

0544

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

785017

ACC

10000/135/128

0559

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

10000/135/128

IAF REFUELLING
JULY 1945 - JULY 1946

MINUTE SHEET.

(1)

COL. REYNOLDS.

Would be obliged if you could let me have the petrol consumption figures for all principle I.A.F. Aircraft in use.

5th. July, 1945

W.N. Bisdée

W/cdr.

Unpublished. ~~Boards~~

S.E.O.

2.

Please see draft at L.A. Before any action is taken on this will you please record for me in another enclosure as much as possible of the information at 3A for the months of June and July. 20 July, 1945.

W.N. Bisdée W/cdr

Air I

3

Part I: Ref. M. 2: Measures see encl. 12A on File Ref. 651/69. This enclosure has been forwarded to you.

25/7/45

W.N. Bisdée W/cdr

S. E. Quinn. O.

Please read Enclosure 7A.

Let me have details of your P.O.L. arrangements for Venice.

The RAF should not be responsible, at least

1031

S.E.Q.

2.

Please see draft at L.H. Before any action is taken on this will you please record for me in another enclosure as much as possible of the information at 3 A for the months of June and July.

20 July, 1945.

W.D. Bisdée W/Cor
AWI

3

Orig I: Ref. M. 2: Measures are encl. 12A
On File Ref. 651/69. This enclosure has been ministered to you.

W.D. Bisdée W/Cor

S.E.Q.

Ref.

Please read Enclosure 7A.

Let me have details of your P.O.W. arrangements for Venice.

The RAF should not be responsible, it is rather should be undertaken by the I.A.F.

5

W.D. Bisdée
13/9/45

S. 200

An allocation of 129 barrels of 100 octane and 3.2 barrels of 1120 oil was received by AFHQ for Venice for month of September, available at America. This should have reached Venice by 15th & I am asking A.H. to confirm. would not say that no provision for this

Service has been made in enc. 5B.

Sep.
13th. ~~24th~~ 4-5.

SE 9/13/50

mb

W.C.
S. Eg. O.

Enclosure 8A for information.

Air Sea Rescue Para 19: Enclosure 5B

Concern with commitments, Venice included.

W. J. J. J. J.
13. 9. 45

0563

785017

AFRICA SUB COMMISSION
ALLIED COMMISSION. ROME

Reference : AMSC/50/AFR.

Date : 30th August 1945

List of Appendices :

Appendix A : Consumption figures for
Italian Military Aircraft.

ASSESSMENT ON CRUISE I BOMBING P.O.L. NO. 1000
ITALIAN AIR FORCE TO U.S. AIR FORCE COMMISSIONERS

INTRODUCTION

1. Previous Arrangements for I.A.F. P.O.L. Since the I.A.F. came under Allied Control, I.A.F. have been provided for Italian Military aircraft in accordance with the established practice from the Italian Air Ministry.
2. Introduction. With the progressive resumption of peace time economic arrangements, it has been found necessary to re-establish the issue of P.O.L. to the I.A.F., and impose a ceiling in order to conserve with the maximum consumption restrictions in relation to authorized commitments.
3. Authorized Commitments. These commitments consist of air transport work on scheduled services and special missions as authorized by this Sub Commission, air sea rescue operations on behalf of Mediterranean Coastal Air Force, flying training at two flying schools, and flying practice for pilots in operational units at the rate of 500 hours per pilot per month.
4. Consumption Figures. Consumption figures for Italian Military aircraft are shown at Appendix A.
5. Cases of P.O.L. This paper deals solely with P.O.L. for use in aircraft.
6. As from the 1st September 1945, monthly figures by the I.A.F. for aircraft P.O.L. are not to exceed the totals shown at the end of the following assessment.

APPENDIX

ASSESSMENT

Transport Services - Scheduled Services.

1. INTRODUCTION

1. Previous Airman Comments - On 1.4.47, P.O. 1.4.47. Since the 1.4.47, some under Allied Control, 1.4.47. have been provided for Italian military aircraft in accordance with the authorized instructions from the Italian Air Ministry.
2. Intention - With the progressive reduction of such time requirements, it may be found necessary to substitute the time of 1.4.47. to the 1.4.47., and impose a ceiling incident comparable with the maximum consumption provisions in relation to authorized commitments.
3. Authorized Commitments - These commitments consist of air transport work on scheduled services and special missions as authorized by this Air Commission, air use reasons operations on behalf of Military Services, Coastal Air Force, Flying, training on flying school, and flying practices for pilots in operational units at the rate of six hours per pilot per month.
4. Consumption Figures - Consumption figures for Italian military aircraft are shown at Appendix A.
5. Class of 1.4.47. - This paper deals entirely with 1.4.47. for use in aircraft.

2. EXECUTION

ASSESSMENT

Transport Services - Scheduled Services.

<u>Route - Number Days - Hours</u>	<u>Petrol</u>	<u>Oil</u>
Distance 390 miles. Aircraft 10. 79. Flying time 2 hrs 15'. Services 12 per week. Consumption per week 15,200 lbs of petrol plus 376 lbs oil at 0.540 = Monthly total in Imperial gallons	15,360	1530

1534

- 2 -

	<u>Gasol</u>	<u>Oil</u>
8. <u>Bomb - Baltimore.</u> Distance 300 miles. Aircraft 32. Flying time 1 hr. 45'. Services 1. Weekly consumption in litres 6,300 petrol plus 216 oil. Monthly total in Imperial Gallons:	5,970	200
9. <u>Rome - Bari.</u> Distance 300 miles. Aircraft 32. Flying time 2 hrs. 15 min. Services 6. Weekly consumption in litres 6,300 petrol plus 216 oil. Monthly total in Imperial Gallons:	5,970	200
10. <u>Alger - Marseilles (2000).</u> Distance 300 miles. Aircraft 32. Flying time 2 hrs. 15 min. Services 6. Weekly consumption in litres 6,300 petrol plus 216 oil. Monthly total in Imperial Gallons:	5,970	200
11. <u>Rome - Milan - Turin.</u> Distance 400 miles. Aircraft 32. Flying time 3 hrs. Services 12 per week. Consumption per week 11,500 + 1,500 oil. Monthly total in Imperial Gallons:	20,470	1,500
12. <u>Bomb - Bologna - Treviso.</u> Distance 300 miles. Aircraft 32. Flying time 1 hr. 45'. Services 12 weekly. Consumption per week 12,000 + 1,500. Monthly total in Imperial Gallons:	11,040	440
<u>Transport Squadron - Special Services</u>		
13. <u>10 Squadron, Lecce.</u> Aircraft 32. 64. Daily average for last half of July 5 hrs 30. Weekly consumption in litres 27,850 + 350. Monthly total in Imperial Gallons:	26,500	300
14. <u>10 Squadron, Lecce.</u> Aircraft 32. 64. Daily average for last half of July 1 hr 15'. Weekly consumption 5,591 + 255. Monthly total in Imperial Gallons:	5,406	253
15. <u>Bomb Squadron.</u> In addition to the practice flying allowed for, these aircraft are called upon for special missions. In view of the difficulties of fitting in times in the previous flying scheme at short notice, it is considered justifiable to make an allowance of 5 hrs flying per week extra weekly consumption, 3,250 + 100. Monthly total in Imperial Gallons:	3,020	95
16. <u>Test Flights.</u> The average daily flying time on miscellaneous flights for the whole of the last		

200

3,570

270

10. Office - Isles Flycatcher (Toms). - Distance 100 miles.
 Aircraft 12. 500. Flying time 4 hrs. 30 mins.
 Consumption 100 lbs 4,160 lbs 228 lbs.
 Monthly Total in Imperial Gallons:

