

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

785017

ACC

10000/135/90

SPITFIRE
SEPT., OCT.

10000/135/90

SPITFIRE IX, AIR STAFF CORRESPONDENCE
SEPT., OCT. 1946

is it to in the last paragraph

9th October, 1946.

M.A.

Director - 1st 1/11
D - D 3rd 1/11
AIR 1 1st 1/11
AIR III (F.T.O.)

Reference Enclosure 10A. The 1. A.M. have planned the conversion of 3rd Wing pilots and technical personnel in the stages.

- (i) Technical and theoretical training on Spitfire IX.
- (ii) Flying conversion of pilots to Spitfire V (if any are available).
- (iii) Equipping No. 1 Squadron 3rd Wing with 12 Spitfire IXs.

The aircraft they refer to in the last paragraph of the Spitfire IX are hope to obtain from V.K.

M.E.

Chris III are planning for next week should like you to spend 2 or 3 days with the boys & to investigate their training before they start. Chris III
7/11.

1-11-46

Christiane

C.M.M. GREECE, W/OAR,
Air I.

0620

M 1.

D.D.

Please see letter from Colonel Remondino concerning the shortage of spitfire tyres at Enclosure 1A.

2. The letter was received here on 24th September since when Mr. Meeres of the Ministry of Supply has been here and has taken the matter up with his Ministry (see Enclosures 3A and 4A).

3. I saw Col Remondino at the I.A.M. this morning and told him of the steps we had taken in U.K. May I have your comments please before replying to Encl. 1A.

Chibawa

C.M.M. CRECE, W/Cdr,
Air I.

1st October, 1946.

Noted
Air I through S.S.O.

Min 2

Before replying to 1A, suggest action be taken to hasten reply from M.A.A.C. to A.O.C's messages (ref 91A, 92A, 93A & 95A, file AFSC/353/Org.).

2. If no reply cannot be elicited within several days, recommend letter 1A be acknowledged and state what action has been taken to procure the spares and tyres for the Spitfires. Also state that movement of Fighter Units to the North is contingent on favorable reply from higher authorities to our submitted proposals.

4th October, 1946.

Frank E. Harker
FRANK E. HARKER,
Lt. Col., Air Corps,

0621

10A
(5)

From : "STATO MAGGIORE" I.A.F.
1st Dept.

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

Date : 24th October 1946

Ref. : 105553/ ad4/5/3586 Coll.

Subject: V Fighter Wing - Transfer.

photo.
With reference to letter 02195/ed, dated 2/10/46:
We authorize:

1. The technical and theoretical training of pilots and technical personnel from the 5th Wing to begin through instructional courses on the Spitfire IX at the 51st Wing and at 1st R.T.U.

2. Conversion to Spitfire V, by V Wing pilots, as soon as a sufficient number of these aircraft be readied.

3. Handing over to the 1st Squadron of the V Wing of 12 Spitfire IX (actually held as reserve at Brindisi) as soon as difficulties of supply of consumer equipment be resolved, in order to guaranty a minimum flying activity.

φ The establishment of the Wing will be completed as soon as the A.F.S.C. will have authorised the collection of the other aircraft allotted to the I.A.F.

THE CHIEF OF THE GENERAL STAFF

Translated by Sgt. P. KYAN

RF 4/11
child 4/11



VL/co

STATO MAGGIORE AERONAUTICA

1° REPARTO

1° Sezione Operaz. e Addestramento

Roma li 24 OTT 1946

Prot. 105553/aa 4/5/3586 coll AL COMANDO UNITA' AEREA

e p.c.

E A R I

ALLA AIR FORCES SUB COMMISSION

S E D E

OGGETTO: Trasferimento 5° Stormo Caccia.-

Riferimento foglio n° 02195/08 3 in data 2 ottobre 1946.

