

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

785017

ACC

10000/135/127

10000/135/127

MISCELLANEOUS IAF REPORTS
JUNE - NOV. 1945

Minutes

2.

Mr. 2. Ref 2A, I have made a pencil sketch etc
which please come & explain.

WJH

2/16.

3.

WJH 23/6

Ref your question on margin of Appendix G
of 2A. Only 7 radiators have been found in
the north, so this will have to continue.

WJH
23/6

0439

3.

10/23/6

Ref your question on margin of
of 24. Only 7 radiators have
the north, so this will have to

Appendix G

been found in
continue.

Glenn
23/6

BEST COPY POSSIBLE

Loose NIN
11 heads of branch

Please scrutinize the
 attached report and forward any
 suggestions or corrections to Dir 2

7 Jun, 45.

Wol. Birdie Wile
 Acting S.S.O.

Dir 2. OC Sandinista in new Col.
 DORSO. Martine has
 been withdrawn of
 H/4/45

Dir 2. Directorate of Communications
 has been omitted from A. M.
 Central organizations on first
 plane.

André Wile
 S.S.O.

1502

0462

785017

12037 MINUTE.

APP. 2

1. Your report on the I.A.F. appears to be comprehensive and generally adequate. I have a few small criticisms.
a) I suggest you include total of each class of aircraft in your strength report. *OK*
b) Can we not produce any further staff about the expanded organization, commitments and new locations since the estimate. For a report as at June and it seems to me one ought to concentrate on giving the position as at the end of May. *not prior of*
c) Is it not ~~there~~ some kind of training outfit at Lecce that you have not mentioned? *not the 9th Air Force out about 21 May, 44*
d) The "staff duties" or set up of your report make it less easily digestible to someone unacquainted with the I.A.F. than it need be. I will expand in a few more.

2. The report should comprise a body and Appendices. The front page should be set out as follows:

SECRET

AIR FORCES SWA COMMISSION
ALLIED COMMISSION REPORT

Ref. 100/10

REPORT ON ITALIAN AIR FORCE AS AT 1ST JUNE 1945.

Copy No.
Date

List of Appendices:

- Appendix A. Table showing strength and disposition of major IAF formations.
- Appendix B. Table showing chain of authority in the I.A.F. etc.

Then in the body you state the purpose of the report and the substance generally referring to the various appendices e.g.

"5. Factories and Repair Shops. None of the factories etc. doing repair work. The work being done by the various factories in the South working for the I.A.F. and Allied Air Force is shown at Appendix I."

3. I am pushing your report around for checking by other heads of branches.

100/10

have not mentioned? *not the staff duties, if*
 a) The "staff duties" or set up of your report make it less easily digestible to someone unacquainted with the I.A.T., then it need be. I will expand in a new para.

2. The report should comprise a body and Appendices. The front page should be set out as follows:

SECRET
 AIR FORCES SUB COMMISSION
 ALLIED COMMISSION HOME

REPORT ON ITALIAN AIR FORCE AS AT 1ST JUNE 1945.

Ref. no. 111
 List of Appendices:
 Copy to
 Date

Appendix A. Table showing strength and disposition of major IAF formations.

Appendix B. Table showing chain of authority in the I.A.T. etc.

Then in the body you state the purpose of the report and the substance generally referring to the various appendices e.g.

"5. Factories and Repair Shops. None of the factories etc. doing repair work. The work being done by the various factories in the South working for the I.A.T. and Allied Air Force is shown at Appendix I."

3. I am pushing your report around for checking by other heads of branches.

W.N. Bisdée W/c.

W.N. Bisdée W/c

P.S. The report should be signed at the end of the body and after the conclusions (if any - I doubt if there are any here). Then you have the distribution list, and then the Appendices.

MINUTES OF INTERVIEW BETWEEN S.S.C. AND A.C.A.S., ITALIAN AIR MINISTRY.

1. Location of Flying Units in Southern Italy. A.C.A.S. is keen to concentrate all the flying schools (Frosinone, Leverano and Fighter School at Lecce) at Gioia where he stated there would also be room for the Autonomous Squadron Headquarters and the Aircraft Holding Unit. If Gioia is not available he wishes to leave the Leverano School at Lecce. He intends to leave the Light Bomber C.T.U. at Frosinone until such time as further accommodation becomes available at Lecce, if and when any of the Fighter Squadrons can be withdrawn from there. On the same assumption of not getting Gioia, he intends to have the Autonomous Squadron Headquarters at Lecce or Bari as it is essential that it be close to the Unità Aerea.

2. Carrier Service. A letter has been despatched by the Minister giving the designation of the Italian members of the Air Priorities Board. A.C.A.S. agreed to a priority system applicable on an equal basis to Italians Allies and agreed to a combined Allied and Italian Booking Centre.

3. Proposed display for A.O.C.-in-C. A.C.A.S. agreed that it should be possible to carry this out with existing allocation of petrol, but foresaw difficulty in transferring Lecce's existing allocation to Rome. He stated that he was preparing a plan for the display which would be issued at the end of this week, and would include plans for P.O.L. requirements. S.S.C. made it clear that the existing A.P.C.C. decision ruled that the display should be carried out with normal petrol allocation, and that if the Stato Maggiore considers this in any way impracticable they should state their reasons forthwith in writing in order to obviate hurried planning at a later date.

4. Seaplanes in display. A.C.A.S. stated that he was planning to include a flight of military version BS 24s in the display. Cant 506s and converted BS.14s would not be available owing to other commitments.

5. O.C. Taranto Detachment. A.C.A.S. ascertained from his Staff that Wing Commander Cliff's seaplane was due back tomorrow, 2nd November, 1945.

6. General Service School. A.C.A.S. stated that plans had been made for establishing the General Service School at Frosinone as having suitable accommodation and being within easy reach of Rome. Much care was now having to be exercised in the selection of suitable personnel for training on account of the delicate disciplinary/political situation in the I.A.F. Under existing circumstances many of the N.C.Os and junior officers of the Aeronautica are not sufficiently amenable to discipline to "take" a disciplinary course. S.S.C. suggested that an intelligently run course appeared to be the first step to improving morale in the service. A.C.A.S. agreed generally, but pointed out the difficulties of arousing enthusiasm for service while pay was so very inadequate. He was unable to give a definite date for the opening of the school but said that this was dependant on the completion of selection arrangements now in progress. (Note: Watching progress has been handed to Staff Officer Training).

2nd November, 1945.

W.N. Biddle M.C.

W.M. BIDDLE, M.C.
Senior Staff Officer

Courier Service.

2. Courier Service. A letter has been despatched by the Minister giving the designation of the Italian members of the Air Priorities Board. A.C.A.S. agreed to a priority system applicable on an equal basis to Italians Allies and agreed to a combined Allied and Italian Booking Centre.

3. Proposed display for A.O.C.-in-C. A.O.A.B. agreed that it should be possible to carry this out with existing allocation of petrol, but foresaw difficulty in transferring Lecce's existing allocation to Rome. He stated that he was preparing a plan for the display which would be issued at the end of this week, and would include plans for P.O.I. requirements. E.S.O. made it clear that the existing A.F.S.C. decision ruled that the display should be carried out with normal petrol allocation, and that if the Stato Maggiore considers this in any way impracticable they should state their reasons forthwith in writing in order to obviate hurried planning at a later date.

4. Seaplanes in display. A.C.A.S. stated that he was planning to include a flight of military version P3V 24s in the display. P-ant 506s and converted ES-14s would not be available owing to other commitments.

5. O.O. Tarento Detachment. A.C.A.S. ascertained from his Staff that Wing Commander Cliff's seaplane was due back tomorrow, 2nd November, 1945.

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2nd November, 1945.

AFSC/49/Air.

W. N. Bissidee M.C.

W. M. BISHOP, M.C.
Senior Staff Officer

[illegible]

0466

8A

Doc. 8, ABC 4 PD

APPENDICES

AIR FORCE AND COMBAT

ALLIED COMBAT, NAME

REPORT ON ITALIAN AIR FORCE AS AT 1st OCTOBER 1945

Ref.: AFSC/49/AIR
Copy in AFSC/51/AIR
Date: 1st October 1945

List of Appendices:

Appendix "A".....Table showing strength and disposition of Major I.A.F. formations.

Appendix "B".....Aircraft situation report.

Appendix "C".....Tables of aircraft assigned.

Appendix "D".....Aircraft assigned and scheduling of courier service.

I - Strength of Italian Air Force

1. A table showing the strength and location of Major I.A.F. formations is shown in Appendix "A".

II - Aircraft Situation

2. The aircraft situation report is given in Appendix "B".

III - Airfield and Campsites Issues

3. Only the airfields and campsites bases being used are listed.

4. Many fields are being requisitioned by the Allies, but most of them are not being used except for small guard detachments who are protecting the installations.

5. Airfields controlled by the I.A.F.

- Bracciano (Semiactive)
- Catinoelle
- Frosinone
- Leverano
- Monserrato
- Nisida (Semiactive)
- Portofino

0. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

List of Appendices:

Appendix "A".....table showing strength and disposition of major I.A.A. formations.

Appendix "B".....aircraft situation report.

Appendix "C".....table of aircraft assigned.

Appendix "D".....aircraft assigned and numbers of personnel assigned to various services.

I - Strength of Italian Air Force

1. Table showing the strength of the Italian Air Force formations in 1941.

II - Aircraft Situation

2. The aircraft situation report is given in Appendix "B".

III - Airfield and Landing Bases

3. Only the airfields and landing bases being used are listed.

4. Many fields are being reactivated by the Allies, but most of them are not being used except for small guard detachments who are protecting the installations.

5. Airfields Controlled by the I.A.A.

Bracciano (Squadron)
Centocelle
Frosinone
Leverano
Pescorobbo
Riviera (Squadron)
Rome
Rome Littorio
San Vito di Torinese
Torino (Squadron)
Turin (Squadron)
Venice (Squadron)

6. Allied bases used by the I.A.A.

Bari Palese
Bologna
Brindisi (Both land & sea bases)
Foggia (Squadron)
Foggia
Gallipoli
Gallipoli

1492

12



Legend: 1 = 100% (100%)

3. In the past the initial in person contact with the client was made by the client's family or friends. This was not a good practice as it was not a need for the client to be involved in the service.

10. The planet assigned to the robot is shown in column "C".

14. It is noted there are 4 students suspended who have recently completed their courses at the United College.

11. The values assigned to this school are about 15 standard "G".

17. There are only two classes enrolled at present, the second year class has 1 student and the third has 22. There is no first year class.

As the need for this type of training is diminishing, there are not many efforts in this category at the school at present. There are 22 pilots and 4 I/T operators in this course.

8. In the past the Italian Air Force has had no direct navigators, but used one of the pilots on the aircraft for this purpose. This system has been revised, as there is a need for navigators on the carrier service.

9. This school at present has two new and recently converted into navigators' training. There were 10 students there for this purpose. These students have just recently been graduated from the Cadet College.

10. The planes assigned to the school are shown in Appendix "C".

11. El Aliter is a school of pilots. This school was originally part of the U.S. Navy at present. It trains pilots in the flying of Allied types of lighter aircraft. It present there is no air flying, but it is hoped to have a range for this purpose soon.

12. The planes assigned to this school are shown in Appendix "D".

13. Flying Training School at Leverano. This school has been giving pilots who have not flown for a long period of time a short refresher course in flying.

14. At present there are 44 students assigned who have recently completed their course at the Cadet College.

15. The planes assigned to this school are shown in Appendix "E".

16. Cadet College at Brindisi. The training carried out at this school is purely military and academic. There are no aircraft assigned to the school and the cadets do not receive any flying training, although most of them have done some flying previously to entering the academy and many of them have some type of civil or military flying license.

17. There are only two classes enrolled at present. The second year class has 1 student and the third has 22. There is no first year class.

18. In June a class of 45 cadets graduated from the academy. Twenty-four of these were sent to Leverano for refresher flying training and the balance went to provisions for navigation training.

V - Italian Aircraft and Parts factories.

19. A list of the factories with as much information as is known is given.

20. Nothing is known concerning future plans or any of these

(3)

Peterise, as any future plans are dependent Italy's peace terms.

21. Revolva Marchetti at Santa Catalina. This factory consists of the main works at Santa Catalina and about 22 dispersed factories, which are all intact except the complete base at St. Luis. Number of workers is not known. The firm tested about 1 aircraft production in September 1944 with the new type of the following: 1 M 30 civil version, a 1 civil aircraft, and 1 M 30 military version, 1 M 30, and approximately 20 M 79s are being converted for engine services; this also applies to a number of M 30s. The firm is also carrying out overhauls on transport aircraft.

22. Garrosi Aircraft Factory at Milan. Up to September 1943, this firm made 30 M 30 aircraft but ceased after that date. There are a number of spare parts for the above aircraft. The factory is intact. Number of workers not known.

23. Anonymous small at Varese. These works are almost completely destroyed, except for a few spares for M 30 & M 35 there is nothing of interest. Number of workers not known.

24. First Aircraft Works at Turin. This firm is making 20 M 30 aircraft which are in 10 sector carrier aircraft. It also has sufficient parts for M 30, M 35, M 38, M 39, M 40, M 41, M 42, M 43, M 44, M 45, M 46, M 47, M 48, M 49, M 50, M 51, M 52, M 53, M 54, M 55, M 56, M 57, M 58, M 59, M 60, M 61, M 62, M 63, M 64, M 65, M 66, M 67, M 68, M 69, M 70, M 71, M 72, M 73, M 74, M 75, M 76, M 77, M 78, M 79, M 80, M 81, M 82, M 83, M 84, M 85, M 86, M 87, M 88, M 89, M 90, M 91, M 92, M 93, M 94, M 95, M 96, M 97, M 98, M 99, M 100. Number of workers not known and also damage to factory not known.

25. Hardi at Milan. Prior to September 1943, this firm produced a light training aircraft, but since then it has been making aircraft parts such as wheels, brake discs, etc. The works are undamaged but the machinery has been allowed to rust. Number of workers not known.

26. Firelli at Milan. This firm was employed in the manufacture of various types of aircraft tires, damage to the factory and number of workers not known.

27. Magioli Company at Arcore Airfield, near Milan. This firm was employed on the conversion of M 79 aircraft, but since September 1943 has not ceased work on aircraft. Damage to plant and number of workers not known.

28. Augusta at Cassino Coast (near Varese). This firm was employed on the conversion of M 79 aircraft, but aside from spares for 2 aircraft. Damage to factory and number of workers not known.

29. Aire Romeo at Milan. This firm was employed on the production of Alfa Romeo engines (for use in the M 73, 78, 80 and 95 civil), and it has in stock sufficient material, both finished and part finished, for the production of 2000/3000 engines. There are also approximately 90 Alfa Romeo engines available, this is an 18 cylinder two-stroke radial engine, giving 1800 HP. Damage to factory and number of workers not known.

also carrying major overhaul of transport aircraft.

22. General Aircraft Factory of Milan. Up to September 1943, this firm made C-47, C-53, C-54, etc. aircraft but ended after that date. There are a number of parts for the above aircraft. The factory is intact. Number of workers not known.

23. Representative Aircraft at Varese. These works are almost completely destroyed, except for a few pieces for aircraft C-47 & C-53. There is material of interest. Number of workers not known.

24. Plant Aircraft Works at Milan. This firm is making C-47, C-53, C-54, etc. aircraft but since then it has been making aircraft parts such as wheels, brake shoes, etc. The works are undamaged but the machinery has been allowed to rust. Number of workers not known.

25. Works at Milan. Prior to October 1943, this firm produced a light transport aircraft, but since then it has been making aircraft parts such as wheels, brake shoes, etc. The works are undamaged but the machinery has been allowed to rust. Number of workers not known.

26. Plant at Milan. This firm was employed on the maintenance of various types of aircraft tires, damage to the factory and number of workers not known.

27. Metallurgical Works at Varese. This firm was employed on the overhaul and conversion of C-47 aircraft, but has not ceased work on aircraft. Damage to plant and number of workers not known.

28. Aircraft at Varese. This firm was employed on the production of C-47 aircraft, but has since moved to Varese. Number of workers not known.

29. Alfa Romeo at Milan. This firm was employed on the production of Alfa Romeo engines (for use in the C-47, C-53, C-54, etc.) and it has in stock sufficient material, both finished and part finished, for the production of C-47/C-53 engines. There are also approximately 90 Alfa Romeo engines available, this is an 18 cylinder two-stroke radial engine, giving 1000 HP. Damage to factory and number of workers not known.

30. Alfa Romeo at Varese. This firm was producing C-47/C-53 engines, but has since moved to Varese. Number of workers not known.

31. Alfa Romeo at Varese. This firm repairs engines and engine parts for aircraft. The plant was heavily damaged and has a very low production. The number of workers is not known.

32. Metallurgical Works at Varese. This plant repairs machinery and manufactures spare parts for aircraft engines and also makes various

(4)

covered completely. The plant was heavily damaged and has very low production. A number of workers is not known.

33. Banatta at Bergamo. This plant repairs airplanes and constructs spare parts for them. The plant was seriously damaged and is only capable of repairing 5 or 6 airplanes per month. The number of workers is not known.

34. Navalmeccanica at Genoa. This plant was producing anti-aircraft cannons to fit machines, but is practically inactive now. Amount of damage and number of workers is not known.

35. I.C.I. at Naples. This plant repairs airplanes. The production is very low. The amount of damage and number of workers is not known.

36. Ence at Brindisi. This plant performs major overhaul of Alfa 106 and 109 engines. The production is approximately three per month. The plant was not damaged seriously. The number of workers is not known.

37. Ence at Brindisi. This is a military depot. It performs major overhauls of 106 and 109 engines. The production is approximately 10 per month. The depot received little damage. The number of workers is not known.

VI - I.A.F. Transport Service.

38. This service is being carried out by No. 2 Squadron, Cento-celle.

39. Whenever there is sufficient backlog of freight and passengers, aircraft are supplied by No. 1 Squadron, which has 30 aircraft assigned, to augment the service.

40. The aircraft assigned and the schedules are shown in Appendix "B".

VII - Intentions of Italian Government.

41. Nothing is known about the intentions of the Italian Government in regard to previous air force personnel. It is assumed that the plans will be made after definite information is given the Italian Government regarding the return of the I.A.F., but as this information will not be available until the peace terms are settled, it is doubted that anything is being done at the present time.

John

Amount of damage and number of workers is not known.