270

11. Office - Mail - 200. - Distance 400 miles.
 Aircraft 12. 70. Flying time 3 hrs. 5 mins. 12
 per week. Consumption per week 1,600 + 1,500 lbs.
 Monthly Total in Imperial Gallons:

1,500

12. Office - Folio - 200. - Distance 300 miles.
 Aircraft 12. 70. Flying time 1 hr. 45'. 3 flights
 12 weekly. Consumption per week 1,200 + 1,200.
 Monthly Total in Imperial Gallons:

1,200

Transport Squads - Special Services

13. 1 Squadron. 2000. - Aircraft 30. 32. Daily
 Average for last half of July 5 hrs 30'. Weekly
 Consumption 48 litres 27,550 + 250.
 Monthly Total in Imperial Gallons:

250

14. 1007 PM. 2000. - Aircraft 30. 32. Daily
 Average for last half of July 1 hr 15'.
 Weekly Consumption 48 litres 5,691 + 250.
 Monthly Total in Imperial Gallons:

250

15. Baltimore Squadron. - In addition to the previous
 flying allowed for, these aircraft are called upon
 for special missions. In view of the difficulties
 of fitting in these in the existing flying scheme
 at short notice, it is considered justifiable to
 make any allowance of 5 hrs flying per week extra
 weekly consumption, 3,250 + 100.
 Monthly Total in Imperial Gallons:

100

16. Test Flights. The average daily flying time on
 miscellaneous flights for the whole of the last
 during the last half of July was approximately
 3 hrs 30' weekly consumption in litres:
 12,250 + 400. Monthly Total in Imperial Gallons:

400

Flying Practice.

17. Pilots of the Baltimore and Fighter Wings and
 those of the Autonomous Squadron are authorized
 to fly up to six hours a month.

1535

Oil

etrol

- (a) Flighter Wing. - No of pilots 216. Flying hours per month 1236. Consumption in litres per month : 188,800 + 16,440. Monthly Total in Imperial Gallons : 84,500 4,530
- (b) Salvatore Wing. - No of pilots 80. Flying hours per month 516. Consumption in litres per month 335,400 + 7,740. Monthly Total in Imperial Gallons : 72,910 1,680
- (c) Autonomous Squadron. - No of pilots 60. Flying hours per month 260. Consumption in litres per month 500 + 20 = 180,800 + 7,200. Monthly Total in Imperial Gallons : 39,130 1,780

Remaining.

- (d) There are two Flying Squadron Units one at Prossino and the other at Levarano.
- (e) Prossino. - Average flying per month 150 hrs Consumption in litres per month 50,000 + 3,000 Monthly Total in Imperial Gallons : 19,550 630
- (b) Levarano. - Average flying per month 180 hrs. Estimate 75% of Prossino. Monthly Total in Imperial Gallons : 23,472 780

Air Des Fusée

- (c) Estimate by U.S. A.T.S. Development Squadron Wing based on previous months. Monthly Total in Imperial Gallons : 40,000 1,320
- GRAND TOTAL : 384,738 15,091

CONCLUSION

The figures show against the GRAND TOTAL always represent the maximum quantities of A.T.S. that may be indicated for the I.A.T. to fulfill their present commitments.

It is not stated that the above assessment is totally accurate.

Monthly Total in Imperial Gallons:

(c) Atmosphere Consumption.— 10 of pilots 60.
 flying hours per month 360. Consumption
 in litres per month at 500 + 20 =
 180,000 + 7,200.
Monthly Total in Imperial Gallons: 90,130 1,733

Expenditure

15. These are the flying Expenditure Units are 50
 provisions and the other at Leverham.

(a) Expenditure.— Average flying per month 150 hrs
 Consumption in litres per month 30,000 + 3,000
Monthly Total in Imperial Gallons: 15,560 370

(b) Leverham.— Average flying per month 150 hrs.
 Expenditure 75% of Expenditure.
Monthly Total in Imperial Gallons: 23,472 780

Air Sea Record

16. Estimate of C.F. A.F. 1.1.1. Detachment
 Seaplane Wing based on previous months.
Monthly Total in Imperial Gallons: 40,000 1,330

GRAND TOTAL: 384,758 15,091

CONCLUSION

20. The figures shown against the GRAND TOTAL above represent
 the maximum quantities of F.O.L. that may be indented for the I.A.N.
 to fulfill their present commitments.

21. It is not claimed that the above assessment is totally accurate
 but it is considered that the resultant of any inaccuracies is not
 the actual loss in I.A.N. point of view. The figures are liberal insofar
 as a margin has in the case of each commitment been given in favour
 of allowing more F.O.L. rather than less than should be required for
 strictly economical engine handling.

22. If minor commitments such as supply of F.O.L. for ¹⁰⁰ 334 for
 for ground testing have been omitted, the quantities allowed for
 authorised flying practice are in very considerable excess of quantities
 previously used for this purpose.

- 4 -

23. Although the monthly indents for E.O.I. have exceeded the figures in the assessment, the actual quantities drawn have been far less than these figures. Monthly totals of aircraft petrol drawn to date have not exceeded 200,000 gallons. It is not therefore expected that the above mentioned quantities will necessarily be supplied for I.A.S. use.

L. E. Tamm

L. E. TAMM, C/3pt,
AIR-VICE MARSHAL,
AIR OFFICER COMMANDING.

Distribution :

Italian Air Ministry.	1 copy.
NEW AIR A.L.O.	2 copies.
A.P.H.O. Petroleum	
Section. R.A.A.C.	1 copy.
File.	1 copy.

1533

APPENDIX "A".

AVERAGE P.O.L. CONSUMPTION FIGURES FOR ITALIAN MILITARY AIRCRAFT

Serial No	Aircraft Type	Average hourly consumption of petrol in litres	Average hourly consumption of oil in litres
a	b	c	d
1	SM. 79	600	20
2	SM. 82	650	25
3	CR.506	600	20
4	Baltimore	650	15
5	Average Fighter	300	15
6	CR 1007	650	30

MINUTE SHEET.

in. 1.

Group Captain i/c Organisation.

1. Enclosures 14A, 15A, 16A, 18A, 19A, 20A and 21A are passed to you for information.
2. Enclosure 14A was shown to the A.C.C. before it was sent out by I.M.I.A. and he agreed its terms.
3. Since the date of that letter the Italian Air Ministry has done everything possible to obtain a reversal of the new policy as, very evidently, they do not wish to lose their control of rations issued to I.A.F. units. I am, myself, all in favour of the new procedure and am not impressed by the excuses submitted by the Air Ministry, hence enc. 21A. I feel, however, that you should be informed of what is going on.

1st April, 1945.

Senior Equipment Officer.

P/lt. J. J. J.

Please see Enc. 96A. The eight enclosures with attached amendments (2) are to be circulated to all AFSC branches and

1st 1. Apr.

16/10/45

W. J. J. J. J. J.

0572

an, myself, all in favour of the new procedure and am not impressed by the excuses submitted by the Air Ministry, hence enc. 214. I feel, however, that you should be informed of what is going on.

Admiral
Senior Equipment Officer.

1st April, 1945.

Mr. J. J. J.

2

Please see Encl. 96A. The eight

enclosures with attached Amendments (2) are

to be circulated to all AFSC branches and

172 1. A. 11.

16/10/45

Admiral; Mr. P. 1.

0573

M.8.

W. N. Bisdée
Senior Equipment Officer.

As requested herewith estimate of P.O.L. required for bi-weekly Seaplane Service between Rome and Genoa:

- (a) Petrol. 4000 Imperial Gallons per month.
- (b) Oil. 130 Imperial Gallons per month.