Si autorizza:

- 1°) - L'inizio dell'istruzione tecnico-teorica del personale pilota e specializzato del 5° Stormo attraverso corsi in formativi e d'istruzione nel velivolo Spitfire IX da compiere presso il 51° Stormo e presso le organizzazioni del 1° R.F.U.
 - 2°) - L'inizio del passaggio sul velivolo Spitfire V° da parte dei piloti del 5° Stormo non appena saranno approntati un sufficiente numero di velivoli di tale tipo.
 - 3°) - la consegna ad un 1° Gruppo del 5° Stormo di n° 12 Spitfire IX (attualmente in riserva a Brindisi) non appena saranno state risolte le difficoltà relative all'approvvigionamento di materiale per tale tipo di velivolo, in maniera da poter garantire un minimo di attività di volo.
- Gli organici degli stormi saranno completati non appena l'A.F.S.C. permetterà il ritiro degli altri velivoli destinati all'Aeronautica Militare.-

IL CAPO DI STATO MAGGIORE

IL CAPO DI STATO MAGGIORE

LA AERONAUTICA

Copia conforme

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IL CAPO DI STATO MAGGIORE



5333

36/5/air, 22/1/94.

18 OCT. 1946

SERIAL NO. 623.

INCOMING CYPHER MESSAGE .

From : MINISTRY OF SUPPLY

To : AIR FORCE SUB COMMISSION, A.C. ROME.

FROM MEMBERS FOR JARMAN. YOUR Q. 938 6TH. OCTOBER.

QUESTION OF SUPPLY OF SPITFIRE SPARES FOR ITALIAN AIR FORCE ESPECIALLY TYRES
AND TUBES HAS BEEN TAKEN UP WITH AIR MINISTRY AT A HIGH LEVEL YOU SHOULD RECEIVE
INSTRUCTIONS FROM AIR MINISTRY VERY SHORTLY.

T. O. O. 161640

DECYPHERED BY S/GST. NIMMOTT.

DISTRIBUTION A.F.S.C. ROME.

5332

0625

8A

FROM: AIR VICE MARSHAL I.S. PRODD, C.O.S.

AIR FORCES SUB-COMMISSION,

ALLIED COMMISSION,

ROME.

14th October, 1946.

36/51AIA.

ATSC/

Dear

The three Italian squadrons which were re-equipped with Spitfire IX's from the junk which was going to be scrapped at Rimini, after an initial good start, have now been grounded for about two months for lack of essential spares, especially tyres and tubes. This has largely come about because the spares which were available at 114 M.U., Naples and which were moved to Rimini for the use of the Italian Air Force were to a considerable extent recaptured by the R.A.F., presumably because the R.A.F. re-equipment policy had been changed. This recapture naturally affected the most useful items. I have heard rumours that certain R.A.F. officers handling this question of recapture thought that a good deal of the recapture was not really necessary; this may or may not be true. In any event, it does British prestige no good although the spares were handed over to the Italians on the condition that if the R.A.F. wanted them back they would have to be returned.

If there is anything which your staff can do to release such spares we will be most grateful and if necessary my Senior Equipment Officer will visit your Headquarters.

As regards tyres and tubes Mr. Meeres of the Ministry of Supply was in Rome recently and I gather that he has taken action to try and provide the Italian Air Force with tyres and tubes from Home sources but I feel that if anything results from Meeres' action, a lengthy period of time will elapse.

Our major difficulty seems to be that until the C.O.S. agree to the interim policy contained in WAF.1169 no equipment people, either in the U.K. or out here will supply the Italian Air Force with anything. It is not through lack of effort on our part that C.O.S. have not yet replied to SACRED's WAF.1169 which laid down the re-organisation of the Italian Air Force in considerable detail.

I enclose a copy of our official letter on this subject.

Yours

See attached copy of signals - 3A, 4A, 6A.

