

ACC

10000/135/108
(II)

IAF, COMMUNICAT
MAY 1945; MAR. -

10000/135/108
(II)

IAF, COMMUNICATION AIRCRAFT, CORRESPONDENCE
MAY 1945; MAR. - DEC. 1946

MS

2. Tech. O. of CTO

Ref 24A.

in story becomes more involved. but we have
your view on 24A. Person covers tenderer
in an other file 19A. 18A.B. 2A. 4A.

Original permission to view the aircraft was
given by General Lee. (Part 1 of this file)
they were to be flown to Remington then grounded.

12 Jan 1946
30/7/46

ML

D/O
C.T.O. / Ref 25A.

Word In addition to this report I have found MAAC
giving them all reference numbers and have asked
them to take action to release these aircraft.

6799

12 Jan 1946
1/8/46

MY

S.I.O.

in story of the Buckles - Brennan aircraft
starts - Enclave 101 Part one of this file and

in story of the Enclave 2.

Original permission to wear...
 given by General Lee (Part 1 of this file).
 they were to be flown to Remington then grounded.

1-2 Jan 1946
 30/7/46

ML

D/O / Ref 25A.
 C.T.O.

In addition to this signal I have shown MAAE
 giving them all reference numbers and have asked
 them to take action to release these aircraft.

6799

1-2 Jan 1946
 1/8/46

M7

S.I.O.

The story of the Bunker - Brennan aircraft
 starts in Enclosure 101 Part one of this file and
 continues in this as Enclosure 2.
 End of incident is given from an intelligence
 angle?

M8

1-2 Jan 1946
 2. 12. 46

S.S.O.

Ref 7. This story is of interest, particularly when the
 question of ultimate disposal of the aircraft arises.

1-2 Jan 1946
 3. 12. 46

M 3

AOC

Ref 18A.

I shall reply to HQ N° 244 Wing acknowledging their letter and will tell S/L Simpson that he has taken the correct action by notifying

us.

2. As regards the underlined sentence in 18B. I can find no record of any correspondence in our files and no Air Staff officer has any knowledge of the subject.
3. What action shall Slater with the Air Ministry?

Refer to the

20/6/46

6798

4.

SSO.

- Ref Nic 3. I know nothing about any telegram etc. (Why have I.A.M. not reported them or have they?).
2. Ref para 3 of Nic 3 please ask I.A.M. for an explanation but first make sure that no Gen. or Eng. Staff Officer have approved. If I know is true you might have a crack at I.A.M.

- 2. As regards the undelivered letters in 1813. I can find no record of any correspondence in our files and no air staff officer has any knowledge of the subject.
- 3. What action shall I take with the air minister?

Letfman
20/6/46
6798

SSO. Ref Nic 3. I know nothing about any Hungarian etc (why have I.A.M. not reported them or have they?).

2. Ref para 3 of Nic 3 please ask I.A.M. for an explanation but first make sure that no Gen. or Eng. staff officers have approved. If I know is true you might have a crack at I.A.M.

20/6
FRT

AOE Ref 174. Previous correspondence is now filed (2A-4A) no action with I.A.M. necessary

Letfman
21/6/46

- Min 1 -

S.S.O.

Ref 17 A, I don't see why there should be any objections in assembling the aircraft and having it stored at Linate after a test flight. May I have your opinion on the subject.

Frank E. Marek
FRANK E. MAREK, Lt. Col.
Air I. 16/6

M 2

AIR I 31st
20/6

Ref 17 A.

I have asked F/O Reid to obtain more information on this aircraft, to inspect it and to report to this Headquarters before any further action is taken.

I do not agree to have it on the airfield at Linate until the policy of civil private flying is settled as it will be worked on, tested on the ground and will be always a temptation to fly for someone to fly it.

This aircraft would have been useful to us 6797 years ago when our own Fairchild's were grounded and should rightly be regarded as C.E.M. and treated as such.

When Reid gives us a more complete history of the aircraft, I will ask the A.O.C. for a ruling.

L. E. J. J. J. J. J.
20/6/46

SIA

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

To : Italian Air Ministry.

Date : 2nd December, 1946.

Ref : AFSC/43/Air.

BLOCKER - BERGMAN 181 AIRCRAFT

With reference to this Headquarters letter AFSC/43/Air dated 15th November, 1946, we have received a communication from the Hungarian Legation which indicates that there is doubt about the ownership of this aircraft.

2. Until this matter is cleared up the aircraft is to remain grounded at Centocelle.


L. E. JANNAN, C/C,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

6796

50A

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

To : Charge d'Affaires,
Hungarian Legation.

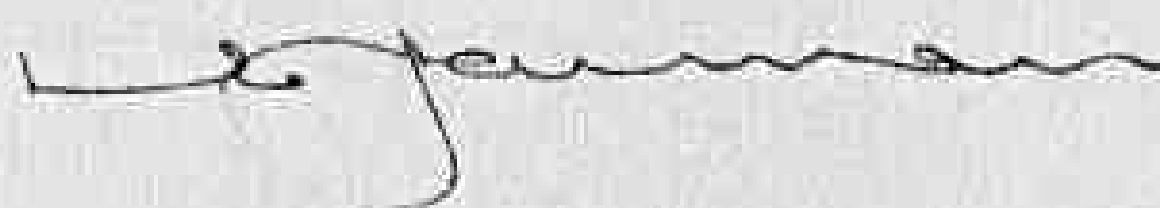
Date : 2nd December, 1946.

Ref : AFSC/43/A15.

BUECKER-HEESMAN 181 AIRCRAFT.

With reference to your letter 2361/1946 dated 28th November, 1946 and to your conversations with Group Captain L.E. Jarman of this Headquarters it is confirmed that the Italian Air Ministry have been asked to keep the Buecker aircraft grounded at Centocelle until the doubts regarding its correct ownership and disposal are cleared up.

2. For your information this is ^{the} only one of the three aircraft originally flown to Italy that is in a serviceable condition. The remaining two are wrecks and are beyond economical repair.



L.E. JARMAN, G/C,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

6795

2361/1946.

The last days of World War II three Hungarian aircraft succeeded in landing on airfields occupied by the Allied Forces. First the planes have been considered as Captured Enemy Material but last fall Allied Military Authorities released them and authorized their restitution to their proprietors.

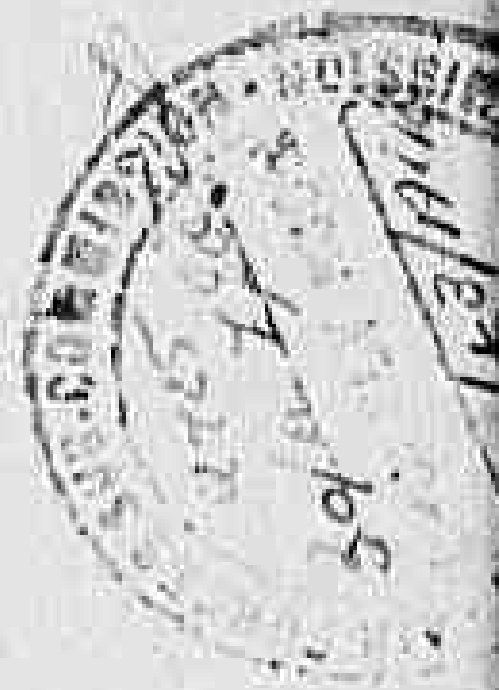
The Hungarian Legation is informed that one of the pilots /Mr. Madaffy/ pretended to be the proprietor of the planes and got the permit to fly it from Treviso to Urbe airport, Rome /issued by Air Forces Sub Commission, AC, Rome, the 3rd October 1946, Ref: AF /45/Air, delivery certified by CC HQ 239 Wing RAF, Treviso, the 9-10-1946./

On November 15th the Air Forces Sub Commission authorize the sale of this aircraft.

The three airplanes bear the signs 6794 HA-LEG and HA-LEM. Two of them are stationed on the airfield Treviso, one on the airfield Centocelle, Rome.

Since the Hungarian Legation has reasons to doubt the alleged ownership of Mr. Madaffy or any other member of the crew,

Allied Commission,
Air Forces Sub Commission,



2361/1946.

The last days of World War II three Hungarian aircraft succeeded in landing on airfields occupied by the Allied Forces. First the planes have been considered as Captured Enemy Material but last fall Allied Military Authorities released them and authorized their restitution to their proprietors.

The Hungarian Legation is informed that one of the pilots /Mr. Hidasz/ pretended to be the proprietor of the planes and got the permit to fly it from Treviso to Urbe airport, Rome /issued by Air Forces Sub Commission, AC, Rome, the 3rd October 1946, Ref:AFS/43/Air, delivery certified by CO HQ 233 Wing RAF, Treviso, the 9-10-1946./

On November 15th the Air Forces Sub Commission authorize the sale of this aircraft.

The three airplanes bear the signs **6794** RA-BEG and MA-LIM. Two of them are stationed on the airfield Treviso, one on the airfield Centocelle, Rome.

Since the Hungarian Legation has reasons to doubt the alleged ownership of Mr. Hidasz or any other member of the crew,

Allied Commission,

Air Forces Sub Commission,



it is requested to keep the above mentioned aircraft grounded and to prevent their sale or dismantling.

The question of restitution of the three aircraft could be dealt with the Hungarian Legation after having received further instructions from its Government.

Rome, 28th November 1946.

[Signature]
/Papp Almos/

Secretary of Legation,
Chargé d'Affaires A.S.

48 A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME

TO : I.A.M.

Copy to:- Dr. Bartolomej Mohr

DATE : 15TH NOVEMBER, 1946

REF : AFSC/43/AIR

BURCHER - BRISMANN 121

This is to certify that the Air Forces Sub-Commission has no objections to the sale of the above aircraft by Mr. HIDASSY LASZLO, Rome on behalf of Signor Agostino Patrizio, Rome.

2. The new owner is to be informed of the restrictions against flying light Civil Aircraft and to be instructed that this Headquarters requires knowledge of any further change of ownership or location.



L.S. JARMAN, G/C,
for AIR VICE-MARSHAL
DIRECTOR, A.F.S.C.

6793

Copy handed to -

Dr Bartolomej Mohr. 15/11

my

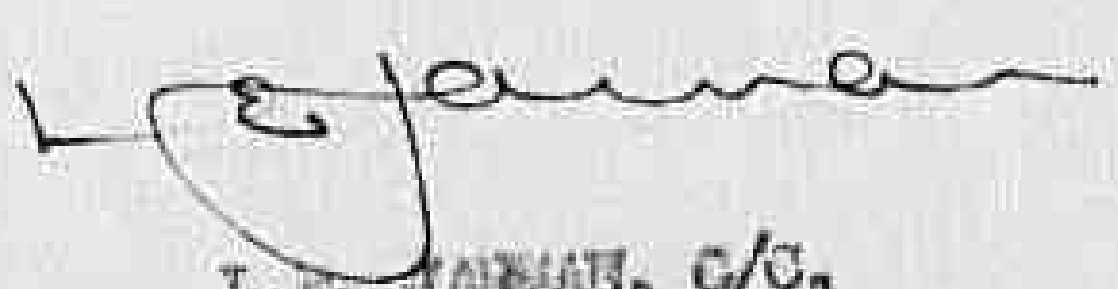
47A.

From : Air Forces Sub Commission, A.C., Rome.
To : O.C. I.A.F., Urbe Airfield,
Lt. Col. De Porto.
Date : 17th October, 1946.
Ref : AFSC/43/Air.

BUSCHER 181 AIRCRAFT

With reference to the Buscher 181 aircraft now at Urbe Airfield, permission is given to the owner, Mr. Lasso Hildassy, to paint out the R.A.F. markings and, if agreed to by the Italian Air Ministry and Colonel Reitano, O.C. Centocelle, it may be flown to Centocelle where hangar accommodation might be made available.

2. On arrival at Centocelle the aircraft is to be grounded.


L.E. JAMES, C/O,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

Copies to : Italian Air Ministry (Stato Maggiore).

Mr. Lasso Hildassy.

6792


17/10.

46A

From : Major Minuiti, Urbe Airfield.

To : W/Cdr. C.M.M. Grece, A.F.S.C., Rome.

Date :

This morning a Bucker aircraft landed at Urbe airfield, coming from Treviso, with a travel order issued by the R.A.F. Treviso and authorised by British authorities.

The pilot is Hungarian : the aircraft markings are British.

We would like to know what to do about it and to which country the aircraft belongs.

~~AIR I~~ ^{Noted} ^{and} 17/10.

Ref this note. I phoned through to the
O.C. Urbe and gave permission for the RAF
markings to be painted over. Also
gave permission for the aircraft to be flown
to Centocelle, where it could be kept ⁶⁷⁹³
covered, provided the I.A.M. and O.C.
Centocelle agreed.

L. J. J. J.
15/10

File

45A

AIR FORCES SUB COMMISSION, A.C. ROME.

111510 B

AIR HEADQUARTERS, P.A.F. ITALY, C.M.F.