W. N. Bisdée.

W.C.
Air I.

26th September, 1945.

SO/AIR

File by hand
to Major Birch
Transport Section
A.E.
Do not leave
file as it is
in constant use.

Lafaman
19/9

for
by H. B. 1/10

Pilot

Off

NCO

AM.	180	23
U. Area	504	359.
3 rd ZAT	154	82
4 th ZAT	88	52
Company	14	35
Section	11	21
Section	13	10

937

582

~~1/10~~
~~2/10~~

+65 credits

~~1/10~~
~~2/10~~
as at June 1st275

0575

SE with ^{Auth} 0 19/9.
air II

mb

Please note QB.

This should not affect the Courier Service except in cases when the Italian supply of P.O.L. runs short as it did in Milan recently.

air II who is Lt Col Campbell and party ask how do they have a special aircraft.

W. J. Gorman
18/9/45

M. J.

S.S.O.

Ref M.6 and enc QB. I was already aware of this signal and you may remember that we had some difficulty in obtaining permission to borrow petrol from Milan S.P. for the Courier Service when there was a hold-up in Italian P.O.L. delivery last month. In future there will be even greater difficulties and the S.P. may refuse altogether. Any special a/c such as the one referred to must refuel from Italian stocks unless we obtain special authority re Italian a/c at disposal of A.C.

W. J. Gorman
S. S. O.

19th September, 1945

Major Birch

For information

1329

Enclosure QA.B and minute 6.7 will influence the use of additional aircraft when the authorized courier services.

W. J. Gorman
19/9/45

0576

13A
(5)

SIGNAL

CA/n

ROME 20TH JULY 1946

TO AEROZONA MILAN

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

STATAREO SERV/303108/L. 7/E/ 2583 Col TO AEROZONA MILAN AND FOR INFORMATION TO THE AIR FORCES SUB COMMISSION, ALLIED COMMISSION ROME HAD INFORMED US THAT IS HAS BECOME A NECESSITY TO INSTALL A TANK FOR STORING OF AVIOL. PETROL FOR REFUELLING OWN A/C'S STOP - PLEASE AUTHORISE THE MENTIONED WORK WHICH WILL BE CARRIED OUT AND PAID BY THE ALLIES STOP COL. REMONDINO

SOTTO CAPO DI STATO MAGGIORE

Col. A.A.r.n. Fil.

(ALDO REMONDINO)

Translated by Sgt. Albartini.M.

12/7
up. 9617
50/air

Al



Mod. 56-E

MINISTERO DELL'AERONAUTICA

STATO MAGGIORE R. AERONAUTICA

III REPARTO - SERVIZI

Sezione Logistica

TELEGRAMMA

Indicazioni d'urgenza

Circuito d'invio

Spedito il _____ ore _____ pel circuito N. _____
 all'Ufficio di _____ Trasmittente _____

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUMERO	PAROLE	Data di presentazione	
					Giorno	Ora e minuti

CA/An

Roma, li 20 LUG 1946

AEROZONA = MILANO =

ET P.C. A.C. - A.F.S.C.

(TRAMITE UFFICIO COLLEGAMENTO) (a mano)

= S E D E =

STATALE SERV/323108 16.4/12 PUNTO DESTINATARIO

AEROZONA MILANO ET P.C. A.C. - A.F.S.C. (TRAMITE UFFICIO

COLLEGAMENTO) SEDE PUNTO COMUNICASI CHE TRAMITE UFFICIO

COLLEGAMENTO A.F.S.C. HABET COMUNICATO NECESSITA' INS-

TALLAZIONE SERBATOIO BENZINA AVIO AT LINATE PER RIFOR-

NIMENTO PROPRI APPARECCHI PUNTO - AUTORIZZASI DETTO LA-

VORO CHE VERRA' EFFETTUATO A CURA ET SPESA ALLEATA PUN-

TO COLONNELLO REMONDINO

Ft. IL SEGRETERARIO STATO MAGGIORE

Colonello An. in P. (An. Remondino)

1527

12 A

TO: HEAD, AMEMB, ROME, ITALY. 11/13/52

FROM: See Distribution Below.

DATE: 12th February, 1946.

REF: 78334/13.4(b)

50/100

12 C

16th REGIA AERONAUTICA ATTACHED DEPT. OFFICIAL - 12 C

REGIA AERONAUTICA

Reference is made to Air Headquarters R.A.A. Italy letter, 11/12/45/13.4(b) dated 17th December, 1945, to Allied Forces Sub-Commission letter Ref. AFSC/54/11, dated 29th December 1945, and to discussions between Dr. Salvemini, Dr. Vettore and Dr. Perrera of Headquarters Comitato Italiano Petroli, and also between General Fel/act, Italian Air Ministry (Directorate of Service) and S/Adm. Richardson of this Headquarters on the above subject.

2. Agreement on the following points by the parties concerned was made as follows:-

- (a) That the Regia Aeronautica would continue to perform the physical handling of P.O.L. products in this installation.
- (b) That the necessary administration of the installation and Regia Aeronautica staff would continue to be the responsibility of the Regia Aeronautica.
- (c) That the strength of the staff would be increased by one or two more Regia Aeronautica airmen with P.O.L. product handling experience, in order that the requirements of "Inspection of Aviation Fuel under Aeronautical Inspection Services Approval" could be met.
- (d) That no movement, receipts, or delivery of aviation or other P.O.L. product stocks should occur in the installation without the prior knowledge and written consent of the chief chemist supplied by C.I.P. for A.V. P.O.L. testing in the installation as laid down in "Inspection of Aviation Fuel under Aeronautical Inspection Services Approval".

3. Confirmation from the third and fourth addressees that the above conditions were reached is requested, and from the fourth addressee it is also requested that a date be specified from which the responsibility for operations within the installation will be assumed by the chemist supplied by them.

[Signature]

R. A. RICHARDSON, S/Adm.,
for Air Vice Marshal,
Chief Maintenance Officer,
H.Q. ...

2. Agreement on the following points by the parties concerned was able as follows:

- (a) That the Regia aeronautica would continue to perform the physical handling of P.O.L. products in this installation.
- (b) That the necessary administration of the installation and Regia Aeronautica staff would continue to be the responsibility of the Regia aeronautica.
- (c) That the strength of the staff would be increased by one or two more Regia aeronautica airmen with P.O.L. product handling experience, in order that the requirements of "Inspection of Aviation Fuel under Aeronautical Inspection Services Approval" could be met.
- (d) That no movement, receipt, or delivery of aviation or other P.O.L. product stocks should occur in the installation without the prior knowledge and written consent of the chief chemist supplied by C.I.C. for C.V. P.O.L. Testing in the installation as is shown in "Inspection of Aviation Fuel under Aeronautical Inspection Services Approval".

3. Confirmation from the third and fourth addressees that the above conclusions were reached is requested, and from the fourth addressee it is also requested that a date be specified from which the responsibility for operations within the installation will be assumed by the orient applied by them.

D. • RICHARDSON, Spahr,
for Air Vice Marshal,
Chief Maintenance Officer,
R.A.F. • 1943.

Distribution: All India (200 lots) / one lot each

John Wozniak, Nutrition Liaison, United Commission, Rome.
I would like to discuss some interesting observations.

Prof. Corrado Italiano Tola,

Dr. Salvatore,
101, via Del Tritoneo,
Rome.