5331

Dear

The three Italian squadrons which were re-equipped with Spitfire II's from the Junk which was going to be scrapped at Brindisi, after an initial good start, have now been grounded for about two months for lack of essential spares, especially tyres and tubes. This has largely come about because the spares which were available at 114 H.Q., Naples and which were moved to Brindisi for the use of the Italian Air Force were to a considerable extent recaptured by the R.A.F., presumably because the R.A.F. re-equipment policy had been changed. This recapture naturally affected the most useful items. I have heard rumours that certain R.A.F. officers handling this question of recapture thought that a good deal of the recapture was not really necessary; this may or may not be true. In any event, it does British prestige no good although the spares were handed over to the Italians on the condition that if the R.A.F. wanted them back they would have to be returned.

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See attached copy of signals — 3A, 4A, 6A

5331

Air Vice Marshal L. Durrall, CB, MC,
Air Headquarters,
Italy,
C. M. E.

D.D. - 24/10/10
S.S.O. - 16/10
S.E.O. - 18/10
C.T.O. - 16-2
S.I.O. - 2/10

C O P Y .

7A

From:- Air Forces Sub-Commission, Allied Commission, ROME.
To :- M.A.A.C. Secretariat, Copy; A.H.Q. Italy.
Date:- October 3rd, 1946.
Ref :- AFSC/654/EQ.

ISSUE OF EQUIPMENT TO ITALIAN AIR FORCE.

Referring to this Sub-Commission's letters of even number dated July 10th and July 15th 1946, it has been stated verbally by you that a reply cannot be given pending acceptance of the final plan by the Combined Chiefs of Staff.

It is pointed out however, that what is wanted is a policy or scheme for the interim period in which we now stand. The most urgent requirement is for Spitfire spares, particularly wheel equipment, lack of which had grounded the Italian 51st Fighter Wing for several weeks, and such spares can only be obtained from the Royal Air Force. The spares thrown up on the closing of No. 114 M.U. as listed with your letter MAAC/4203/3 AFALS, dated August 1st, 1946, were of limited use only as, firstly, they contained a considerable accumulation of unwanted parts, secondly, the list was reduced at the last moment by the withdrawal of several of the most useful items, and, thirdly, a further reduction was effected by "recapture" after the spares had reached the Italians, the recapture naturally affecting those items in greatest demand.

It is therefore again requested that an interim supply policy be given as requested in the last paragraph of each of the letters quoted above to permit essential equipment to be supplied by the R.A.F. in Italy against demands approved by this Sub-Commission and further that arrangements be included for the provisioning from Middle East or U.K. of such items as are not available.

(SGD) W.A.D. COLLINGWOOD,
WING COMMANDER
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

5330

36/5/AIR

6A

C O P Y

FROM A.H.Q. ITALY

TO A.F.S.C. ROME.

Q 354 1 Otc UNCLASSIFIED.

SUBJECT SPITFIRE TYRES (.) STOCK AND SPITFIRE POSITION SPITFIRE TYRES
27A/2015 DO NOT PERMIT ISSUE AT PRESENT TO I.A.F.

PARA TWO WE ARE HOPING TO OBTAIN AUTHORITY TO CARRY OUT MODIFICATION WHICH
WILL ALLOW FOR USE OF 10 INCH TYRES SINCE THEY ARE IN GOOD SUPPLY (.)

PARA THREE IF MEDME AGREE TO THIS MODIFICATION WE WILL ENDEVOUR TO OBTAIN 50
SETS FOR ISSUE TO I.A.F. TOGETHER WITH NECESSARY NUMBER OF 10 INCH TYRES

5329

5A.

C O P Y

FROM A.H.Q. ITALY

TO A.F.S.C. ROME.

Q. 354 1 OCT. UNCLASSIFIED.

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(Original on AFSC/664/12/Air)

elm
9/10.