5174

UNCLASSIFIED

ABLE NINE FOUR EIGHT PD REFERENCE DOG ABLE FOX SIGNAL ABLE ONE ZERO SEVEN
DATED ONE ONE JUNE ONE NINE FOUR SIX ADDRESSED TO NUMBERS TWO TWO CMA THREE
TWO FOUR CMA TWO FOUR FOUR CMA TWO THREE NINE WINGS AND ROYAL AIR FORCE
CAMPOFORMIDA AND KLACENFURT PD NO ANSWERS HAVE BEEN RECEIVED AT THIS HEAD-
QUARTERS REGARDING ITALIAN AIR FORCE AIRCRAFT STAMAN TWO ZERO TWO NUMBER FIVE
TWO ONE FIVE SIX PD PLEASE EXPEDITE REPLY PD

6789

AFSC/43/AIR

ROUTINE

S.S.O.

L.E. JARMAN, C/CAPT.

F. CARTNER, P/LT.

44

From : Air Forces Sub Commission, A.C., Rome.
To : Air Headquarters Italy, R.A.F., G.M.F.
Date : 5th October, 1946.
Ref : AFSC/43/Air.

HUNGARIAN AIRCRAFT AT TREVISO

With reference to this Headquarters letter of even number, dated 3rd October, 1946, this is to authorise the bearer of this letter, whose name is below, to assist, as interpreter, Mr. Laszlo Hidassy who is to take over the Buecker 181 aircraft at present at Treviso and to fly it to Urbe airfield at Rome.

2. You are requested to authorise the bearer to fly back to Rome together with Mr. Hidassy.

Dr. Bartolomej Mohr.

L.E. JARMAN, C/O,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

6788

Copy to : O.C. Treviso Airfield.

07 LROF V MEXE NR T 13/141/3

IMPORTANT

QVR 2

FROM AND RAF ITALY 031220Z

TO 259 WING - A F S C. 30ME

INFO AND READ

BY

O 652 3 OCT. UNCLASSIFIED. THE BUCKER AIRCRAFT NOW HELD AT
PREVISO IS TO BE HANDLED OVER TO A REPRESENTATIVE FROM AFSC FOR

DISPOSAL. AFSC TO ARRANGE COLLECTION BY SUITABLE PILOT WHO IS
TO ENSURE AIRCRAFT FULLY SERVICABLE FOR FLIGHT

BT

SENT LF AR TRS K

RD ND 27 AT 1720 EAA K

H/6975

6388 43A

E35.

4/10 4900

46787

42A

From : Air Forces Sub Commission, A.C., Rome.
To : Air Headquarters Italy, R.A.F., C.M.F.
Date : 3rd October, 1946.
Ref : AFSC/43/Air.

HUNGARIAN AIRCRAFT AT TREVISO

With further reference to this Headquarters postagram of even number dated 19th September 1946 this is to authorise the bearer of this letter, whose name is below, to take over the Buckler 181 aircraft at present at Treviso and to fly it to Urbe airfield at Rome.

2. You are requested to assist the bearer by interesting O.C. Treviso to provide the necessary technical assistance for the flight to Urbe airport, Rome.

MR. LASZLO HIDASZKY.

Lafama 6786

L.N. JAFFAN, C/CAFT,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

Copy to : O.C. Treviso airfield.

Dates and facts concerning the three Hungarian aircraft in Treviso.

- 29.4.45: Three Hungarian sport aeroplanes landed at Venice-Lido, where they were registered. The pilots were: HIDASSY, PALOCCY and VINICAY, proprietors of the aircraft.
Type: Bucker - one closed with simple wings, two open with double wings.
- 15.5.45: The aircraft were moved to Treviso.
In the meantime the above named pilots and proprietors, through the Italian Air Ministry, made an application to the A.H.Q. Caserta in order that the aircraft be handed back to them. Authority was also requested for the aircraft to be flown to Rome. The requested authority was granted by A.H.Q. Caserta and the pilots were called to Venice to get their aircraft.
- 7.6.46: They went to Venice but did not find any aircraft. They went then to Treviso where there were no aircraft either, but a Captain Simpson assured them that he would trace the aircraft. They returned to Rome.
- 17.7.46: They received a note stating that the aircraft were available at Treviso.
- 19.7.46: They arrived to Treviso where they met Lt. Bennett, the substitute of the C.T.O. who remembered very well the three Hungarian sport planes. At that moment one of them was at Ancona, another was in the hangar without engine. Lt. Bennett did not know anything about the third one. He promised that the aircraft coming from Ancona would be available within two days time, when it could be flown to Rome.
- 21.8.46: The pilots returned to the airfield. Lt. Bennett was absent, but Capt. Simpson arranged everything so that they were to take off immediately. Also the C.O. the airfield agreed on the matter. But some minutes before taking off the pilots were called by a captain (C.T.O.) whose name is unknown who stated that they could not be allowed to fly the aircraft without a special authority of the A.F.S.C.
The pilots were told by the airfield personnel that this captain was very fond of the aircraft which he reserved for his personal use and for recreation. One of the airmen said "If the aircraft is going to be moved it will be a black day for the captain".
The C.T.O. assured them that they would be able to move their aircraft, provided the necessary authority was granted by the R.A.F.

The proprietors.

Rome 20th September, 1946.

COPY

40A

FROM: AIR HEADQUARTERS ITALY

TO: AIR FORCES SUB COMMISSION A.C. ROME

BT

Q 269 SEPT 24 unclassified, YOUR A 874 13 SEPT DISPOSAL AUTHORITY IS

THE APPROVAL FOR STRIKE OFF UNDER REFERENCE MED/ME S/76667/17E.A

21 AUGUST 46.

37A

25/9. 79

43/AIR 6784

POSTAGRAM

From : Air Forces Sub Commission, A.C., Rome.
To : Air Headquarters Italy, R.A.F., C.M.F.
Date : 19th September, 1946.
Ref : AFSC/43/Air.

FILE

HUNGARIAN AIRCRAFT AT TREVISO

One of the pilots of the Hungarian aircraft flown to Venice in April 1945 has been interviewed today and his statement is as follows :

2. Three DUKER aircraft were flown to Venice airfield on 29th April 45. The three aircraft were transferred to Treviso airfield by the Allies two weeks later, and Flying Officer Bennett, who was an Engineer officer on the station, took charge of them.
3. This pilot visited Treviso on about 20th August 1946 and saw one of the aircraft in a serviceable condition in the Polish squadron dispersal area. Another was in a hangar but the engine had been removed. He was not able to locate the third aircraft.
4. H.Q. 2nd Wing letter 244/1002/Eng. dated 24th July 1946, copy to you, indicates in para 4 that the aircraft were at Treviso then and that they were held by 318 Squadron.
5. Permission for the aircraft to be transferred to Urbe airfield at Rome has been granted to the owner and it is requested that you will locate them and notify this Headquarters as to when they may be flown down and whether delivery will be by Allied pilots.



C.M.F. GRACE, W/OFI.

6783

Time of origin : 12,30 20 Sept.

File
AIR FORCES SUB COMMISSION, A.C., ROME.

1700 13 SEPT 1946

AIR HEADQUARTERS ITALY, R.A.F., C.M.F.

UNCLAS

PETER EIGHT SEVEN SEVEN PD

REFERENCE MY ABLE EIGHT SEVEN FOUR AND CONVERSATION G/CAPT MORETON WING COMMANDER
GREECE TODAY PDSUGGEST YOU ARRANGE 3 R.A.F. PILOTS FLY AIRCRAFT TO URBE AIRPORT FOR STORAGE AND
NOTIFY US PD

6782

AFSC/43/AIR

IMPORTANT

AIR I

597

Chibin
C.M.M. GILES, W/CDR.*A.C. MERRIEN, F/O*

*File**37A*

AIR FORCES SUB COMMISSION, A.C., ROME

13 0930 SEPT 1946

AIR HEADQUARTERS ITALY, R.A.F., C.M.F. (UDINE)

(R) AIR HEADQUARTERS ITALY REAR

UNCLAS

ABLE EIGHT SEVEN FOUR PD

REFERENCE SECOND ADDRESSEES UNCLE THREE FIVE FOUR SEPT TEN REQUEST FIRST
ADDRESSEE NOTIFIES TO THIS SUB COMMISSION DISPOSAL AUTHORITY FOR FLIGHT
FROM VENICE TO ROME PD

6781

AFSC/43/AIR

IMPORTANT

AIR I

Chitubene

C.M.M. GRECE, W/CDR.

597

A.C. MERRIEN, F/O

Robert

AS ● ROF V WEXX NR T 103 16 ROUTINE T ADD
 FROM AIR HEADQUARTERS ITALY 161200B
 TO AIR FORCES SUB COMMISSION ROME
 GR BT

A.75 SEPTEMBER 16 UNCLASSIFIED.

877K YOUR PS77 SEPTEMBER 13. ^{35A} TO GRICE FROM MORETON.

HAVE BEEN UNABLE TO TRACE HUNGARIAN AIRCRAFT. REQUEST SIGNAL FURTHER

YIZKIVZL//YIZIX

DETAILS AS UNABLE CONTACT YOU TELEPHONE (.)

BT 161200B

JMS (AR) KKK

ROD NR 103/16 .',, -5 0713

36A AIR
 H/6656
 2672

7906.
 18/9. 17.

43
 678/AIR

ellw
 19/9. 18/9/1015

35A.

AIR PENDING NEW ORLEANS, A.C., 1000.

1700 13 OCT 1946

AIR HEADQUARTERS ITALY, R.A.F., C.M.F.

1000

PETER HIGHT SEVEN SEVEN TO

REPERCUSSIVE IN AIR HIGHT SEVEN SEVEN AND ORIGINATOR (C) CANT NEWTON VIND CANTON
GREEN TOWN TOSUGGEST THE AIRLINES 3 R.A.F. RELATE THE AIRCRAFT TO THE AIRCRAFT FOR SEVERAL AND
NOTIFY US TO

AIR I

Why?

These Hungarian pilots have
been waiting for 6779
units to do this job
Aug 14/4

AFIC/15/AIR

IMPORTANT

AIR I

Chihib.

A.C. HIGHT, 8/0

597

C.M.F. 1000, 7/10.

34A

AIR FORCE COMMISSION, A.C., NAS

13 0930 EDT 1946

AIR HEADQUARTERS ITALY, R.A.P., C.M.F. (JGTH)

(R) AIR HEADQUARTERS ITALY NAS

UNCLAS

AIR EIGHT SEVEN FOUR PD

REFERENCE IS MADE TO THE AIR FORCE COMMISSION REPORT OF THE
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 AIR FORCE COMMISSION REPORT OF THE AIR FORCE COMMISSION REPORT OF THE

6778

AFSC/13/AIR

RECEIVED

AIR 1

Chitib.

A.C. HENRY, P/O

597

C.M.F. GORDON, W/IR.

35

4/6457

Alcom

1055

231

2711

2014

5101

OUR NAME NOT
-30A-

135 2007

121

AUG 7TH 1960

24A

ING DATED 24TH JULY

FORWARDED FROM AFSC FONE PD PRESUNE AMQ ADVANCED WILL GIVE DISPOSAL AUTH

151

COULD REITERATE THAT THIS SECRETARIAT HAS NO OBJECTION TO TRANSFER OF

6777

S GIVEN FOR FLIGHTS AFTER ITS ARRIVAL THERE PD MESSAGE SAYS PD ENV-

Year	Percentage of Population Aged 65 and Over
1900	4.0
1910	4.5
1920	6.0
1930	6.5
1940	7.0
1950	7.5
1960	9.0
1970	10.5
1980	12.5
1990	14.5
2000	16.0

NOTE PD 2. PRESUME AND ADVANTAGES WILL GIVE NECESSARY SPECIAL AUTHORITY.

5. REQUEST BY HE 249

LINE IN THREE P. 548 AUG 13M AUG 20C

[illegible]

10

76 1507 V LATE HQ 244/15

P P

✓ P

330/1R

H/6457

FROM SECRETARIAT HQ 244 WING

TO AFSC ALCON/ROME /R/ HQ ADVANCED ITALY/HQ HQ 244 WING

ALCON

1055

W 354 UNCLASSIFIED IMPORTANT 10TH SEPT 1946

25A

SOUR A 334 SEPT 6TH REFERS PD ON RECEIPT OF YOUR A754 AUG 1ST 27A

WE REQUESTED COPY OF HQ 244 WING LETTER IN OUR SIGNAL H360 AUG 3TH PD

THIS RECEIVED AUGUST 30A

28TH IN OUR U303 PD ASSUME YOU HAVE NOT RECEIVED THAT SIGNAL SO

HEREWITH REPEAT PD QUOTE U320 AUG 20TH TO HQ ADVANCED /R/ AFSC /R/

244 WING MESSAGE BEGINS REFERENCE THIRD ADDRESSEES P948 27A

8 AUG 7TH PD

WE HAVE NOW SEEN HQ 244

34A

WING LETTER HQ 244 DATED 24TH JULY

FORWARDED FROM AFSC ROME PD PRESUME HQ ADVANCED WILL GIVE DISPOSAL AUTH.

