/3 LRMB V VM NR 1 ROUTINE

QVR 3

FROM HQ MAAF 030953B

TO 56 AREA, (R) DISTHREE, (INFO) A F SVB COMMISSION ROME
OR -- DT

MX32648 CONFIDENTIAL

FURTHER REFERENCE IS MADE TO OUR MIKE XRAY FIVE ONE SEVEN
FIVE ONE PD ~~2~~ SIGNAL FROM ABLE FOX SUGAR CHARIE ROME DATED
ONE MAY STATES QUOTE ~~GROUND~~ GROUND APPROVAL FOR LOW FLYING AREA
OBTAINED FROM FIVE SIX AREA PD UNQUOTE PD MAY WE ~~WE~~ NOW HAVE
CONFIRMATION OF THIS PD

DT 030953B

MO AR KKK

RCD 0405E HRA

K

8449

33/Air

0830

4742

1/983

13A
N2704

Inf Det - AIR S/L

12A

11A

my.

12A

OUTGOING SIGNAL

From: Air Forces Sub-Commission, Rome

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

Date: 1st May, 1945

y

A203 011420B CONFIDENTIAL REFERENCE YOUR 211036B (.)

11A

GROUND APPROVAL FOR LOW FLYING AREA OBTAINED FROM G2 OF
56 AREA (.) TOWN MAJOR OF CAPUA ALSO INFORMED (.)TO BE ENCRYPTED IF
SENT BY W/T

PRIORITY ROUTINE

EJS
E.J. SASS,
MAJOR, AIR CORPS
For AIR VICE MARSHAL
AIR OFFICER COMMANDING

4141

0897

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

P48/21 LRKE V MMDQ NR1 IMMEDIATE
 T AF SUB COM ROME
 FROM HQ MAAF 21103
 TO F SUB COM ROM
 INFO DISTHREE
 56 AREA
 GR BT

NX 51751 CONFIDENTIAL

REQUEST REPRESENTATIVE FROM ITALIAN ABLE FOX SCHOOL AT FROSINONE
 CONTACT CAPTAIN DI SLEY HEADQUARTERS FIVE SIX AREA BY TELEPHONE PAREN
 BASEBALL TWO ZERO THREE PAREN IN ORDER TO OBTAIN GROUND APPROVAL OF
 LOW FLYING AREA REQUESTED IN YOUR MESSAGE ABLE ONE SEVEN FOUR DATED
 ONE EIGHT APRIL PD

BT
 GEG AR TNKS
 R-1432B---J O E---AR"TRU2



AIR FORCE 1/2 N95/21 11A
 7/8273

A. 174

4740

8A.

21 1445

LROF V MEDY NR 20756 T LRKB QVR
 FROM 56 AREA 201655B
 TO (1) HQ NAAF
 INFO (2) DISTHREE (3) ALLIED FORCES SUB COMMISSION ROME
 QOX

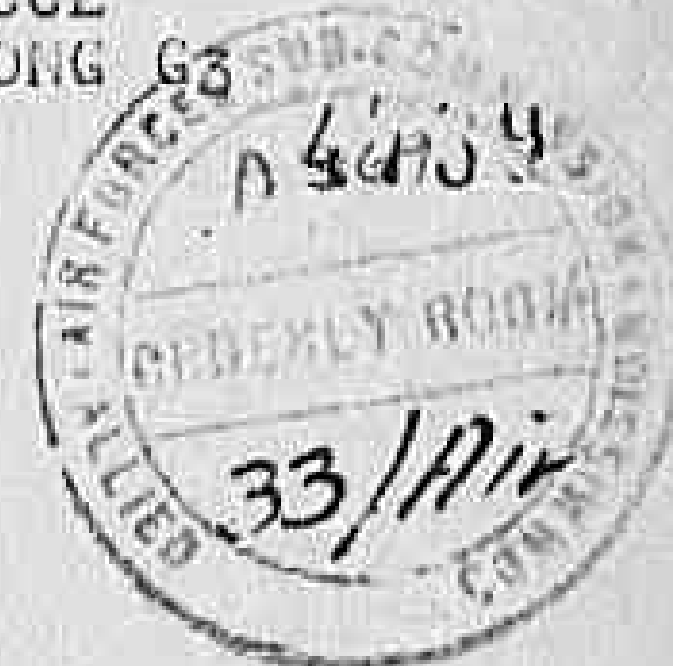
BT

GS 54 . CONFIDENTIAL . YOR MX 51650 OF 19 CLEARANCE FOR LOW
 FLYING . UNIT CONCERNED TO CONTACT THIS HQ TO ARRANGE RECCE
 BEFORE ANY ACIXXX ACTION TAKEN . CONVERSATION MAJ ARMSTRONG
 REFERS