35. 35. 0.0. of 1940. This plant requires aircraft. The production is very low. The amount of damage and number of workers is not known.

36. 36. 0.0. of 1940. This plant requires aircraft. The production is very low. The amount of damage and number of workers is not known.

37. 37. 0.0. of 1940. This is a military depot. It requires major overhauls of motor engines. The production is approximately 10 per month. The depot received little damage. The number of workers is not known.

VI - I.A.S. Transport Service.

38. This service is being carried out by No. 1 Squadron, Centocelle.

39. Whenever there is sufficient backlog of freight and passenger aircraft are supplied by No. 1 Squadron, which has 100 aircraft assigned, to augment the service.

40. The aircraft assigned and the schedules are shown in Appendix "D".

VII - Intentions of Italian Government.

41. Nothing is known about the intentions of the Italian Government in regard to previous Air Force personnel. It is assumed that the plans will be made after definite information is given the Italian Government regarding the future of the I.A.S., but as this information will not be available until the peace terms are settled, it is doubted that anything is being done at the present time.

Distribution:-

Russian Rep. to A.C.
French Rep. to A.C.
File

for
L. J. GARD
Major, Air Corps
Air Vice Marshal
Air Officer Commanding

6474

APPENDIX "A"

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10/10/2001 BY 60322/UC/LP/STP

| COMMENTS & LOCATION | COMMENTS | OFFICERS | | MOB'S & PROGS | |
|-------------------------------------|--|----------|--------|---------------|--------|
| | | Flying | Ground | Flying | Ground |
| Ministry & General Staff (Rome) | Gen. GASTA (Minister)
Gen. ALBERTO (C of B)
Col. G. G. G. (Dep C of B) | 185 | 374 | 184 | 327 |
| Aerial Unit (Bari) | Gen. GASTA
Col. G. G. G. (C of B) | 477 | 322 | 360 | 263 |
| 1st NAT Nucleus (Milan) | Col. G. G. G. | 21 | 12 | 454 | 423 |
| 2nd NAT Nucleus (Padova) | Gen. G. G. G. | 25 | 51 | 401 | 403 |
| 3rd NAT Nucleus (Rome) | Col. G. G. G. | 110 | 250 | 711 | 1572 |
| 4th NAT Command (Bari) | Col. G. G. G. | 65 | 264 | 1410 | 2381 |
| Aer. Nucleus of Campania (Naples) | Col. G. G. G. | 38 | 64 | 275 | 321 |
| Aer. Nucleus of Sicily (Palermo) | Col. G. G. G. | 20 | 50 | 204 | 777 |
| Aer. Nucleus of Sardinia (Cagliari) | Col. G. G. G. | 18 | 34 | 243 | 1143 |
| At disposal of U.S.A.A.F. | | 79 | 103 | 200 | 2530 |
| At disposal of R.A.F. | | 30 | 50 | 711 | 4276 |

0475

| | | | | |
|---|------|-------|-------|-------|
| Ministry of General Staff (Rome) | 153 | 374 | 154 | 057 |
| Gen. GABRIA
(Minister)
Gen. ALBANESE
(3 of 5)
Col. MARINO
(Sep 3 of 5) | 477 | 282 | 3583 | 2686 |
| 1st IAF Nucleus
(Milan) | 21 | 15 | 454 | 443 |
| 2nd IAF Nucleus
(Padova) | 35 | 21 | 451 | 435 |
| 3rd IAF Nucleus
(Rome) | 120 | 233 | 711 | 1372 |
| 4th IAF Command
(Bari) | 55 | 234 | 1410 | 3391 |
| 1st Nucleus of Campania (Naples) | 36 | 54 | 273 | 281 |
| 2nd Nucleus of Sicily (Palermo) | 40 | 50 | 204 | 777 |
| 3rd Nucleus of Sardinia (Cagliari) | 15 | 54 | 243 | 1143 |
| At disposal of U.S.A.A.F. | 79 | 103 | 339 | 2593 |
| At disposal of M.R.A.F. | 49 | 33 | 711 | 4276 |
| | 1058 | 1526 | 3614 | 13372 |
| | 2003 | | 27306 | |
| TOTAL | | 30134 | | |

The above figures are as of 1 September 1945.

Rome, 28 Sept 1945

THE DIRECTOR
(Signed)
A. ARDELLI
General of Aerial Brigade

1492

0470

ASST. SEC. DEF. - AIR FORCE

| Type & Name of Aircraft | Price-ability | Unservice-ability | Altly-constructed | Total |
|-----------------------------|---------------|-------------------|-------------------|-------|
| FIGHTER | | | | |
| F-89 Airacobra | 27 | 61 | | 88 |
| Spitfire | 8 | 6 | | 14 |
| Macchi 202 | 10 | 16 | | 26 |
| Macchi 202 | 13 | 13 | | 26 |
| Macchi 202 | 8 | 18 | | 26 |
| Macchi 202 | - | 10 | | 10 |
| Macchi 202 | 2 | 10 | | 12 |
| Macchi 202 | 1 | - | | 1 |
| Macchi 202 | 4 | 5 | | 9 |
| Macchi 202 | 76 | 131 | | 207 |
| SEAFIGHTER | | | | |
| Baltimore | 52 | 5 | | 57 |
| Cent. 1007 | 2 | 0 | | 2 |
| Cent. 79 | 20 | 14 | | 34 |
| Cent. 79 (Torpedoes) | 5 | 1 | | 6 |
| Cent. 20 | 1 | 1 | | 2 |
| Cent. 37 | 1 | 1 | | 2 |
| Cent. 314 (light bomb) | 1 | 1 | | 2 |
| Cent. 313 | 1 | 1 | | 2 |
| Cent. 310 | 1 | 1 | | 2 |
| Cent. 173 | 1 | 1 | | 2 |
| Cent. 173 | 60 | 33 | | 93 |
| TRANSPORT | | | | |
| Cent. 68 | 6 | 13 | | 19 |
| Cent. 73 | 1 | - | | 1 |
| Cent. 12 | 1 | 1 | | 2 |
| Cent. 12 | 3 | 14 | | 17 |
| SEAFIGHTER | | | | |
| Cent. 3 506 (Transport) | 6 | 3 | | 9 |
| Cent. 3 506 (Bomber) | 4 | 13 | | 17 |
| Cent. 3 506 (Sea rescue) | 0 | 4 | | 4 |
| Cent. 3 506 (Communication) | - | 1 | | 1 |
| Cent. 3 501 | 2 | 9 | | 11 |
| Cent. 3 501 | 13 | 11 | | 24 |
| Cent. 3 501 | 30 | 41 | | 71 |
| TRAINERS | | | | |
| Cent. 303 | 3 | 1 | | 4 |
| Cent. 303 | 1 | 2 | | 3 |
| Cent. 104 | 5 | 4 | | 9 |
| Cent. 104 | - | 3 | | 3 |

1000

503

464

APPENDIX MCM

WILSON SCHOOL

U.S.U. SCHOOL AT CHATHAM

Planes assigned:-

Baltimore.....3
 GE 1097.....3
 GE 1098.....1

U.S.U. SCHOOL AT CHATHAM

Planes assigned:-

P-50.....5
 Spitfire V.....2

WILSON SCHOOL AT CHATHAM

Planes assigned:-

LA 200.....10
 OT 43.....4
 E 50.....1
 GA 164.....7
 TR 303.....2

0474

Baltimore.....6
US 1007.....2
ai 802.....1

PLATE 2002. 100000. 04. 100000

Person assigned:-
P-89.....5
Spitfire 5.....4

PLATE 200001. 04. 100000

Person assigned:-
TO 200.....10
CT 44.....4
G 50.....1
GA 104.....7
IT 803.....2

1403

APPENDIX "D".AIRCRAFT ASSIGNED AND SCHEDULES OF THE CLARK AIR LINE.1. Aircraft Assigned:

| TYPE | NO. | NO. OF
ENGINES | NO. OF
PASSENGERS | LOAD
IN TONS | CRUISE
SPEED |
|------|-----|-------------------|----------------------|-----------------|-----------------|
| S-79 | 24 | 3 | 12 | 1400 | 4:20 |
| S-84 | 3 | 3 | 12 | 1300 | 4:00 |
| S-73 | 1 | 3 | 12 | 1600 | 4:30 |
| S-12 | 2 | 3 | 12 | 1300 | 5:30 |
| S-12 | 1 | 3 | 12 | 1300 | 5:30 |

(Com. w/ft.)

2. Schedules:ROME-LAOCMonday-Wednesday-Friday

| | | |
|-----------|--------|------------|
| Dep. 0830 | Rome | Arr. 13 05 |
| Arr. 1020 | Naples | Dep. 1245 |
| Dep. 1100 | | |
| Arr. 1200 | | |
| Dep. 1230 | Bari | Arr. 1345 |
| | | Dep. 1345 |
| | | Arr. 1415 |
| | | Dep. 0930 |

| | | |
|-----------|-------|-----------|
| Arr. 1315 | Lecco | Dep. 0930 |
|-----------|-------|-----------|

ROME-SALERNO (Land) (Direct)Monday-Wednesday-Friday

| |
|-----------|
| Arr. 1700 |
| Dep. 1515 |

Monday-Wednesday-Friday

| | |
|-----------|--------|
| Dep. 0930 | Rome |
| Arr. 1110 | Pelano |

Tuesday-Thursday-Saturday

| | |
|-----------|----------|
| Dep. 0930 | Rome |
| Arr. 1110 | Cagliari |

Tuesday-Thursday-Saturday

| |
|-----------|
| Arr. 1700 |
| Dep. 1520 |

ROME-MILANO-TORINO (Daily)

| |
|------------------|
| Dep. Torino 0930 |
| Dep. Milano 1030 |
| Arr. Rome 1115 |

| |
|------------------|
| Dep. Rome 0930 |
| Dep. Milano 1150 |
| Arr. Torino 1250 |

ROME-BONONIA-TREVISO (Daily) (Land)

| |
|-------------------|
| Dep. Treviso 0930 |
| Dep. Bologna 1005 |
| Arr. Rome 1145 |

| |
|-------------------|
| Dep. Rome 0930 |
| Dep. Bologna 1005 |
| Arr. Treviso 1115 |

ROME (BRANDIANO) CAGLIARI (Sardinia)Monday-Wednesday-Friday

ROMA-LECCO2. Schedule:Monday-Wednesday-Friday

Dep. 0930 Rome Arr. 1315
 Arr. 1020 Naples Dep. 1125
 Dep. 1100
 Arr. 1200 Bari Arr. 1145
 Dep. 1230 Dep. 1045
 Arr. 1615
 Dep. 0930
 Arr. 1315 Lecco

ROMA-MILANO (Land) (Direct)Monday-Wednesday-Friday

Dep. 0930 Rome Arr. 1700
 Arr. 1110 Palermo Dep. 1515

ROMA-CAGLIARI (Land)Tuesday-Thursday-Saturday

Dep. 0930 Rome Arr. 1700
 Arr. 1110 Cagliari Dep. 1520

ROMA-MILANO-TORINO (Daily)

Dep. Rome 0930 Dep. Torino 0930
 Dep. Milano 1150 Dep. Milano 1030
 Arr. Torino 1250 Arr. Rome 1115

ROMA-TREVISO-BRESCIA (Daily) (Land)

Dep. Rome 0930 Dep. Treviso 0930
 Dep. Bologna 1005 Dep. Bologna 1005
 Arr. Treviso 1115 Arr. Rome 1145

ROME (BRACCIANO) CAGLIARI (Bracciano)

Dep. Bracciano 1130
 Arr. Cagliari 1330

(For lines indicated)

Rome-Cagliari (Hydro)
 0900 hrs from Via
 Regina Elena

Rome-Milano-Torino
 Rome-Bologna-Treviso
 0830 hrs - from Via V. Veneto
 (Ex-Ministry of Corporations)

0482

7A

AIR FORCE'S SEE COMMISSION A. A. LINDS

See, 24th August 1945

ON THE 27th OF JULY GEN. ALMONO DET, GEN. MARI AND AYSALA VISITED CARAVAGGIO WHICH IS A DEPOT STOCKED WITH 6,000 PARTS WHICH ARE THE PROPERTY OF THE REGIA AERONAUTICA.

CARAVAGGIO

On the 27th of July Gen. Almono Det, Gen. Mari and Aysala visited Caravaggio which is a depot stocked with 6,000 parts which are the property of the Regia Aeronautica.

All the material in this depot is to be transferred to Belvedere which would be the central depot.

It was suggested by Gen. Almono Det and Gen. Mari to move all the stock in the depot entirely at once and not systematically. The selling of all material even though it was of no immediate use was one of the things which the I.A.F. wanted very much to be permitted to do. This point was not looked upon favourably by the I.A.F. S.C. Milan.

This particular depot is located in an elementary school building, which is sorely needed by the town. The evacuation of this building would greatly remedy the educational difficulties, which are now prevalent.

FORNIE SAN LIGERO

The Caproni Aircraft Factory at Ponte S. Pietro is operating with curtailed personnel. They are designing new air-craft. One aircraft in particular has already been constructed. It is called a "Tourist plane". It is powered with a 40 HP. engine and has a cruising speed of approximately 70 to 80 MPH.

This aircraft is to be used on very short hops.

Here at this factory there were about 250 motor vehicles German and Italian some of which could be put into operating condition. These vehicles were the property of the I.A.F. at one time and now they want to see if they can get them back. *Phil - Report AFSC*

REGGIO EMILIA

The Reggiana Aircraft Factory is located in the city of Reggio Emilia. This factory covers a very large acreage and is stocked with a great number of machines and a substantial amount of steel ore. They are now producing farm implements, farm tools, etc.

Handwritten notes and signatures at the bottom left of the page.

Handwritten notes and signatures at the bottom center of the page.

Handwritten notes and signatures at the bottom right of the page.

All the material in this report is to be turned over to the State which would be the central agent.

It was suggested by the State that all the stock in the report should be turned over to the State. The turning of all material over though it was of no immediate use was one of the things which the I.A.R. wanted very much to be submitted to do. This point was not looked upon favorably by the I.A.R. and the State.

This particular report is located in an elementary school building, which is owned by the town. The evacuation of this building would greatly remedy the educational difficulties, which are now prevalent.

THE SAN PLANO

The General Aircraft Factory at San Plano is operating with curtailed personnel. They are designing new aircraft. One aircraft in particular has already been constructed. It is called a "tourist plane". It is powered with a 40 HP engine and has a cruising speed of approximately 70 to 80 MPH.

This aircraft is to be used on very short hops.

Here at this factory there were about 150 motor vehicles German and Italian some of which could be put into operating condition. These vehicles were the property of the I.A.R. at one time and now they want to see if they can get them back. *Not - Report to AFSC Milan*

THE REGGIO

The Reggiana Aircraft Factory is located in the city of Reggio Emilia. This factory covers a very large acreage and is stocked with a great number of machines and a substantial amount of steel ore. They are now producing farm implements, farm tools, etc.

In one part of the factory there are over 200 aircraft engines (new) type IV-1000 engine Monette CV 1200.

Their equipment here in the way of drills, lathes and presses is very good.

No work but has come from

on wheels of vehicles from we can pick up some of the. Public can pick up some of the. Support Milan. AFSC. 13/7/45.

1491



Experiments & being conducted on a new motor designed by
an Italian inventor. This motor is now mounted on a truck, it
has 1000 HP 7 1/2 cylinders and an RPM of 2500

POLITICAL RESOURCES

Only once in Reggio Emilia did I hear Gen. Almondo mention any
political factions. His main point was that the Italian people
should first put their Country in order and forget about political
parties until that time.

He made no derogatory remarks about the Allies or any of their
policies.

CHIEF OF STAFF

This field is out of commission the landing field is planted
with alfalfa. There are no buildings standing.

There are 15 MW - 100 and 1 Ju 88 on the far side of the field.
These aircraft have been partially dismantled by the Italians,
who use the rubber material for fire, and for shoes.

A guard (Italian) has now been posted on the spot.

LT. COL. M. M. M. M.
1ST LT. AIR CORPS
for AIR VICE MARSHAL
AIR OFFICER COMMANDING.

0485

parties until that time.

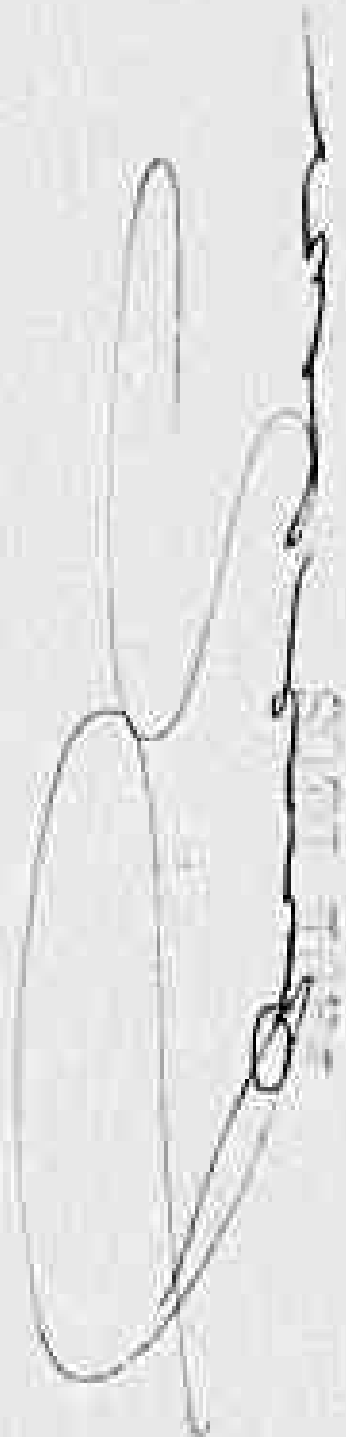
We made no discovery re: axis about the Allies or any of their policies.

MEMO AL BERRY

This field is out of commission the landing field is platted with Allies. There are no buildings standing.

There are 15 MM - 100 and 1 Ju 88 on the far side of the field. These aircraft have been partially dismantled by the Italians. We use the rubber material for fire, and for shoes.

A guard (Italian) has now been posted on the east.



for AIR VICE COMMANDER
AIR SERVICE COMMANDER C.

1490

0486

6A

From : Air Forces Sub-Commission,
Allied Commission,
c/o HQ. Allied Military Govt.,
Naples Commune.

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

Date : 6th Sept. 1945.

Ref : AFSC/N/49/Air.