ORITY FOR AIRCRAFT AS REQUESTED IN SECOND ADDRESSEES A754 AUG 1ST PD

WOULD REITERATE THAT THIS SECRETARIAT HAS NO OBJECTION TO TRANSFER OF

AIRCRAFT TO ROME BUT OWNER MUST CLEARLY UNDERSTAND THAT NO AUTH 6777

IS GIVEN FOR FLIGHTS AFTER ITS ARRIVAL THERE PD MESSAGE ENDS PD UN-

UNQUOTE PD 2. PRESUME HQ ADVANCED WILL GIVE NECESSARY DISPOSAL AUTHORITY

AS REQUESTED BY HQ 244

27A

WING IN THEIR P948 AUG 5TH AND NO

FURTHER ACTION REQUIRED OF THIS SECRETARIAT PD

BT

4d

1745

U 354 UNCLASSIFIED IMPORTANT 10TH SEPT 1946

25A

SOUR A 334 SEPT 4TH REFERS PD ON RECEIPT OF YOUR A754 AUG 1ST 27A
WE REQUESTED COPY OF HQ 244 WING LETTER IN OUR SIGNAL U354 AUG 5TH PD
THIS RECEIVED AUGUST 28TH UNDER COVER YOUR AFSCC/45/AID AND ACTIONED AUG
28TH IN OUR U354 PD ASSUME YOU HAVE NOT RECEIVED THAT SIGNAL SO
HEREWITH REPEAT PD QUOTE U354 AUG 5TH TO HQ ADVANCED /R/ AFSC /R/
244 WING MESSAGE BEGINS REFERENCE THIRD ADDRESSEES PS48-29A

4 AUG 7TH PD

WE HAVE NOW SEEN HQ 244

24A

WING LETTER NUMBER 10000 LHC DATED 24TH JULY

FORWARDED FROM AFSC ROME PD PRESUME HQ ADVANCED WILL GIVE DISPOSAL AUTH
ORITY FOR AIRCRAFT AS REQUESTED IN SECOND ADDRESSEES A754 AUG 1ST PD
WOULD ELITERATE THAT THIS SECRETARIAT HAS NO OBJECTION TO TRANSFER OF
AIRCRAFT TO ROME BUT OWNER MUST CLEARLY UNDERSTAND THAT NO AUTH 6777
IS GIVEN FOR FLIGHTS AFTER ITS ARRIVAL THERE PD MESSAGE ENDS PD UN-

~~UNQUOTE PD 2. PRESUME HQ ADVANCED WILL GIVE NECESSARY SPECIAL AUTHORITY~~

UNQUOTE PD 2. PRESUME HQ ADVANCED WILL GIVE NECESSARY SPECIAL AUTHORITY
AS REQUESTED BY HQ 244

29A

WING IN THEIR PS43 AUG 3TH AND HQ

FURTHER ACTION REQUIRED OF THIS SECRETARIAT PD

BT

SENT HQ294 CC



From :- HQ. 244 Wing A.F., C.M.F.
To :- Air Forces Sub Commission, Rome.
Date :- 4th September, 1946.
Ref :- 244W/1002/ENG.

BUECKER A/C ISI.

Attached herewith please find copy of Air Headquarters letter in respect of Buecker aircraft.

2. It is requested that action be taken in accordance with the above quoted letter. The aircraft is at present held in storage, and it will be necessary for Signor Attila to arrange for servicing of this aircraft before flight and prior to collection.

for

Henry M.
S/LD.
(S.J. Meagor)
Group Captain,
Commanding,
244 Wing, R.A.F., C.M.F. 6776

63/AIR
To wait return of G.C. Pearson.
17/9.
Chry.

COPI Y.

From :- Air Headquarters, R.A.F., Italy.
To. :- No. 244 Wing.
Date :- 31st August, 1946.
Ref :- AHQI/5893/M/4/E4.

BUECKER A/C I81.

Reference your 244W/I002/ENG, dated 24th July 1946.

2. Herewith Forms 5I5/5I7 in respect of the above A/C duly certified, approving strike-off action.

3. You are requested to now take up the question of its disposal to Signor Attila, with the A.F.S.C. Rome, who should make all the necessary arrangements.

(sgnd) L.H. PALMER S/LDR.

for Group Captain,
Staff Officer i/c Administration
AIR HEADQUARTERS, RAF, ITALY, CMF.

6775

3/A

AIR FORCES SUB COMMISSION, A.C., ROME.

1100 06 SEPT 46

MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT (R) A.H.Q. ITALY

(R) REAR A.H.Q. ITALY (R) H.Q. 242 WING

UNCLAS

ABLE EIGHT FIVE FOUR PD

REFERENCE THIS SUB COMMISSION ABLE SEVEN FIVE FOUR DATED ONE AUGUST FOUR SIX
REQUEST IMMEDIATE ACTION BE TAKEN WITH ~~HEADQUARTERS~~ ^{four} HEADQUARTERS TWO FOUR ~~THE~~ WING
AND THAT THIS HEADQUARTERS BE INFORMED PD

6774

AFSC/43/AIR

ROUTINE
AIR 1*Chilly*

A.C. MERTEN, P/O

42 INFO V LANE W 221330

INFO

FROM HEAD AND 221330

TO ADV AND CR) / ADV FORCES. SEE COMMISSION ALLIED COMMISSION DONE

150 244 WING

ON-- DT

ON-- DT

U 303 .

1ST AND ADDRESSES 1545 AUGUST 7TH. WE HAVE NOT BEEN

BY 244 WING CENTER. NO 244 WING CENTER DATED 24TH JULY

FORWARDING FROM A.F.O. FORM. PREVIOUS A.F.O. ADV WILL

GIVE DISPOSAL AUTHORITY FOR AIRCRAFT AS REQUESTED IN

245 ADDRESSES A 154 AUGUST 1ST. WOULD REITERATE THAT

THIS SECRETARY HAS NO OBJECTION TO TRANSFER OF AIRCRAFT

TO ROCK BUT MUST CLEARLY UNDERSTAND THAT NOW AUTHORITY

GIVEN FOR FLIGHTS AFTER ITS ARRIVAL THERE

BY

SENT BY 42 38 21

30A
air 9/c
H/5851

MC 14/21

(AFSC)

29A

24A

25A

J. & M.
22/8

H/4 22/8 17/0

my. 24/8

210915

LMOF V HMKK NR HXK 1/3 R/R QVR2
 FROM 244 WING 08060
 TO A.A.H.C. ITALY (R) A.F.S.C. ALCON ROME : N.A.A.C.
 DT 08060
 0945 7 AUGUST

RE. A.U.S.C. SIGNAL 4432 3 AUG. THIS HQ'S AWAITING DISPOSAL AUTHORITY
 FOR AIRCRAFT FROM FIRST ADDRESSEE. ONLY ONE AIRCRAFT TO BE
 DISPOSED OF AND THIS IS NOT (R) NOT BEING FLOWN BY RAF OR
 WMANI POLISH PILOTS. THIS HQ LETTER 244/11002/ENG 24 JULY
 TO FIRST AEW AND SECOND ADDRESSEES REFERS.

DT 080600B
 SENT JMWCL ARGA
 RD NR 60/3

1150E NTH VA AR



AIR 2893A
 H/5467

24A

me 43/8

6772

1/8 J. L. M.
 10/8

28A

From : Air Forces Sub Commission, A.C., Rome.
To : Mediterranean Allied Air Committee Secretariat,
A.M.C. Italy, C.M.F.
Date : 8th August, 1946.
Ref : AFSC/43/Air.

With reference to your signal U.260 dated 6th August, 1946, enclosed
is a copy of the letter referred to. (28A)

L. E. JARMAN
L. E. JARMAN, G/C,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

6771

W. H. M.
J. L. M.
8/8

1. LEGAT V LBIL NR TS P/P
 GVR1
 FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
 TO A.F.S.G. ALCON BEOME (R) AND ITALY ADVANCED (R) 244 WING

BT
 U.263 UNCLASSIFIED IMPORTANT 6TH AUGUST, 1946

YOU A.754 AUGUST 15T (.)

244 WING LETTER REFERRED TO NOT (R) NOT RECEIVED THIS SECRETARIAT (.)
 REQUEST YOU PASS US GIST OF THEIR LETTER SO THAT WE CAN TAKE
 ACTION DIRECT (.) FOR YOUR INFORMATION THIS SECRETARIAT STILL
 HAS NO OBJECTION TO TRANSFER OF AIRCRAFT TO ROME AND CAN SEE NO
 REASON FOR HOLD-UP (.)

~~BT~~

~~WE CANNOT~~

~~CHGO T~~

~~AS MIN POWER SENT OFF~~

~~GIVE AA LAST BE BEST~~

BT

SENT JPB1 K

RCB 2225 JTS B K



6770

inc 11/6 8/7/46-10.30

File in AFSC/43/Am

26A

FROM : Air Forces Sub-Commission, A.C. Milan
TO : Air Forces Sub-Commission, Hq. A.C. Rome
(attention W/Cdr. Thompson)
DATE : 31 July 1946
Ref. : AFSC/M/835/Eng.

PRIVATELY OWNED FAIRCHILD AIRCRAFT - LINATE

In accordance with your telephone request a report is sent herewith on the above subject.

2. As stated in our letter of even reference dated 13th June the aircraft I-GENI, belonging at that time to Lt. Fumagalli, was brought to Linate Airfield for storage in the hangar.
3. It was made clear both verbally and in writing that this aircraft was not to be assembled or flown. Assembly none the less continued despite representations made to Col. Giraud, who gave assurances that the work would cease.
4. In our letters ref. AFSC/M/835/Eng. dated 16th and 23rd July (copies to Rome) these instructions were reiterated. The I.A.F. did not reply to these letters but all reached their addressees.
5. The following facts have now come to light:
 - a) The aircraft was completely assembled by Aviolinea mechanics under orders from Lt. Fumagalli, who states that "he misunderstood the AFSC letters".
 - b) The aircraft was then sold by Lt. Fumagalli to Signor Tagliana, an Italian civilian.
 - c) Three test flights were carried out over Linate Airfield on 4th July by 2nd Lt. Di Giorgio, Major Spreafico, and Col. Lazzarini. They state that "Signor Tagliana told them he had AFSC permission for the flights and they believed him".
 - d) The aircraft was then removed by Signor Tagliana.
6. Upon receipt of this intelligence orders were given by this detachment for the immediate return of the aircraft to Linate where

6769

it is now stored with wings as well as propeller removed. Col. Lazzarini, Col. Giraudo and Lt. Fumagalli were called to give an explanation. The explanation was not considered at all satisfactory, least of all in the case of Lt. Fumagalli and Signor Tagliana. It was made clear to them that a very serious view was taken of the whole matter, and that it would be referred to Rome.

7. Your instructions with regard to the aircraft or other action to be taken would be appreciated.



D.G. REID F/O

Commanding

A.F.S.C. MILAN

6768

*S-10.
thru CTO ~~21~~ 2.11.44
& Avil
with 1 A 17 to investigate & take disciplinary action if
allegations proved to inform AFSC (Rome) of results
Pilot did his right things.*

RB 3/8

AIR FORCES SUB COMMISSION. A.O. ROME.

01. 1445.

M.A.A.O.

ADVANCED A.H.O. ITALY. A.H.O. ITALY. H.O. 244 KING.

UNCLASSIFIED.

ABLE SEVEN FIVE FOUR ED SUBJECT IS HUNGARIAN COMMUNICATION

AIRCRAFT ED PERTINENT TO FLY MAKER UNLE ONE THREE ONE ATTENDANT NOW ABLE DASH

LOVE DOG CHA ED ABLE DASH LOVE EASY LINE CHA HOW ABLE DASH LOVE EASY GEORGE

FROM VEHICLE TO HOME WAS GIVEN IN YOUR MAC STONE FOR TWO ZERO ONE STROKE SIX

STROKE ABLE FOR ABLE LOVE SUGAR DATED ONE FIVE MARCH ED UNDERSTAND THAT THESE

AIRCRAFT ARE SERVICEABLE CHA ARE STILL IN ITALY CHA AND ARE BEING FLOWN BY R.A.F.

AND FORTH VILLOWS ED SIGNER ATTILA DORGETT THE OTHER IS BEING PUT TO CO

EXTREME WHILE WAITING FOR TWO FOUR FOUR WING TO RELEASE THESE ENCRYPED ED

THEIR LETTER TWO FOR FOUR FIVE STROKE ONE ZERO ZERO TWO STROKE KING DATED TWO FOUR

JUNE TO ALL ADDRESSES INDICATES A FURTHER NECESSARY DELAY ED REQUEST ACTION

THE TOWN DIRECT WITH HOW QUEEN TWO FOUR ONE KING TO CLARIFY POSITION ED

ANSC/43/AIR

ROUTINE.

ADMINISTRATION.

25 A

01. 1445.

AIR FORCES SUB COMMISSION. A.C. ROME.

M.A.A.C.

ADVANCED A.I.L.O. ITALY. A.H.C. ITALY. H.C. 244 KING.

UNITS ASSIGNED.

ABLE SEVEN FIVE FOUR ED SUBJECT IS HUNGARIAN COMMUNICATION

ATROPAIT ED EXPRESSION TO TRY INKED WHILE ONE THREE ONE ATROPAIT HOW ABLE DASH
LOVE DOG DOG CMA INH ABLE DASH LOVE RABY MITE CMA HOW ABLE DASH LOVE EASY GEORGE
FROM VENTURE TO HOME WAS GIVEN IN YOUR NAME. STREET FOUR TWO ZERO ONE STROKE SIX

STROKE ABLE FOR ABLE LOVE SUGAR DATED ONE FIVE MARCH ED UNDERSTAND THAT THREE

ABROPAIT ARE SERVING IN THE AREA STILL IN ITALY CMA AND ARE BEING FIGHT BY R.A.F.