5328

4A

AIR FORCES SUB COMMISSION A.C., Rome

28 1500 SEPT 1946

AIR HEADQUARTERS ITALY, E.A.F., C.M.F. URGENT

SECRET

ABLE NINE ONE THREE PD

ITALIAN FIVE ONE FIGHTER WING AT LEGOS EQUIPPED WITH SPITFIRE IX AIRCRAFT HAS
 BEEN GROUND FOR PAST SIX WEEKS DUE TO LACK OF SPARES PARTICULARLY TURNS AND
 TUBE TURNS PD

ALL PILOTS HAVE CONVERTED TO SPITFIRE IX AND DONE APPROXIMATELY TWELVE HOURS ONLY
 ON TYPE PD ENFORCED LACK OF FLYING WILL SERIOUSLY AFFECT MORALE OF PILOTS IF
 SPARE TURNS AND TUBE NOT MADE AVAILABLE SOON PD

DEMANDS HAVE BEEN MADE BUT UNDERSTAND FROM RAST THAT URGENT THAT TURNS SHORT IN
 THEATRE PD

HAVE TODAY INTERVIEWED REPRESENTATIVE OF MINISTRY OF SUPPLY WHO HAS SIGNALLING TO
 LONDON AND ASKED THAT I.A.F. REQUIREMENTS BE MET. PD

J/L
4/10copy taken
file 6/17/1946

URGENT

AIR I

Chitibacca

5327

A.C. MERRIN F/C

G.M.M. GRACE W/CDR.

3A

AIR FORCES SUB COMMISSION, A.C., HERE

28 1230 OCT 1946

MINISTRY OF SUPPLY, LONDON.

SECRET

QUEEN HIDE ONE TWO ED

FOR HAYNES FROM MERECS ED

ITALIAN AIR FORCE SPITFIRE IX WING AT LEGHES HAS BEEN GROUND FOR OVER SIX WEEKS
 OWING TO LACK OF SPARES PARTICULARLY TYRES AND TUBES ED

THIS IS HAVING DEPLORABLE EFFECT AND MAY PREJUDICE FUTURE PROSPECTS OF EQUIPPING
 WITH BRITISH TYPES THE FORCE ALLOWED UNDER LORRAINE TREATY ED

PLEASE TAKE UP URGENTLY WITH AIR MINISTRY AND ENDEAVOUR TO HAVE FOLLOWING INSTRUCTIONS
 ISSUED IMMEDIATELY :

(ONE) IN PRINCIPLE ITALIAN AIR FORCE MUST BE LOOKED AFTER DURING THIS INTERIM
 PERIOD AND MUST RECEIVE SOME PRIORITY FOR SPITFIRE SPARES ED

(TWO) EMERGENCY ACTION SHOULD BE TAKEN TO ENABLE 100 SPITFIRE IX TYRES AND TUBES
 TO BE SUPPLIED TO ITALIAN AIR FORCE LEGHES AT EARLIEST POSSIBLE DATE ED

JHC/m
4/10

Lewy

7-1/2

IMPORTANT

AIR I

Christine

5326
A.C. MARTIN P/O

C.M.M. GREEN, W/OIR.

copy taken for
file black filed ED

2A

Mr. Keeres.

Ministry of Supply
Assistant Secretary.Mission to High Comd of Supply
for overseas trade.

76

5326

FROM : AIR FORCE STATO MAGGIORE - FIRST UNIT
1ST SECTION OPER. AND TRAINING.

TO : AIR FORCES SUB COMMISSION, ALLIED COMMISSION ROME

DATE : 18TH SEPTEMBER, 1946

REF : 104803/OP.7.1/3256.

51ST FIGHTER STORMO

We would like to draw your attention on the present position of the 51st Spitfire Wing.

For the past 45 days the Wing has been completely unable to carry out any flying training activity. The reason to justify this inactivity ^{is} shortage of spare parts, of which, undercarriagea/c tyres and tubes are in very urgent demand.

2. At the time of delivery of the Spit. IX at Brindisi, a certain number of spares were also provided. The spares included 50 undercarriage a/c tyres. These were entirely used to replace the tyres which were worn out, during the overhauling process of the a/c delivered and the first period of training.