12B

O G P Y

FROM :- Air Headquarters, R.A.F. Italy, C.I.P.
 TO :- Air Forces Sub-Commission, Allied Commission, Rome.
 DATE :- 17th December, 1945.
 REF :- HQI/12477/2/ATS/13.3(b)

26th FRIA AERONAUTICS
CONTROLLER MAJOR, CAGLIARI.

The bulk installations MONTE URTIU and MONTE MIA total capacity 6,000,000 gallons, situated at CAGLIARI, which are eminently suitable for the receipt, storage and issue of 100/130 grade aviation fuel and which have been so used for some considerable time, are under the sole direction of the Commanding Officer, Regia Aeronautica, Sardinia, General D'Orso.

2. The officer in charge of operations in the plant is a Captain Jannace, who is assisted part time apparently by a Sergeant Major Capula and a recently demobilised R.A. airman, Sig. G. Levini. This last named person is the pumpman, valveman, dipper, loader, receiver, etc. and is in fact the only petroleum technician on the site.

3. The impracticability therefore of placing into effect the requirements of the Aeronautical Inspection Services Scheme, where civilian companies take over the testing and handling of Aviation Petroleum, will be evident.

4. It is therefore most strongly recommended that arrangements be made for the responsibility of operations in these installations be placed solely into the hands of the Comitato Italo-Petrollo.

5. In a discussion with the C.I.P., Cagliari director Sig. Bologna and S/Ldr. Richardson of this Headquarters, it was learnt that sufficient experienced C.I.P. petroleum technicians could be made available for such a purpose, as had occurred in the case of the Chief P.O.E. testing Chemist, a Dr. Falcone, who had proceeded from Rome to Cagliari at the direction of Headquarters, C.I.P., Rome.

6. A discussion between General D'Orso, (Officer Commanding R.A. Sardinia and S/Ldr. Richardson of this Headquarters also occurred on the above mentioned proposal, General D'Orso agreeing to refer the matter to the Italian Ministry for Air, and offering his complete co-operation.

26th PSIA ANNOUNCEMENT.

CONRADINO DE OT, CAGLIARI.

The bulk installations under TRAYING and MIRA-SIL total capacity 6,000,000 gallons, situated at CAGLIARI, which are eminently suitable for the receipt, storage and issue of 100/130 grade aviation fuel and which have been so used for some considerable time, are under the sole direction of the Commanding Officer, Regia Aeronautica, Sardinia, General D'Orso.

2. The Officer in charge of operations in the plant is a Captain Jannace, who is assisted part time apparently by a Lieutenant Major Ceula and a recently demobilized S.A. Airman, Sig. C. Iervini. This last named person is the pumpman, valverman, dipper, issuer, receiver, etc. and is in fact the only petroleum technician on the site.

3. The impracticability therefore of placing into effect the requirements of the aeronautical Inspection Services Scheme, where civilian companies take over the testing and handling of aviation petroleum, will be evident.

4. It is therefore most strongly recommended that arrangements be made for the responsibility of operations in these installations be placed solely into the hands of the Comitato Italiano Petrolio.

5. In a discussion with the C.I.P., Cagliari director Sig. Bologna and S/Ldr. Richardson of this Headquarters, it was learnt that sufficient experienced C.I.P. petroleum technicians could be made available for such a purpose, as had occurred in the case of the Chief P.O.L. testing Chemist, a Dr. Falcone, who had proceeded from Rome to Cagliari at the direction of Headquarters, C.I.P., Rome.

6. A discussion between General D'Orso, Officer Commanding S.A. Sardinia and S/Ldr. Richardson of this Headquarters also occurred on the above mentioned proposal, General D'Orso agreeing to refer the matter to the Italian Ministry for Air, and offering his complete co-operation.

(sgd) D.M. RICHARDSON, S/Ldr.,
for Air Commodore,

Air Officer i/c administration,
AIR HEADQUARTERS, P.A.F. ITALY.

Copy to:- H.Q. MAREMMA Cairo (Att. C.A.I.C.)
No. 63 S.P. (2 copies).

1923

Internal:- P.O.L. Liaison Officer.

C O P Y

FROM : Air Force Sub-Commission,
Allied Commission, H.M.R.

TO : Italian Air Ministry.

DATE : 29th December, 1945.

R.F. : AF22/50/211.

ITALIAN AIR FORCE No. 36 P.O.L. DEROS
CAGLIARI.

It is strongly recommended by Air Headquarters, M.A.F. Italy, that responsibility of operations at the Italian Air Force bulk installations of Monte Uypino and Monte Mir be placed under the sole direction of C.I.R.

2. It is stated that at present there is only one petrol technician at the site which is under the control of Capt. Jemace who apparently receives part time assistance from a Sgt. Major Gaudin.

3. C.I.R. are prepared to make available sufficient experienced petrol technicians to put into effect the requirements of the Aeronautical Inspection Services Scheme, where by civilian companies take over the testing and handling of aviation petrol.

4. It is understood that the matter was to be referred to you by the Officer Commanding, I.A.F. Bardonia, General D'Onofrio, who is stated to have offered his complete co-operation.

5. In view of the probable far greater use to which these installations could be put under C.I.R. management, you are requested to give the matter consideration and to state on what terms you would be prepared to agree to this recommendation.

(sgd) S. C. HARRIS, 2/Lt.,
Air Vice Marshal,
Air Officer Commanding.

ITALIAN AIR FORCE No. 56 P.O.L. DEPT
CANTARI.

It is strongly recommended by Air Headquarters, M.A.P. Italy, that responsibility of operations at the Italian Air Force bulk installations of Monte Uruguay and Monte Mir be placed under the sole direction of C.I.P.

2. It is stated that at present there is only one patrol technician on the site which is under the control of Capt. Damasco who apparently receives part time assistance from a Sgt. Major Guala.

3. C.I.P. are prepared to make available sufficient experienced patrol technicians to put into effect the requirements of the Aeronautical Inspection Services scheme, where by civilian companies take over the testing and handling of aviation patrol.

4. It is understood that the matter was to be referred to you by the Officer Commanding, I.A.P. Sardinia, General D'Oros, who is stated to have offered his complete co-operation.

5. In view of the probable far greater use to which these installations could be put under C.I.P. management, you are requested to give the matter consideration and to state on what terms you would be prepared to agree to this recommendation.

(sgd) B. C. DEANIS, F/Lt.
For Air Vice Marshal,
Air Officer Commanding.

Copy to: A.H.C. P.A.P. Italy, C.A.P. (Letter AMCI/12477/2/AIB/ISX6)
dated 17/12/45 refers).

Combined Petroleum Committee (A.P.H.C.) R.A.A.O. A.P.O. 1324
734 (for Major Peterson).

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

To: Italian Air Ministry.

Date: 29th December, 1945.

Ref: AFSC/50/Air.

ITALIAN AIR FORCE No. 56 I.O.L. MONTI CANTIERI.

1. It is strongly recommended by Air Headquarters, R.A.F., Italy, that responsibility of operations at the Italian Air Force built installation of Monte Hydric and Monti Air be placed under the sole direction of C.I.P.

2. It is stated that at present there is only one petrol technician on the site which is under the control of Capt. Jernice who apparently receives part time assistance from a Sgt. Major Guala.

3. C.I.P. are prepared to make available sufficient experienced petrol technicians to put into effect the requirements of the Aeronautical Inspection Services Scheme, whereby civilian companies take over the testing and handling of aviation petrol.

4. It is understood that the matter was to be referred to you by the Officer Commanding, I.A.F. Sardinia, General D'Orso who is stated to have offered his complete cooperation.

5. In view of the probable far greater use to which these large installations could be put under C.I.P. management, you are requested to give the matter consideration and to state on what basis you would be prepared to agree to this recommendation.