AND POWER PILOTS ED SIGNER ATTILA DREZE THE OTHER IS BEING PUT TO CO 6767

EXTENSE WHILE WAITING FOR TWO FOUR FOUR WING TO RELEASE THESE AIRCRAFT ED

THIR LETTER TWO FOUR FORTY C STROKE ONE ZERO ZERO TWO STROKE ERG DATED TWO FOUR

JULY TO ALL ADMINISTRATES INDICATES A FURTHER NECESSARY DELAY ED THE BEST ACTION

BE TAKEN DIRECT WITH HOW QUIN TWO FOUR OUR WING TO CLARIFY POSITION ED

ANSC/43/AIR

ROUTINE.

ADMINISTRATION.

490.

G/CAET. LE. JARDIN.

A.C. MORGAN. P/O.

From :- HQ 244 Wing, R.A.F.

To :- Advanced A.F.C. Italy.

Copies - A.F.C. Italy.

— Air Forces Sub Commission, Rome. —

Date :- 24th July, 1946.

Ref :- 2441/1002/ENG.

BUECKER AIRCRAFT ISI.

Reference letter HQDAF/5302/5/34 dated 18th May 1946, addressed to 318 Sqn, requesting submission of forms 515/517 in respect of the above aircraft.

2. Further to the above, attached herewith is a letter from A.F.S.C., reference AFSC/45/Air, dated 21st June 1946, which appears to refer to the Buecker, and a visit has been made to this station by Signor Attila Jorgel with a view to collecting this aircraft.

3. Investigation shows that the Polish Sqn had not submitted forms 515/517, and in consequence no disposal instructions have been received from Air Headquarters.

4. In the absence of any covering allotment the aircraft has been retained on the station, and forms 515/517 submitted.

5. On receipt of forms 515/517 it is requested that instructions for disposal of the aircraft be given, and if allotted to A.F.S.C. Rome, the necessary authority be passed to them for collection.

6766

J.L.M.
3/8



for

Henry n.
(S.J. Meagor)
Group Captain,
Commanding,
244 Wing, R.A.F.

6/19

23 A
(H)

From : Air Forces Subcommittee, Allied Commission, Rome.
To : Commando 1st Z.A.T., I.A.F., Milano.
Date : 23 July, 1946
Ref : AFSC/M/36/ATR

Subject: Linate Fairchild Owned by Lt. Fumagalli.

21 A

With reference to our letter AFSC/M/36/ATR dated 16, July 1946.

2. We confirm that authorisation for mantling and repairing and Fairchild a/c property of Lt. Fumagalli is not granted and that the propeller of that aircraft must be taken off and stored in some other place.

3. It is known by this office, which up to now has not received any reply to the letter dated 16 July 46, that the propeller still mounted on the Fairchild.

4. Therefore we ask you to take action in order that the propeller may be removed and inform this office of the removal.

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

6765

Copies : Air Forces Subcommittee, HQ, A.C., Rome (for information)
Lt. Fumagalli, Regia Aeronautica, Linate Airfield.

Translation by
Sgt. Albertini.

Jto M
26/7Wey.
20/7

+

23 A

FROM :- Air Forces Sub-Commission, A.C., Milan.
TO :- Comando 1° Z.A.T., Regia Aeronautica, Milano.
DATE :- 23rd July 1946.
REF :- AFSC/M/36/Air.

0493.
12/71 72.
H3/AIR.

LINATE - FAIRCHILD AIRCRAFT OWNED BY LT. FUMAGALLI

21 A

Con riferimento alla nostra lettera AFSC/M/36/Air
in data 16 luglio 1946.

2. Si conferma che non è concessa l'autorizzazione
per il montaggio e le riparazioni per l'apparecchio
Fairchild di proprietà del Tenente Fumagalli e che l'elica
di tale apparecchio deve essere rimossa e depositata in
altro luogo.

6764

3. Consta a questo ufficio, che sino ad ora non ha
ricevuto alcuna risposta diretta alla sua lettera del 16
luglio 46, che l'elica è tutt'ora montata all'apparecchio
Fairchild.

4. Si prega pertanto di voler provvedere immediatam-
ente alla rimozione della sopramenzionata elica e di
farne sollecito avviso a questa Air Forces Sub-Commission
di Milano.

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

Copies to :- Air Forces Sub-Commission, HQ, AC, Rome (for inf.)
Ten. Fumagalli, Regia Aeronautica, Linate Airfield.

22A

AIR FORCES SUB-COMMISSION, A.C. ROME

1500 23RD JULY 1946

244 R.A.F. HEADQUARTERS TREVISO - ATTN: G/C DUNDAS

UNCLASSIFIED

ABLE SEVEN TWO SEVEN PD AUTHORITY HAS BEEN GRANTED BY MEDITERRANEAN
AIR ALLIED COMMITTEE SECRETARIAT IN THEIR LETTER MAAGDASH FOUR TWO
ZERO ONE DASH AFALS DATED ONE FIVE MARCH NINETEEN FORTY SIX TO
FLY THE THREE HUNGARIAN PAREN CIVILIAN PAREN BAKER UNCLE ONE THREE
ONE COMMUNICATION CMA SINGLE BEATER AIRCRAFT CMA NUMBERS HOW ABLE
LOVE DOG DOG CMA HOW ABLE LOVE EASY GEORGE AND HOW ABLE DASH LOVE
EASY MIKE FROM SUGAR NICOLA AIRPORT CMA VENICE TO LITTORIO AIRFIELD
CMA ROME PD REQUEST FLIGHT CLEARANCE BE GRANTED TO OWNERS OF
AIRCRAFT TO FLY ABOVE AIRCRAFT TO LITTORIO AIRFIELD PD

OUR LETTER ABLE FOX SUGAR CHARLIE FOUR THREE AIR DATED TWO ONE
JUNE NINETEEN FORTY SIX ADDRESSED TO YOUR WING ALSO REFERS

REF : AFSC/45/AIR

ROUTINE

AIR STAFF, A.F.S.C., AICOM, ROME

LT. COL. FRANK E. MAREK

F/O A.C. MERRIEN

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

TO :- Comando 90 Z.A.F., Regia Aeronautica, Milano.

DATE :- 16th July 1946.

REF :- AFSC/M/36/AIR.

See 17A.

4 Mia. 2

LIEATRE - PAIRCHILD AIRCRAFT OWNED BY LT. FUMAGALLI

Confirmation is given of earlier conversations on the above subject when permission was given for the recovery of a Pairchild aircraft, the property of Ten. Fumagalli, and for its removal to the hangar at Linate.

6762

2. It is repeated, however, that no permission can be given for the assembly or repair of this aircraft until further notice.

3. Instructions have been received from Rome that the propeller is to be removed from the aircraft and stored separately.

4. It would be appreciated if this office could be informed when this action has been taken and an assurance given that no flights have been made or contemplated.



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

21A

See 17A.

4 Min. 2

43/air.

Linate - FAIRCHILD AIRCRAFT OWNED BY LT. PUMAGALLI

Confirmation is given of earlier conversations on the above subject when permission was given for the recovery of a Fairchild aircraft, the property of Ten. Pumagalli, and for its removal to the hangar at Linate.

2. It is repeated, however, that no permission can be given for the assembly or repair of this aircraft until further notice.

3. Instructions have been received from Rome that the propeller is to be removed from the aircraft and stored separately.

4. It would be appreciated if this office could be informed when this action has been taken and an assurance given that no flights have been made or contemplated.



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

Copies to :- Air Forces Sub-Commission, AG, Rome (for information)
Ten. Pumagalli, Regia Aeronautica Linate Airfield.

22.12.17. JKM
22/17

20 A

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

TO :- Comando I° Z.A.T., Presidio Aeronautico, Milano.
(for information of Col. Girardo).

DATE :- 27th June 1946.

REF :- ATSC/N/36/AIR.

*why not staff
FL3 can't fly
25/11/46*

15/12/46

USE OF F.L.3. AIRCRAFT FOR SPRAYING FRUIT DESTROYING

INSECTS

Reference is made to the conversation Col. Girardo
P/O Reid of this morning's date, in which permission was
requested for the use of an FL3 aircraft from Linate Airfield
to spray the olives in the Repallo-Sestri Levante area
with GERASOL insecticide.

2. Details of the insect-killing campaign are
contained in the four attached letters returned herewith **6761**

3. Contact has been made by telephone with G/Capt
Jarman and provisional permission has been given for use
of the FL3 aircraft.

4. It would be appreciated if further details,
including observations on the degree of success of the
scheme, would be forwarded to this office in due course.



P/O REID D.G.
Commanding

USE OF F.B.3. AIRCRAFT FOR SPRAYING FRUIT DESTROYING-
INSECTS

Reference is made to the conversation Col. Giraudo F/O Reid of this morning's date, in which permission was requested for the use of an FL3 aircraft from Linate Airfield to spray the olives in the Rapallo-Sestri Levante area with GERASOL insecticide.

2. Details of the insect-killing campaign are contained in the four attached letters returned herewith 6761

3. Contact has been made by telephone with G/Capt Jarman and provisional permission has been given for use of the FL3 aircraft.

4. It would be appreciated if further details, including observations on the degree of success of the scheme, would be forwarded to this office in due course.

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

Copy to :- Air Forces Sub-Commission, HQ., AC, Rome.
(Information G/Capt Jarman).

Enclosure (3) Correspondence #B.C. / D

4/2/21/7
AIRI to Information spoke to AOC who approved action 29/6.

17

20/B

C O P I A

MINISTERO DELL'AERONAUTICA
GabinettoAl Comando I Z.A.T. Milano
e per con. Allo Stato Maggiore - Roma
Alla direzione costruzioni - Roma

Oggetto : Lotta contro la mosca olearia

In seguito a richiesta del Ministero dell'Agricoltura e dietro parere favorevole espresso dallo Stato Maggiore si dispone che un velivolo SAIMAN sia impiegato per lo spargimento di sostanze insetticide contro la mosca olearia nella zona olivicola Rapallo-Sestri Levante.

Dell'attrezzatura del velivolo e del suo impiego si interesserà personalmente il gen. D.A. Biffi Giuseppe che all'uopo prenderà diretti accordi con codesto Comando e con le direzioni costruzioni.

Le spese per l'istallazione ed il consumo di carburante sono a carico del Ministero dell'agricoltura.

d'ordine
IL CAPO DI GABINETTO 6760
(col. LUDOVICO)

20 c

PROMEMORIA

MIL no 19 Giugno 1946

AL COMANDO I ZAT SEDE
AL COMANDO SEZIONE SONDAGGI LINATE
AL MAGGIORE MORASCHI
Direz. Costruz. SEDE

OGGETTO : Approntamento dispositivo per la lotta contro la Mosca
Olearia

1. Con opportuno contatto col Prof. Grandori sono stati definiti i termini per l'approntamento del dispositivo di cui all'oggetto.
2. Il Magg. Moraschi curerà l'immediata esecuzione della trameggia per FL3 secondo le indicazioni avute.
Realizzato il dispositivo prenderà contatto col Prof. Grandori per qualche prova preventiva.

3. Il programma dei voli risulta dall'allegato al documento n.6 e precisamente:-

1 intervento	25 - 26	giugno
2 "	6 - 7	luglio
3 "	20 - 21	"
4 "	10 - 11	agosto
5 "	25 - 26	"
6 "	10 - 12	settembre
7 "	25 - 26	"

6759

Per ogni intervento sono previsti due voli in giornate successive o nello stesso giorno per ottenere la dovuta densità di irrogazione

4. Il Comando Zona è pregato voler designare il personale per la esecuzione dei voli previsti.

Si prevederebbe sia necessario staccare sull'Aeroporto di Novi per le giornate indicate un complessodi: -

un pilota, un motorista, un montatore, una motocicletta che serva al pilota per prendere contatti prima e dopo il volo col Prof. Grandori e per riconoscere particolarmente la zona e definire con ciò le particolari modalità di volo

un motocarro per il trasporto della polvere DDT al campo e per i servizi in genere. Il Comando Zona è pregato voler definire i particolari in proposito.

5. Secondo il disposto del foglio 14906 datato 15/6/45 del Gabinetto del Ministro, tutte le spese saranno rimborsate da parte del Ministero dell'Agricoltura.

7D

R. UNIVERSITA' DEGLI STUDI
MILANO

Milano 27 Marzo 1946

Egregio Sig. Generale Biffi

Mi pregio informarla che per incarico del Ministero dell'agricoltura e Foreste sto eseguendo da tre anni una sperimentazione ufficiale dell'insetticida "GERASOL" della Casa Geigy di Basilea, che contiene il famoso "DDT" usato con tanto successo dalle armate Americane contro vari parassiti dell'uomo.

Una sperimentazione che finora non si pote' compiere per ragioni belliche e' quella contro la "Mosca Olearia" (*Dacus Oleae*) Nella prossima estate e' mia intenzione di eseguire tale sperimentazione nella riviera Ligure su una vasta zona olivicola.