The Italian Air Force was furnished at a later date with a second quota of spares, including amongst other things 70 undercarriage a/c tyres. However at the time of issue, the 70 tyres and a part of the remaining equipment, were not delivered.

Your Sub-Commission recently withdrew at Brindisi 10 tyres which the I.A.F. after tracing them in the stores of the A.R.A.R. amongst other Allied equipment, had purchased from the said Firm. The tyres were therefore the legitimate property of the Italian Government.

The Spitfire IX Wing has therefore been unable to resume it's flying training activity for the past 45 days.

3. This "Stato Maggiore" endeavoured to solve the problem. It was suggested to purchase the tyres direct from the British market, but the obstacles and financial difficulties prospected by the people concerned, forced us to disregard this suggestion. It was also thought to arrange for an Italian Firm to purchase the manufacturing license of this equipment from the British Firm itself. The latter suggestion however was met by the grave inconvenience, which must also be applied to the first suggestion, that it would entail considerable time

1A (e)

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7/11/46
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4. Will you therefore kindly consider the urgency in returning the equipment, especially the tyres, purchased at the time by the I.A.F., so as ~~enable~~ the Spit. IX Squadron to proceed with their flying training activity.

5. Due to the long period of inactivity it will be difficult for all the 51st Wing pilots to complete their firing training by the beginning of the winter season. In order to avoid the grave logistical problems which will arise should the Squadron be transferred during the winter season, and the hardships facing the personnel, and in order also to solve the logistical situation of

mk/m
4/10

....

W2H

the Lecce Air Base which is forced to disperse of a Squadron before the beginning of winter, we request your Sub-Commission to authorize the transfer of the 51st Wing to Vicenza as seen as the airfield will be organized to accommodate the Squadron independent of the completion of the firing training course. At Vicenza, the 51st Wing will be in a position to resume its training activities without the important difficulties which may have to be encountered at Lecce

Chief Of The Air Staff

1 A
(t)
FROM: AIR FORCE STATO MAGGIORE- FIRST J.I.T
1ST SECTION OPER. AND TRAINING

TO: A.F.S.C./AC. ROME.

DATE: SEPTEMBER 18TH 1946.

REF: 104803/0171/3256 Coll.

51ST FIGHTER WING.

- 1)- The attention of this Sub-Commission is required as to what concerns the situation of the 51st. Wing at present, with the Spitfires.
It is almost 45 days since this Wing is in the material impossibility to carry out a flying activity that may consent the completing of the training in object.
The reasons that have caused the present activity status may be found in the absolute lack of some spare parts, among which, particularly serious is the lack of landing-gear tires.
- 2)- At first, when the Spitfires LX. were delivered, a first aliquot part of spare material was also given. Among it there were 50 land-gear wheel tires. These tires had been almost entirely used during the revision of the aircrafts delivered, to substitute already worn-out tires and during the first training period.
Successively, the Military Air-Force was allowed a second aliquot part of spare materials, which included among the rest, 70 tires for land-gear wheels. But when the said material was withdrawn, all the 70 tires and the part of the material left were also taken away.
Recently this Sub-Commission has withdrawn at Brindisi 10 tires which the Military Air-Force had purchased from the A.R.A.R. stores, as they were retraced among the material this Body had purchased from the Allied Government, and therefore it was legitimate property of the Italian Government.
The Wing that has been granted the Spitfires LX. is therefore in the material impossibility to continue its training from 45 days.
- 3)- This Stato Maggiore has worked out the scheme for a probable solution of this serious problem. It has been thought of the possibility to purchase straight from the english market, but the financial obstacles and difficulties put forward by the Dicasteri in charge, have obliged us to lay aside this possibility. It has also been thought of the possibility that an Italian Firm may purchase the license for the manufacturing of this material from the english firms in charge. This second idea has, however, the serious inconvenience, common also to the former solution, in case it were possible to overcome the financial difficulties, consisting of time difficulties and readiness in resolving the question, which instead presents itself to be of extreme urgency. In case this agreement between the Firms

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24/9

P565

11/11/1947

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4)- Therefore we kindly ask this Sub-Commission to consider the need of urgency that regards the returning of the materials, and particularly of the tires, formerly purchased by the Military Air Force with the aim of completing the training and the arranging of Units using Spitfire IX.