1/17
E. G. DEANIS,
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.

Copy to: A.F.C., R.A.F. Italy, C.I.P. (Letter AFSC/12.77/2/A.I.S./18X(b) dated 17/12/45 refers.)
" " Combined Petroleum Committee (A.P.C.) R.A.A.C. A.S.C. 73A (for Major Peterson)

Ref: 1830/90/Air.

ITALIAN AIR FORCE No. 56 P.O.L. DATA CHARTER.

1. It is strongly recommended by Air Headquarters, R.A.F., Italy, that responsibility of operation at the Italian Air Force built installations of Monte Urdino and Monte Mitz be placed under the sole direction of C.I.P.

2. It is stated that at present there is only one petrol technician on the site which is under the control of Capt. Jervase who apparently receives part time assistance from a Sgt. Major Gault.

3. C.I.P. are prepared to make available sufficient experienced petrol technicians to put into effect the requirements of the Aeronautical Inspection Services Scheme, whereby civilian companies take over the testing and handling of aviation petrol.

4. It is understood that the matter was to be referred to you by the Officer Commanding, I.A.F. Santhia, General D'Orso who is stated to have offered his complete cooperation.

5. In view of the probable far greater use to which these large installations could be put under C.I.P. management, you are requested to give the matter consideration and to state on what terms you would be prepared to agree to this recommendation.

1/17
B. G. DEEDS,
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.

Copy to: A.H.Q., R.A.F. Italy, C.M.F. (Letter AIR/12.77/2/A.I.S./183(b) dated 17/12/45 refers.)
" " Combined Petroleum Committee (A.P.H.Q.) R.A.A.G. A.P.O. 734 (for Major Peterson)

1023

From: Air Headquarters, R.A.F., Italy, C.M.F.
 To : Air Forces Sub-Commission, Allied Commission, Rome.
 Date: 17th December, 1945.
 Ref : ARI/12477/2/A.I.S./IS3(b)

56th REGIA AERONAUTICA.
PETROLEUM DEPOT, CAGLIARI.

The bulk installations MONTE URPIRO and MONTE MIX total capacity 6,000,000 gallons, situated at CAGLIARI which are eminently suitable for the receipt, storage and issue of 100/130 grade Aviation Fuel and which have been so used for some considerable time, are under the sole direction of the Commanding Officer, Regia Aeronautica, Sardinia, General D'Orso.

2. The officer in charge of operations in the plant is a Captain Janace, who is assisted part time apparently by a Sergeant Major Caula and a recently demobilised R.A. airman, Sig. G. Levrini. This last named person is the pumpman, valveman, dipper, issuer, receiver, etc. and is in fact the only petroleum technician on the site.

3. The impracticability therefore of placing into effect the requirements of the Aeronautical Inspection Services Scheme, where civilian companies take over the testing and handling of Aviation Petroleum, will be evident.

4. It is therefore most strongly recommended that arrangements be made for the responsibility of operations in these installations be placed solely into the hands of the Comitato Italiano Petrolio.

5. In a discussion with the C.I.P., Cagliari director Sig. Bologna and S/Ldr Richardson of this Headquarters, it was learnt that sufficient experienced C.I.P. petroleum technicians could be made available for such a purpose, as had occurred in the case of the Chief P.O.L. testing chemist, a Dr. Falcone, who had proceeded from Rome to Cagliari at the direction of Headquarters, C.I.P., Rome.

6. A discussion between General D'Orso, Officer Commanding R.A. Sardinia and S/Ldr Richardson of this Headquarters also occurred on the above mentioned proposal, General D'Orso agreeing to refer the matter to the Italian Ministry for Air, and offering his complete co-operation.

D.W. Richardson
 (D.W. Richardson) S/Ldr.,
 for Air Commodore,
 Air Officer i/c Administration,
 AIR HEADQUARTERS, R.A.F. ITALY.

capacity 6,000,000 gallons, situated at CAGLIARI which are eminently suitable for the receipt, storage and issue of 100/130 grade Aviation Fuel and which have been so used for some considerable time, are under the sole direction of the Commanding Officer, Regia Aeronautica, Sardinia, General D'Orso.

2. The officer in charge of operations in the plant is a Captain Jannace, who is assisted part time apparently by a Sergeant Major Caula and a recently demobilised R.A. airman, Sig. G. Levrini. This last named person is the pumpman, valvetan, dipper, issuer, receiver, etc. and is in fact the only petroleum technician on the site.
3. The impracticability therefore of placing into effect the requirements of the Aeronautical Inspection Services Scheme, where civilian companies take over the testing and handling of Aviation Petroleum, will be evident.
4. It is therefore most strongly recommended that arrangements be made for the responsibility of operations in these installations be placed solely into the hands of the Comitato Italiano Petrolio.
5. In a discussion with the C.I.P., Cagliari director Sig. Bologna and S/Ldr Richardson of this Headquarters, it was learnt that sufficient experienced C.I.P. petroleum technicians could be made available for such a purpose, as had occurred in the case of the Chief P.O.L. testing chemist, a Dr. Falcone, who had proceeded from Rome to Cagliari at the direction of Headquarters, C.I.P., Rome.
6. A discussion between General D'Orso, Officer Commanding R.A. Sardinia and S/Ldr Richardson of this Headquarters also occurred on the above mentioned proposal, General D'Orso agreeing to refer the matter to the Italian Ministry for Air, and offering his complete co-operation.

D. W. Richardson
(D.W. Richardson) S/Ldr.,

for Air Commodore,

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

Copy to : Headquarters, MED/IE., Cairo (Attention C.A.I.O.)
No. 63 S.P. (2 copies).

Internal: P.O.L. Liaison Officer.



0588

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

785017

HEADQUARTERS ALLIED COMMISSION

ESTABLISHMENT SECTION

File

Date

17 Sept

FROM

TO

Air Force S/C

Deputy Ex. Commissioner

→ Staff Officer

Executive Officer (A)

Executive Officer (B)

G-1 (A)

G-1 (B)

G-4 (A)

G-4 (B)

Headquarters Commandant

Adjutant

FOR:

Comment

Draft of reply

Investigation and report

Answer

Signature

Approval/Disapproval

Your Information ←

Your File

Return, please

1021

0589

ALLIED COMMISSION
OFFICE OF REPRESENTATIVE OF CHIEF COMMISSIONER
16 Foru Bonaparte
MILAN

4187 9A

Tel. 067 - Ext. 241

HQC/74

15 Sept 45

SUBJECT : Italian Air Craft

TO : H.Q. Allied Commission

The receipt of the attached signal caused the Milan airport to refuse petrol to an Italian plane carrying Lt Col Campbell and his party.

It does not appear to affect the Courier Service.

C.J. MACNAMARA MAJOR
Headquarters Commandant



Note:
Received in duplicate.
Copy detached for HQ Command

0590

9B

To ALL 249 WING STAGING POSTS AND DETACHMENTS 4 FERRY UNIT
From HQ 249 WING

Q 151 11 SEPT RESTRICTED

FOLLOWING RECEIVED FROM HQ MCAF AND REPEATED TO YOU FOR ACTION

Q 108 7 SEPT RESTRICTED

SUBJECT IS ISSUE OF PETROLEUM PRODUCTS TO ITALIAN FORCES

PARA 2. INSTANCES HAVE OCCURRED OF PETROLEUM PRODUCTS BEING
ISSUED TO ITALIAN FORCES BY ALLIED AIRFORCE UNITS.

PARA 3. UNITS ARE TO NOTE THAT IT IS ABSOLUTELY ESSENTIAL ALL
SUCH ISSUES CEASE IMMEDIATELY.