Trattandosi di un insetto che provoca alla nostra produzione agricola una perdita ragguagliabile a cifre di alcuni miliardi, la lotta contro di esso riveste carattere di un grande interesse Nazionale.

Il trattamento di vasti uliveti con queste polveri insetticide mediante spargimento da terra presenta grandi difficoltà di applicazione, e perciò avrei pensato di effettuare la polverizzazione mediante un aereo, a somiglianza di quanto hanno già fatto durante la guerra gli aviatori americani, specialmente contro le zanzare in zone malariche, ottenendo mirabili effetti.

Lusingandomi che Ella Signor Generale voglia rendersi conto dell'importanza della cosa, Le sarei molto grato se volesse interporre la Sua autorevole intercessione per ottenere dal Ministero dell'aeronautica la concessione di un apparecchio che, partendo da una base prossima alla zona di Rapallo - Sestri Levante - potesse compiere tra il giugno e il settembre una decina di voli su quella zona lasciando cadere le polveri insetticide secondo istruzioni che sarebbero date al momento opportuno.

Con preghiera di un Suo Cortese cenno che mi assicuri del Suo autorevole appoggio Le unisco i migliori ringraziamenti e ossequi.

6758

IL DIRETTORE
Prof. Grandori

19A

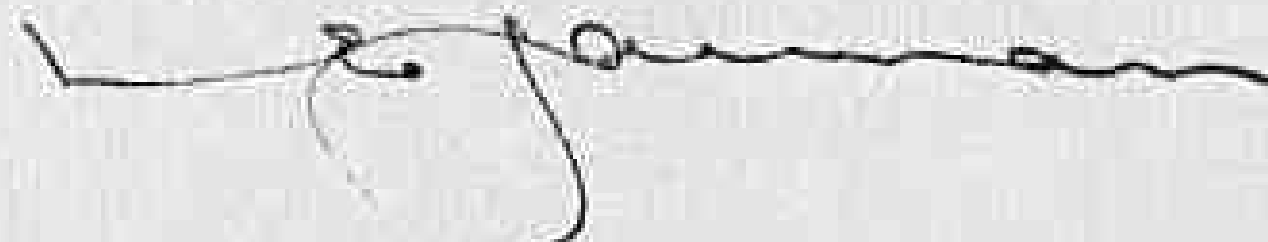
From : Air Forces Sub Commission, A.C., Rome.
To : No 24 Wing R.A.F.
Date : 21st June, 1946.
Ref : AFSC/43/Air.

HUNGARIAN COMMUNICATION AIRCRAFT

18A + B

With reference to your letter 244N/207/6/Org. dated 13th July 1946, it is regretted that previous correspondence on this subject, which includes the permission to move these aircraft, was not forwarded to your unit.

2. These aircraft were flown by Hungarian pilots to Venice in May 1945 to avoid capture by the Germans.
3. It is requested that you give Signor Attila Dorgel every assistance to locate his aircraft.



L.E. JARMAN, G/C,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission. 6757

From : Headquarters, No. 244 Wing, Royal Air Force.

To : Allied Air Forces Liaison Sub Commission A.C. Rome.

Date : 13th June, 1946.

Ref : 244W/207/6/Orig.

VISIT OF HUNGARIAN OFFICERS TO TREVISO AERODROME.

18B
With reference to Ministero dell'Aeronautica letter dated 4th May, 1946 a copy of which is enclosed. Two Hungarian officers visited this Headquarters two days ago leaving this letter as reference and stating that they had come to collect the aircraft in question.

2. As no notification had been received from your Headquarters and as indeed no knowledge of the aircraft in question is known here we refer the matter to you.

3. The name of the senior officer of the two, and his address is below and we also enclose a copy of our present letter to him.

Attila Dorgei
Pensione Budapest
S. Marco Venezia

G.T. Stimpson

(G.T. STIMPSON, S/Ldr.)
S.A.D.O.

for Group Captain, Commanding,
No. 244 Wing, Royal Air Force.

6756



188

COPY

MINISTERO DELL'AERONAUTICA

4 maggio, 1946

Al Sig. Capo del Circolo Sportivo
Aeronautico Ungherese E.S.E.
ROMA Via S. Giulia, 1

Prot. 1935, oggetto: Trasporto
apparecchi da turismo da Venezia a Roma

e p.c.

Allo Stato Maggiore R.A.

Rif. S/foglio 22 Apr. 1946 No. 101713

Op18/E, 1/Rep). SEDE

All'Ufficio Stralcio Aviaz. Civ.

Aeroporto S. Nicolo' del Lido

VENEZIA

In relazione alla sua domanda del 10
Novembre 1945, si fa presente che in
seguito alle pratiche svolte da questo
Ministero in proposito, la sottocom-
missione alleata ha autorizzato il tras-
ferimento dall'Aeroporto di S. Nicolo'
del Lido di Venezia a quello dell'Urbe
in Roma dei 3 apparecchi da turismo
HA-LDD: HA, LEG: HA, LEM.

A tal uopo la S.V. vorra' mettersi in
contatto con l'Ufficio Stralcio del-
l'Aviazione civile di Venezia per
quanto riguarda la partenza degli ap-
parecchi e con l'Ufficio di Stato
Maggiore di questo Ministero (Maggiore
Politi) per quanto riguarda l'atter-
raggio e la custodia di essi con
l'Aeroporto dell'Urbe.

E' opportuno far conoscere con congruo
preavviso e con la maggiore approssi-
mazione possibile la data del tras-
porto anche a questa Direzione.

p. IL MINISTRO
il Direttore Aviaz. Civile E.T.A.
(Col. A.A.RN.L. Gallo)

AIR MINISTRY

4th May, 1946

To the Chief of Sportive
Aeronautical Hungarian Club, E.S.E.
No. 1 St. Giulia Street ROME

Ref No. 1935- Object: Transport of touring
planes from Venice to Rome.

and for information:

To the Staff Italian Air Force.

Ref. his letter 22nd April No. 101713/Dp16)

E. 1/Rep).

To the Settlement Office of the Civil Aviation
Airport "S. Nicolo' of Lido Venezia.

In relation to your application of the 1st
November 1945, we inform you that, owing to the
developping of matters between this Ministry
and the Allied Sub)Commission, this later
has granted authority for the transport
from the Airport of S. Nicolo' Venezia to that
of Rome of the three touring aircrafts HA LDD
: HA, LEG: HA, LEM.

For this purpose please get into contact with
the Settlement Office of the Civilian
Aviation Venice as regards the departure
of the three aircrafts and with the staffs
Office of this Ministry (Major Politi) as
regards the landing and custody of same, on the
Airport of Rome.

It is necessary to inform in due course
and the most approximative possible, the date
of the transport also to this management.

For the Ministry
The Manager Civil Aviation E.T.A.
Col. A.A.RN.L. Gallo

18c

From :- Headquarters, No. 24 Wing, Royal Air Force.

To :- Attila Dorpai Pension Budapest, S. Marco, Venezia.

Date:- 13th June, 1946.

Ref :- 2443/207/6/Orig.

VISIT TO RAF AIRFIELD TREVISO.

With reference to your visit to Treviso Airfield on Tuesday 11th June in search of three Hungarian Sports Aircraft.

Enquiries have been made but no information has been received at this Headquarters from the Allied Air Forces Liaison Sub Commission. We have however taken the matter up by letter with them today. Meanwhile we suggest that you should contact the Italian Officer i/c S. Nicolo' Airport Venice (The Lido) as your letter directs, and possibly you will be able to obtain more information.

This Headquarters will inform you directly we receive information of any description from A.A.F.L.S. Rome.

6754

C.T. Stimpson

(C.T. STIMPSON, S/Ldr.)
S.A.D.O.

For Group Captain, Commanding,
No. 24 Wing, Royal Air Force.

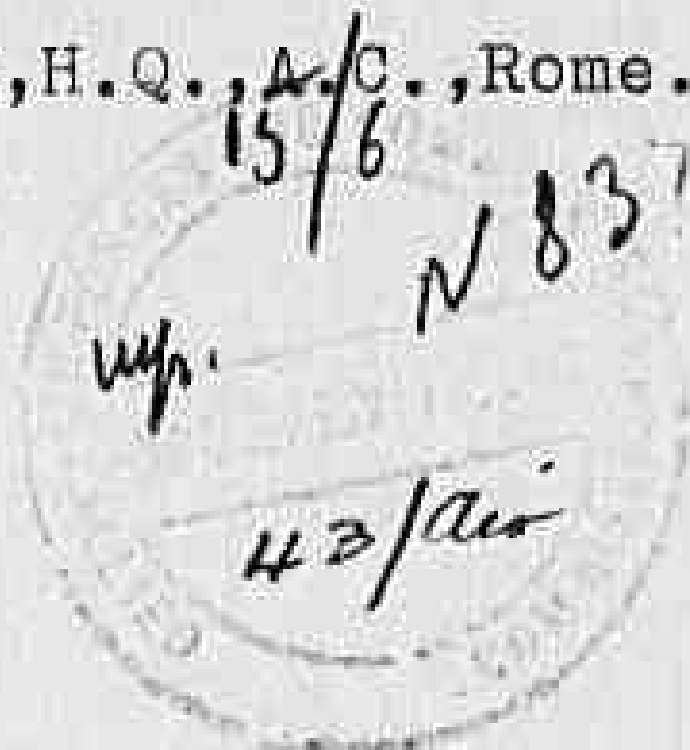
17A

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

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

DATE :- 13th June 1946.

REF :- AFSC/M/835/ENG.



FAIRCHILD AIRCRAFT - PROPERTY OF I.A.F. OFFICER

Lt. Fumagalli, I.A.F. Officer in service on Linate Airport, has today reported that he is the owner of a Fairchild aircraft, purchased by himself in a private capacity prior to the war.

2. This aircraft is at present dismantled and stored in a shed in Milan. Lt. Fumagalli requests permission to move the aircraft to Linate Airport, to assemble it, and if possible for one test flight to be made by any nominated pilot prior to the aircraft being stored.

6753

3. Permission has been given for transfer of the aircraft to the Baltimore hangar at Linate to avoid deterioration in its present location and to facilitate control.

4. Your advice is requested as to whether the aircraft may be reassembled and test-flown prior to storage.



D.H.G. SMITH S/LDR
Commanding
A.F.S.C. MILAN.

Copy to :- Lt. Fumagalli, sede. (tramite Ufficio di Collegamento)

LMOF V MPMX WNK /5/12 ROUTINE

AFSC HOME

FROM HEADQUARTERS DESERT AIR FORCE 1212402

TO 22 324 244 239 WINGS . RAF CAMPOFORMIDO . RAF KLAGENFURT .

(R) AFSC HOME . BT A.

A107 11TH JUNE 46. RESTRICTED .

IAF AIRCRAFT SAIMAN 202MM 52156 WAS PLACED AT DISPOSAL OF 5TH ARMY
IN MARCH 1945(.) IT CARRIED OUT A FORCED LANDING NEAR REVOLTO
AIRFIELD IN MAY 1945. SINCE WHEN NO TRACE OF IT HAS BEEN FOUND.(.)

REQUEST ANY INFORMATION REGARDING THIS AIRCRAFT BE SIGNALLED THIS
HEADQUARTERS REPORTED AIR FORCES THE COMMISSION ALLIED COMMISSION ROME

BT 121240 B

SENT SUP 132205 B

RECD AT 132312B US AR TKS K

fhm
15/6

675

298 14/6 16A
D.391 ab
43/air

15A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : HEADQUARTERS, DESERT AIR FORCE
DATE : 2 JUNE 1946
REF : AFSC/43/AIR

SAIMAN 202MM. 53156 ITALIAN AIRCRAFT

Attention is respectfully invited to attached correspondence received from the Italian Air Ministry inquiring of the whereabouts of Saiman 202 Italian Aircraft which was at the disposal of the British Eighth Army.

2. It would be appreciated if an effort would be made to locate the above mentioned aircraft and results of investigation be forwarded to this Sub-Commission.

J. E. M.
FRANK E. MARLEK
LT. COL. A.C.
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

6751

1 Incl : Ltr. I.A.M., dtd 30th April 1946

Info copies to : M.A.A.C. Secretariat
G/C Dundas, R.A.F. Station, Udine

Appendix "B"

Date:-

1 JUNE 46

MONTHLY FLYING TIMES

MAY 1946

- | | | | |
|----|--|----------|------------|
| A. | Type of Aircraft. | | |
| B. | Number of take-offs or attempted take-offs | -DAY | |
| C. | " " " " " " " " | - NIGHT | |
| D. | Recognised passenger carrying flying | -(i) DAY | (ii) NIGHT |
| E. | Other Squadron Flying. | -(i) " | (ii) " |
| F. | Training | -(i) " | (ii) " |
| G. | Other Flying. | -(i) " | (ii) " |
| H. | Total Flying Hours | -(i) " | (ii) " |

[illegible]

Originator's Signature -

FRANK E. MAREK
LT. COL. A.C.

FOR AIR VICE-MARSHAL, DIRECTOR, AIR FORCES SUB-COMMISSION.