BT

SENT LR 0315 "LR" B1

RECD 756 0315 REB AR K



LROF V LAEE NR124 "OPOP"

QVR-3

FROM HQ NAAF 191820B

TO DISTHREE 56 AREA

INFO ALLIED FORCES SUB COM ROME ✓

GR63 BT

NX-51650 CONFIDENTIAL REQUEST CLEARANCE FOR LOW FLYING AREA IN AREA
BOUNDED BY THE FOLLOWING POSITIONS COLON GEORGE SIX SEVEN TWO TWO TO
GEORGE SIX NINE TWO SIX TO GEORGE EIGHT FIVE ONE EIGHT TO
GEORGE EIGHT ONE ONE THREE PD PETER THREE NINE CMA SPITFIRE CMA AND
MIKE CHARLIE TWO ZERO TWO AND TWO ZERO FIVE AIR CRAFT WILL
USE APPROXIMATELY TEN MISSIONS WEEKLY

BT 191820B

SENT NR124 OMP D K

RECD

124

1952

REB

KKK

AIRFORCES S/C 01/8123

N138/191A

2179

33/Air

4738

192113

8A

OUTGOING MESSAGE

From : Air Forces Sub-Commission, Rome
 To : HQ MAAF

CONFIDENTIAL A 174 1030189 APRIL 1943 (.)

REFERENCE YOUR M-50007 REQUEST THE FOLLOWING AREA BE
 ASSIGNED THIS SUB-COMMISSION AS A LOW FLYING AREA:

FOUR ONE DEGREES THREE ZERO MINUTES ONE TWO SECONDS NORTH
 ONE THREE DEGREES THREE FIVE MINUTES THREE FIVE SECONDS
 EAST (,) FOUR ONE DEGREES THREE ONE MINUTES THREE SIX SECONDS
 NORTH ONE THREE DEGREES THREE SEVEN MINUTES FOUR FIVE SECONDS
 EAST (,) FOUR ONE DEGREES TWO EIGHT MINUTES ONE EIGHT SECONDS
 NORTH ONE THREE DEGREES FOUR NINE MINUTES ZERO ZERO SECONDS
 EAST (,) FOUR ONE DEGREES TWO FIVE MINUTES ONE EIGHT SECONDS
 NORTH ONE THREE DEGREES FOUR SIX MINUTES TWO ZERO SECONDS
 EAST (,) AIRCRAFT USING AREA WILL BE P-39 (,) SPITFIRE (,) AND
 MC-202 AND 203 (,) PROBABLE NUMBER OF WEEKLY 4437 RE
 ONE ZERO (,) ITALIAN AIR FORCE SCHOOL AT PRASINONE WILL
 USE AREA (,)

To be encyphered if sent by R/T

Priority: Routine

ef
 E. J. Sess
 Major Air Corps

Air Vice Marshal

AFSC 10/air
CONFIDENTIALHEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
Office of the Director of Operations

ACT-CDA-clw

AFO 650, U.S. Army
11 November, 1944

OPERATIONS INSTRUCTION :

NUMBER 89 :

Clearance and/or Requisitioning of Bombing and
Gunnery Ranges and Low Flying Areas.

(This Instruction is intended to establish and clarify a correct procedure for clearing and requisitioning proposed sites for bombing and gunnery ranges and low flying areas.)

1. This Headquarters will be notified by signal that a bombing range, gunnery range or low flying area is required giving the following information:

- a. The area indicated by latitude and longitude, which is most desirable for the location of the proposed range or low flying area.
- b. Type of bombs which will be used if it is a bombing range.
- c. Type of aircraft which will use the range.
- d. Probable number of weekly missions.
- e. Total number of units using the area.

2. Upon receipt of requests for such areas this Headquarters will clear or reject the area from an aircraft safety point of view and if cleared by this Headquarters, further clearance will be requested from naval and ground authorities. The command requesting the range will be notified by this Headquarters of the local garrison or area which must be contacted in order to arrange for the reconnaissance, which is the initial step in requisitioning procedure.

3. A reconnaissance of the projected bombing range area will be accomplished by representatives of:

- a. The air force unit concerned.
- b. The local area or garrison concerned.

- 1 -

CONFIDENTIAL

CONFIDENTIAL

c. An officer from the local hirings and claims office.

These representatives will determine the most desirable exact location from both a ground and air point of view. A report of the survey giving the exact position in latitude and longitude and grid coordinates accompanied by a traced map of the area to be requisitioned will be dispatched to this Headquarters.

4. Upon receipt of the reconnaissance report, this Headquarters will send it to the appropriate headquarters asking them to complete the requisitioning procedure, and will follow-up such request.

5. When this Headquarters is notified that the requisitioning procedure has been completed, all installations, both ground and air, will be notified in order to insure the maximum safety to both ground personnel and friendly aircraft and will issue the necessary operational instructions pertaining to the use of the range.