.....

See Serial 7
W.C.
19/9

20/9

From:- Air Forces Sub-Commission, A.C. Rome.
 To:- Navy Sub-Commission, HQ Allied Commission.
 Date:- 14th September, 1945.
 Ref:- AFSC/50/412.

Refuelling facilities at Venice.

7A.

Reference is made to your letter RM/3948 dated the 10th September, 1945.

2. This Sub-Commission control the Italian Air Force detachment at Venice which is engaged in Air Sea Rescue work. It is thought that your letter refers to seaplanes belonging to this unit.
3. Our Equipment Officer states that 129 barrels of 100 octane petrol and 52 barrels of oil were allocated to this unit for September to be collected from Ancona. He is of the opinion that these stocks should have reached Venice by now and is asking the Italian Air Ministry to confirm.
4. The Italian Air Force is responsible for the collection of P.O.L. and for refuelling; it is regretted that the N.O.I.C. Venice has had this additional work.

L. E. Jarman

(L. E. JARMAN, C/CAPT),
 AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Noted
19/9.

0592

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

785017

7A

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3513

10 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Air Forces Sub-Commission, Hq. Allied Commission. ✓
Subject: RAF Seaplanes, fuelling of at Venice.

1. A dispatch has been received by the Navy Sub-Commission from the British Naval Officer-in-Charge, Venice requesting that the Royal Air Force be asked to hasten the acceptance of the responsibility for fuelling seaplanes at Venice.

2. It would be appreciated if the Navy Sub-Commission could be informed of the date on which it is anticipated that such responsibility can be accepted by the Royal Air Force.

H. St. J. Butler
H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINCPAC.
F.O.I.L.
NOIC, Venice.



See Hqs 4.
5.

Telephoned Col. Adhams & asked him to check with Pullman that petrol has arrived at Venice.
W. H. C.
19/9.

1011

0593

785017

479587/CHICP/10-11

ARMY FORM C 2136 (Large)

MESSAGE FORM

6A
Register No. 4019

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM (A) HQ. MED ME	Originator.	Date-Time of Origin.	Office Date Stamp
For Action:			
MCAF - 205 Group - Adm. DME - RMO. Mollen - AND Group - 214 Group - 218 Group.			
(W) For Information (INFO)			
HQ RAE. ME - 216 Group (New) - AFSC Rome - HQ Medicine Collection.			
TO	Originator's No.	Message Instructions.	GR
B 276 1019 SECRET			

Our Ministry have notified that owing to the cessation of
despatched supplies of POL it is imperative that future
requirements be met from sterling supplies to maximum
possible extent. Since sources are insufficient to meet overall
British POL requirements as currently estimated and it is
therefore vital to secure savings by economizing on POL
consumption.

Para 2. To this end all non-essential flying must be eliminated
possible flying in this command is defined as

- (a) operational flights
- (b) air tests and night flying tests
- (c) air training exercises and night exercises approved by your HQ.
- (d) communication flights required to be made in the course of duty
not the stage of which cannot be obtained by use of alternative
means of transport.

Para 3. The need for economy in the use of aviation spirit is to be
brought to the attention of all flying personnel.

0524

GR

Message Instructions.

(U) For Information (INFO)

HQ RAR 416 - 210 4th Regt - AFSC Rome -
1st Medium Aligned.

Originator's No.

A 276 1019 SECRET

Re: Missing boat notified that owing to the cessation of
descent from supplies of PO. It is anticipated that future
requirements be met from storing supplies reserves to maximum
possible extent. Such reserves are anticipated to meet overall
British POs requirements as currently established and it is
therefore vital to reduce shortages by increasing storage possible
without incurring in consumption.

Para 2. To this end all non-essential flying must be eliminated
possible flying in this command is defined as:

- (a) operational flights
- (b) air lifts and airtail flying tests
- (c) air training carrier and weather sustained effort by your HQ.
- (d) communication flight required to be made under degree of duty
and the flight of which cannot be obtained by use of alternative
means of transport.

Para 3. The need for economy in the use of aviation spirit is to be
brought to the attention of all flying personnel.

Approved
JH

Important

To: 101130 B
To: 102140 B
To: 102210 B

Disseminated by 1430
JH AFSC Rome

This message may be sent
AS WRITTEN by any means
except

WIRELESS.

Signed.

If liable to be intercepted or to fall into
enemy hands this message must be sent in
CIPHER.

Originator's Instructions.
Degree of Priority.

For RAR 416
1st Medium Aligned
AFSC Rome
JH

Time

101130

System

Op

Time Cleared

Draft. Please return with comments.

WNB.

4.14

AIR 2. YES SUB COMMISSION

AIR 2. YES SUB COMMISSION

Reference : AFSC/50/AMN.

Date : 1/7/51, 20 Nov 1949

List of appendices :

Appendix A : Consumption figures for Italian Military Aircraft

ESTIMATE OF F.O.I. REVENUE FOR ITALIAN MILITARY

AIRCRAFT TO BE USED FOR THE I.A.F. COMMITMENTS

INTERCULTURE

1. Previous agreements for I.A.F. F.O.I. Since the I.A.F. came under Allied Control, F.O.I. have been provided for Italian Military aircraft in accordance with unannounced orders from the Italian Air Ministry.
2. Intention:- It is now intended to make an assessment of quantities of F.O.I. required to enable the I.A.F. to carry out its commitments as at present authorized.
3. Authorized Commitments. These commitments can be of air transport work on scheduled services and special missions as authorized by this Sub Commission, air-sea rescue operations on behalf of the I.A.F. (Mediterranean Coastal Air Force) flight operations at the flying schools, and flying practice for pilots in operational units at the rate of six hours per pilot per month.
4. Consumption Figures:- Consumption figures for Italian military aircraft are shown at Appendix A.

Please give names of pilots.

0526

ESTIMATE OF U.S. AIRCRAFT FOR ITALIAN MILITARY
AIRCRAFT IN 1944 BY U.S. AIR FORCE COMMISSIONERS

Introduction

1. These are Airplane Estimates for U.S. Air Force. Since the I.A.F. came under Allied Control, - S.O.I. have been provided for Italian Military Aircraft in accordance with an agreement between the Italian Air Authority.

2. Introduction. It is the intention to let a an assessment of quantities of S.O.I. required to handle the I.A.F. to carry out their commitments as at present authorized.

3. Authorized Commitments. These commitments can be of air transport work on commercial services and special missions as authorized by Mediterranean Coastal Air Force (S.A.).

4. Consumption Figures. Consumption figures for Italian military aircraft are shown at the rate of six hours per pilot per month.

Assessment.

1. Transport Services

Hours - Miles - Tons - Loads.	Distance	Control	Oil
-------------------------------	----------	---------	-----

300 miles, aircraft six. 73; flying time

2 hrs 15; Services 12 per week; Consumption

Please give more info.

Petrol Oil

per week 16,200 litres of petrol plus

276 litres oil x 0.948 = Monthly total 15,360 530

in millions (Imperial)

W.S. at D. 2
unpiped

Home - Tel Aviv. Distance 300 miles; Aircraft

SA. 75, Flying time 1.45, Services 6, Weekly

Consumption in litres 6,200 petrol plus 216 oil

Monthly Total in gallons :

5,970 20

9. Home - Ca. Libya. Distance 300 miles, Aircraft

SA. 75, Flying time 1.45, Services 6, Weekly

Imperial

Monthly Total in gallons :

5,970 20

10. Home - Laos (Thailand) (one), Distance 300

miles; Aircraft SA. 505; Flying time 2hrs;

Services 6; Consumption per week 6,100 litres

plus 220 oil.