FUNCTIONS OF THE ITALIAN AIR
FORCE IN NAPLES AREA

I. Attached hereto in triplicate is
a report covering the functions of the Italian
Air Force in this area.

L.G. Watkins
(L.G. Watkins)

Flight Lieutenant, Commanding
Air Forces Sub Commission,
Naples Detachment.



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6B

FUNCTIONS OF THE I.A.F. COMMAND,
NAPLES AND ITS DETACHMENTS.

I.A.F. Command, Campania Region.

1. The IAF Command, Naples located within the limits of the area under its jurisdiction:

provides for the organization and working (functioning) of all logistical services through its technical sections; exercises full authority of command and direction on all matters relating to the discipline of all commands, offices and various detachments and military personnel who are quartered, also if only temporarily, within the limits of the area under its control, and furthermore of all services functioning in this area;

co-ordinates the aeronautical exigences of its area corresponding direct with the other Armed Forces, the Air Ministry and the local Allied Sub-Commission;

directs the transfer of officers, NCOs and other ranks in the limits of the area under its jurisdiction in accordance with the instructions issued by the Ministry;

applies in accordance with the local civilian and military authorities of the other Armed Zones, all those measures required in order to assure the defence of the territory under its jurisdiction and the public order;

is in correspondence with the Air Ministry and the General Staff in order to decide on all the matters relating to the functioning of the detachments.

Aeronautical Constructions Section, Naples.

2. The duties allotted to this Section are the following:

To assist in the reconstruction of all the aeronautical firms located in the area under the jurisdiction of the I.A.F. Command, Naples with all means at their disposal in order to enable them to carry out a useful activity for the flying units;

To ascertain, salvage and make good use of all aeronautical materials belonging to the I.A.F. held at the various firms.

To ascertain, through enquiries and confirmations, all credits opened by the firms with the I.A.F. for works carried out before the Armistice.

To supply with materials and tools the aeromobile detachments in order to enable them to carry out the works required for repairs for the good functioning of the flying units.

To engage, upon examination, the specialist workmen required by the various firms.

To repair and overhaul aircraft.

To search and acquire on the market materials and tools

are quartered, also if only temporarily, within the limits of the area under its control, and furthermore of all services functioning in this area;

co-ordinates the aeronautical exigences of its area corresponding direct with the other Armed Forces, the Air Ministry and the local Allied Sub-Commission; directs the transfer of officers, NCOs and other ranks in the limits of the area under its jurisdiction in accordance with the instructions issued by the Ministry;

applies in accordance with the local civilian and military authorities of the other Armed Zones, all those measures required in order to assure the defence of the territory under its jurisdiction and the public order;

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To supply with materials and tools the aeromobile detachments in order to enable them to carry out the works required for repairs for the good functioning of the flying units.

To engage, upon examination, the specialist workmen required by the various firms.

To repair and overhaul aircraft.

To search and acquire on the market materials and tools for the aeronautical firms.

At present the Construction Section has dislocated three Control Offices at the following firms:

Alfa Romeo for repair of engines and equipment of spare parts for engines.

Magnaghi for repair of machinery and manufacture of spare parts for aircraft, engines and various screwed connections.

Sannita for repair of A/C and construction of spare parts for A/C

At the construction Section an office takes care of

the settlement of old contracts stipulated by the various aeronautical firms before the Armistice.

Armament Section.

3. The duties of this Section are the following:

To carry out salvage of bombs and general materials of armament;

To take care of the distribution to the flying units of considerable quantities of materials for the flying school;

To estimate, upon request of the Central Directorate, the quantities of materials required by the I.A.F..

This Section has dislocated two technical control offices at the Sannita and the Alfa Romeo Firms. In addition to these this Section disposes of an ammunition depot at CASORIA.

Demesnial Section

4. The duties of this Section are the following:

To carry out projects for the rebuilding of real estates belonging to the IAF and damaged owing to war hostilities.

Maintenance of real estates and various installations.

Supervision of the management for the detailed maintenance.

Settlement of matters relating to ejectments, lease-contracts, equipment, rents for water, surveys and relative settlements.

Search and purchase of materials required for building constructions.

Settlement of indemnities, after proper appraisements and valuations, due for requisitioning within the limits of the area under the jurisdiction of I.A.F., Naples, of airports by the English and American Armed Forces.

At present this Section is carrying out works for the rebuilding and maintenance of various real estates and particularly of those at Nisida Seaplane Base. Further, this Section is carrying out the settlement of equipment and works made before the Armistice by private firms in the Campania area.

N° 173 Depot, located at Nisida, is under the control of this Section.

Equipment Section.

5. The duties of this Section are the following:

To supply with rations the aeronautical units in this area through periodical releases from the Army stores, as for the main part of their rations and through special contracts or assignments from the equipment stores of other sections for other foodstuffs.

To stipulate contracts for the functioning of equipment services, etc. in order to supply the various units located in the area under the jurisdiction of this IAF

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To stipulate contracts for the functioning of equipment services, etc. in order to supply the various units located in the area under the jurisdiction of this IAF Command, Naples and to provide general equipment for account of the Ministry (tomato-sauce, jam, cheese, etc.) clothing (boots, canvas, etc.) barrack equipment (beds, etc.) that is, for those materials which are manufactured in firms working in the Campania Area.

Payment, equipment (clothing and barrack equipment) of all units and detachments in the Campania Area.

Supervision of the nine administrative offices. Two clothing and barrack equipment depots are under the supervision of this Section.

- 3 -

Labour Section (Sezione Servizi)

6. The duties of this Section are the following:

To overhaul accept, storage and distribution of technical materials in the interest of the IAF directly acquired or arrived from other areas;

To estimate from a technical point of view the expenses in relation to electric power and detailed maintenance of workshops for M.T.

To salvage, declare out of use and dispose of these materials which cannot be utilised;

To collect and estimate the expenses to incur in order to make serviceable the vehicles held at the M.T. Section of the I.A.F. Command which require important repairs.

To search and purchase on the market those materials and machinery as well as spare parts required for the repair of the vehicles and in the IAF repair workshops.

At present this Section is supplying the units in Rome of aviation and M.T. petrol allotted by the Allies and also is acquiring great quantities of liquid type: foam or (schiumogeno) on account of the Air Ministry.

The following detachments are under the supervision of this Section:

One small workshop for repair of M/T located at Nisida;

One M/T Section located at Nisida;

Salvage Section for the salvage of great quantities of materials belonging to the IAF and at present existing in the Campania Area.

Communication Section.

7. The duties of this Section are the following:

To salvage all materials existing in the Campania Area at the time of the Armistice (telephone, telegraph, radio-telegraphic, electrical, radio) (There is also an aerological service) to store and allot them according to the exigencies;

To ascertain the functioning of telephone, telegraph, radiotelegraph, radiogoniometric, meteorological, teleprinting services in the Campania Area;

To ascertain that the A/C of the air service line Line LECCE/ROME in transit at Pomigliano Airport go under overhaul through using a radiogoniometer;

To draw up meteorological bulletins, route cards and weather forecasts;

To obtain meteorological data required for flying purposes as requested by Allied authorities at both the Capodichino and Pomigliano A/Fs.

Medical Section.

8. The following duties are carried out by this Section:-

Treatment of all infectious diseases at their initial

to make serviceable the vehicles held at the M/T Section of the I.A.F. Command which require important repairs.

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To obtain meteorological data required for flying purposes as requested by Allied authorities at both the Capodichino and Pomigliano A/Fs.

Medical Section.

8. The following duties are carried out by this Section:-

Treatment of all infectious diseases at their initial stages.

Laying down rules and principles relating to hygien and anti malarial campaigning; treatment at initial stages.

Undertakes distribution of medical supplies and equipment to all MI stations concerned.

Takes care of and applies treatment to all IAF personnel admitted to military and civilian hospitals and clinics, etc.

Arranges contracts with civilian doctors and, in addition, obtains outside medical assistance for special cases requiring special treatment in public hospitals.

Superintends and imparts the necessary regulations governing the functions of the IAF Rest Centre located in

MONTECHIARO (Sorrento).

Carries out relative administration and inspections of all hospitals concerned.

Supervises the work of IAF town ambulance units.

Nisida Seaplane Base

9. The following units and deposits are located on this Station :-

H.Q. Unit, Nisida Seaplane Base,

I.A.F. Reception Centre for veteran POWs,

Store for salvaged equipment and material received from Sardinia and overseas,

Store for equipment and material belonging to the Air Forces Sub Commission, Naples,

M/T Section, and Workshop, Command Nucleus, IAF HQ, Posillipo,

N° 173 Deposit of material belonging to the IAF Building and Works Section, (Which carries out construction work on buildings and airfields etc.),

Seaplane Servicing Station for A/C taking part in Italian Naval exercises,

I.A.F. Personnel Centre for the formation and disbanding of IAF units and the distribution to IAF units employed by the Royal Air Force,

I.A.F. Driving School.

In addition, to the above, various types of repair and renewal jobs are being undertaken for the rehabilitation of the Airport buildings which are intended for eventual use as military schools and for the storing up of considerable quantities of IAF Academy material. This material is at present located in various requisitioned stores in CASERTA which, however, the IAF authorities will soon be obliged to give up in accordance with the Provincial re-construction programme for Caserta.

It is estimated that details regarding the activities of the other sections on the Nisida Seaplane Base will not be required. Their activities are, of course, easily understood (workshops, servicing station, etc.) Nevertheless details are given in relation to the activities of some of these units and deposits.

Functions of the IAF Reception Centre for Veteran POWs.

a). Receives and accommodates veteran POWs from the time of their arrival;

Provides them with all their primary requirements i.e. personal assistance, identification, classification, administrative organisation and provides for the payment of Service and State benefits, allowances, etc.

It is estimated that during July and August, 1945 this

Store for equipment and material belonging to the Air Forces Sub Commission, Naples, W/T Section, and Workshop, Command Nucleus, IAF HQ, Posillipo,

N° 1/3 Deposit of material belonging to the IAF Building and Works Section, (Which carries out construction work on buildings and airfields etc.),

Seaplane Servicing Station for A/C taking part in Italian Naval exercises,

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Provides them with all their primary requirements i.e. personal assistance, identification, classification, administrative organisation and provides for the payment of Service and State benefits, allowances, etc.

It is estimated that during July and August, 1945 this Centre has received about 1,500 POW veterans.

Functions of the Deposit for Sardinia and Overseas Materials.

b). This Deposit was installed on 24th December, 1944 upon the arrival of the first shipload of salvaged material from Sardinia. Since this date, the accumulation of these materials has steadily increased and 1,500 tons of assorted types of materials have been stored there.

The work of loading, unloading, transportation, checking, sorting and distribution to IAF units has entailed the services of the entire garrison of the Seaplane Base.

A.F.S.C. Equipment Stores.

c). Store for Air Force materials received from the

1483

Middle East, as well as other items of equipment sent to Nisida by the A.F.S.C. for safe custody pending distribution.

"CASANOVA" Barracks.

10. This is an IAF garrison nucleus which has the function of providing parties for all Air Force garrison duties such as: representations, guards, escorts, military police, armed pickets etc.

This Unit furthermore controls and assists all IAF personnel in transit in Naples: It is estimated that arrangements have been made for the provision of food and billeting for an average of 140 personnel each day comprising officers, NCOs and men on transit, by the Casanova Barracks.

Units Located within "CASANOVA"

a). Base Personnel Depot: There are roughly 9,000 officers, NCOs and men on the strength of this Depot representing all the Regional reserves of personnel.

This Depot deals with movements of personnel such as posting to units and other destinations in accordance with travel orders issued by the IAF Regional Command. Records of all personnel being discharged are daily kept up to date at this Depot.

Displaced Personnel Company (Comp. Forza Assente)

b). Personnel on the strength of this Company include officers, NCOs and men who have been absent from their respective units for a period exceeding 30 days for any determined purpose.

This Company is comprised of approximately 1,200 personnel. About 2,000 personnel have been turned out by this Company. It has therefore roughly a total of 4,200 personnel of whom 1,500 still remain on its strength. The other 3,000 have either been posted to units as required or have been discharged according to dispositions at present in force.

c). Embarkation Office. This Office is responsible for and takes charge of the unloading and charging of material shipped from Sardinia and overseas. Arrangements for the conveyance of personnel by sea to IAF stations located on islands off the Italian mainland are also made by this Office. In addition, the Embarkation Office supervises the receipt, checking and storing of considerable quantities of Allied materials unloaded in the Port of Naples on behalf of the A.F.S.C.

d). Third Personnel Sub Commission. The Commanding Officer of the I.A.F. Regional Command Nucleus is the President of the 3rd Personnel Sub Commission and in this

arrangements have been made for billeting for an average of 140 personnel each day comprising officers, NCOs and men on transit, by the Casanova Barracks.

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This Depot deals with movements of personnel such as posting to units and other destinations in accordance with travel orders issued by the IAF Regional Command. Records of all personnel being discharged are daily kept up to date at this Depot.

Displaced Personnel Company (Comp. Forza Assente)

b). Personnel on the strength of this Company include officers, NCOs and men who have been absent from their respective units for a period exceeding 300 days for any determined purpose.

This Company is comprised of approximately 1,500 personnel. About 3,000 personnel have been turned out by this Company. It has therefore roughly a total of 4,500 personnel of whom 1,500 still remain on its strength. The other 3,000 have either been posted to units as required or have been discharged according to dispositions at present in force.

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d). Third Personnel Sub Commission. The Commanding Officer of the I.A.F. Regional Command Nucleus is the President of the 3rd Personnel Sub Commission and in this capacity he undertakes to ascertain the good behaviour of all ranks who are under his jurisdiction as well as those IAF personnel from other regional commands. Up to date this Sub Commission has interrogated, identified and classified approximately 5,000 personnel.

- 6 -

e). Requisitions - Sub-Commission: This Sub-Commission checks, estimates and compensates for damages and indemnities in respect of acquisitions of property affected in the Campania Region previous to 8th September, 1943 and also for requisitionings subsequently carried out in relation to contingent requirements by the IAF authorities.

De-requisitioning of properties which are no longer required by the Service are also carried out by this Sub-Commission as well as documentary and technical administration in respect of those properties which according to actual circumstances on or about 8th September, 1943 were abandoned without formal official de-requisitioning procedure.

Business in connection with normal requisitioning accounts procedure and estimation of values in respect of indemnities as a result of requisitionings still being carried out.

Military Police Office.

11. The duties of this Office comprise the carrying out of Military Police work governing all IAF personnel in the Campania Region in accordance with orders issued by the Commanding Officer in connection with the acquisition of data, checking, and the interrogation of personnel placed under arrest or in detention. In addition, the MPO is responsible for the safeguarding of all IAF properties in order to prevent their illegitimate removal or damage.

Inspectorship - I.A.F. Detachments.

12. This HQ Unit, located at BELLAVALIA is in charge of seventeen IAF Detachments who are being employed by IAF authorities. These detachments are spread out all over the Campania Region. It coordinates the various supply services and applies them systematically to each individual detachment.

It is responsible for their administration, discipline and all other service matters relating to each individual concerned:

It inspects the work carried out and acts as a liaison for the purpose of allotting to each detachment of their individual duties to be carried out by them:

Issues instructions in accordance with orders received from IAF authorities in connection with the carrying out of guard duties etc. as requested by these authorities:

Offers medical assistance to all personnel concerned through its Medical Office which governs an MI Room and a hospital:

Offers moral assistance by means of an IAF Chaplain who has been posted on the strength of this Inspectorship:

Commission as well as documentary and technical administration in respect of those properties which according to actual circumstances on or about 8th September, 1943 were abandoned without formal official de-requisitioning procedure.

Business in connection with normal requisitioning accounts procedure and estimation of values in respect of indemnities as a result of requisitionings still being carried out.

Military Police Office.

11. The duties of this Office comprise the carrying out of Military Police work governing all IAF personnel in the Campania Region in accordance with orders issued by the Commanding Officer in connection with the acquisition of data, checking, and the interrogation of personnel placed under arrest or in detention. In addition, the MPO is responsible for the safeguarding of all IAF properties in order to prevent their illegitimate removal or damage.

Inspectorship - I.A.F. Detachments.

12. This HQ Unit, located at BELLA VISTA is in charge of seventeen IAF Detachments who are being employed by IAF authorities. These detachments are spread out all over the Campania Region. It coordinates the various supply services and applies them systematically to each individual detachment.

It is responsible for their administration, discipline and all other service matters relating to each individual concerned:

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Issues instructions in accordance with orders received from IAF authorities in connection with the carrying out of guard duties etc. as requested by these authorities:

Offers medical assistance to all personnel concerned through its Medical Office which governs an MI Room and a hospital:

Offers moral assistance by means of an IAF Chaplain who has been posted on the strength of this Inspectorship:

Enforces order and discipline in the ranks of the detachments by means of a nucleus of Carabinieri:

The total strength of the detachments, including all ranks which are at present employed by IAF authorities is about 3,000 men.

I.A.F. Garrison Commands.

13. The Garrison Commands are included in the Campania Region of the IAF and are located in Naples, Salerno, Benevento and Caserta.

The functions of these garrison commands are as follows:

1483

- 7 -

To represent IAF authorities in all matters dealing with collaboration with the other National Armed Forces i.e. Army and Navy as well as with political and civil administrative authorities.

Maintain constant surveillance over each individual temporarily or otherwise on the strength of the IAF "Regional" Garrison who holds an inferior rank to the Regional Commandant in all things regarding the proper wearing of uniforms and correct behaviour in public for the upkeep of good relations between airmen and civilians:

Makes all necessary arrangements in respect of representations (military ceremonies, conferences, etc.) as these occasions may arise from time to time:

Carry out inspections regarding general sanitary conditions in the areas occupied by the Regional Garrison:

14. O T H E R U N I T S

IAF Medical Institute - Legal Matters: The Office of the IAF Legal-Medical Institute is located within the IAF Campania Command Nucleus. This Organisation technically carries out legal-medical activities and forms part of the Medical Branch of the IAF under the direction of the Medical Directorate in the Italian Air Ministry, and to some extent, and only in connection with disciplinary matters, comes under the direction of the Campania Regional Command Nucleus.

Carries out widespread activities in connection with medical-legal investigations of sick and injured cases as a result of hardships endured by personnel on duty subsequent to claims for pensions and allowances submitted by these personnel as a result of sickness or injuries acquired while on duty.