Appendix "B"

Originator's reference

Date :-

AFSC/43/AIR
1 JUNE 46

b-Commission, Allied Commission, Rome

MONTHLY FLYING TIMES

MAY 1946

Type of Aircraft.

number of take-offs or attempted take-offs -DAY

K H N O P S U V Z RIGHT

Recognised passenger carrying flying

Other Squadron Flying.

1. Refining

Other Flying.

Total Flying Hours

-(i) DAY (ii) NIGHT

$$-(i) \quad \text{ii} \quad (ii) \quad \text{ii}$$

-(i) " (ii) "

$$-(i) \quad \text{and} \quad (ii) \quad \text{and}$$

-(i) " (ii) "

	B	C	D		E		F		G		H
			(i)	(ii)	(i)	(ii)	(i)	(ii)	(i)	(ii)	
CHILD	8	0	0	0	0	0	0	0	11.15	0	11.15

FRANK E. MARKE
LT. COL. A.C.

FOR AIR VICE-MARSHAL, DIRECTOR, AIR FORCES SUB-COMMISSION.

POSTAGRAM

To:- Headquarters, Royal Air Force, Italy

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

APPENDIX
 Originator's Reference:-
 Date:- 1 JUNE 1946

6728

MONTHLY PASSENGER RETURN MAY 1946

ROLE OF FLYING	CREW		PASSENGERS		PEOPLE OUTSIDE AIRCRAFT		TOTAL ACCIDENTS	PA MI
	KILLED OR MISSING	INJURED	KILLED OR MISSING	INJURED	KILLED	INJURED		
A. <u>Recognised Passenger Carrying.</u>								
(i) Airline Scheduled Services.	0	0	0	0	0	0	0	
(ii) Airline Special Flights	0	0	0	0	0	0	0	
(iii) Trooping	0	0	0	0	0	0	0	
B. <u>Other Squadron Flying</u>	0	0	0	0	0	0	0	
C. <u>Training.</u>	0	0	0	0	0	0	0	
D. <u>Other Flying.</u>	0	0	0	0	0	0	0	

Originator's Signature.

FRANK E. MAREK
 LT. COL. AC
 FOR AIR VICE-MARSHAL
 DIRECTOR A.F.S.C.

POSTAGRAM

al Air Force, Italy

Commission, Allied Commission, Rome.

APPENDIX 'A'

Originator's Reference:- AFSC/43/AIR

Date:- 1 JUNE 1946

8729

MONTHLY PASSENGER RETURN MAY 1946

CREW		PASSENGERS		PEOPLE OUTSIDE AIRCRAFT		TOTAL ACCIDENTS	PASSENGER MILES
KILLED OR MISSING	INJURED	KILLED OR MISSING	INJURED	KILLED	INJURED		
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	Passenger miles not required after 1, 5 and 10.
0	0	0	0	0	0	0	

FRANK E. MAREK
LT. COL. AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

13A

AIR FORCES SUB-COMMISSION, A.C. ROME

1535 9 MAY 1946

AIR HEADQUARTERS, R.A.F. ITALY

UNCLASSIFIED

ABLE FIVE SEVEN FOUR PD WITH REFERENCE TO YOUR SIGNAL AT THREE FIVE
FIVE DATED SIXTH MAY RECORDS THIS OFFICE DISCLOSE THAT POSTAGRAM FORMS
WERE DISPATCHED THREE MAY TO YOUR HEADQUARTERS PD IF NOT RECEIPTED
TO THIS DATE WERE INFORM AND CONFIRMING COPIES WERE BE MAILED
IMMEDIATELY

6747

AFSG/43/ AIR

ROUTINE

AIR STAFF

J.E.M.
FRANK E. MARK LT. COL.

E/m -

LROF V LAEE NR 19 R/R

~~FRONT~~ T LRKB QVR 3

FROM AIR HEADQUARTERS RAF ITALY 331592B

TO 397 MU - 159 MU - ~~AIR COMM~~ A/F SUB COMM ROME

BKM BULGARIA

BT

AT355 6 MAY (.) UNCLASSIFIED (.) MONTHLY FLYING TIMES AND PASSENGER RETURN

IN POSTGRAM FORM NOT YET F// RECEIVED

(.) PLEASE EXPEDITE

BT

SENT

A.E.V.

F.k.m.
9/5
Forms mailed
3rd May 46.



6746

Re Box
1685

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

TO: H.A.A.C. SECRETARIAT.

DATE: 3rd MAY, 1946.

REF: AFSC/43/AFS

COMMUNICATION AIRCRAFT AFSC

Your letter AFSC/43/AFS dated 29th April 1946 is acknowledged.

We will inform you when any further aircraft may be withdrawn.

Rebman
I. E. JARMAN C/PT.
AIR VICE MARSHAL.
DIRECTOR
AIR FORCES SUB COMMISSION.

6745

4/5

Appendix "B"

Date:- 3 MAY 1946.

From:- Air Forces Sub-Commission, Allied Commission, Rome

APRIL 1946.

- | | | | | |
|----|--|----------|------------|--|
| A. | Type of Aircraft. | | | |
| B. | Number of take-offs or attempted take-offs | -DAY | | |
| C. | " " " " " " " " | - NIGHT | | |
| D. | Recognised passenger carrying flying | -(i) DAY | (ii) NIGHT | |
| E. | Other Squadron Flying. | -(i) " | (ii) " | |
| F. | Training | -(i) " | (ii) " | |
| G. | Other Flying. | -(i) " | (ii) " | |
| H. | Total Flying Hours | -(i) " | (ii) " | |

Originator's Signature: _____

FOR AIR VICE MARSHAL, DIRECTOR, ~~AIR~~ FORCES SUB COMMISSION.

6745

Appendix "B"

AFSC/43/AIR.

Date:- 3 MAY 1946.

-Commission, Allied Commission, Rome

APRIL 1946.

Number of take-offs or attempted take-offs -DAY

Number	of	Take-offs	or	attempted	landings	-	RIGHT
1	2	3	4	5	6	7	8

	(i) DAY	(ii) NIGHT
Recognised passenger carrying flying		

Other Squadron Flying. (1) (11)

Training - (1) (11)

Other Flying.	(i)	(ii)
---------------	-----	------

Total Flying Hours	-(i)	"	(ii)	"
--------------------	------	---	------	---

Total flying hours											
	B	C	D		E		F		G		H
			(i)	(ii)	(i)	(ii)	(i)	(ii)	(i)	(ii)	
IR - ILDS III	19	0	0	0	0	0	0	0	0	27.35	27.35

76. 30

FRANK E. MAREK

LT. COL. A.C.

LT. COL. A.C.
FOR AIR VICE MARSHAL, DIRECTOR, ⁵⁷AFN FORCES SUB COMMISSION.

6744

101

POSTAGRAM

APPENDIX 'A'

Originator's Reference:- AFUC

Date:- 3 MAY 1946

To:- Headquarters, Royal Air Force, Italy

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

MONTHLY PASSENGER RETURN - APRIL 1946

ROLE OF FLYING	CREW		PASSENGERS		PEOPLE OUTSIDE AIRCRAFT		TOTAL ACCIDENTS	PASSENGER KILLED
	KILLED OR MISSING	INJURED	KILLED OR MISSING	INJURED	KILLED	INJURED		
A. <u>Recognised Passenger Carrying.</u>								
(i) <u>Airline Scheduled Services.</u>	0	0	0	0	0	0	0	
(ii) <u>Airline Special Flights</u>	0	0	0	0	0	0	0	
(iii) <u>Trooping</u>	0	0	0	0	0	0	0	
B. <u>Other Squadron Flying</u>	0	0	0	0	0	0	0	
C. <u>Training.</u>	0	0	0	0	0	0	0	
D. <u>Other Flying.</u>	0	0	0	0	0	0	0	

Originator's Signature.

f.h.m.
 FRANK E. MAREK
 LT COL. AC
 FOR AIR VICE-MARSHAL
 DIRECTOR A.F.S.C.

6723

POSTAGRAM

Air Force, Italy

Mission, Allied Commission, Rome.

APPENDIX "A"

Originator's Reference:-

AFSC/43/AIR

Date:-

3 MAY 1946

MONTHLY PASSENGER RETURN - APRIL 1946

CREW		PASSENGERS		PEOPLE OUTSIDE AIRCRAFT		TOTAL ACCIDENTS	PASSENGER MILES
KILLED OR MISSING	INJURED	KILLED OR MISSING	INJURED	KILLED	INJURED		
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	

Passenger miles
not required
under L. J. A. D.

f.l.m.
FRANK E. MARK
LT COL. AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

6743

From : I.A.F. Stato Maggiore.
 To : A.F.S.C. Rome.
 Date : 30th April, 1946.
 Ref : A/370425/St.3/28/1654/Goll.

SAIMAN 202 MM.52156 AIRCRAFT - 8th ARMY.

As you are aware, on the 19th March, 1945 the Autonomous Squadron of the Unità Aerea put at the disposal of the 8th Army Command, for special missions, the Saiman 202 aircraft No 52156.

2. This Stato Maggiore was informed that on the 28th May, 1945 while this aircraft was flying on behalf of the 8th Army, it was forced to land near the Rivolto airfield (Udine) owing to engine trouble.

One hour after the landing, which was effected on a field without accident, the aircraft was moved to Rivolto airfield and handed over to the 293th R.A.F. Sqdn.

At that date the aircraft was serviceable except for the unknown engine trouble which was the cause of the force landing.

3. In the month of October 1945 the aircraft was at Rivolto airfield.

4. A maintenance crew was sent to the spot by the Unità Aerea in order to salvage the aircraft, but found no trace of it. Steps also taken by the 2nd Z.A.I. Nucleus Command to trace the aircraft were of no avail.

5. The A.F.S.C. is therefore requested to deal direct with this matter in order to obtain information relative to the present whereabouts of the aircraft in question.

by order,
The Chief of Staff.

translated by J. Bevacqua.

Write to HQ.DAF. asking for information.
 Send a copy to group captain Dundas (Udine)
 to expedite an answer.



STATO MAGGIORE R. AERONAUTICA
MO/PT III REPARTO - SERVIZI

Roma, lì 30 Aprile 1946. =

Sezione Tecnica

Protocollo

SERV/370425/ST.3/28. =

ALL' A. C. - A. F. S. C.

(tramite Ufficio Collegamento - Sede -)

R O M A

Sede -

OGGETTO: Velivolo Saiman 202 MM.52156 - 8^a Armata. =

- 1.- Come è noto, il 19 Marzo 1945 la Squadriglia Autonoma dell'Unità Aerea metteva a disposizione del Comando 8^a Armata, per missioni speciali, il velivolo Saiman 202 matricola 52156.-
- 2.- Risulta a questo Ufficio di S.M. che il 28 Maggio 1945, mentre tale velivolo effettuava un volo per conto dell'8^a Armata, per avaria al motore era costretto ad atterrare nei pressi del Campo di Rivolto (Udine).-
Risulta ancora che l'apparecchio un'ora dopo l'atterraggio, effettuato in un prato senza incidenti, era trasportato sul campo di Rivolto e lasciato in consegna al 293^o Squadron della R.A.F..-
L'apparecchio a quella data era efficiente, a meno della imprecisata avaria al motore che causò l'atterraggio.-
- 3.- Nel mese di Ottobre 1945 l'apparecchio era ancora sul campo di Rivolto.-
- 4.- Una squadra di personale inviata sul posto da parte dell'Unità Aerea, per effettuare il recupero del velivolo, non riusciva a trovarne traccia, ed un nostro interessamento presso il Nucleo Comando 2^a Z.A.T. non dava elementi utili alla ricerca del velivolo stesso.-
- 5.- Si prega pertanto codesta A.F.S.C., voler esaminare la possibilità di un diretto interessamento, per raccogliere notizie sulla situazione attuale del velivolo in oggetto. =

Ordine

IL CAPO DI STATO MAGGIORE
IL SOTTOCAPO DI STATO MAGGIORE

Colonnello A. A. e. Pilota



Reverendissimo

From : Mediterranean Allied Air Committee Secretariat.

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

Date : 29th April, 1946.

Ref : MAAC/4018/1/AFALS.

COMMUNICATION AIRCRAFT - A.F.S.C.

126A

on Pt. 1.

Reference is made to your letter AFSC/43/Air dated 21st March, 1946.

2. This matter was referred to HQ Medme, who replied that your suggested amendment to the establishment cannot be authorised. They have, however, agreed to the temporary retention of the two aircraft mentioned in para. 3 of your letter.

3. It is requested that this Secretariat be informed immediately these aircraft may be withdrawn.

(MAXWELL FISHER)

Wing Commander,

Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE.

Copies to: Org. (Your 3000/143/Org. refers).

S.F.O.

C.T.G.

2/5.

N126 02

43/air

6740

Just
214

LROF V LAEE NR 49
T LRKE

FROM AIR HEADQUARTERS RAF ITALY
TO AFSC AC ROME
GR -- BT



Q341 - 26TH APRIL - UNCLASSIFIED .