Imp

Monthly Total in gallons :

5,560 270

11. Home - Malaya - Trip 1. Distance 450 miles;

Aircraft SA. 79, Flying time 3 hours,

Services 12 per week; Consumption per week

21,500 + 1,584 litres.

Imp (etc through)

Monthly Total in gallons :

25,470 1,500

12. Home - Polynesia - Trip 1. Distance 300 miles,

Aircraft SA. 79, Flying time 1 hr, 45';

Monthly Total in Gallons: 5,270 270

9. Home - En Hani. Distance 300 miles, aircraft

services 64, consumption per week 6,100 litres

plus 288 oil.

Monthly Total in Gallons: 5,270 200

10. Home - En Hani (approx). Distance 300

miles; aircraft 64. 50%; flying time 240;

services 64, consumption per week 6,100 litres

plus 288 oil.

Monthly Total in Gallons: 5,860 270

11. Home - En Hani. Distance 430 miles;

aircraft 64. 72, flying time 3 hours,

services 12 per week; consumption per week

21,000 + 1,584 litres.

Monthly Total in Gallons: 22,470 1,500

12. Home - En Hani - En Hani. Distance 300 miles,

aircraft 64. 70, flying time 3 hr, 5';

services 12 weekly; consumption per week

22,600 + 432.

Monthly Total in Gallons: 11,240 410

1514

TRANSPORT EXPENDITURES - SPECIAL SERVICES

13. 1st Squadron, 1st Cavalry, Air Force, 1st Cavalry Division
 Daily average for last half of July
 2 hrs 30'. Weekly consumption in liters
 27,250 + 950. Monthly total in gallons 26,500 900

14. 1st Squadron, 1st Cavalry, Air Force, 1st Cavalry Division
 Daily average for last half of July
 1 hr, 15'. Weekly consumption 7,500 + 450
 Monthly total in gallons 7,300 450

15. 1st Squadron, 1st Cavalry, Air Force, 1st Cavalry Division
 In addition to the
 practice flying allowed in these aircraft
 are called upon for special missions. In
 view of the difficulties of getting in
 these in the practice flying regime at
 short notice, it is considered justifiable
 to make an allowance of 5 hours flying
 per week extra weekly consumption, 5,250 +
 100 Monthly total in gallons 3,050 25

16. Test flights.

16. The average daily flying time on miscellaneous
 flights for the whole of the 1st 3. During

Only
 - what are
 - special
 - services
 Aircraft laid on for
 Special flights called by Station Capt or AC.

900

25,500

27,250 + 250. (Monthly) Total in Gallons

21. 32. 1957 Flight. 1. 1. 1. Aircraft 0.1057

Daily Average for last half of July

1 in 15'. Weekly Consumption 7,150 + 450

Monthly Total in Gallons 7,300

430

15.

15. Washington Building etc. In addition to the practice flying allowed at 15, these aircraft are called upon for special missions. In view of the difficulties of giving a jump at these in the practice flying scheme at short notice, it is considered justifiable to make any allowance of 2 hours flying per week extra weekly consumption, 2,250 +

100

Monthly Total in Gallons 3,000

55

16. Test Flights.

16

The average daily flying time on miscellaneous flights for the whole of the 1957. During the last half of July was approximately 3 hrs 30' weekly consumption in litres:

12,250 + 400. Monthly Total in Gallons 11,000

450

191?

Flying Practices.

Per 201 011

17. Pilots of the Baltimore and Fighter
Squadron are authorized to fly up to
single and those of the autonomous

hours
single month.

(a) Pilotage Reg. No of pilots 216

Flying hours per month 1295.

Consumption in litres per month :

358,800 + 18,400.

Monthly Total in gallons : 84,500 4,820

(b) Baltimore Reg. No of pilots 26.

Flying hours per month 515.

Consumption in litres per month

335,400 + 7,740 :

Monthly Total in gallons : 74,310 1,780

(c) Autonomous Reg. No of pilots 60.

Flying hours per month 360.

Consumption in litres per month

500 + 20 = 480,000 + 7,200

Monthly Total in gallons : 30,130 1,783

Training.

hours 2.
if this time
is additional
to flying
hours?
(a) N/A
(b) In addition to
special flights
(c) No other authorized
flights.

Don't

hours 2.
at 2 hours.

(a) Higher ing. No of pilots 216

Flying hours per month 2206.

Consumption in litres per month:

380,800 + 13,400.

out by Total in millions: 84,800 4,830

(b) Baltimore ing. No of pilots 86,

FLYING HOURS per month 576.

Consumption in litres per month

235,400 + 7,740.

out by Total in millions: 72,500 1,680

(c) Antonomous Squadron. No of pilots 60,

Flying hours per month 360.

Consumption in litres per month

as 500 + 20 = 100,000 + 7,200

Monthly Total in millions: 39,130 1,783

Training.

18. There are two Flying Training Units, one at Presidio and the other at Laverano.

(a) Presidio - Average flying per month

150 hrs. Consumption in litres per month

20,000 + 3,000.

Monthly Total in millions: 19,560

1512

hours 2.
at 2 hours.
Flying hours per month 2206.
Consumption in litres per month:
380,800 + 13,400.
out by Total in millions: 84,800 4,830
(b) Baltimore ing. No of pilots 86,
FLYING HOURS per month 576.
Consumption in litres per month
235,400 + 7,740.
out by Total in millions: 72,500 1,680
(c) Antonomous Squadron. No of pilots 60,
Flying hours per month 360.
Consumption in litres per month
as 500 + 20 = 100,000 + 7,200
Monthly Total in millions: 39,130 1,783
Training.
18. There are two Flying Training Units, one at Presidio and the other at Laverano.
(a) Presidio - Average flying per month
150 hrs. Consumption in litres per month
20,000 + 3,000.
Monthly Total in millions: 19,560
1512

(a) N/A

(b) In addition to special flights

(c) No other authorized flights.

(u) Deverant, Figures not available.
 Estimate 750 of 100,000.

Monthly Total in millions.

14,670 478

Air Sea Rescue.

19. Estimate by U.S. A.F.S.C. Detachment Cessplane
 and used on previous month.

Monthly Total in millions.

10,000 1,230

Monthly Total

377,50 1,075

CONCLUSION

20. The figures show against the U.S. TOTAL always represent
 the maximum quantities of I.O.I. that should be supplied to the I/A.F.
 to fulfill their present commitments.

21. The figures are liberal from an I.O.I. point of view insofar
 as a margin lies, in the case of each commitment, been given in favour
 of allowing more I.O.I. rather than less, than so far for strictly
 economical aspects handling. Moreover the practice of, in commitment
 of 6 hours per week, also on the strength of the Baltimore and
 Kings and Air Rescue Squadron is likely to be in a considerable excess
 of actual flying carried out by those units.

19. Estimates by U.S. A.T.S.C. Detachment SeaPlane

Time based on previous months.

Monthly Total in 1948.	40,000	230
Estimated	177,000	1,975

DISCUSSION

20. The figures shown against the ~~high~~ ^{over} represent the maximum production of A.T.S. that ~~could be expected~~ ^{may be indicated by} the I.F.

21. The figures are liberal from an I.F.T. point of view insofar as they have, in the case of each component, been given in favor of allowing more I.F.T. rather than less, than was used for strictly economical engine results. Moreover the superior flying component of 6 hours per each hour on the ground to be the maximum and I.F.T. of 10 hours per each hour is likely to be in considerable excess of actual flying carried out by those units.

totally accurate, in ~~any one way~~ but it is considered that the ^{repellent} ~~balance~~ of any inaccuracies are not prejudicial from an I.A.F. point of view. The figures are liberal insofar as a margin has in ~~each~~ case of each commitment been allowed for given in favour of allowing more P.O.L. rather than less than should be required for strictly economical engine handling.