Decides degree and medical classification of personnel in the capacity of an aircrew examination board, for example: fit for aircrew duties etc.

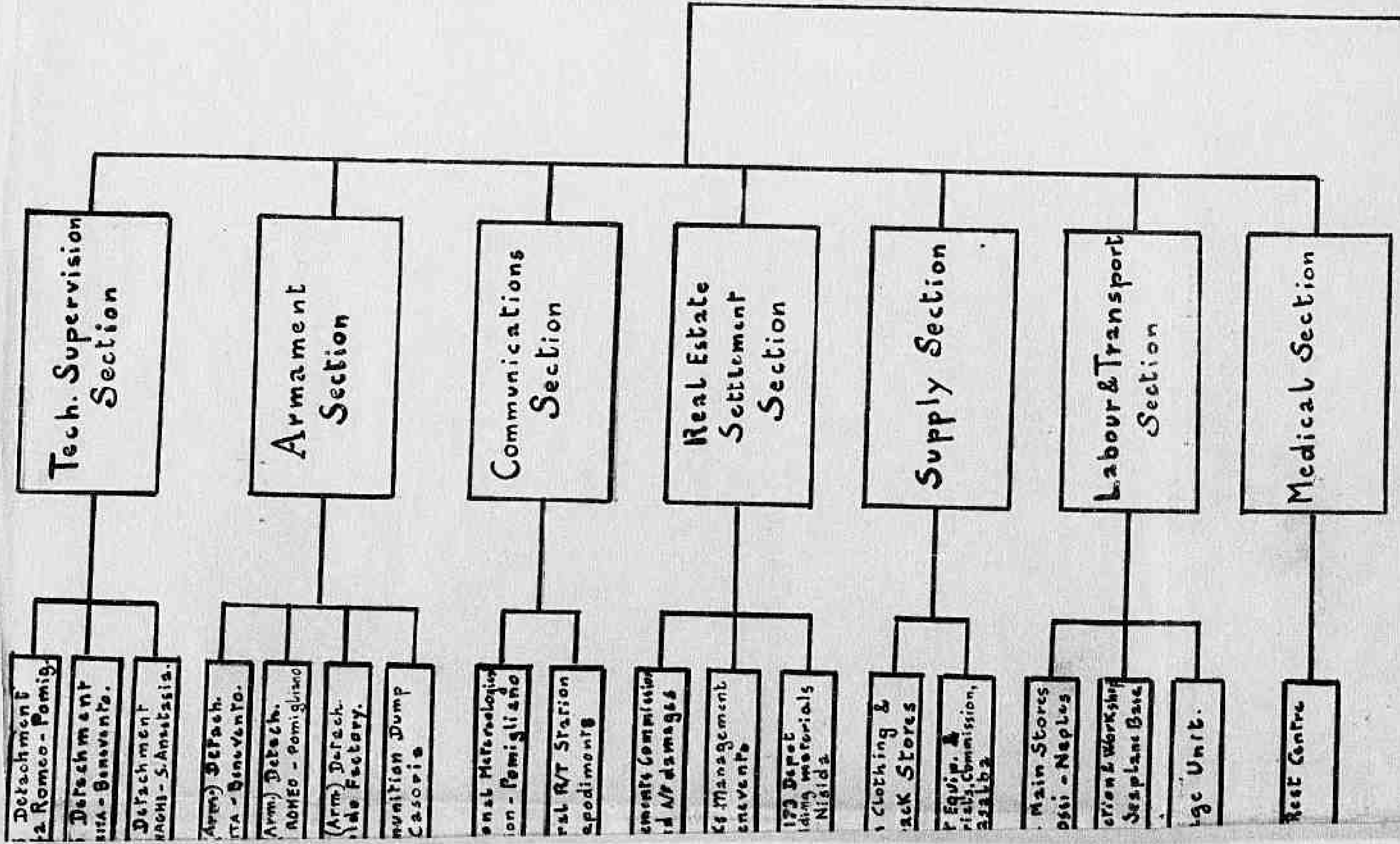
IAF Settlement Office - Royal IAF Accademy, Caserta.

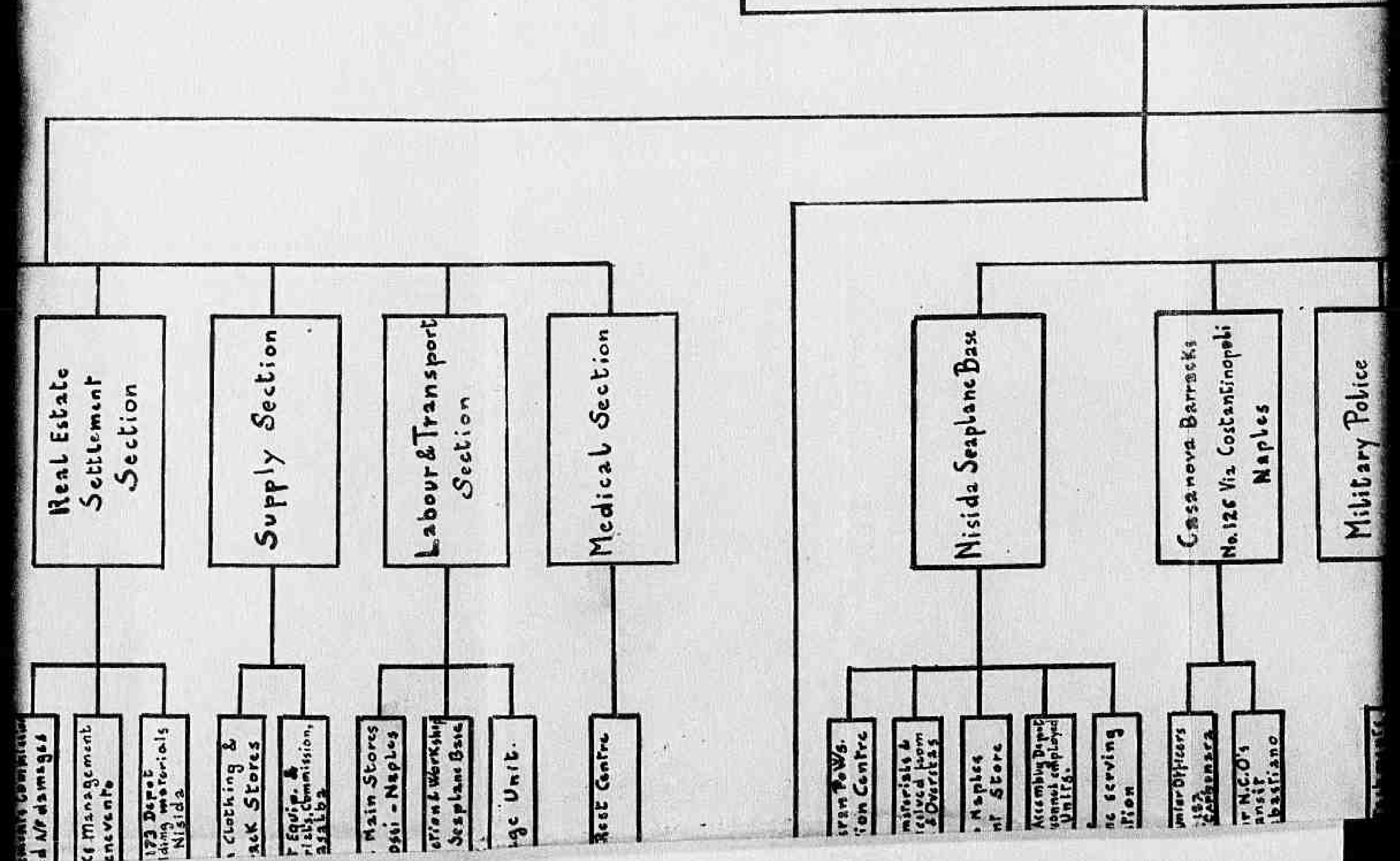
15. Takes care of all administrative matters regarding the settlement and drawing up of balances and inventories of all equipment and material belonging to the Royal IAF Accademy. It also supervises the salvaging of such equipment and material.

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LAYOUT OF THE ITALIAN A

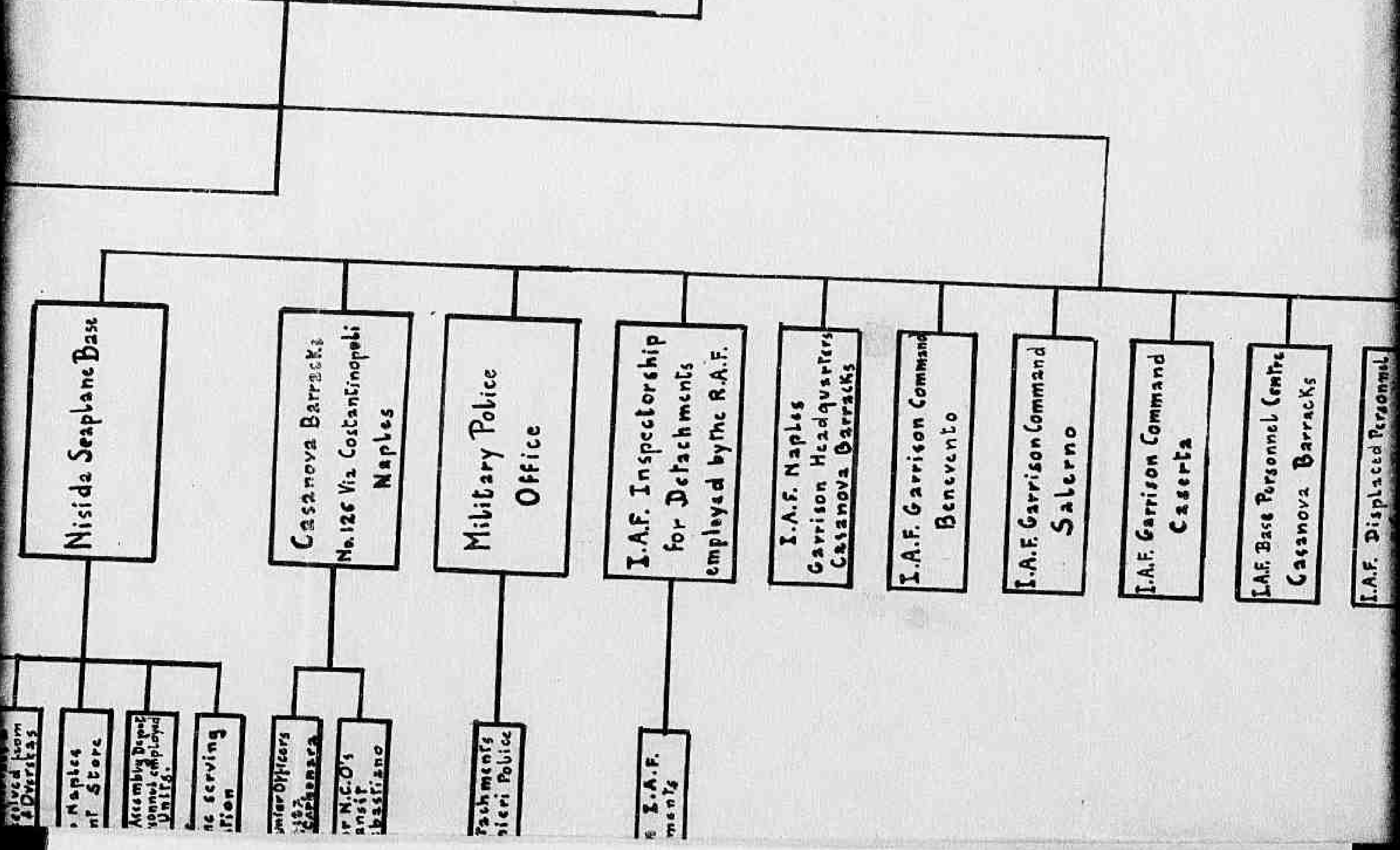




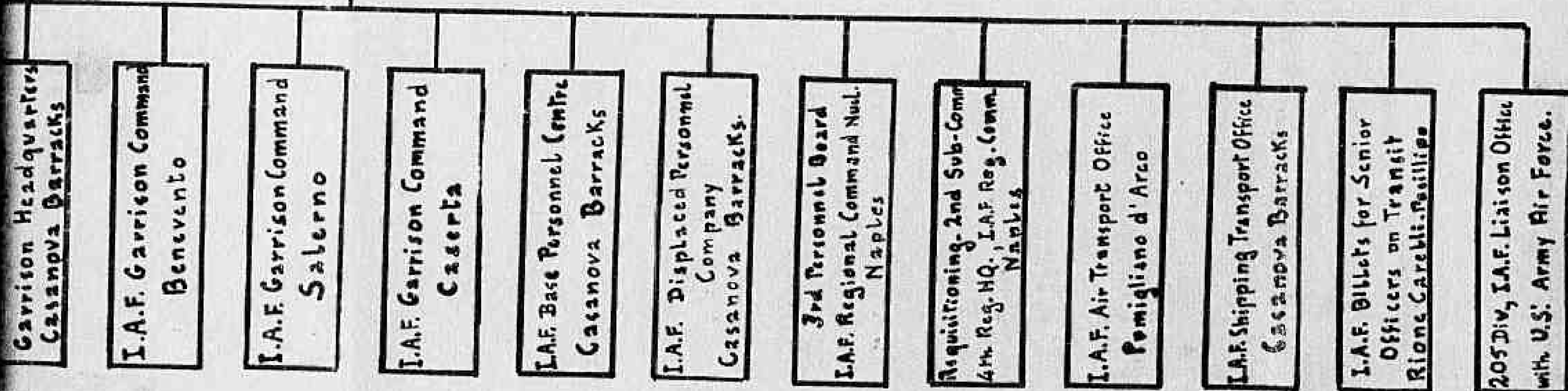
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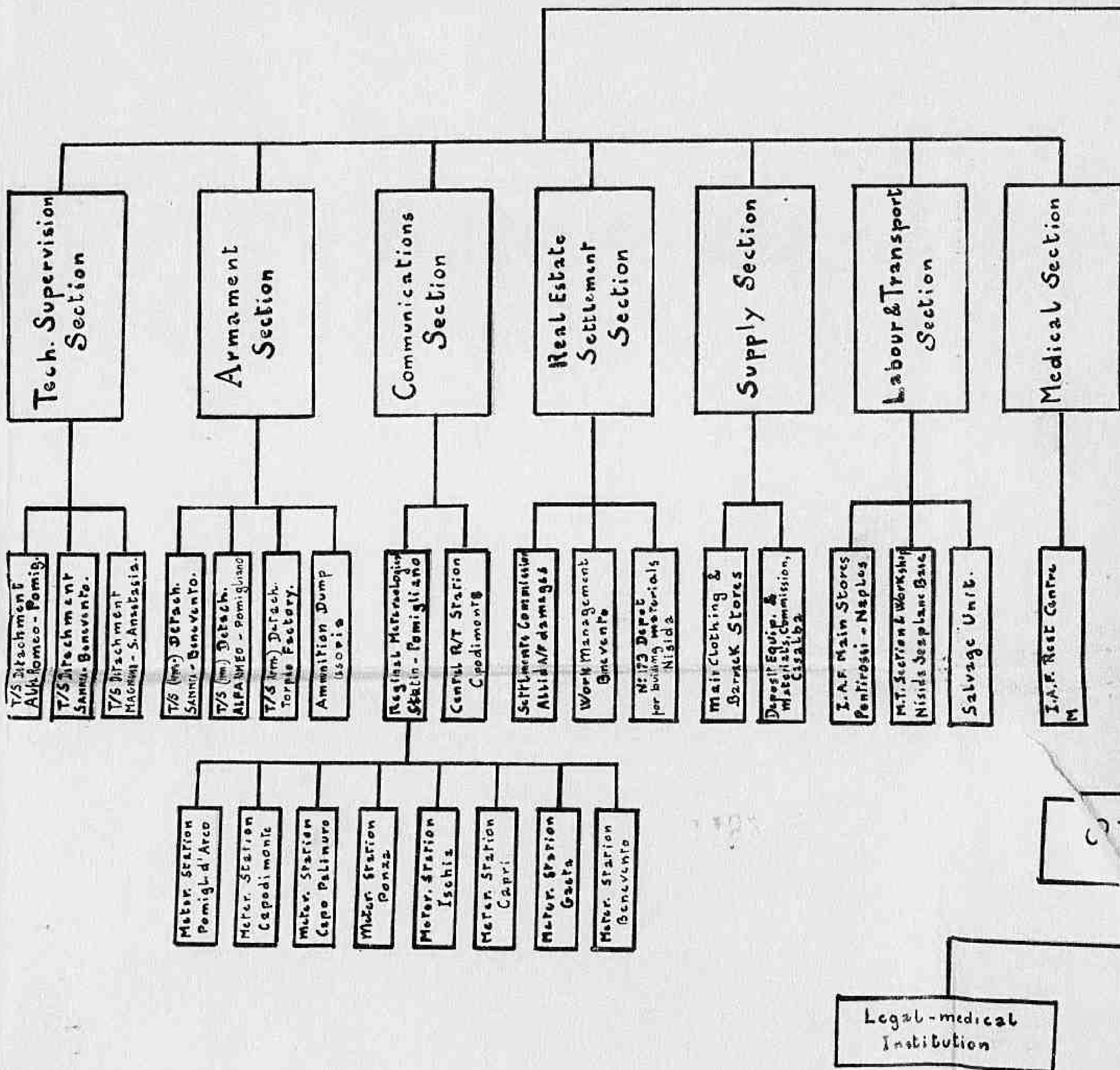
FORCE CAMPANIA NUCLTUS REGION