FURTHER MY Q904 FEBRUARY 28TH NOW AGREED THAT YOU RETAIN ARGUS AIRCRAFT
MARK II FZ723 AND MARK III K K 414 FOR THE PRESENT

6739

BT 261105B

SENT NR 49 E H B

Handed to SSO
15 23
29/4
QVB

Appendix "B"

Originator's reference
Date:- 3 APRIL 1946

Date:- 3 APRIL 1946

A.	Type of Aircraft.			
B.	Number of take-offs or attempted take-offs	-DAY		
C.	" " " " " " " "	- NIGHT		
D.	Recognised passenger carrying flying	-(i) DAY	(ii) NIGHT	
E.	Other Squadron Flying.	-(i) "	(ii) "	
F.	Training	-(i) "	(ii) "	
G.	Other Flying.	-(i) "	(ii) "	
H.	Total Flying Hours	-(i) "	(ii) "	

Originator's Signature _____

6738

Appendix "B"

AFSC/43/AIR

mission, Allied Commission, Rome

MONTHLY FLYING TIMES MARCH 1946

Number of take-offs or attempted take-offs -DAY

Number of	take-offs	or attempted	take-offs	- NIGHT
"	"	"	"	"
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4
5	5	5	5	5
6	6	6	6	6
7	7	7	7	7
8	8	8	8	8
9	9	9	9	9
10	10	10	10	10
11	11	11	11	11
12	12	12	12	12
13	13	13	13	13
14	14	14	14	14
15	15	15	15	15
16	16	16	16	16
17	17	17	17	17
18	18	18	18	18
19	19	19	19	19
20	20	20	20	20
21	21	21	21	21
22	22	22	22	22
23	23	23	23	23
24	24	24	24	24
25	25	25	25	25
26	26	26	26	26
27	27	27	27	27
28	28	28	28	28
29	29	29	29	29
30	30	30	30	30
31	31	31	31	31
32	32	32	32	32
33	33	33	33	33
34	34	34	34	34
35	35	35	35	35
36	36	36	36	36
37	37	37	37	37
38	38	38	38	38
39	39	39	39	39
40	40	40	40	40
41	41	41	41	41
42	42	42	42	42
43	43	43	43	43
44	44	44	44	44
45	45	45	45	45
46	46	46	46	46
47	47	47	47	47
48	48	48	48	48
49	49	49	49	49
50	50	50	50	50
51	51	51	51	51
52	52	52	52	52
53	53	53	53	53
54	54	54	54	54
55	55	55	55	55
56	56	56	56	56
57	57	57	57	57
58	58	58	58	58
59	59	59	59	59
60	60	60	60	60
61	61	61	61	61
62	62	62	62	62
63	63	63	63	63
64	64	64	64	64
65	65	65	65	65
66	66	66	66	66
67	67	67	67	67
68	68	68	68	68
69	69	69	69	69
70	70	70	70	70
71	71	71	71	71
72	72	72	72	72
73	73	73	73	73
74	74	74	74	74
75	75	75	75	75
76	76	76	76	76
77	77	77	77	77
78	78	78	78	78
79	79	79	79	79
80	80	80	80	80
81	81	81	81	81
82	82	82	82	82
83	83	83	83	83
84	84	84	84	84
85	85	85	85	85
86	86	86	86	86

	(i) DAY	(ii) NIGHT
Recognised passenger carrying flying	(i) "	(ii) "

Other Squadron Flying.

refining

her Flying.

Total Flying Hours

4

ANK E. MAREK
LT. COL. AC

LT. COL. RO
AIR VICE-MARSHAL DIRECTOR A.F.S.C.

POSTAGRAM

To:- Headquarters, Royal Air Force, Italy

Originator's Reference:

Date:- 3 APRIL 1946

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

MONTHLY PASSENGER RETURN - MARCH 1946

ROLE OF FLYING	CREW		PASSENGERS		PEOPLE OUTSIDE AIRCRAFT		TOTAL ACCIDENTS
	KILLED OR MISSING	INJURED	KILLED OR MISSING	INJURED	KILLED	INJURED	
A. <u>Recognised Passenger Carrying</u>							
(i) Airline Scheduled Services.	0	0	0	0	0	0	0
(ii) Airline Special Flights	0	0	0	0	0	0	0
(iii) Trooping	0	0	0	0	0	0	0
B. <u>Other Squadron Flying</u>	0	0	0	0	0	0	0
C. <u>Training</u>	0	0	0	0	0	0	0
D. <u>Other Flying</u>	0	0	0	0	0	0	0

Originator's Signature.

Frank E. Marek
 FRANK E. WAREK
 LT. COL. AC
 FOR AIR VICE - MARSHAL
 DIRECTOR A.F.S.O.

6737

POSTAGRAM

Royal Air Force, Italy

APPENDIX "A"

Originator's Reference:-

AFSC/43/AIR

Date:-

3 APRIL 1946

L-Commission, Allied Commission, Rome.

MONTHLY PASSENGER RETURN - MARCH 1946

	CREW		PASSENGERS		PEOPLE OUTSIDE AIRCRAFT		TOTAL ACCIDENTS	PASSENGER MILES
	KILLED OR MISSING	INJURED	KILLED OR MISSING	INJURED	KILLED	INJURED		
oper	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
ing	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	

Passenger miles
not required
after 1, 3 and 5.

FRANK E. MAREK

LT. COL. AC

FOR AIR VICE - MARSHAL

DIRECTOR A.F.S.O.

6737

Flying Times for C-47 Aircraft - Month of March.

Type	Number	Alt. Hours	No of trips	Stts	
Argus III	K. K. 419	4.55	4	S	
" "	K. K. 409	NIL	NIL	1/5	Awaiting Exhausts.
" II	FZ 723	8.20	4	S	50% inspection commencing 2/14/46.

12:75

EV

13:15

E. H. Sanders, Sgt.

1. 4. 40.

6736

HEADQUARTERS
US AIR FORCE STATION CAPODICHINO, ITALY

A/CDA/jo

APW
30/3
APO 528, US Army
26 March 1946

SUBJECT: Flight Schedules.

TO : BRIGADIER GENERAL LEE, Allied Control Commission,
APO 394, US Army.

1. Attached hereto are copies of flight schedules maintained by this station.

2. It is requested that airlifts contemplated by your Headquarters be kept, insofar as it is practicable to do so, within the limitations of these scheduled flights.

3. Changes and corrections to these schedules will be relayed to your Headquarters immediately upon receipt by this Station.

4. If additional information or clarification regarding these flights is desired, please contact this Headquarters.

FOR THE COMMANDING OFFICER:

Charles D. Allen
CHARLES D. ALLEN
1st Lt., Air Corps,
Adjutant.

Tel: Grasshopper 126.

6735

1/4
N268up.
43/Air

g.k.m.
4/2
ej8 4/4

HEADQUARTERS
US AIR FORCE STATION CAPODICHINO, ITALY

A/CDA/jc

APC 528, US Army
26 March 1946

SUBJECT: Flight Schedules.

TO : BRIGADIER GENERAL LEE, Allied Control Commission,
APO 394, US Army.

1. Attached hereto are copies of flight schedules maintained by this station.

2. It is requested that airlifts contemplated by your Headquarters be kept, insofar as it is practicable to do so, within the limitations of these scheduled flights.

3. Changes and corrections to these schedules will be relayed to your Headquarters immediately upon receipt by this Station.

4. If additional information or clarification regarding these flights is desired, please contact this Headquarters.

FOR THE COMMANDING OFFICER:

CHARLES D. ALLEN
1st Lt., Air Corps,
Adjutant.

Tel: Grasshopper 126.

6734

HEADQUARTERS
US AIR FORCE STATION CAPODICHIRO, ITALY

A/CIA/jc

AFPO 52B, US Army
26 March 1946

SUBJECT: Flight Schedules.

TO : BRIGADIER GENERAL LEE, Allied Control Commission,
AFPO 52B, US Army.

1. Attached hereto are copies of flight schedules maintained by this station.

2. It is requested that airlifts contemplated by your Headquarters be kept, insofar as it is practicable to do so, within the limitations of these scheduled flights.

3. Changes and corrections to these schedules will be relayed to your Headquarters immediately upon receipt by this Station.

4. If additional information or clarification regarding these flights is desired, please contact this Headquarters.

FOR THE COMMANDING OFFICER:

CHARLES D. ALLEN
1st Lt., Air Corps,
Adjutant.

Tel: Grasshopper 126.

6733

0236

EUROPEAN AIR TRANSPORT SERVICE
U. S. AIR FORCE STATION
Capodichino Italy
APO 528
MEDITERRANEAN SCHEDULES
Effective 23 March 1946
(ALL TIMES ARE GMT)

NOTE: This schedule serves
14 to EATS Timetable no.
ve 23 March 1946 (Auth. T
Cite R-835-T)

- * Evernight Sophia
- ** Fresh Meat Delivery to Athens
- *** Hospital Flight to Pisa for 88th Div. Patients
- Flights 464/465 Frequency is Even no Days of Month
- Flights 458/459 Frequency is Odd no Days of Month

32	462	479	475	473	466	464	460	458	454	452	FLIGHT NUMBER		453	455	459	461	465	467	474
1	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	FREQUENCY		1030	1030	1030	1030	1030	1030	1030
1	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	NAPLES	AR	1030	1030	1030	1030	1030	1030
2	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	ROME	AR	1030	1030	1030	1030	1030	1030
3	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	PISA	AR	1030	1030	1030	1030	1030	1030
4	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	MILAN	AR	1030	1030	1030	1030	1030	1030
5	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	UPINE	AR	1030	1030	1030	1030	1030	1030
6	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	FOGGIA	AR	1030	1030	1030	1030	1030	1030
7	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	PAJERMO	AR	1030	1030	1030	1030	1030	1030
8	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	ATHENS	AR	1030	1030	1030	1030	1030	1030
9	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	TIRANA	AR	1030	1030	1030	1030	1030	1030
10	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	SEFEL	AR	1030	1030	1030	1030	1030	1030
11	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	MARSEILLES	AR	1030	1030	1030	1030	1030	1030
12	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	PARIS	AR	1030	1030	1030	1030	1030	1030
13	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	WIESBADEN	AR	1030	1030	1030	1030	1030	1030
14	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	FRANKFURT	AR	1030	1030	1030	1030	1030	1030
15	1435	1030	1030	1030	1030	1030	1030	1030	1030	1030	AR	LONDON	AR	1030	1030	1030	1030	1030	1030

MEDITERRANEAN SCHEDULES
Effective 23 March 1946
(ALL TIMES ARE GMT)

NOTE: This schedule serves as amend - no
14 to EATS Timetable no 6 and is effective
23 March 1946 (Auth. TWX, CG, EATS, 19-3-46
Cite R-835-T)

FLIGHT NUMBER	453	455	459	461	465	467	474	476	477	480	481	325
466	464	460	458	454	452							
FLY	FLY	THU	ODD DAYS	FLY	FLY				***			
1030	1130	1200	0700	0630	0630	3V	NAPLES	AR	1645	1700	1045	1090
0745			0800	0730	0815	AR	ROME	LV	1515	1500		1500
0745			0805	0815		LV		AR	1500	1530		1530
0905	1245					AR	PISA	LV		0830		1310
0905	1315					LV		AR		0800		1240
1045						AR		LV				1130
						LV	MILAN	AR				
	1445		1430			LV	UDINE	AR		0630		0630
						AR		LV				0730
						LV	FOGGIA	AR				
	1330					AR		LV				
						LV	F. LERICO	AR				
						AR		LV				
						LV	ATHENS	AR				
						AR		LV		1130		
						LV		AR				
						AR	THIRIA	LV				1010
						LV		AR				0940
						AR	SEPHIA	LV				0730
						LV		AR				
						AR	MARSEILLES	LV	1220			
						LV		AR	1135			
						AR		LV		1005		1115
						LV	PARIS	AR		0920		1030
						AR		LV				0730
						LV	WIESBADEN	AR	0755			
						AR		LV	0725			
						AR	FRANKFURT	LV	0700			
						LV		AR				
						AR	LONDON	LV		0730		
						LV		AR				

(ALL TIMES ARE GMT)

NOTE: This schedule serves
14 to EATS Timetable no 6 a
ve 23 March 1946 (Auth. TWX,
Cite R-835-T)