5) Following the long period of interruption, the 51st. Wing will hardly be able to carry out the fire training of all the pilots within the beginning of the winter season. In order to avoid the grave logistic problem that could be caused by the transfer of the Unit during the winter season, and to avoid the hardships that would be caused to the personnel, and so as to resolve the logistic situation of the Lecce Base, which is obliged to send off one of its Units before winter, this Sub-Commission is kindly asked to grant its authorization to the foreseen transfer of the 51st. Wing to the Airfield of Vicenza, as soon as this Airfield is in condition to give hospitality to the Unit, independently from the completing of fire training. On the new airfield the 51st. Wing will be able to finish its preparation and training without meeting with difficulties that may be superior to those met with in Lecce.

THE HEAD OF STATO MAGGIORE

Translated by Eva ROSATI.

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1A

An/v

STATO MAGGIORE AERONAUTICA

1° REPARIO

3ª Sezione Operaz. e Addestramento

Roma li

17. 8. 1945

ALL AIR FORCES SUB COMMISSION /AC.

=R O M A=

Prot/n. 104803/4.7.c/3256 C.A.

OGGETTO: 51° Stormo Caccia.-

1)- Si richiama l'attenzione di codesta Sottocommissione sulla situazione nella quale si trova attualmente il 51° Stormo con i velivoli Spitfires.-
Sono circa 45 giorni che questo Stormo è nella materiale impossibilità di svolgere una attività di volo che consenta il completamento per l'addestramento previsto.-
I motivi che hanno provocato l'attuale stasi di attività vanno indicati nella completa mancanza di alcune parti di ricambio, e tra queste, particolarmente grave, quella dei pneumatici per carrello.-

2)- Inizialmente, alla consegna degli Spit.IX, fu consegnata, sul campo di Brindisi, anche una prima aliquota di materiali di ricambio. In essa erano compresi n.50 copertoni per ruote carrello. Questi copertoni andarono completamente utilizzati durante la revisione degli apparecchi consegnati, per sostituire pneumatici già troppo usurati e durante il primo periodo di addestramento.-
In un secondo tempo fu consegnata all'Aeronautica Militare una seconda aliquota di materiali di ricambio, comprendente tra l'altro n.70 copertoni per ruote carrello. Nel momento però in cui detto materiale veniva ritirato furono tolte dall'aliquota prevista tutte le 70 coperture e parte del restante materiale.-
Recentemente sono state ritirate da codesta Sottocommissione, a Brindisi, n.10 coperture che l'Aeronautica Militare aveva acquistato nei Depositi A.R.A.R., perchè rintracciate fra il materiale che questo Ente aveva acquistato dai Governi Alleati, e che quindi era legittima proprietà dello Stato Italiano.-
Lo Stormo che ha in dotazione i velivoli Spit.IX si trova quindi da 45 giorni nella materiale impossibilità di continuare l'addestramento.