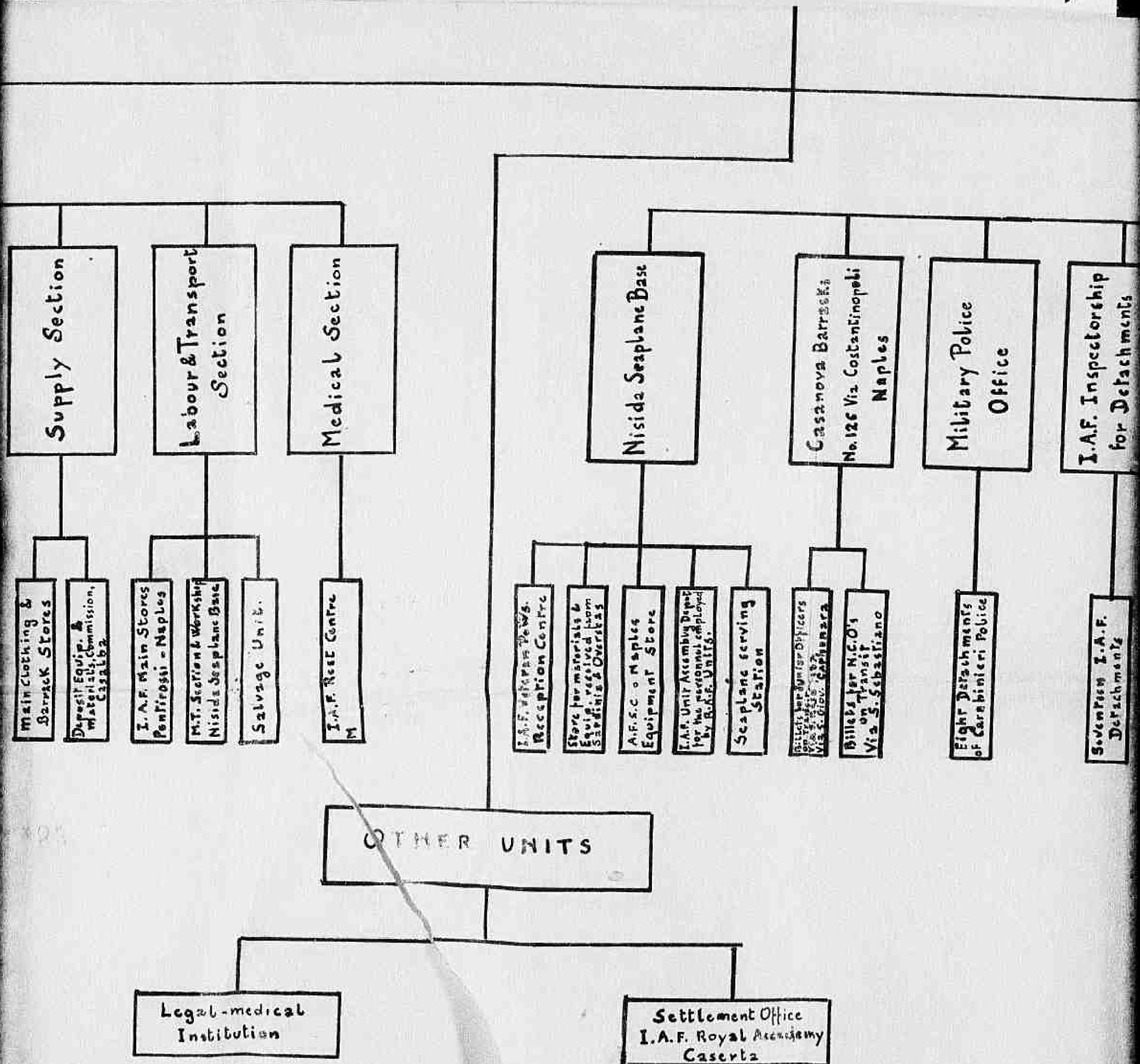
HEADQUARTERS
CAMPANIA REGIONAL COMMAND NUCLEUS
NAPLES

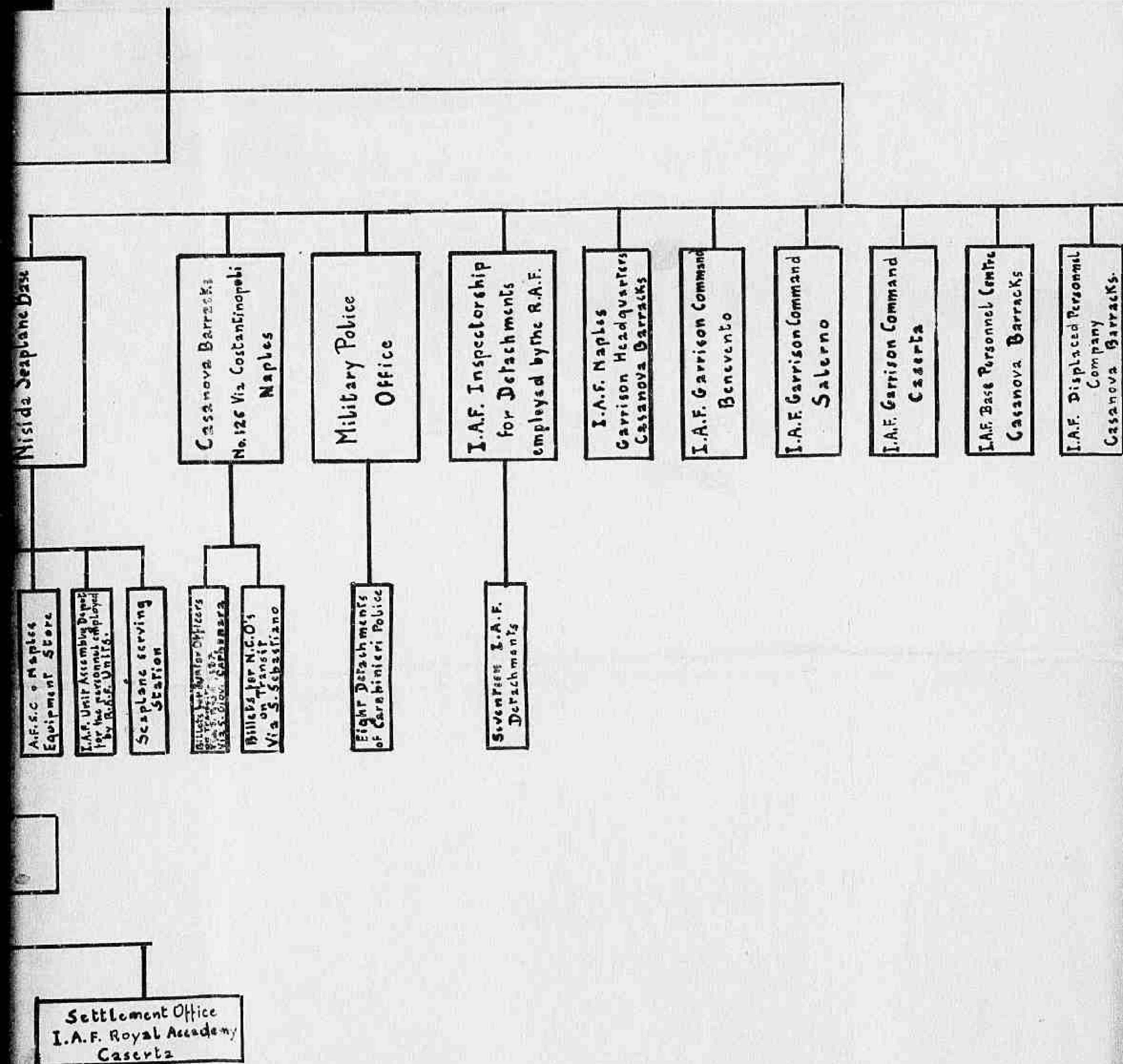


NUCLTUS REGIONAL COMMAND









Garrison Headquarters
Casanova Barracks

I.A.F. Garrison Command
Benevento

I.A.F. Garrison Command
Salerno

I.A.F. Garrison Command
Caserta

I.A.F. Base Personnel Centre
Casanova Barracks

I.A.F. Displaced Personnel
Company
Casanova Barracks.

3rd Personnel Board
I.A.F. Regional Command Nud.
Naples

Acquisitioning-2nd Sub-Comm
4th Reg. HQ, I.A.F. Reg. Comm.
Naples

I.A.F. Air Transport Office
Pomigliano d'Arco

I.A.F. Shipping Transport Office
Casanova Barracks

I.A.F. Billets for Senior
Officers on Transit
Rione Carebbi-Pestilleo

205 Div, I.A.F. Liaison Office
with U.S. Army Air Force.

AIR FORCES SUB COMMISSION
ALLIED COMMISSION ROME

Ref.: AFSC/49/AIR.

Date: 22nd August 45.

REPORT ON EXAMINATION OF AIR STAFF ORGANISATION
IN THE ITALIAN AIR FORCE WITH SPECIAL REFERENCE
TO THE COURIER SERVICE

Introduction.

1. A visit was paid to the Italian Air Ministry on 22nd August by W/Cdr. Bisdée, Acting S.S.O., in order to examine existing Air Staff Organisation in the higher formations of the Italian Air Force. The purposes of the visit were as follows:

(a) to ascertain how the Italians proposed to reorganise control of flying units with the dissolution of Units Aerea,

(b) to check that the courier service would be integrated into the new set up in such a way as to ensure adequate direct control by the Chief of Staff and Air Forces Sub Commission,

(c) to see what the Air Staff Section of the General Staff (at Air Ministry) actually did.

2. Existing Organisation of I.A.F. This is illustrated generally at Appendix B to enclosure 2A of this file (flagged). points to be noted in considering the existing set up are as follows:

(a) The Stato Maggiore or General Staff is quite separate from the Air Ministry, although it functions in the same building. It gives orders to Units Aerea on the C.A.S.'s behalf and makes operational plans in consultation with the various Air Ministry Departments. It is not itself an Air Ministry Department or Directorate.

(b) In spite of the last sentence of (a) above, the C.A.S. is responsible for the co-ordination of the work of the Air Ministry Departments as well as that of the General Staff.

(c) The regional I.A.F. Units (ZATS) have no connection with the General Staff (or Air Staff side) of the I.A.F. The Italians claim that their communications are too inadequate and their resources too meagre to allow for the degree of decentralisation of flying units required if the various Z.A.F.s were to be given the Air Staff responsibilities of an R.A.F. Group.

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General Staff.

1481

3. Operations Section. The lay out of the General Staff is shown at Appendix A. The Operations Section (I) corresponds to the Directorate of Operations in Air Ministry. It is run by Lt. Col. Savi, with a major as his No 1. Another major is coming from Unita Aerea to take over the flying Control Sub Section. They receive daily returns of serviceability and flying hours from Unita Aerea but appear to receive them chiefly for information.

They do not possess any collated or graphed statistic since the end of the war except ~~the~~ the monthly flying hours and a/c strength reports which they pass on to us from Unita Aerea every month. Personnel working in the Section amount to about ten. They are responsible for planning any new schedules for the Courier Service, but have no other responsibilities for it, and little data about it.

4. Courier Service. There is a General Staff Section (Office at "Italian Air Lines", Via Regina Elena, O.C. Lt. Col. Gussoni), responsible for the running of the Courier Service. They took over from Unita Aerea at the beginning of August and are gradually getting statistics into shape. At present they come directly under the supplies Section of the General Staff. In the reorganised scheme when it takes place they will either be under the newly formed Operational Command (with the ~~under~~ that the D.D. is directly responsible to C.A.S. and A.O.C. A.F.S.C. for running the service in accordance with Allied requirements), or ~~else~~ it will be a separate command parallel with the new Operational Command and directly responsible to C.A.S. The Italians would prefer the latter.

Proposed "Air Forces General Command".

5. With the dissolution of Unita Aerea, the Italians propose to set up a new Operational Command with the a/m title. They say that the differences from the Unita Aerea will be as follows :-

- (a) It will be at Rome (but separate from the Air Ministry and General Staff).
- (b) It will be responsible only for flying and will give up certain administrative work that Unita Aerea had taken over from the Z.A.T.s at Allied advice,
- (c) It will be considerably smaller than Unita Aerea.

The general layout is shown at Appendix B. If the Courier Service is not to be a separate Command, it will come under the Operations Section of this Command.

Conclusions.

1480 .

6. It is difficult to avoid the conclusion that the existing proposal amounts to starting up a new Unita Aerea under another name in a new location. On the other hand it is perhaps essential to have a Command between Air Ministry and flying Units. If the P.A.F. were suddenly reduced to the size of the I.A.F. it seems likely that the

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7. On the other hand, the I.A.F. organisation at present and as proposed seems to divorce Air Staff from Administration ~~far~~ too much. It would seem initially logical that Z.A.T.s should become Groups with Air Staffs coming directly under an enlarged Operations Directorate of the General Staff. However this proposal is not compatible with concentrating flying units of the I.A.F. nor, with economising on IAF transportation, communications facilities and personnel.

- 3 -

Recommendations.

8. It is recommended that the I.A.F. proposal to reconstitute Units Aeres as a "General Command" at Rome be accepted until such time as flying Units become more dispersed through Italy, when ZAFs should have Air Staffs.

9. A considerable amount of care should be taken by A.F.S.C. to ensure that the new Command is smaller and more efficient than its parent.

10. The Courier Service may well be more efficient and more easily controlled if it is a separate Command coming directly under the General Staff and it is recommended that this be authorized.

23 Aug, 45.

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W.N. Bridie w/c

A.S.S.O.

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ITALIAN AIR FORCE GENERAL STAFFCHIEF OF STAFF I.A.F.UNDER CHIEF OF STAFF. Secretary.Ist Section
OPERATIONSII Section
ORGANISATIONIII Section
SUPPLIES"I" Office

| | | | | | | | |
|-----------------------------|-------------------|---------------------|------------|------------|-------------------|------------|------------|
| 1st Office | 2nd Office | 3rd | 1st Office | 2nd Office | 3rd Of. | 1st Office | 2nd Office |
| Operations
&
Training | Flying
Control | Photos
&
Maps | Organ. | Personnel | Mobili-
sation | SUPPLIES | Technical |

: *Step On* :
: :
AIR TRAFFIC OFFICE

: :
: :
FLYING SECTIONS

: :
: :
ZAT COMMAND

: :
: :
Airports organisation
and flying control.

: :
: :
Agencies

0514

ITALIAN AIR FORCE GENERAL STAFF

CHIEF OF STAFF I.A.F.

UNDER CHIEF OF STAFF. ——— Secretary.

II Section
ORGANISATION

III Section
SUPPLIES

"I" Office

Records

Chief of Staff's
Autonomous Sqdn

| | | | | |
|------------|------------|-------------------|------------|------------|
| 1st Office | 2nd Office | 3rd Of. | 1st Office | 2nd Office |
| Organ. | Personnel | Mobili-
sation | SUPPLIES | Technical |

AIR TRAFFIC OFFICE

FLYING SECTIONS

ZAT COMMAND

Airports organisation
and flying control.

Agencies

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

785017

AIR FORCES GENERAL COMMAND

GENERAL CHIEF OF STAFF I.A.F.

INC
GENERAL COMMANDANT OF THE A. F. GENERAL COMMAND

CHIEF OF STAFF OF THE AIR FORCES GENERAL COMMAND → A

O.C. UNIT

PERSONNEL

OPERATIONS-TRAINING-INFORMATION

AIR COURIER SERVICE

FIGHTERS

SEAPLANES

ALLIES

{ for good running
of air lines and
use of a/c }

5872

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

785017

APPENDIX B

AIR FORCES GENERAL COMMAND

GENERAL CHIEF OF STAFF I.A.F.

INC
GENERAL COMMANDANT OF THE A. F. GENERAL COMMAND

CHIEF OF STAFF OF THE AIR FORCES GENERAL COMMAND → Autonomous Flying Section

PERSONNEL

OPERATIONS-TRAINING-INFORMATION

FLYING CONTROL

AIR COURIER SERVICE

FIGHTERS

SEAPLANES

SCHOOLS

49/AW
 Subject: REPORT OF TOUR THROUGH NORTHERN ITALY
 To: The Director, A.F.S.C.
 Date: 13th June, 1945

1. Accompanied by the S.S.O., A.F.S.C., and Lt. Col. ADROVER, I.A.F., the undersigned toured Northern ITALY by auto, leaving ROME on 6th June, 1945. The following items of interest were noted:-

LA SPEZIA

2. The Seaplane Base at LA SPEZIA appears to be in fair shape. Small boats are seen all over the harbour; the quay and the framework of one hangar, as well as the Administration Buildings, seem to be in good condition. There is no roof on the hangar, but the space is clear, and the docks are being used for drying fishing nets. Mine clearing has stopped as a new and unknown mine has been discovered. Seaplane service is badly needed due to poor surface transport facilities. M.T. fuel is transported by road from GENOA and is scarce.
3. Billet and messing was provided by the Town Major and was very satisfactory. There is, however, a shortage of rations.

GENOA

4. The Seaplane Base at GENOA was not inspected due to lack of time. It is understood, however, that the 92nd Infantry Division (U.S.- Coloured) has a Seiman based on their landing strip for liaison type aircraft. This should be investigated immediately as indications are that the 92nd is leaving.

TURIN

5. At TURIN, the FIAT Works on the field "Aeronautica Italia", West of the town, are producing G.12 aircraft. The first of these will be ready on 15th June, and there are three others for which all spare parts are available, besides which a long-range (ROME-TOKYO) version which will be converted to standard. They hope to have enough spare parts to make flyable a total of 12 aircraft. There is no fuel. A minimum of 5,000 litres per aircraft is needed (87 octane or higher).

(2)

Radio equipment is manufactured in MILAN and is not installed.

6. The O.C. is prepared to handle I.A.F. Courier flights (no fuel, however) but had experienced difficulties due to the unannounced arrival of high Italian officials. There has been some difficulty due to Communist activities, but the O.C. has two tanks on the field and immediately available in case of any demonstrations.

7. Billet and mess were well arranged by S/Ldr. DIAMANT.

MILAN

8. At MILAN the I.A.F. Courier is handled separately from all other services. There is no aviation fuel, and there is a shortage of motor fuel.

9. Billet and mess arranged by S/Ldr. DIAMANT were very satisfactory.

10; The Savoia-Marchetti works at SESTO CALENDE are very active. The field has a hard surfaced runway of 800 metres, with grass extension to 1,500 metres, with a diagonal grass runway - length undetermined.

11. There are twelve S.79 being finished. Four of these were to be finished by the 11th or 12th of June, two more during the week of June 18th. In addition an old S.79 was brought in from RIMINI for repair, and a new one flown to RIMINI recently. Instructions were left with the Chief Engineer to allow no further activity of this nature.

12. There are six new S.82s being finished, three of which are due to be ready by the end of the month.

13. There are two S.95s under construction, one to be ready about 20th July. One is a civil, one a military version. A third one, which was the one all flight tests were made with, was flown away by the Germans.

VENICE

14. Accommodation at VENICE is difficult to obtain due to the fact that gondolas must be used exclusively. However, with proper Travel Orders no difficulty from an administrative point of view was encountered.