By command of the Air Commander-in-Chief:

C. P. CABELL,
Brigadier General, USA,
Director of Operations
and Intelligence.

File: BOMAF/S.104/air.

CONFIDENTIAL

Distribution:External:

- 2 - CG, AAF/TO
- 60 - AOC, MACAF (for RAF and US units down to Wings, Squadrons and Regional Flying Control Centers.)
- 177 - CG, MATAF (for XII Air Force and all RAF and US units down to Wings and Squadrons.)
- 200 - CG, MUSA (for 205 Group, XV Air Force and all RAF and US units down to Wings and Squadrons.)
- 5 - CG, AAFSC/TO
- 10 - CG, North African Wing, ATC
- 5 - Hq, 90th Photo Reconnaissance Wing
- 10 - Hq, 216 Group, R.A.F.
- 2 - Hq, 218 Group, R.A.F.
- 5 - Hq, Balkan Air Force
- 5 - Hq, 336 Wing, R.A.F.
- 5 - Hq, R.A.F., U.D.
- 2 - A.C.C. Air Mission
- 25 - AMO C-Maintenance

Internal:

- 3 - MAF REME per PALS
- 2 - File Hq MAF/S.104/Air
- 1 - File Hq MAF/S-6/5/Air
- 25 - Spares

4734

OUTGOING MESSAGE

From : Air Forces Sub Commission, Rome
To : H.Q., M.A.A.P.

C N F I D E N T I A L A 160 101610B APRIL 1945 (.)
REFERENCE YOUR M - 00007 101137H REQUEST COPY MAAF OPERATIONAL
INSTRUCTION NO. 19 (H) NO.29 BE FORWARDED THIS H.Q. EARLIEST
POSSIBLE (.)

To be encyphered if
sent by W/T

Priority: Routine

gf
E.A. SASS

Major Air Corps
Air Vice Marshal
Air Officer Commanding.

4734

LRKE V LGJP NR61/10 IMMEDIATE/ CONF
T ADD
TO AFSCAC OME.
FROM HQ MAA 101137B
GR --- BT
REF NO:--- M- 50907

REFERENCE YOUR MESSAGE DATED SIX APRIL PD
IT IS REQUESTED THAT THE PROCEDURE OUTLINED
IN MAAF OPERATIONS INSTRUCTION NUMBER EIGHT NINE
BE FOLLOWED WHEN REQUISITIONING PRACTICE
BOB/// BOMBING OR GUNNERY RANGES AND LOW
FLYING AREAS.

BT

THI 101137B
MIN PSE
SENT EFM LGJP AT 1327B AR TKS
RECD AT LRKE AT 0// 10/1327 B AAA AR



OUTGOING MESSAGE

From: AFSS, A.C. HOME

To: H.Q. H.A.A.F.

Date: 6th April, 1945

CONFIDENTIAL 1491680B LOW FLYING AREA REFERRED TO IN
YOUR SIGNAL 061033B MAY BE REASSIGNED (.) REQUEST A NEW
AREA ONE ZERO NORTH WEST OF PROSINONE BE ASSIGNED FOR THIS
PURPOSE (.)

TOBE ENCRYPTED IN
SENT BY W/T

PRIORITY ROUTINE

For E.J. SASS
MAJOR AIR COMPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

4732

LRKE V LG NR 53/6 IMMEDIATE/CONFIDENTIAL.
 T A.F.S.C. - ROME.
 FRA. H.Q. M.A.A.F. 061033B
 TO AIR FORCES SUB COMMISSION ROME.
 CR --- BT

M-50593 C O N F I D E N T I A L
 SUBJECT IS LOW FLYING AREA OUTLINED BY FOLLOWING
 COORDINATES COLON FOUR ONE DEGREES ZERO THREE MINUTES
 NORTH ONE THREE DEGREES FIVE FIVE MINUTES EAST
 EX CMA FOUR ONE DEG REES ZERO FOUR MINUTES NORTH ONE FOUR DEGREES
 ZERO ZERO MINUTES EAST CMA FOUR ZERO DEGREES FIVE
 NINE MINUTES NORTH ONE FOUR DEGREES ZERO TWO MINUTES
 EAST CMA FOUR ZERO DEGREES FIVE FIVE MINUTES NORTH ONE
 FOUR DEGREES ZERO ZERO MINUTES EAST WHICH WAS ASSIGNED TO YOU
 FOR USE OF ITALIAN AIR FOC// FORCE IN THIS HEADQUARTERS
 OPERATIONS INSTRUCTION NUMBER SEVEN TWO
 DATED ONE FIVE AUGUST ONE NINE FOUR FOUR PD
 QUERY IS THIS AREA BEING USED AT PRESENT CAM
 MAY AREA BE REASSIGNED PD

BT 061033B
 SENT H.P.J. (AR) I...
 RECD 061222B OG//// ON AR TNX



061310

8 4A

From: Air Forces Sub-Commission, Rome
To: Stato Maggiore, I.A.F.
Date: 28th March, 1945
Ref.: AFSC/33/AIR

USE OF RE.2001 AIRCRAFT 3A

With reference to your letter 25585/Op/8/2404 Coll
of 26th March, permission is granted to transfer two RE.2001
to CENTOCELLE for this work.