Flights 458/459 Frequency is Odd no Days of Month

326	462	479	475	473	466	464	460	458	454	452	FLIGHT NUMBER	453	455	459	461	465	467	471	474
WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	FREQUENCY	WED	THU	FRI	SAT	SUN	MON	TUE	WED
1220	1230	1240	1250	1300	1310	1320	1330	1340	1350	1400	PARIS	1410	1420	1430	1440	1450	1500	1510	1520
1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	ROME	1625	1635	1645	1655	1705	1715	1725	1735
1830	1840	1850	1900	1910	1920	1930	1940	1950	2000	2010	FISA	2020	2030	2040	2050	2100	2110	2120	2130
2145	2155	2205	2215	2225	2235	2245	2255	2305	2315	2325	MILAN	2335	2345	2355	2405	2415	2425	2435	2445
2500	2510	2520	2530	2540	2550	2600	2610	2620	2630	2640	UDINE	2650	2700	2710	2720	2730	2740	2750	2800
2810	2820	2830	2840	2850	2900	2910	2920	2930	2940	2950	FOGGIA	3000	3010	3020	3030	3040	3050	3100	3110
3120	3130	3140	3150	3200	3210	3220	3230	3240	3250	3300	PALERMO	3310	3320	3330	3340	3350	3400	3410	3420
3430	3440	3450	3500	3510	3520	3530	3540	3550	3600	3610	ATHENS	3620	3630	3640	3650	3700	3710	3720	3730
3740	3750	3800	3810	3820	3830	3840	3850	3900	3910	3920	TRONA	3930	3940	3950	4000	4010	4020	4030	4040
4050	4060	4070	4080	4090	4100	4110	4120	4130	4140	4150	SAPHI	4160	4170	4180	4190	4200	4210	4220	4230
4240	4250	4300	4310	4320	4330	4340	4350	4400	4410	4420	MARSEILLES	4430	4440	4450	4460	4470	4480	4490	4500
4510	4520	4530	4540	4550	4600	4610	4620	4630	4640	4650	PARIS	4660	4670	4680	4690	4700	4710	4720	4730
4740	4750	4800	4810	4820	4830	4840	4850	4900	4910	4920	WIESBADEN	4930	4940	4950	4960	4970	4980	4990	5000
5010	5020	5030	5040	5050	5100	5110	5120	5130	5140	5150	FRANKFURT	5160	5170	5180	5190	5200	5210	5220	5230
5240	5250	5300	5310	5320	5330	5340	5350	5400	5410	5420	LONDON	5430	5440	5450	5460	5470	5480	5490	5500

MEITERRANEAN SCHEDULES
Effective 23 March 1946
(ALL TIMES ARE GMT)

NOTE: This schedule serves as amend - no
14 to EATS Timetable no 6 and is effective
23 March 1946 (Auth. TEX, CO, EATS, 19-3-46
Cite R-835-T)

[illegible]

0240

EUROPEAN AIR TRANSPORT SERVICE

U. S. AIR FORCE STATION

Capodichino Italy

AFC 528

MEDITERRANEAN SCHEDULES

Effective 23 March 1946

(ALL TIMES ARE GMT)

NOTE: This schedule serves
14 to EATS Timetable no.
ve 23 March 1946 (Auth. F
Cite R-835-T)

- * Overnight Sophia
 - ** Fresh Meat Delivery to Athens
 - *** Hospital Flight to Pisa for 88th Div. Patients
- Flights 464/465 Frequency is Even no Days of Month
Flights 458/459 Frequency is Odd no Days of Month

326	482	479	475	473	466	464	460	458	454	452	FLIGHT NUMBER		453	455	459	461	465	467	471
1	FLY	SAT	WED	THU	FLY	THU	FLY	THU	FLY	THU	FREQUENCY		FLY	THU	FLY	THU	FLY	THU	FLY
0700	1200	0700		0600	1200	0600	1130	1200	0700	0630	LV	NAPLES	AR	1645	1700	1045	1115	0900	1600
0730	1300				0725				0800	0730	AR	ROME	LV	1545	1500			1500	
0815	1330				0745				0845	0815	LV	ROME	AR	1500	1530			1430	
	1435				0905	1245					AR	PISA	LV			0830		1410	
		1030			0925	1315					LV	PISA	AR			0800		1240	
					1045						AR	MILAN	LV					1130	
											LV	MILAN	AR						
		1200			1445		1430				AR	UPINE	LV			0630		0630	
				0530							LV	UPINE	AR						
											AR	FOGGIA	LV						0930
							1330				LV	FOGGIA	AR						
											AR	PALERMO	LV			1415			
											LV	PALERMO	AR						
				0930							AR	ATHENS	LV						
		0940									LV	ATHENS	AR						
		1150									AR	TIRANA	LV						
											LV	TIRANA	AR						
											AR	SOPHIA	LV						
											LV	SOPHIA	AR						
1155										1055	AR	MARSEILLES	LV	1220					
1240										1140	LV	MARSEILLES	AR	1135					
1540										1410	AR	PARIS	LV		1005				
										1455	LV	PARIS	AR		0920				
										1520	AR	WIESBADEN	LV	0755					
										1550	LV	WIESBADEN	AR	0725					
										1610	AR	FRANKFURT	LV	0700					
											LV	FRANKFURT	AR						
										1645	AR	LONDON	LV		0730				
											LV	LONDON	AR						

NOTE: This schedule serves as amend - no
14 to EATS Timetable no 6 and is effective
23 March 1946 (Auth. TTX, CG, EATS, 19-3-46
Cite R-835-T)

[illegible]

4A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : ITALIAN AIR MINISTRY
DATE : 2ND APRIL 1946
REF : AFSC/43/AIR

HUNGARIAN COMMUNICATION AIRCRAFTBSA
PF 1

Reference is made to your 34386/6335 Coll. dated 24th November 1945.

2. Authority is granted to fly the three (3) Hungarian (Civilian) B.U. 131 Communication, single-seater aircraft, numbers HA-LDD, HA-LEG and HA-LHM from S. Nicolo Airport, Venice to Littorio Airfield, Rome.

3. The delay involved in receiving above authority from higher headquarters, occasioned by unknown circumstances, is extremely regretted.

J.E.M.
FRANK E. MARIX
LT. COL., AIR CORPS
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

6729

3A

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

To : See Distribution List.

Date: 21st. March, 1946.

Ref : AIR/204/AIR.

MONTHLY RETURNS OF FLYING HOURS AND CASUALTIES TO PASSENGERS.

1. The greater freedom of the Press which has followed the cessation of hostilities has brought about an increased public interest in flying accidents, particularly those involving passenger carrying and troop-carrying aircraft.

2. Following questions in the House of Commons during November, the Under-Secretary of State for Air promised to publish monthly the full figures of accidents as they become known. These figures are provided by the Directorate of Accident Prevention, from material submitted by Commands in the form of accident and passenger returns. Several of these returns have been already been submitted.

3. It will be appreciated that the complete accident picture cannot be given unless the returns of flying hours and casualties to passengers are made complementary to each other, and furthermore, that belated publication of the statistics detracts from their value. Commands overseas have therefore been asked to speed up transmission of the accident figures, but this can only be done with the co-operation of Units.

4. As Air Ministry requirements have now assumed a settled form, this Headquarters, is able to state more clearly in the Appendices to this letter, the layout and substance of the Returns required from Units.

5. These returns are to be submitted so as to reach this Headquarters by the 5th. of the month following. (i.e.) (March figures by the 5th. April). 6728

6. The returns for March should be submitted under the terms of this letter. This Headquarters previous instructions contained in letter reference AIR/304/3/AIR dated 26th. January, 1946, and signal A.342 dated 6th. June, 1944, (Total monthly flying hours) are cancelled.

Copy to War Office
Squadron Leader,
for Senior Air Staff Officer,
AIR HEADQUARTERS, ITALY.

Distribution List.

1. The greater freedom of the Press which has followed the cessation of hostilities has brought about an increased public interest in flying accidents, particularly those involving passenger carrying and troop-carrying aircraft.

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2nd Air Staff
Squadron Leader,
for Senior Air Staff Officer,
AIR HEADQUARTERS, ITALY.

Distribution Lists.

AIR Italy Communication Squadron.

293 Squadron.

392 M.U.

159 M.U.

357 M.U.

23 A.A.C.U.

R.M.M. Bulgaria Communication Flight.

A.A.A. Belgrade Communication Flight.

Air Forces Sub. Commission House,

Communication Flight.



DEFINITIONS

1. Airline Scheduled Services

A routine passenger and/or freight carrying airline flight operating to a planned time schedule.

2. Airline Special Flight.

A non-routine passenger and/or freight carrying airline flight.

Note:- Airline Scheduled Services and Airline Special Flights will normally be confined to aircraft of Transport Command and should be regarded as comparable to fare paying commercially operated airline services.

3. Trooping.

The carrying of troops between theatres as an air operation.

4. Transport Support.

The provision by air of personnel, equipment and supplies undertaken in direct support of land or sea operations.

5. Crew.

Any occupant of the aircraft who has been specifically detailed as a member of the crew.

6. Passenger.

Any occupant of the aircraft not listed in the flight authorisation as a member of the crew.

7. Ground Personnel.

Service personnel other than those defined in paragraphs 5 and 6 above.

8. Non-occupants.

Any civilian or service personnel extraneous to the aircraft.

9. Passenger Miles.

The total sum of statute miles between the various stages of the flight multiplied by the total number of passengers carried.

10. Role of Flying.

(a) Recognised Passenger Carrying Flying (R.P.C.)

Recognised Passenger Carrying Flying will be restricted to airline scheduled services, airline special flights and troop transport flights.

6727

A non-routine passenger and/or freight carrying airline flight.

Note:- Airline Scheduled Services and Airline Special Flights will normally be confined to aircraft of Transport Command and should be regarded as comparable to fare paying commercially operated airline services.

3. Trooping.

The carrying of troops between theatres as an air operation.

4. Transport Support.

The provision by air of personnel, equipment and supplies undertaken in direct support of land or sea operations.

5. Crew.

Any occupant of the aircraft who has been specifically detailed as a member of the crew.

6. Passenger.

Any occupant of the aircraft not listed in the flight authorisation as a member of the crew.

7. Ground Personnel.

Service personnel other than those defined in paragraphs 5 and 6 above.

8. Non-occupants.

Any civilian or service personnel extraneous to the aircraft.

9. Passenger Miles.

The total sum of statute miles between the various stages of the flight multiplied by the total number of passengers carried.

10. Role of Flying.

(a) Recognised Passenger Carrying Flying (R.P.C.)

Recognised Passenger Carrying Flying will be restricted to airline scheduled services, airline special flights and trooping as defined in paragraphs 1, 2 and 3 above.

(b) Other Squadron Flying.

Other Squadron Flying includes all flying apart from that covered in paragraph 10 (a) above that is carried out in Squadrons and Units of a similar operational nature, such as Special Duty and Met Flights.

10. Role of Flying (Contd.)

(c) Training

Training refers to all stages of pilot training, e.g. S.F.T.S., S.F.T.S., C.W.U. Conversion Units up to Squadron standard and also subsequent courses of specialised or refresher flying.

(d) Other Flying.

Other flying will cover all flying not specially mentioned above, e.g. communication flights, ferrying, maintenance units.

6726

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

785017

6726

- 2 -

EXPLANATORY NOTES ON THE OBJECTS AND COMPILATION
OF FLYING HOURS AND PASSENGER CASUALTIES RETURNS

1. Return of Passenger Casualties.

The Return of Passenger Casualties is designed to provide figures as a basis for the statistical analysis of passenger fatalities against passenger miles flown and for similar purposes the number of accidents to non-occupants is required. This return is to be submitted in the form of the example Appendix "A". In order to provide accurate passenger figures, the crew members are dealt with separately.

2. Return of Flying Hours.

Consolidated Returns giving details of individual Units and types of aircraft are to be submitted by Postagram in the form of the example in Appendix "B".

3. Attempted and Successful Take-offs.

The Return of Attempted and Successful Take-offs is required in connection with a revised system of quoting accident rates shortly to be brought into effect, i.e. take-off and landing accidents cannot accurately be compared with hours flown. The difference in duration of sorties between Transport and Fighter aircraft exposes the latter aircraft to more risk for an equivalent number of hours flown.

4. Definitions.

Definitions common to both Returns are contained in Appendix "C". These definitions have been given on a broad basis to cover any changes which may occur in the function of the Command.

672b

5. Passenger Miles.

The quoting of passenger miles in terms of statute miles, although in conflict with the more general use of nautical miles, has been adopted for ease of comparison between Service and equivalent type civilian accident rates.

6. Accidents involving Ground Personnel.

The types of accident involving ground personnel are:- taxiing, propeller and aircraft collision with dwellings or M.F. Vehicles.

From: - Mediterranean Allied Air Committee Secretariat.

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

Date:- 15th March, 1946.

Ref :- MWC/4201/6/AFALS.

2A
101A
PE.1

Hungarian Communication Aircraft

Reference is made to your letter AFSC/43/AIR dated 7th January, 1946, which was received by this Secretariat on 9th March, 1946:

2. There are no objections to the Italian Air Ministry request to fly three (3) Hungarian (Civilian) B.U.131 Communication, single-seater aircraft, numbers HA-LDD, HA-LEG and HA-LEM FROM S. Nicolo airport, Venice to Littorio Airfield, Rome.



Maxwell Fisher
(MAXWELL FISHER)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

15/3

6724

LRKE W LYON WRA 2/00CL
 FROM: CG, NAFED
 TO: ALLIED COMMISSION, ROME
 SECREF 143800A

N 50/15

Air Force 1A

REQUEST THE FOLLOWING INFORMATION BE SUBMITTED BY TXK NOT LATER THAN THE
 FIRST OF EACH MONTH CEN REPORT OF HOURS FLOWN EACH MONTH BY TYPE OF
 AIRCRAFT AND TYPE MISSION CNA SUCH AS TRANSPORT CNA TRAINING CNA OR
 MISCELLANEOUS PD THIS INFORMATION IS NEEDED TO COMPLETE OUR REPORT
 TO STATISTICAL CONTROL WD EACH MONTH

BT 143800A

JENT 101 ...3... SEC K
 RECD NR 1 1520 LA KKK

PLEASE REPEAT RECD WE DIDNT GET IT PLAIN K
 RECD NR 1 1520 LA KKK



6723

0 2 5 2