*D.D.
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SSO
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of the Army has auth.
only for 9/1/46*

(3)

TREVISO

15. At TREVISO the Staging Post handles the manifesting of Passengers on the Italian Courier, based upon A.M.G. Orders from VENICE. There is no unauthorised Travel. In fact much of the authorised traffic must go by Allied aircraft due to insufficient Italian service. A difficulty has been experienced due to lack of definite information as to pay load of the aircraft.


C.D. EGGSTAFF,
LT. COL., AIR CORPS
DEPUTY DIRECTOR

Option on D. O. report.

Re Para 9.

S/L Ruffel has been instructed to check on this aircraft when visiting Geneva and to obtain the name of the unit holding it, their Headquarters, and whether it is serviceable.

Lt. J. J. J. J.

Re Para 11

8th Army have authority to hold one SM 79. The exchange with a new aircraft was done without authority but I do not suggest that we take any further action.

We have instructed the firm not to hand over any other aircraft without authority from this Hqtr.

Lt. J. J. J. J.

Have written 3rd Army re this.

J. J. J. J.

0521

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

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Attention

French Representative

A.C.

22/7

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RESTRICTED

2A

R FORCES SUB-COMMISSIONALLIED COMMISSION, ROMEREPORT ON ITALIAN AIR FORCE AS AT 1ST JUNE 1945

Ref.: AFSC/49/AIR

Date: 19th June, 1945

List of Appendices:

| | |
|--------------|--|
| Appendix "A" | Table showing strength and disposition of major I.A.F. formations. |
| Appendix "B" | Table showing chain of Authority in the Italian Air Ministry. |
| Appendix "C" | Table showing chain of Authority in Unità Aerea. |
| Appendix "D" | Table showing chain of Authority in a Z.A.T. |
| Appendix "E" | Aircraft Situation Report. |
| Appendix "F" | Tables of aircraft and Students at I.A.F. Schools. |
| Appendix "G" | A list of Repair shops and Factories. |
| Appendix "H" | Aircraft assigned and Schedules of the Courier Service. |

Organisation of the I.A.F.

1. A table showing the strength and disposition of major I.A.F. formations is shown in Appendix "A". The 1st and 2nd Z.A.Ts. are omitted as they are just being formed. All personnel are at present on detached service from other formations. The Headquarters of the 1st Z.A.T. is at MILAN, and of the 2nd at PADUA.
2. Charts showing the chain of Authority of all major I.A.F. Commands are given in Appendices "B", "C" and "D".

Aircraft Situation.

3. The Aircraft Situation Report is given in Appendix "E".

Training Schools.

4. O.T.U. School at FROSINONE. This School was organised to train pilots and aircrew members on Allied aircraft. The

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5. Flying School at LEVERANO. The purpose of this School is to give pilots, who have not flown for some time, a refresher course in flying. Many of the students here are ~~only sent from~~ the O.T.U. School because they have not adapted themselves readily to Allied aircraft. There are five pilots assigned for training at the present time. The aircraft assigned are shown in Appendix "F".

(2)

Cadet College at BRINDISI.

6. In September 1944 permission was granted for the Cadet College to re-open on a limited scale.

Most of the Cadets are ones who had been in the College when it ceased to operate due to the War.

The College is located in the Naval College Buildings at BRINDISI. The officer in charge at the Air Ministry is Gen. AGNESI, and the C.O. at the School is Lt. Col. Paolo SALVADORI.

A list of the Staff and cadets is given in Appendix "F".

Airfields and Seaplane Bases.

7. Only the airfields and seaplane bases that are operational at present are listed.

Many fields have been derequisitioned by the Allies and returned to the I.A.F., but most of these have been ploughed up for agricultural use and would take considerable work to be made serviceable.

8. Airfields controlled by I.A.F.:-

CENTOCELLE
 FROSINONE
 LEVERANO
 NISIDA (Seaplane)
 PERUGIA
 ROME LITTORIO
 SAN NICOLA DI VARANO (Seaplane)
 SAN VITO DI TARANTO
 TARANTO (Seaplane)

9. Allied Bases used by I.A.F.:-

BARI PALESE
 BIPERNO
 BOLOGNA
 BRINDISI (Both land and seaplane)
 CAGLIARI (Seaplane)
 CANNE
 ELMAS
 GUIDONIA
 LECCE
 LISSA
 MILAN LINATE
 PALERMO (Both land and seaplane)
 POMIGLIANO
 TREVISO

0 5 2 5

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BOLOGNA
BRINDISI (Both land and seaplane)
CAGLIARI (Seaplane)
CANNE
ELMAS
GUIDONIA
LECCE
LISSA
MILAN LINATE
PALERMO (Both land and seaplane)
POMIGLIANO
TREVISO.

Factories and Repair Shops.

10. None of the factories in the North have been brought back into operation for the I.A.F., awaiting policy decisions from higher Headquarters. The few factories and Repair shops in the South that have been rehabilitated are doing repair work. The type of work done, location of the plants, and approximate output is listed in Appendix "G".

(3)

I.A... Transport Service.

11. This Service is carried out by No.2 Sqdn. which is located at CENTOCELLE airfield, ROME.

In the near future, it is proposed to start using S.82s for this service in addition to the planes now in use. There are at present 21 available, with an average of 6 to 7 serviceable.

The aircraft assigned to the Squadron, the routes flown, and the proposed new routes are shown in Appendix "H".

Italian Meteorological Service.

12. 105 Italian Weather Reporting Stations in the Peninsula, SICILY and SARDINIA provide reports at 3-hourly (some at hourly) intervals.

These reports are broadcast from ROME for International use on two 1000 watt transmitters.

The Italian Air Ministry is linked to the Allied Teletype Net in ITALY. The Ministry intercepts reports from the AZORES, ICELAND, the BRITISH ISLES and all European Countries (including U.S.S.R.) and supplies the Net with this information in addition to the Italian Collective. In return the Ministry receives reports from AFRICA which are intercepted at CASERTA by the 12th Weather Region.

13. Locations. Italian Weather Forecasting Stations (to cater for Italian needs) are located at:-

| | | |
|----------|---|---|
| ROME | - | Central Forecasting & Climatological Station. |
| MILAN | - | Forecasting Centre for the 1st Z.A.T. |
| PADUA | - | " " 2nd " |
| ROME | - | " " 3rd " |
| BRINDISI | - | " " 4th " |
| CATANIA | - | " " Sicily Area |
| CAGLIARI | - | " " Sardinia Area. |

14. Personnel. Italian personnel are being trained in the use of American radiosondes, which they will soon operate in ITALY.

The Italian Met. Service will employ 1,100 persons, of whom about 700 will be members of the Regia Aeronautica. Thee major part of the personnel has already been reengaged.

15. Finally, Italian reports are now indispensable to the International Weather Organisation and, as far as her own Forecast requirements are concerned, ITALY is now independent.

Italian Meteorological Service.

12. 105 Italian Weather Reporting Stations in the Peninsula, SICILY and SARDINIA provide reports at 3-hourly (some at hourly) intervals.

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The Italian Air Ministry is linked to the Allied Teletype Net in ITALY. The Ministry intercepts reports from the AZORES, ICELAND, the BRITISH ISLES and all European Countries (including U.S.S.R.) and supplies the Net with this information in addition to the Italian Collective. In return the Ministry receives reports from AFRICA which are intercepted at CASERTA by the 12th Weather Region.

13. Locations. Italian Weather Forecasting Stations (to cater for Italian needs) are located at:-

| | | |
|----------|---|---|
| ROME | - | Central Forecasting & Climatological Station. |
| MILAN | - | Forecasting Centre for the 1st Z.A.T. |
| PADUA | - | " " " 2nd " |
| ROME | - | " " " 3rd " |
| BRINDISI | - | " " " 4th " |
| CATANIA | - | " " " Sicily Area |
| CAGLIARI | - | " " " Sardinia Area. |

14. Personnel. Italian personnel are being trained in the use of American radiosondes, which they will soon operate in ITALY.

The Italian Met. Service will employ 1,100 persons, of whom about 700 will be members of the Regia Aeronautica. Thee major part of the personnel has already been reengaged.

15. Finally, Italian reports are now indispensable to the International Weather Organisation and, as far as her own Forecast requirements are concerned, ITALY is now independent.

Distribution:-

French Rep. to A.C. - A.O.C., AFSC
M.A.A.F. (A.L.S.) - S.S.O. "
File - D.D. "

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

1480

STRENGTH AND DISPOSITION OF MAJOR I.A.F.
FORMATIONS.

| Unit | Command | Location | Strength | | |
|---|--|----------|----------|--------|--------------|
| | | | Officers | Flying | Ground Flvs. |
| Air Ministry
including
Stato Maggiore | Air Minister
GASPAROTTO.
Chief of Staff
Gen. Aimone-Cat.
A/Chief of Staff
Col. REMONDINO. | Rome | 366 | 171 | 774 158 |
| Unità Aerea
(Operational
Command) | O.C. Gen. GAETA.
Chief of Staff
Col. François | Bari | 217 | 492 | 3778 2446 |
| Nucleo 3 ^a ZAT | O.C. Col. MOSCONI | Rome | 357 | 153 | 1289 1370 |
| Command 4 ^a ZAT | O.C. Col. SCARLATA | Bari | 286 | 91 | 4232 861 |
| Aer. Campania | O.C. Col. DENTICE | Naples | 78 | 33 | 756 142 |
| Aer. Sicilia | O.C. Col. SPADINI | Palermo | 60 | 21 | 682 152 |
| Aer. Sardinia | O.C. Col. D'ORSO | Cagliari | 96 | 17 | 1224 166 |
| Serving with
U.S.A.A.F. | - - - | - | 68 | 65 | 5719 471 |
| Serving
with R.A.F. | - - - | - | 21 | 12 | 2323 157 |
| Totals | | | 1549 | 1055 | 20777 4923 |
| | | | 2604 | | 25700 |

including
Stato Maggiore

GASPAROTTO.
Chief of Staff
Gen. Aimone-Cat.
A/Chief of Staff
Col. REMONDINO.

| | | | | | | |
|---|---|----------|-------|------|------|------|
| Unità Aerea
(Operational
Command) | O.C. Gen. GATTA.
Chief of Staff
Col. François | Pari | 217 | 492 | 3778 | 2446 |
| Nucleo 3 ^a ZAT | O.C. Col. MOSCONI | Rome | 357 | 153 | 1289 | 1370 |
| Command 4 ^a ZAT | O.C. Col. SCARLATA | Pari | 286 | 91 | 4232 | 861 |
| Aer. Campania | O.C. Col. DENTICE | Naples | 78 | 33 | 756 | 142 |
| Aer. Sicilia | O.C. Col. SPADINI | Palermo | 60 | 21 | 682 | 152 |
| Aer. Sardinia | O.C. Col. D'ORSO | Cagliari | 96 | 17 | 1224 | 166 |
| Serving with
U.S.A.A.F. | - - - | - | 68 | 65 | 5719 | 471 |
| Serving
with R.A.F. | - - - | - | 21 | 12 | 2323 | 157 |
| Totals | 1549 | 1055 | 20777 | 4923 | | |
| | 2604 | | 25700 | | | |
| | 28304 | | | | | |

Figures given are for 1st May, 1945.

1469

APPENDIX "B"

ITALIAN AIR MINISTRY

I.A.F. MINISTER

Under Secretary
Partic. Secrtry.