For

egs
E.J. SASS,
MAJOR, AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

4730

FROM : STATO MAGGIORE, I.A.F.
TO : AIR FORCES SUB COMMISSION, ROME
DATE : 26TH MARCH 1945
REF : 25585/op/8/2404/COLL

USE OF RE.2001 AIRCRAFT

With reference to the letter AFSC/33/AIR dated 16th inst.

2. We thank you for the authorisation granted to use RE. 2001 Aircraft instead of CA. 314, for the liaison service and for the Allied Artillery exercises.

3. We ask your Sub Commission to authorise the transfer to Centocelle of two RE. 2001 aircraft to be used for the necessary liaison of the I.A.F. Stato Maggiore, as requested with the letter 25485/op/8, dated 13th March 1945.

THE CHIEF OF STAFF

Translated by Jeannette Bevacqua



3A



STATO MAGGIORE R. AERONAUTICA

2^a Sez. Dir. Operazioni

26 MAR 1945

li 194

Prot. N. 25585668 Alleg. Risposta al foglio N. del

OGGETTO: Richiesta velivoli Re. 2001.-

ALL'ON. PERONE SUB. COMMISSIONER - A.S.

A.O.M.A.

1. Riferimento foglio AFSO/33/Alr del 16 c.m.-
2. Si ringrazia per l'autorizzazione concessa per l'impiego dell'apparecchio Re. 2001 in sostituzione del velivolo Ca. 314 per collegamento ed esercitazioni delle batterie c.c. sileste.

3. Si prega cedere AFSO/AC di voler autorizzare il trasferimento a Confacelle di due Re. 2001 da usarsi per le necessità di collegamento delle Stata Maggiore della R.A. come richiesto con il foglio 25435/01.5 datato 13 marzo 1945.

IL CAPO DI STATO MAGGIORE

Bojani

2A

From: Air Forces Sub-Commission, Rome
To: Stato Maggiore, I.A.F.
Date: 16th March, 1945
Ref.: AFSC/33/AIR

SUBSTITUTION OF CA.314 BY RE.2001 AIRCRAFT

1A

Your letter 25485/Cp8/2307 Coll of
13th March, 1945, refers.

Permission is granted to use RE.2001
instead of CA.314 aircraft for this work.

gjs
For E.J. SASS,
MAJOR, AIR CORPS,
AIR VICE-MARSHAL
AIR OFFICER COMMANDING

1A
(E).

FROM : TO MAGGIORE I.A.F.
TO : AIR FORCES SUB COMMISSION, ROME
DATE : 13th MARCH 1945
REF : 25485/op3/ 07/Col1.

AUTHORIZATION TO EMPLOY RE.2001 AIRCRAFT IN SUBSTITUTION
OF CA.314'S

We request that authorization be granted to us to use Re.2001 aircraft, for the liaison service and for the Allied Artillery exercises instead of Ca. 314 aircraft which, owing to the length of time in use, need to be serviced.

If the Sub Commission has no objections to this, two Re. 2001 would be kept at Centocelle at the disposal of the I. A. F. State Maggiore for liaison with the United Aerea.



IL CPO. DI STATO MAGGIORE

translated by D. Gasparini

4727

0883



STATO MAGGIORE R. AERONAUTICA

I° Set. Uff. Operazioni

li 13 MAR 1949 194

Prot. N. 35455/b3/2207/1.11

Alleg.

Risposta al foglio N.

del

OGGETTO: Autorizzazione impiego velivoli Re.2001 in sostituzione Ca.

314.-

All'Air Forces Sub Commission - A.S.

ROMA

1. Si chiede l'autorizzazione per l'impiego di alcuni velivoli Re.2001, per i servizi di collegamento e per le esercitazioni delle batterie C.A. allente, in sostituzione dei velivoli Ca.314 che, per il lungo periodo di attività svolta, hanno bisogno di essere revisionati.
2. Se nulla osta da parte di codesta AFSC/AC, due Re.2001 verrebbero dislocati a Cortocelle a disposizione dello Stato Maggiore della R.A. per il collegamento con l'Unità Aerea.

IL CAPO DI STATO MAGGIORE

2207/1.11

0884