3)- Questo S.M. si è prospettato le vie di possibile soluzione di questo grave problema. Si è pensato alla possibilità di acquisto diretto sul mercato inglese di questo materiale, ma gli ostacoli e le

Prot/n. 104803/4.7.i/3256 CLO

CROCE: 51° Stormo Caccia.-

- 1)- Si richiama l'attenzione di codesta Sottocommissione sulla situazione nella quale si trova attualmente il 51° Stormo con i velivoli Spitfires.-
Sono circa 45 giorni che questo Stormo è nella materiale impossibilità di svolgere una attività di volo che consenta il completamento per l'addestramento previsto.-
I motivi che hanno provocato l'attuale stasi di attività vanno indicati nella completa mancanza di alcune parti di ricambio, e tra queste, particolarmente grave, quella dei pneumatici per carrello.-
- 2)- Inizialmente, alla consegna degli Spit.IX, fu consegnata, sul campo di Brindisi, anche una prima aliquota di materiali di ricambio. In essa erano compresi n.50 copertoni per ruote carrello. Questi copertoni andarono completamente utilizzati durante la revisione degli apparecchi consegnati, per sostituire pneumatici già troppo usurati e durante il primo periodo di addestramento.-
In un secondo tempo fu consegnata all'Aeronautica Militare una seconda aliquota di materiali di ricambio, comprendente tra l'altro n.70 copertoni per ruote carrello. Nel momento però in cui detto materiale veniva ritirato furono tolte dall'aliquota prevista tutte le 70 coperture e parte del restante materiale.-
Recentemente sono state ritirate da codesta Sottocommissione, a Brindisi, n.10 coperture che l'Aeronautica Militare aveva acquistato nei Depositi A.R.A.R., perchè rintracciate fra il materiale che questo Ente aveva acquistato dai Governi Alleati, e che quindi era legittima proprietà dello Stato Italiano.-
Lo Stormo che ha in dotazione i velivoli Spit.IX si trova quindi da 45 giorni nella materiale impossibilità di continuare l'addestramento.
- 3)- Questo S.M. si è prospettato le vie di possibile soluzione di questo grave problema. Si è pensato alla possibilità di acquisto diretto sul mercato inglese di questo materiale, ma gli ostacoli e le difficoltà di ordine finanziario che i Dicasteri interessati eccepiscono hanno fatto scartare questa possibilità. Si è pensato anche alla possibilità che una Ditta Italiana acquisti la licenza di fabbricazione di questo materiale dalla ditte interessate inglesi. In questa seconda ipotesi però si è rilevato il grave inconveniente, comune anche alla soluzione precedente qualora fosse stato possibile superare le difficoltà finanziarie, consistente nelle difficoltà di tempo e tempestività nel risolvere il problema che si presenta invece si estrema urgenza.

...za. Qualora questo accordo tra le Ditte fosse cosa possibile, la fornitura del materiale avverrebbe fra parecchi mesi dalla data odierna con un ritardo incompatibile con la tempestività di approntamento richiesta per questo Reparto.-

4)- Si prega pertanto codesta Sottocommissione di voler considerare la necessità di urgenza che riveste la restituzione dei materiali, ed in particolar modo dei copertoni, già a suo tempo acquistati dall'Aeron. Mil., ai fini del completamento dell'addestramento e dell'approntamento dei Reparti montati su velivoli Spit.IX.-

5)- In seguito al lungo periodo di interruzione difficilmente il 51° Stormo potrà completare l'addestramento al tiro di tutti i piloti entro l'inizio della stagione invernale. Allo scopo di evitare il grave problema logistico che presenterebbe il trasferimento del Reparto durante la stagione invernale, ed ~~il~~ non lievi disagi che verrebbero a pesare sul personale, e per risolvere la situazione logistica della Base di Lecce che impone di allontanare un Reparto prima dell'inizio della stagione invernale, si chiede a codesta Sottocommissione che voglia concedere l'autorizzazione al previsto trasferimento del 51° Stormo sul campo di Vicenza non appena detto campo potrà essere in condizioni di ospitare il Reparto indipendentemente dal completamento dell'addestramento al tiro.

Sulla nuova sede il 51° Stormo potrà ultimare la sua preparazione e il suo addestramento senza che le difficoltà siano di ordine superiore a quelle che si possono incontrare a Lecce.-

IL CAPO DI STATO MAGGIORE //



27/11

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