Cabinet
Servizi Unit
of Ministry

Chief of Staff

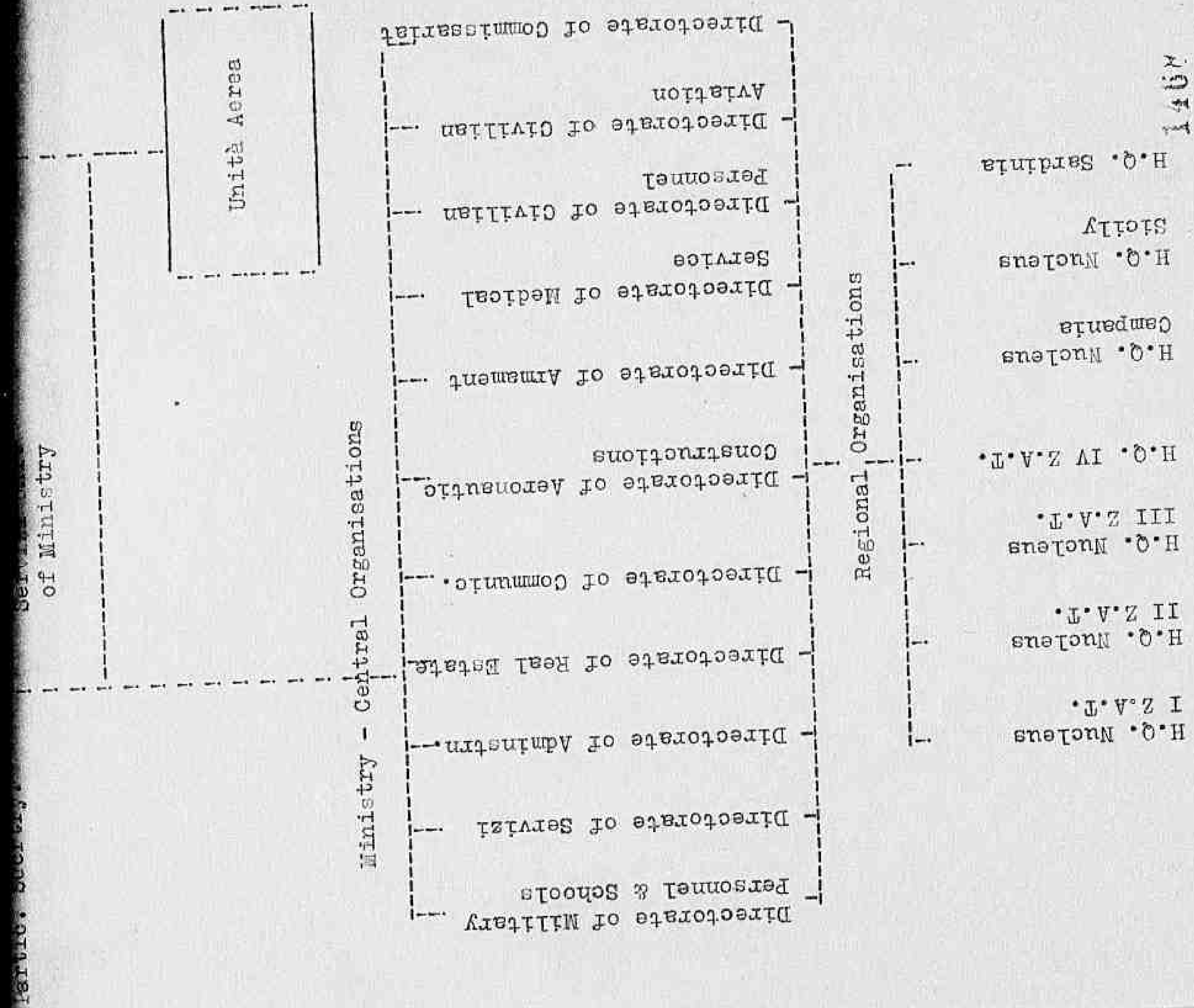
Staff

Unità Aerea

Ministry - Central Organisations

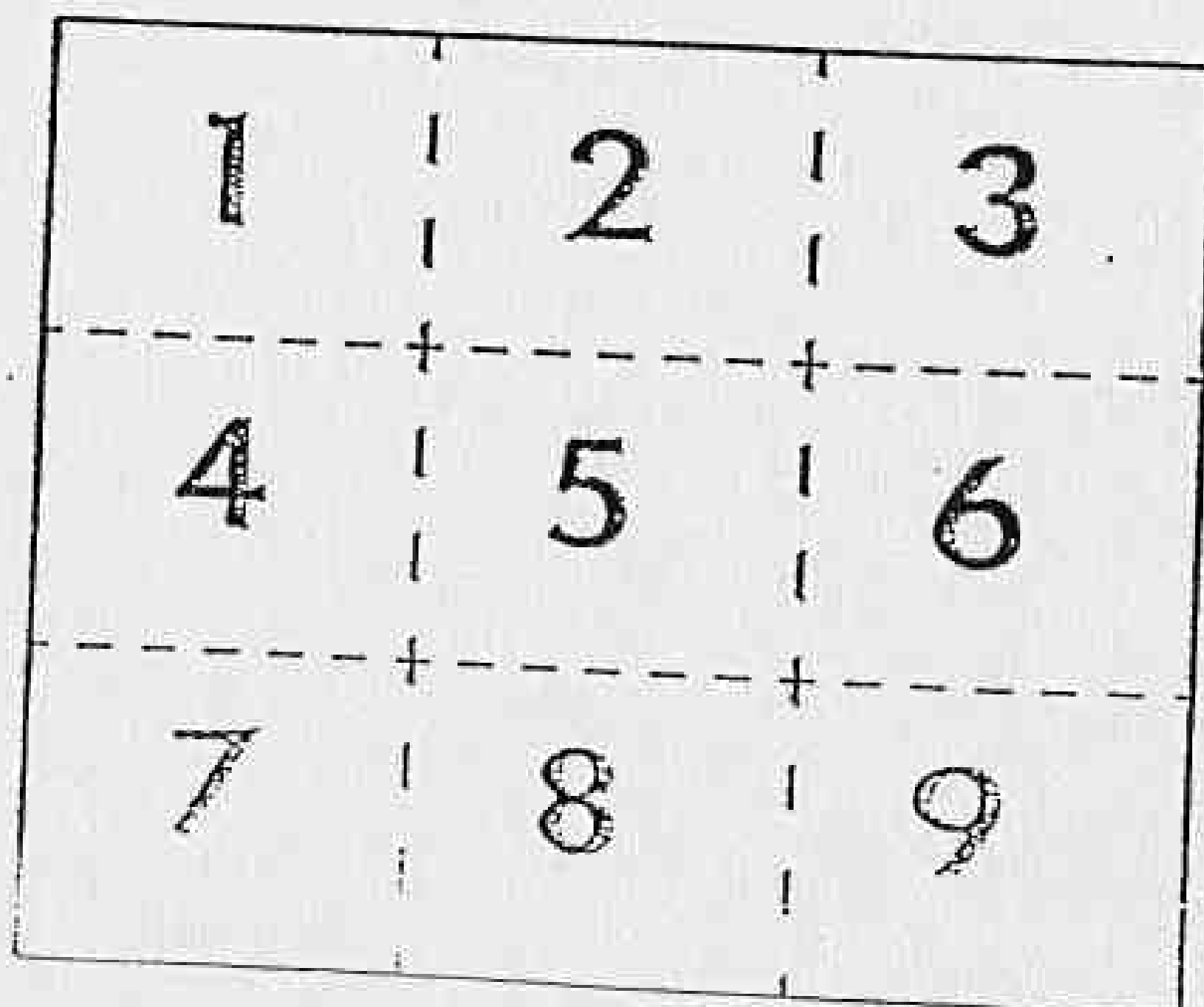
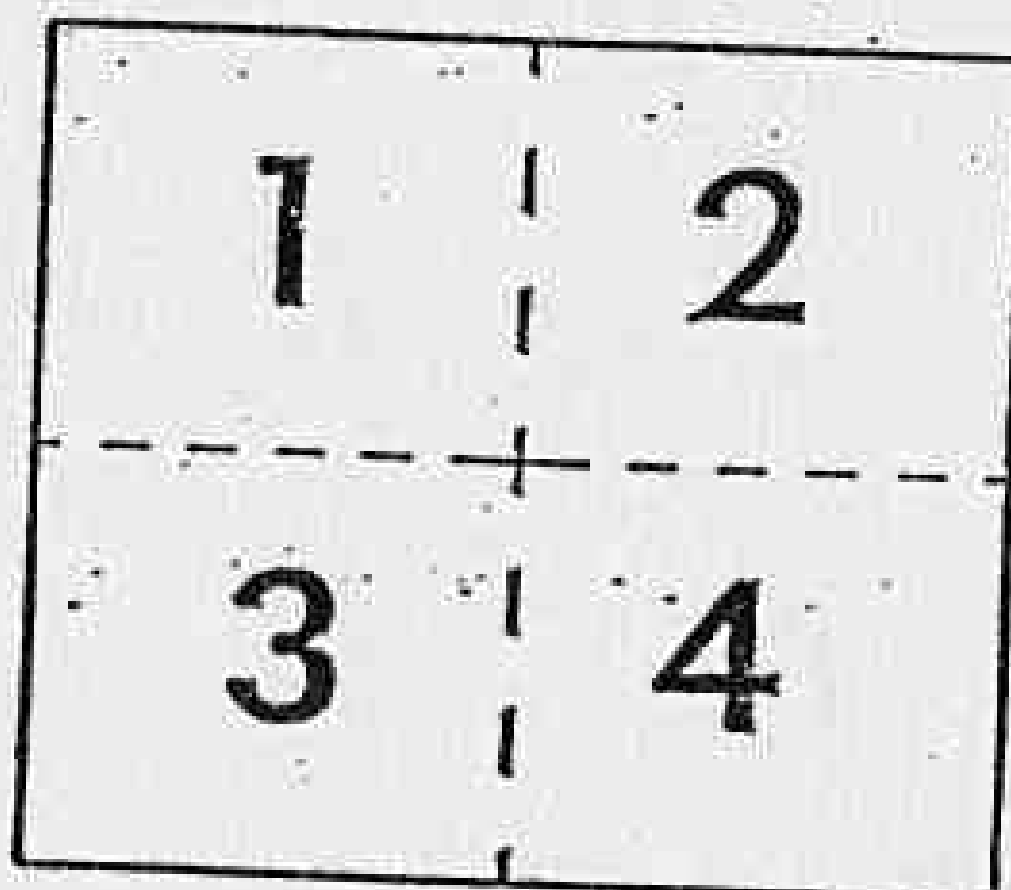
Directorate of Military Personnel & Schools
Directorate of Servizi
Directorate of Administration
Directorate of Real Estate
Directorate of Communc.
Directorate of Aeronautic Constructions
Directorate of Armament
Directorate of Medical Service
Directorate of Civilian Personnel
Directorate of Civilian Aviation
Directorate of Commissariat

Regional Organisations



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

SEE DIAGRAMS BELOW.

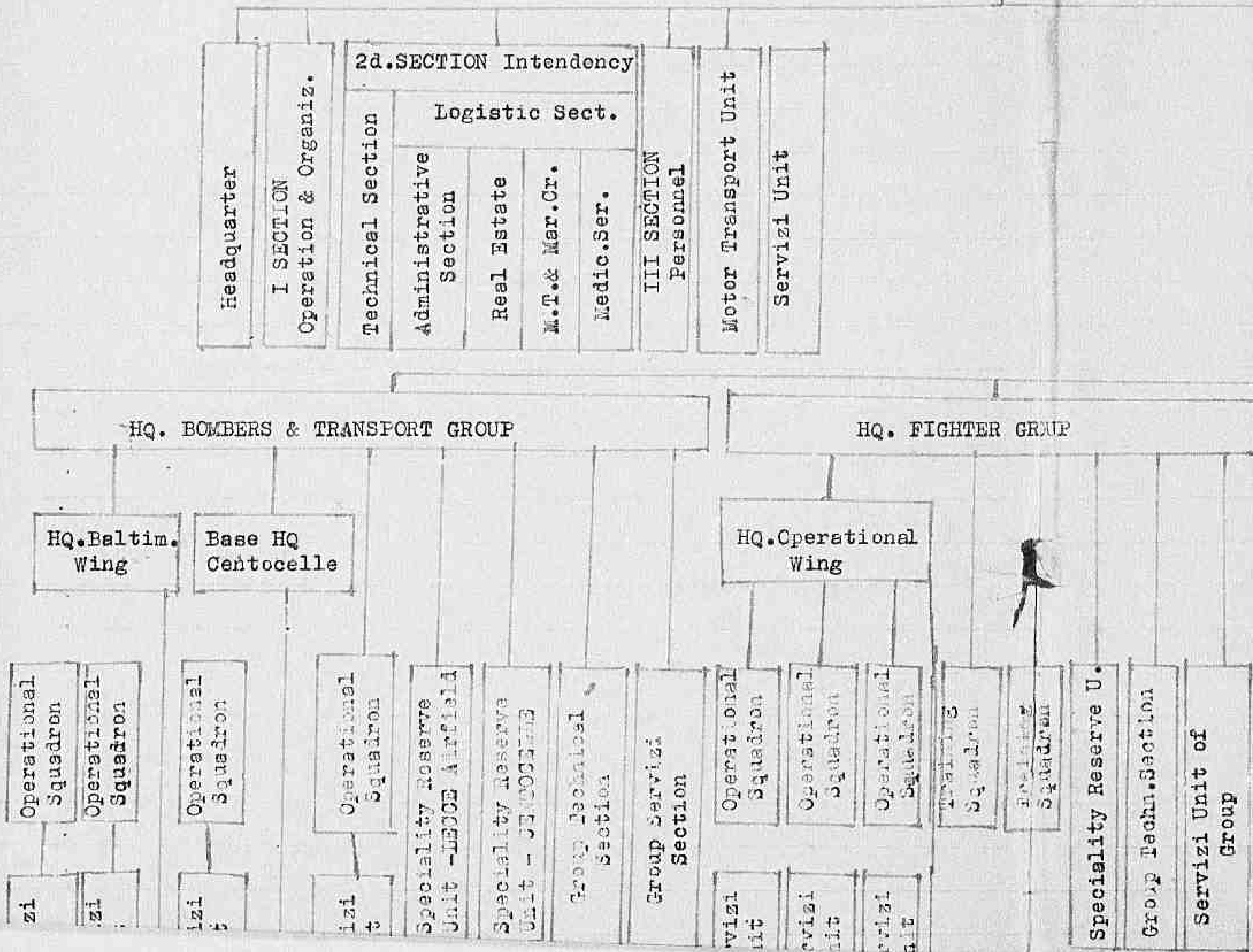


APPENDIX "C"

OFFICER COMMANDING UNITA' AEREA

Secretary

Chief of Staff



0534

APPENDIX "C"

OFFICER COMMANDING UNITA' AEREA

Secretary

Chief of Staff

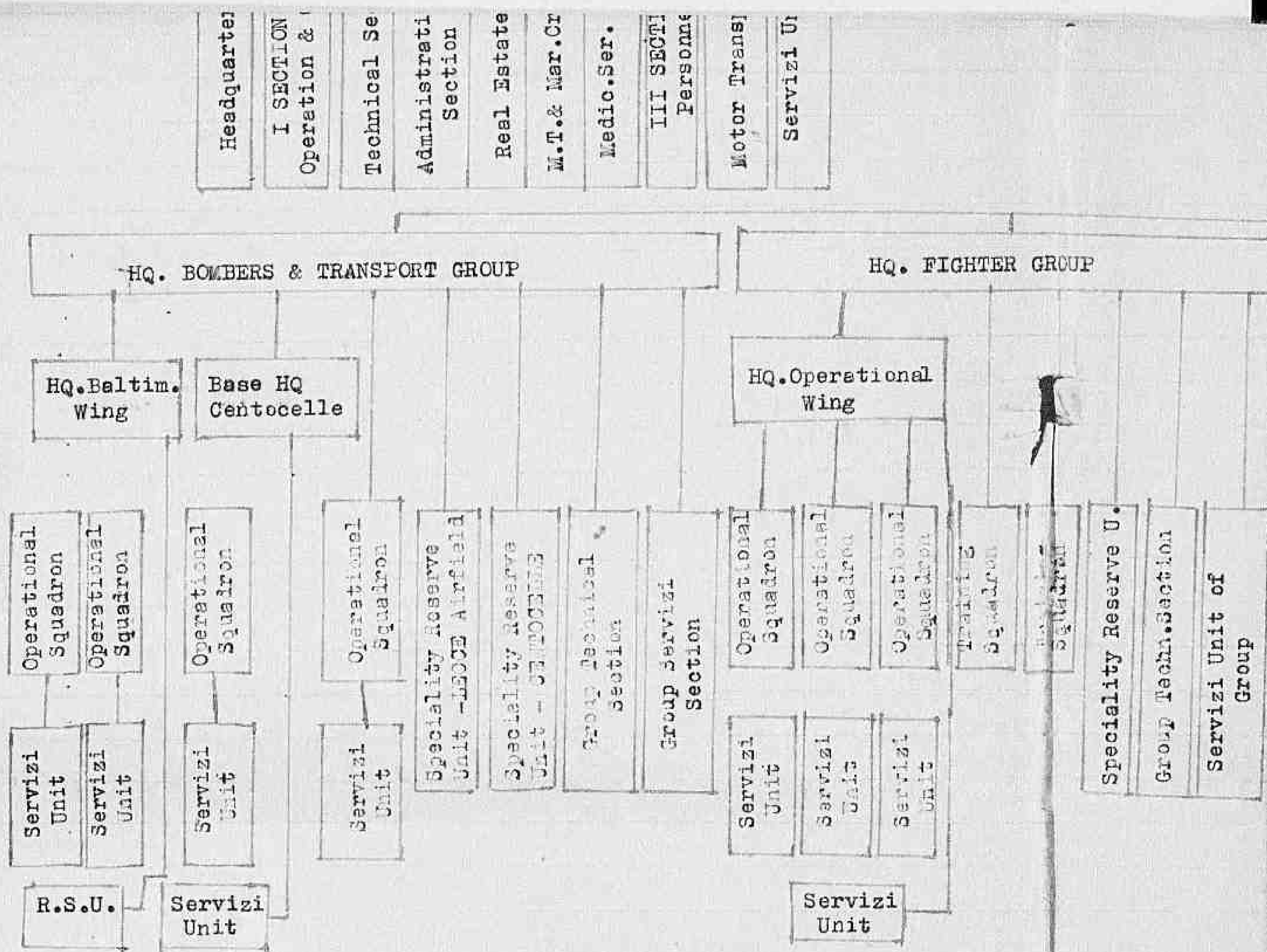
| | |
|--------------------------|--|
| Agency | |
| Medic. Ser. | |
| III SECTION
Personnel | |
| Motor Transport Unit | |
| Servizi Unit | |

HQ. FIGHTER GROUP

HQ. SEAPLANE GROUP

HQ. Operational Wing

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------|----------------------|----------------------|----------------------|-------------------|-------------------|-----------------------|----------------------|-----------------------|----------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------------------|---------------|--------------------|------------------------------|
| Group Techn. Section | Group Servizi Section | Operational Squadron | Operational Squadron | Operational Squadron | Training Squadron | Training Squadron | Speciality Reserve U. | Group Techn. Section | Servizi Unit of Group | Operational Squadron | Operational Squadron | Speciality Reserve U. | Group Techn. Section | Servizi Unit of Group | Fighter & Bomber Training School | Flying School | Unità Aerea Flight | Presidency of Council Flight |
|----------------------|-----------------------|----------------------|----------------------|----------------------|-------------------|-------------------|-----------------------|----------------------|-----------------------|----------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------------------|---------------|--------------------|------------------------------|



0536

785017

III SECT

Personne

Motor Transi

Servizi U

HQ. FIGHTER GROUP

HQ. Operational Wing

Group Servizi Section

Operational Squadron

Operational Squadron

Operational Squadron

Operational Squadron

Operational Squadron

Speciality Reserve U.

Group Techn. Section

Servizi Unit of Group

Operational Squadron

Operational Squadron

Speciality Reserve U.

Group Techn. Section

Servizi Unit of Group

Fighter & Bomber Training School

Flying School

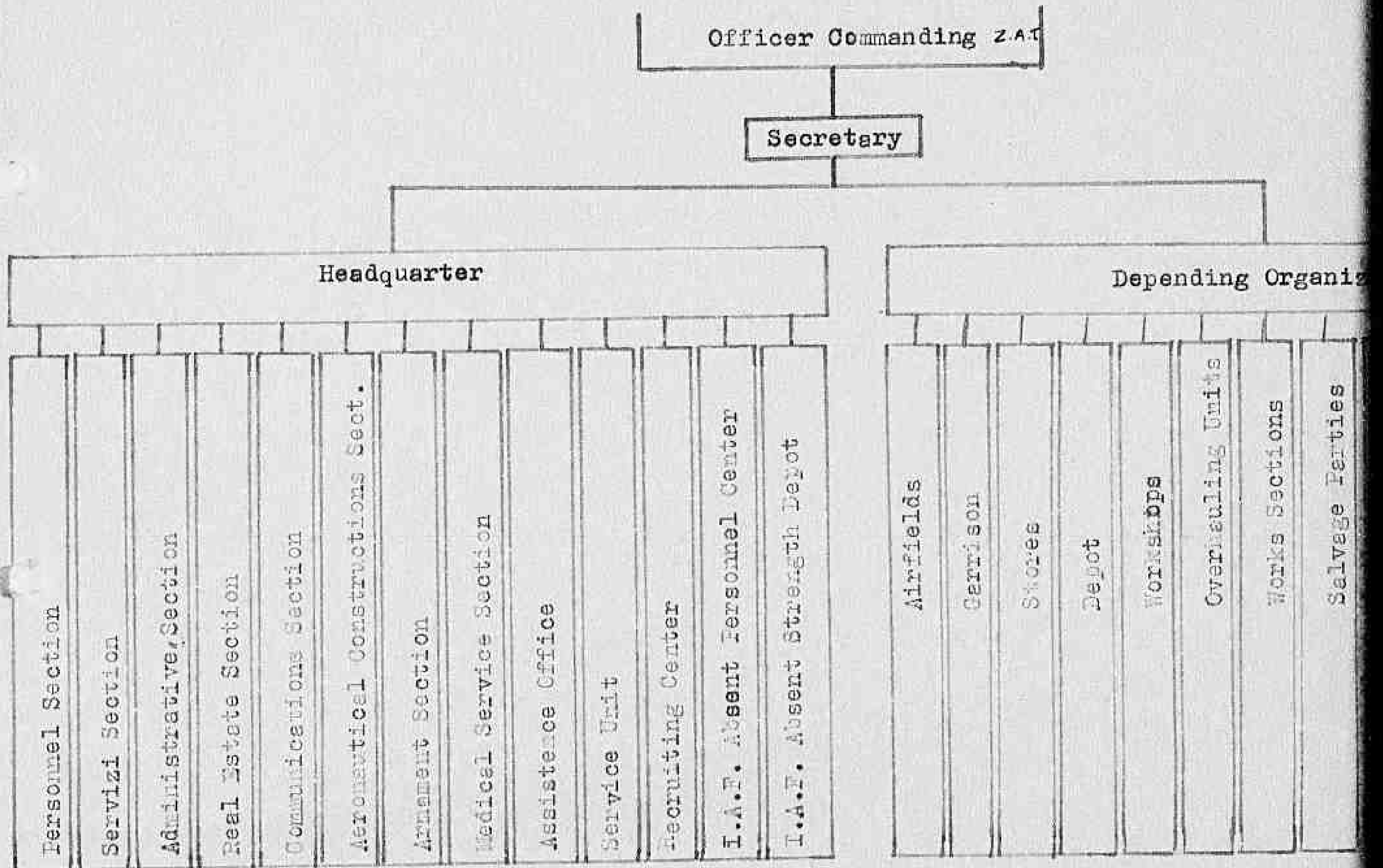
Unità Aerea Flight

Presidency of Council Flight

Servizi Unit

0537

APPENDIX "D"



Officer Commanding Z.A.C.