20. If ^{minor} ~~such~~ commitments as such as supply of P.O.L. to factories for ground testing have been omitted, the quantities allowed for ^{authorized} flying practice are in very considerable excess of quantities ~~to the~~ previously used for this purpose.

21. Although the monthly intends for P.O.L. have exceeded the figures in the assessment, the actual quantities drawn have been far less than these figures. ~~being not to date not in excess of 200,000 imperial gallons of petrol. These quantities to date have been less than 200. Monthly totals of petrol drawn to date have not exceeded 200,000 gallons.~~

Distribution 1 AM, H.F.H. Petroleum Board Room ^{done} ~~done~~ M. E. O. N. E.
 Signature by ASST

Heading as in draft - 15 days date

ASSESSMENT OF CEILING INDENT FOR P.O.L.

TO ENABLE I.A.F. TO FULFIL EXISTING COMMITMENTS.

Intention

INTRODUCTION.

1. (As in draft) from the Italian Air Ministry. ~~With the~~
 2. ^{With the} progressive resumption of peace time economic arrangements it has been found necessary to scrutinize the issue of P.O.L. to the I.A.F., and impose a ceiling indent commensurate with the maximum consumption practicable in relation to authorized commitments.

3. Authorized Commitments. (As in draft)

4. Consumption figures. (As in draft)

5. Class of P.O.L. This paper deals solely with P.O.L. for use in aircraft.

EXECUTION.

6. As from the ~~date~~ 1st September 1945 ^{monthly} indents by the I.A.F. for aircraft P.O.L. are not to exceed the totals shown at the end of the following assessment.

ASSESSMENT.

As per Draft.

CONCLUSION.

18. As per draft

19. It is not claimed that the above assessment is

0607

ATTACHMENT A

ATTACHMENT A. DISTRIBUTION OF STRENGTHS FOR SELECTED AIRCRAFT

Serial No	Account Type	Average Monthly Consumption of Fuel in Gallons	Average Monthly Consumption of Fuel in Gallons
1	34.79	600	20
2	34.92	650	25
3	32.50b	600	20
4	Baltimore	650	15
5	Average	300	15
6	35.1007	850	50

Distribution:

1 Italian Air Bunk

23 MEDIAN IALS

4. AFHQ Petroleum Section

0608

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

Serial	Reference	Type	Q	Q	Q	Q
1	72		600	40		
2	82		600	45		
3	505		600	40		
4	Elimone		600	15		
5	Ax-124		300	15		
6	00-1007		25	50		

Distribution:-

1 Indian Air Bank

23 MEDAF ALS

4 AFHQ Petroleum Section
R.A.A.C.

54 File

6 Spare

1504

6A AIR 1

Herewith Aviation Petrol figures from the Italian Air Ministry for June and July 1945

LOCATION	QUANTITY RELEASED	JUNE QUANTITY DRAWN	JULY QUANTITY RELEASED
BARI	10000)		10000)
BRINDISI	12000)	108000	12000)
LECCE	144000)		220000)
TARANTO	40000)		30000)
LEVERANO	10000	---	10000
GANNE	150000	---	
ROME	60000)	66000	90000)
FROSINONE	50000)		30000)
NAPLES	7000	1500	7000
CAGLIARI	16000	15500	19300
TURIN	--		3500
MILAN	8000	---	20000
BOGGIA	--		5000
PALEHMO			5000
	517000	191000	467900

All above figures are for 100 octane petrol.

+ The I.A.M. were unable to supply figures for Milan so it has been assumed that the allocation was used.

B.C. DE

25 . 8 . 45

1002

651/EQ.

FILE
50/100

on petrol figures from the Italian Air Ministry for June and July 1945.

	<u>JUNE</u>		<u>JULY</u>	
QUANTITY RELEASED	QUANTITY DRAWN	QUANTITY RELEASED	QUANTITY DRAWN	
10000)		10000)		
12000)	108000	12000)	44700	
144000)		220000)		
40000)		30000)		
10000	---	10000	---	
150000	---		---	
60000)	66000	90000)	108693	
60000)		30000)		
7000	1500	7000	---	
16000	15500	19300	16100	
---		3500	---	
8000	---	20000	20000 +	
---		5000		
		6000		
517000	191000	487900	193778	

figures are for 100 octane petrol.

were unable to supply figures for Milan so it has been assumed that the full was used.

F.C. DENNIS. P/LT.

50/Air

File 3A

LOOSE MINUTE.

Air I.

1. Herewith, as promised, aviation POL figures from the Italian Air Ministry showing quantities actually drawn as compared with quantities released during the month of May, 1945.

2. <u>Location.</u>	<u>quantity released.</u>	<u>quantity drawn.</u>
BARI	9,000	4,000
Brindisi	10,000	
Lecce	180,000	113,000
Leverano	3,000	
Taranto	30,000	12,000
Rome	30,000	34,000
Frosinone	30,000	13,000
Alfa Romeo	7,000	
Biferno		43,000
Total	299,000	219,000

3. All above figures are for 100 octane petrol.

4th July, 1945.


Wing Commander,
Senior Equipment Officer.

PER HOUR

212

12 liters

LUBRICATING OIL

ECONOMICAL

M.C. 202	375	300	20
M.C. 205	450	350	40
PIRCOBRA	550	250	10
BALTIMORE	800	540	20
S.M. 79	720	510	24
S.M. 83	340	570	30
S.M. 84	1200	780	54
C.A.N.T. 2. 10007 be	1200	780	54
C.A.N.T. 505	720	510	24
C.A.N.T. 501	295	170	10
R.S. 44	640	430	30

W. B. Allen

We do not exactly know the dates concerning the spillfire, but they seem to be very similar to the H.C. 305.

P. 5

1A
(e)

FIGHTER GROUP

4th WING	72
5th WING	70
5th WING	74

	216

BOMBER AND TRANSPORT GROUP

BALTIMORE WING	86
BOMBER WING (SM. 82 & CANT 2)	80
TRANSPORT WING	76

	242

SEAPLANES GROUP

82nd WING	46
83rd WING	32
84th WING	34
85th WING	40

	152

AUTONOMOUS SQDN.

UNITA AEREA COMMAND	61
---------------------	----

AUTONOMOUS FLYING SECTION
P.M.

6

F.T.S.

FIGHTERS & BOMBERS (F.T.S.)	80
-----------------------------	----

F.T.S. (F.T.S.)

35

1A

PILOTI IN FORZA REPARTI DELL'UNITA' AEREA

RAGGR. CACCIA:

4° STORMO		72
51° "		70
5° "		74
		<u>216</u>

<u>RAGGR. B. e T.:</u>	STORMO BALTIMORE		86
	" NOTTURNO		80
	" TRASPORTI		76
			<u>242</u>

RAGGR. IDRO :

82° GRUPPO		46
83° "		32
84° "		34
85° "		40
		<u>152</u>

<u>SQUADR. AUTONOMA</u>		
<u>COM. UNITA' AEREA:</u>		61

<u>SEZ. AUT. VOLO</u>		
<u>PRES. CONSIGLIO :</u>		6

<u>SCUOLA ADDESTRAMENTO</u>		
<u>"C" e "B" :</u>		80

<u>SCUOLA PILOTAGGIO:</u>		35
---------------------------	-----------	----

0615