Secretary

1460

Headquarter

Depending Organization

Aeronautical Construction Section

Armament Section

Medical Service Section

Assistance Office

Service Unit

Recruiting Center

I.A.F. Absent Personnel Center

I.A.F. Absent Strength Depot

Airfields

Garrison

Stores

Depot

Workshops

Overhauling Units

Works Sections

Salvage Parties

Flight assistance

Metro Stations

Radio Centers

Radiogoniometers

Signals Office

Technical Survey at Tins

P.O.W.t. assistance Section

APPENDIX "E"

AIRCRAFT SITUATION REPORT

| Type & Make | Total Strength | Serviceable | Assigned to Units | In Depots Not Assigned |
|---------------------|----------------|-------------|-------------------|------------------------|
| <u>Fighter</u> | | | | |
| P.39 | 101 | 50 | 60 | 41 |
| Spitfire 5 | 15 | 10 | 14 | 1 |
| MC 200 | 25 | 6 | 8 | 17 |
| MC 202 | 38 | 18 | 28 | 10 |
| MC 205 | 33 | 20 | 25 | 8 |
| CR 42 | 9 | 4 | 6 | 3 |
| G 50 | 3 | 1 | 1 | 2 |
| RE 2001 | 11 | 1 | 1 | 10 |
| RE 2002 | 15 | 6 | 0 | 15 |
| | <u>250</u> | <u>116</u> | <u>141</u> | <u>107</u> |
| <u>Light Bomber</u> | | | | |
| Baltimore | 40 | 40 | 40 | 0 |
| JU 87 | 3 | 0 | 3 | 0 |
| | <u>43</u> | <u>40</u> | <u>43</u> | <u>0</u> |
| <u>Transport</u> | | | | |
| CZ 1007 | 11 | 7 | 8 | 3 |
| S.82 | 21 | 5 | 14 | 7 |
| S.81 | 1 | 0 | 0 | 1 |
| S.84 | 7 | 5 | 6 | 1 |
| S.79 | 27 | 17 | 25 | 2 |
| S.75 | 2 | 2 | 2 | 0 |
| S.73 | 2 | 1 | 1 | 1 |
| G.12 | 2 | 1 | 1 | 1 |
| CA 111 | 1 | 0 | 0 | 1 |
| CA 133 | 1 | 0 | 1 | 0 |
| CA 309 | 5 | 0 | 4 | 1 |
| CA 310 | 2 | 0 | 1 | 1 |
| CA 311 | 1 | 0 | 1 | 0 |
| CA 313 | 1 | 0 | 1 | 0 |
| CA 314 | 7 | 2 | 4 | 3 |
| BR 20 | 1 | 1 | 1 | 0 |
| | <u>92</u> | <u>41</u> | <u>70</u> | <u>22</u> |

0540

MC 202 38 18 28 10 17
MC 205 33 20 25 10 10
CR 42 9 4 6 3 8
G 50 5 1 1 2 3
RE 2001 11 1 1 2 2
RE 2002 15 6 0 15 15
250 116 141 107

Light Bomber

Baltimore
JU 87 40 40 0 0 0
3 3 3
43 40 43

Transport

CZ 1007 11 7 8
S.82 21 5 14
S.81 1 0 0
S.84 7 5 6
S.79 27 2 25
S.75 2 2 2
S.73 2 1 1
G.12 2 1 1
CA 111 1 0 1
CA 133 1 1 1
CA 309 5 0 1
CA 310 2 0 1
CA 311 1 1 1
CA 313 1 1 1
CA 314 7 4 4
BR 20 1 1 1
92 41 70 22

Seaplane

CZ 501 24 11 14
CZ 506 35 13 18
RS 14 11 4 8
S 66 1 0 1
71 28 41 30
1 1 1 0
17 7 11 6

Training

Sai 200 1
Sai 202 17

0541

APPENDIX "E" Contd.

| | | | | | |
|----------------|------------|------------|------------|------------|---|
| Ca 164 | 8 | 4 | 4 | 16 | 4 |
| Fr 305 | 5 | 2 | 2 | 2 | 3 |
| Fr 156 | 1 | 1 | 1 | 0 | 0 |
| Fr 3 | 1 | 0 | 0 | 0 | 1 |
| G 8 | 2 | 0 | 0 | 0 | 2 |
| RO 37 | 1 | 0 | 0 | 0 | 1 |
| | <u>36</u> | <u>15</u> | <u>19</u> | <u>17</u> | |
| <u>Totals:</u> | <u>492</u> | <u>240</u> | <u>316</u> | <u>176</u> | |

Note. Figures given are for May 21st, 1945.

Many of the aircraft shown as 'Transport' were Bombers,
but are now used as Transport planes.

| | | | |
|-------------|-----|-----|-----|
| 36 | 15 | 19 | 17 |
| — | — | — | — |
| Totals: 492 | 240 | 316 | 176 |
| — | — | — | — |

Note. Figures given are for May 21st, 1945.

Many of the aircraft shown as 'Transport' were Bombers,
but are now used as Transport planes.

APPENDIX "F"TRAINING SCHOOLSO.T.U. School at Frosinone.

1. The following aircraft are assigned to the school:-

| | |
|-----------|----|
| Baltimore | 8 |
| P. 39 | 12 |
| Spitfire | 2 |
| Sai 202 | 1 |

2. The number of students at the School is shown below:-

| Type of a/c | Pilots | Navigators | W/T Operators | Armourers |
|-------------|--------|------------|---------------|-----------|
| Baltimore | 49 | 12 | 11 | 10 |
| P.39 | 20 | - | - | - |
| Spitfira | 8 | - | - | - |

Flying School at Leverano

3. Aircraft assigned:-

| | |
|---------|---|
| MC 200 | 8 |
| CR 42 | 3 |
| Ca 164 | 3 |
| G 50 | 1 |
| Fr 305 | 1 |
| Sai 200 | 1 |

Cadet College at Brindisi.

4. Staff:-

| |
|----------------------------------|
| Capt. COSTA Rosario |
| " PANDOLFI Bruno |
| " VECCELLO Reane Leo |
| Ten. OSTINELLI Luciano |
| " FILIPETTI Vincenzo |
| " RUSSO Giuseppe |
| Ten. Motorista GIANNELLI Alfredo |

5. Students:- 1st Class "Centauro Secondo" - 2 Students

2nd Class "Borea 2" -31 "

3rd Class "Aquila 2" -45 "

2. The number of students at the School is shown below:-

| Type of a/c | Pilots | Navigators | W/T Operators | Armourers |
|-------------|--------|------------|---------------|-----------|
| Baltimore | 49 | 12 | 11 | 10 |
| P.39 | 20 | - | - | - |
| Spitfire | 8 | - | - | - |

Flying School at Leverano

3. Aircraft assigned:-

| | |
|---------|---|
| MC 200 | 8 |
| CR 42 | 3 |
| Ca 164 | 3 |
| G 50 | 1 |
| Pr 305 | 1 |
| Sai 200 | 1 |

Cadet College at Brindisi.

4. Staff:-

| | |
|-------|-----------------------------|
| Capt. | COSTA Rosario |
| " | PANDOLFI Bruno |
| " | VECELLO Reane Leo |
| Ten. | OSTINELLI Luciano |
| " | FILIPETTI Vincenzo |
| " | RUSSO Giuseppe |
| Ten. | Motorista CIANNELLI Alfredo |

5. Students:- 1st Class "Centauro Secondo" - 2 Students

2nd Class "Borea 2" -31 "

3rd Class "Aquila 2" -45 "

APPENDIX "G"ACTORIES AND REPAIR SHOPS

"SANNITA" at BENEVENTO.

Major repairs of Mc 200, 202 and 205 airframes.
2 or 3 per month.

"ALFA ROMEO" at NAPLES.

Major overhaul of DB 601 engines.
About 20 per month.

"SACA" at ERINDISI.

Major overhaul of 126 and 128 Alfa engines.
2 or 3 per month.

"MAGNAGHI" at SANASTASIA, NAPLES.

Repair of hydraulic equipment, exhaust stacks and similar accessories.
Very low production.

"NAVALMECCANICA" at NAPLES.

Modifying Hurricane coolers to fit Macchis.
Very low production.

"O.S.A." at NAPLES.

Repair of air screws.
Very low production.

"S.R.A.M." at ERINDISI (A Military Depot)

Major overhaul of radial engines.
5 to 10 per month.

Handwritten notes:
1. The main engine is the
MAGNAGHI engine in
the file 12.13.
12.13.
See 12.13.

Major overhaul of DB 601 engines.
About 20 per month.

"SACA" at ERINDISI.

Major overhaul of 126 and 128 Alfa engines.
2 or 3 per month.

"MAGNAGHI" at SANASTASIA, NAPLES.

Repair of hydraulic equipment, exhaust stacks and similar accessories.
Very low production.

"NAVALMECCANICA" at NAPLES.

Modifying Hurricane coolers to fit Macchis.
Very low production.

"O.S.A." at NAPLES.

Repair of air screws.
Very low production.

"S.R.A.M." at ERINDISI (A Military Depot)

Major overhaul of radial engines.
5 to 10 per month.

*to the main line
power supply
at the
at the
See 17 in 3.*

0.547

785017

A ENDIX "H"

AIRCRAFT ASSIGNED AND SCHEDULES OF THE COURIER SERVICE.

1. Aircraft assigned:-

| Type | No. | No. of Engines | No. of Passengers | Load in Kgs. | Maximum Endurance |
|---------|-----|----------------|-------------------|--------------|---------------------------|
| S.79 | 21 | 3 | 7 | 1200 | 4.20 |
| S.84 | 6 | 3 | 8 | 1300 | 4.00 |
| S.75 | 2 | 3 | 24 | 3000 | 5.00 |
| S.73 | 1 | 3 | 12 | 1800 | 4.30 |
| G.12 | 1 | 3 | 18 | 2000 | 6.30 |
| Sai.202 | 1 | 1 | 2 | None | (For communication work). |

2. Routes flown:-

ROME-NAPLES-BARI-LECCE.

Every day except Sunday.

Time of departure 0930, arrival LECCE 1315

" " 0930, " ROME 1315

ROME-PALERMO

Monday - Wednesday - Friday

Time of departure 0930, arrival PALERMO 1115

" " 1515, " ROME 1700

ROME-CAGLIARI

Tuesday - Thursday - Saturday

Time of departure 0930, arrival CAGLIARI 1110

" " 1520, " ROME 1700

CAGLIARI-NAPLES (Seaplane)

Monday - Wednesday - Friday

Time of departure 0900, arrival NAPLES 1030

" " 1500 " CAGLIARI 1630

ROME-BOLOGNA-TREVISO-MILAN-ROME

Schedules A and B are flown on alternate days.

Schedule A

| | <u>Arrive</u> | <u>Depart</u> |
|-------|---------------|----------------|
| ROME | - | 0930 |
| MILAN | 1145 | Stay overnight |

| | | | | | |
|---------|---|---|----|------|---------------------------|
| 8.84 | 6 | 3 | 0 | 1300 | 4.00 |
| 8.75 | 2 | 3 | 24 | 3000 | 5.00 |
| 8.73 | 1 | 3 | 12 | 1800 | 4.30 |
| 8.12 | 1 | 3 | 18 | 2000 | 6.30 |
| 8.1.202 | 1 | 1 | 2 | None | (For communication work). |

2. Routes flown:-

ROME-NAPLES-BARI-LECCE.

Every day except Sunday.

Time of departure 0930, arrival LECCE 1315
 " " " 0930, " " ROME 1315

ROME-PALERMO

Monday - Wednesday - Friday

Time of departure 0930, arrival PALERMO 1115
 " " " 1515, " " ROME 1700

ROME-CAGLIARI

Tuesday - Thursday - Saturday

Time of departure 0930, arrival CAGLIARI 1110
 " " " 1520, " " ROME 1700

CAGLIARI-NAPLES (Seaplane)

Monday - Wednesday - Friday

Time of departure 0900, arrival NAPLES 1030
 " " " 1500 " CAGLIARI 1630

ROME-BOLOGNA-TREVISO-MILAN-ROME

Schedules A and B are flown on alternate days.

Schedule A

| | Arrive | Depart |
|---------|--------|----------------------|
| ROME | - | 0930 |
| MILAN | 1145 | Stay overnight |
| MILAN | - | 0930 (following day) |
| TREVISO | 1030 | 1130 |
| BOLOGNA | 1200 | 1430 |
| ROME | 1545 | - |

1401

Schedule B

| | | |
|---------|------|----------------------|
| ROME | - | 0930 |
| BOLOGNA | 1050 | 1115 |
| TREVISO | 1150 | 1430 |
| MILAN | 1530 | 0930 (following day) |
| BOLOGNA | 1045 | 1145 |
| ROME | 1300 | - |

/ Proposed

3.

Proposed New Routes:-

ROME to CAGLIARI and Return (Seaplane)

TARANTO-NAPLES-ROME-GENOA and Return (Seaplane)

BRINDISI-ANCONA-VENICE and RETURN (Seaplane)

0550

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

785017

BRINDISI-ANCONA-VENICE and RETURN (Seaplane)

1400

(3)

The breakdown of flying and ground personnel is only available for Unit Aerea at the present moment. Most of the personnel in the other Units are ground personnel.

Unit Aerea has 2,584 men listed as pilots and aircraft specialists, and the balance of 4,079 men listed as ground personnel.

3. Aircraft situation

| Type & Make | Total Strength | Assigned To Units | Serviceable | Reserve (In Depots not assigned) |
|-------------------------|----------------|-------------------|-------------|----------------------------------|
| <u>Fighter</u> | | | | |
| P.29 | 107 | 46 | 40 | 61 |
| Spitfire 5 | 19 | 18 | 19 | 1 |
| MC 200 | 25 | 8 | 6 | 17 |
| MC 202 | 88 | 16 | 21 | 22 |
| MC 205 | 32 | 16 | 18 | 16 |
| CR 42 | 11 | 7 | 6 | 4 |
| G 50 | 3 | 1 | 0 | 2 |
| RE 2001 | 11 | 0 | 0 | 11 |
| RE 2002 | 15 | 0 | 6 | 15 |
| <u>Light Bomber</u> | | | | |
| Baltimore | 43 | 40 | 35 | 3 |
| JU 87 | 4 | 0 | 0 | 4 |
| <u>Bomber Transport</u> | | | | |
| S 82 | 21 | 16 | 5 | 5 |
| GZ 1007 | 16 | 11 | 5 | 5 |
| <u>* Transport</u> | | | | |
| S.84 | 7 | 6 | 4 | 1 |
| S 79 | 28 | 24 | 13 | 4 |
| S 75 | 2 | 2 | 2 | 0 |
| S 73 | 2 | 1 | 0 | 1 |
| G 12 | 2 | 2 | 0 | 0 |
| Ca 111 | 1 | 0 | 0 | 1 |
| Ca 133 | 1 | 1 | 0 | 0 |
| Ca 309 | 5 | 4 | 1 | 1 |
| Ca 310 | 1 | 1 | 0 | 0 |
| Ca 311 | 1 | 1 | 0 | 0 |
| Ca 313 | 1 | 1 | 0 | 0 |
| Ca 314 | 7 | 4 | 2 | 3 |

* Many of these were designed to be Bombers, but are now used as Transport. 1458

(4)

| Type & Make | Total
Strength | Assigned
to Units | Serviceable | Reserve
(In Depots
not Assigned) |
|-----------------|-------------------|----------------------|-------------|--|
| <u>Seaplane</u> | | | | |
| CZ 501 | 24 | 15 | 11 | 9 |
| CZ 506 | 35 | 2 | 12 | 13 |
| RS 14 | 9 | 8 | 6 | 1 |
| S 66 | 1 | 0 | 0 | 1 |
| <u>Training</u> | | | | |
| Sai 200 | 1 | 0 | 1 | 1 |
| Sai 202 | 17 | 11 | 8 | 6 |
| Cn 184 | 8 | 5 | 4 | 3 |
| Fn 305 | 1 | 1 | 1 | 0 |
| Fn 156 | 5 | 2 | 1 | 3 |
| Fl 3 | 1 | 0 | 0 | 1 |
| G 8 | 2 | 0 | 0 | 2 |
| Ro 37 | 1 | 0 | 0 | 1 |
| Ro 43 | 1 | 0 | 0 | 1 |
| TOTALS | 509 | 270 | 218 | 219 |

Note:- Most of the aircraft listed as reserves are unserviceable because of lack of spare parts. The number of unserviceable aircraft quoted are as of 31st March, 1945.

4. Training

The Training Schools at FROSINONE and LEVERANO are administered by Unita Aerea. The School at FROSINONE has an R.A.F. officer, W/C N.E. POCCOCK, as Director of Training. The training is OTU, and at LEVERANO a refresher course in Flying is given. FROSINONE has 29 students. The number at LEVERANO is unknown at the time of this report. The aircraft at FROSINONE are:-

| | |
|-------------|----|
| Baltimore | 8 |
| P.39 | 14 |
| Spitfire 5c | 2 |
| Sai 202 | 1 |

1457

(5)

The aircraft at IS. RANO are:-

| | |
|--------|---|
| Mc 200 | 8 |
| CR 42 | 5 |
| G 50 | 1 |
| Ca 164 | 3 |

5. Repair Workshops

There is no aircraft production. A few factories have been rehabilitated and are doing repair work. Below is a list of the plants, location, the type of work done and approximate output:-

"SANGITA" at BENEVENTO.

Major repairs of Mc 200, 202 and 205 airframes.
2 or 3 per month.

"ALFA ROMEO" at NAPLES

Major overhaul of DB 601 engines.
About 20 per month.

"SACA" at BRINDISI

Major overhaul of Alfa 126 and 128 engines.
2 or 3 per month.

"MACCHI" at SANASTASIA, NAPLES.

Repair of hydraulic equipment, exhaust stacks and similar accessories. Very low production.

"NAVAMECCANICA" at NAPLES

Modifying Hurricane coolers to fit Macchis.
Very low production.

"O.S.A." at NAPLES

Repairs air screws.
Very low production.

(6)

"S.R.A.M." at BRINDISI (A military Depot)

Major overhaul of DE 605 engines.
About 5 per month.

"GALATINA" ~~at BRINDISI~~ (near LECCE)

Major overhaul of radial engines.
5 to 10 per month.

6. I.A.F. Transport Service

No. 2 Sqdn. - GENTOONLIE

(a) Aircraft assigned:-

| <u>Type</u> | <u>Engs.</u> | <u>No. of
Engines</u> | <u>No. of
Passengers</u> | <u>Load in
pounds</u> |
|-------------|--------------|---------------------------|------------------------------|---------------------------|
| S 79 | 20 | 3 | 8 | 3300 |
| S 84 | 5 | 3 | 8 | ? |
| S 76 | 2 | 3 | 24 | ? |
| S 78 | 1 | 3 | 12 | ? |
| C 12 | 1 | 3 | 15 | ? |
| S&L 202 | 1 | 1 | 2 | None |

(b) Routes flown:-

- i. Rome, Naples, Bari, Lecce.
Every day except Sunday.

Time of departure Rome 0915, arrival Lecce 1300.
" " " Lecce 0820 " Rome 1215

- ii. Rome - Palermo
Monday, Wednesday, Friday.

Time of departure Rome 0900, arrival Palermo 1200
" " " Palermo 1300 " Rome 1600

- iii. Rome - Cagliari
Tuesday, Thursday, Saturday

Time of departure Rome 0900, arrival Cagliari 1040
" " " Cagliari 1420 " Rome 1600 55

(7)

(c) Proposed new routes:

- i. Rome to Siena and return.
- ii. Naples to Rome (Tiber River) and Return (Seaplane).
- iii. Rome (Tiber River) to Sardinia (Cagliari) and Return (Seaplane).

E. J. Sass

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

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